



# Northumberland County Council

NORTH NORTHUMBERLAND LOCAL AREA COUNCIL  
RIGHTS OF WAY SUB-COMMITTEE  
30 October 2019

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

### ALLEGED BYWAY OPEN TO ALL TRAFFIC No 31 PARISH OF ALNHAM

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

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#### **Purpose of report**

In this report, the North Northumberland Local Area Council Rights of Way Sub-Committee is asked to consider all the relevant evidence gathered in support and in rebuttal of the existence of public vehicular rights over the U4011 road, from the C169 road at Great Ryle, southwards to the U4009 road north of Little Ryle.

#### **Recommendation**

**It is recommended that the sub-committee agrees that:**

- (i) there is sufficient evidence to indicate that public vehicular rights have been reasonably alleged to exist over the route D-E;**
- (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 'U4011' 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 U4011 unclassified County road based upon more than simply its inclusion in the List of Streets.

### **3. LANDOWNER EVIDENCE**

3.1 To date, no landowner / rebuttal evidence has been received.

### **4. CONSULTATION**

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

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

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

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

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

“Alleged Byway Open to all Traffic 31 (Little Ryle)

This is a hedged lane with a rough stone/grass surface linking Great and Little Ryle. It is well used by horse riders and walkers and cyclists are seen on it as well. There is very little evidence of it being used by motor vehicles except for farm use. Combined with minor tarmac roads in the area, this lane makes a very good circular route for local riders so the BHS supports its addition 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 no evidence of a road or track approximating to the route of alleged Byway No 31.

1820 Fryer's County Map

There is clear evidence of a road or track over the route of alleged Byway No 31.

1827 Cary's Map

There is clear evidence of a road or track over the route of alleged Byway No 31.

1828 Greenwood's County Map

There is clear evidence of a road or track over the route of alleged Byway No 31.

1842 Great Ryle Tithe Award

There is clear evidence of a road or track over the northernmost 95% of the route of alleged Byway No 31. Its southerly continuation is labelled "To Little Ryle".

1842 Little Ryle Tithe Award

There is clear evidence of a road or track over the southernmost 5% of the route of alleged Byway No 31. Its northerly continuation is labelled "To Great Ryle".

c.1865/6 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an enclosed road / track over the route of alleged Byway No 31.

1897 Ordnance Survey Map: Scale 1:2500

There is clear evidence of an enclosed road / track over the route of alleged Byway No 31.

1899 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an enclosed road / track over the route of alleged Byway No 31.

Finance Act 1910 plan

There is clear evidence of an enclosed road / track over the route of alleged Byway No 31. The route is identified as being separate from the adjacent land by coloured boundaries. This is a good indication that the road was considered to be public at that time.

1926 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an enclosed road / track over the route of alleged Byway No 31.

1951 Highways Map

The route of alleged Byway Open to All Traffic No 31 is coloured so as to identify it as a publicly maintainable road. It is labelled as the "U4011".

c.1952 Definitive Map – original Survey Schedules & Map

The route of alleged Byway Open to All Traffic No 31 exists on the base map, and is coloured brown. Known public roads were generally coloured brown to indicate what the extent of the road network was considered to be.

Draft Map

The route of alleged Byway Open to All Traffic No 31 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).

Provisional Map

The route of alleged Byway Open to All Traffic No 31 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).

1957 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an enclosed road / track over the route of alleged Byway No 31.

1962 Original Definitive Map

The route of alleged Byway No 31 exists on the base map, but is not identified as a public footpath, public bridleway or Road Used as a Public Path (RUPP).

1964 Highways Map

The route of alleged Byway Open to All Traffic No 31 is coloured so as to identify it as a publicly maintainable road. It is labelled as the "U4011".

1979 Ordnance Survey Map: Scale 1:10,000

There is clear evidence of an enclosed road / track over the route of alleged Byway No 31.

2005 Ordnance Survey Explorer OL 16 and 332 Maps: Scale 1:25,000

There is clear evidence of an enclosed track over the route of alleged Byway No 31. The route is marked with green dots, signifying that it is an "Other route with public access" (i.e. an ORPA).

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

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

5.2 The entry for the U4011 road, in the 1958 County Road Schedule, states:

“U4011 Great Ryal - Aln Fordway Road  
From C169 at Great Ryal to U4009 at the River Aln Fordway north of Little Ryal.”

The length of the U4011 road is identified as 0.75 miles.

5.3 The entry for the U4011 road, in the 1964 County Road Schedule, states:

“U4011 Great Ryle - Aln Fordway Road  
From C169 at Great Ryle southwards to U4009 at the River Aln Fordway north of Little Ryle.”

The length of the U4011 road is identified as 0.75 miles.

5.4 The entry for the U4011 road, in the 1974 County Road Schedule states:

“U4011 Great Ryle - Aln Fordway Road  
From C169 at Great Ryle (NU 020127) southwards to U4009 at the River Aln Fordway north of Little Ryle (NU 020114).”

The length of the U4011 road is identified as 0.75 miles.

## **6. SITE INVESTIGATION**

6.1 From Point D on the C169 road, 95 metres south-east of Great Ryle, a 4 metre wide stone surfaced track in a 9 to 9.5 metre wide corridor proceeds in a southerly direction for a distance of 70 metres to a 5 metre wide pinch point at the corner of a stone farm building. A 3 to 4 metre wide stone surfaced track within a 6 to 9 metre wide corridor then continues in a southerly direction for a further 370 metres. Then a 2.5 to 3 metre wide stone surfaced track continues within a 7 to 8 metre wide corridor (including drainage ditch inside the western boundary) in a southerly direction for a further 355 metres. Then as a 2.5 to 3 metre wide stone / grass surfaced track, within an 11 metre wide corridor (still including drainage ditch inside the western boundary) in a southerly direction for a further 445 metres to a 5.5 metre wide concrete ford through the River Aln, with overgrown footbridge to the west of it. A 2.7 metre wide rough tarmac road, within an 11 metre wide corridor proceeds in a southerly direction for a distance of 40 metres to join the U4009 road, 370 metres north of Little Ryle Farm. There is an old metal signpost at this location, with one of its fingers stating “Great Ryle 1” pointing along the alleged byway route.

## 7. DISCUSSION

- 7.1 Section 53 (3)(c)(i) of the Wildlife and Countryside Act 1981, requires the County Council to modify the Definitive Map when evidence is discovered which, when considered with all other relevant evidence available to them shows:
- that a right of way, which is not shown in the Map and Statement, subsists or is reasonably alleged to subsist over land in the area to which the Map relates, being a right of way such that the land over which the right subsists is a public path, a restricted byway or; subject to section 54A, a byway open to all traffic.
- 7.2 When considering an application / proposal for a modification order Section 32 of the Highways Act 1980 provides for “any map, plan or history of the locality or other relevant document” to be tendered in evidence and such weight to be given to it as considered justified by the circumstances, including the antiquity of the tendered document, the status of the person by whom and the purpose for which it was made or compiled, and the custody in which it has been kept and from which it is produced.
- 7.3 The representation of a path or track on an Ordnance Survey Map is not evidence that it is a public right of way. It is only indicative of its physical existence at the time of the survey.
- 7.4 The route of alleged Byway Open to All Traffic No 31 is identified on the County Council’s current List of Streets as being the U4011 road. The route was identified on both the Council’s 1951 Highways Map and the later 1964 Highways Map. It was also included in the 1958, 1964 and 1974 County Road Schedules. No 1932 Handover Maps or Maps / Schedules produced under the Restriction of Ribbon Development Act 1935 appear to have survived for the former Rothbury Rural District Council area.
- 7.5 The route has been consistently identified as an enclosed road / track on Ordnance Survey maps since c.1865/66. Although the route is not shown on Armstrong’s County Map of 1769, it is shown on Fryer’s and Greenwood’s County Maps of 1820 and 1828 and on Cary’s Map of 1827. It is also clearly identified on the Great Ryle and Little Ryle Tithe Awards of 1842.
- 7.6 Although other public rights of way were identified nearby, this route was not included on the Draft, Provisional or original Definitive Maps as a footpath, bridleway or Road Used as Public Path (RUPP). On the Survey Map the route is coloured brown in the same way that other public roads were identified.
- 7.7 The County Council accepts that, given the way the regulations were written with regard to the way highway authorities could include publicly maintainable highways in the List of Streets, there was no impediment to public bridleways and public footpaths also being included. That is not to say that any bridleways or footpaths were so shown – just that they could be. It must, therefore, be entirely proper to consider each UCR on a case by case basis, but that does not mean that we should begin with the assumption that each UCR is no more than a public footpath unless higher rights can be proven by other means. In Northumberland there is no evidence to suggest that public footpaths and public bridleways were deliberately shown on the 1958, 1964 or

1974 County Road Schedules (forerunners of the modern day List of Streets). The fact that a route is shown on these schedules must, therefore, be evidence of some weight that public vehicular rights exist.

- 7.8 Letters from DEFRA, dated 2003 and November 2006, and Rights of Way Circular 1/09 set out the approach Inspectors and order making authorities should take in determining the status of routes included on the List of Streets. In summary, the guidance states that the inclusion of a route on the List of Streets is not a record of what legal rights exist over that highway but may provide evidence of vehicular rights. However, this must be considered with all other relevant evidence in order to determine the nature and extent of those rights. Highway Authorities are recommended to examine the history of such routes and the rights that may exist over them on a case by case basis in order to determine their status.
- 7.9 The Natural Environment and Rural Communities Act 2006 (NERC Act 2006) had a major impact upon the recording of byways open to all traffic based upon historical documentary evidence. Under section 67 of the Act, any existing, but unrecorded, public rights of way for mechanically propelled vehicles were extinguished unless one of the 'saving' provisions applied. In brief, these saving provisions were: (a) if the main lawful public use between 2001 and 2006 was with motor vehicles; (b) if the route was on the List of Streets (on 2 May 2006) and not also on the Definitive Map as something less than a byway open to all traffic; (c) the route was legally created expressly for motor vehicular use; (d) the route was a road deliberately constructed for public motor vehicular use; or (e) the vehicular highway came about as a result of unchallenged motor vehicular use before December 1930.
- 7.10 Of the saving provisions above, (b) will apply to the route of alleged Byway No 31. The public's motor vehicular rights would not have been extinguished by the NERC Act 2006.
- 7.11 For a route to be a byway open to all traffic, it has to be (i) a public motor vehicular right of way and (ii) a route which is nevertheless used (or is likely to be used) by the public mainly for the reasons which footpaths and bridleways are used.
- 7.12 Although the northern end of this route has a drivable stone surface, and the southern end has a usable, concrete surfaced ford, the southern half, beyond the ford, is not in a condition which could be used by 'normal' cars. The BHS consultation response was the only one that provided any estimates regarding levels of current or past user. It indicates that the route is well used by horseriders, with cyclists and walkers also being observed, and less well used by public vehicles.
- 7.13 Advice from the Planning Inspectorate in their 'consistency guidelines' states that it is important to have the correct width, where known, recorded in the definitive statement. Where no width can be determined by documentary means (such as an Inclosure Award, Highway Order or dedication document), there is usually a boundary to boundary presumption for public highways. On this basis it is proposed to record Byway Open to All Traffic No 31 with a width varying from 5 to 11 metres, as identified in paragraph 6.1, above.



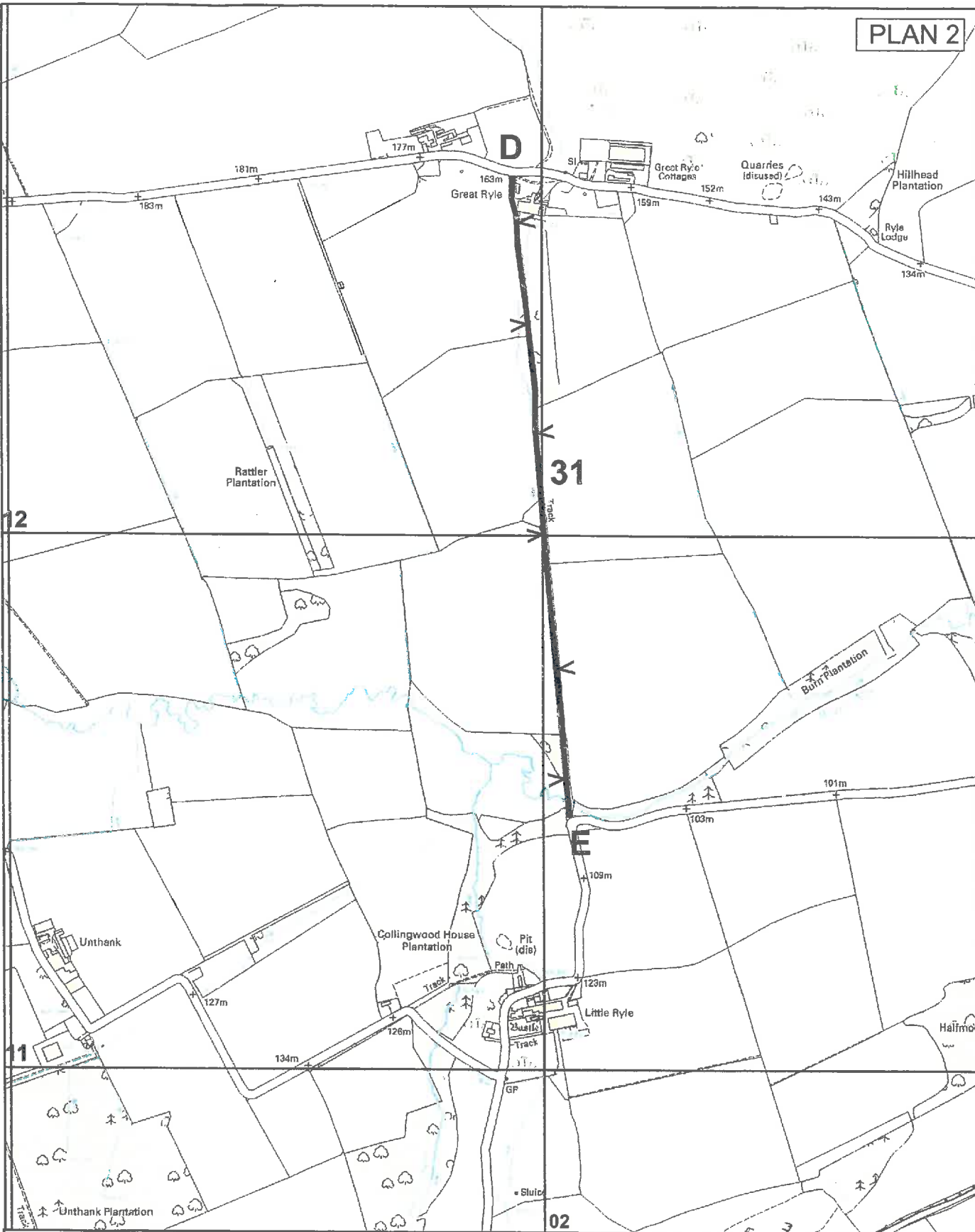
## **8. CONCLUSION**

- 8.1 In light of the documentary evidence submitted, it appears that public vehicular rights have been reasonably alleged to exist over the route of alleged Byway Open to All Traffic No 31.
- 8.2 The Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's motor vehicular rights over the route. It would be appropriate to recognize the public's rights over the route by recording it on the Definitive Map as a byway open to all traffic.

## **BACKGROUND PAPERS**

Local Services Group File: A/2/31z

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**NORTHUMBERLAND**

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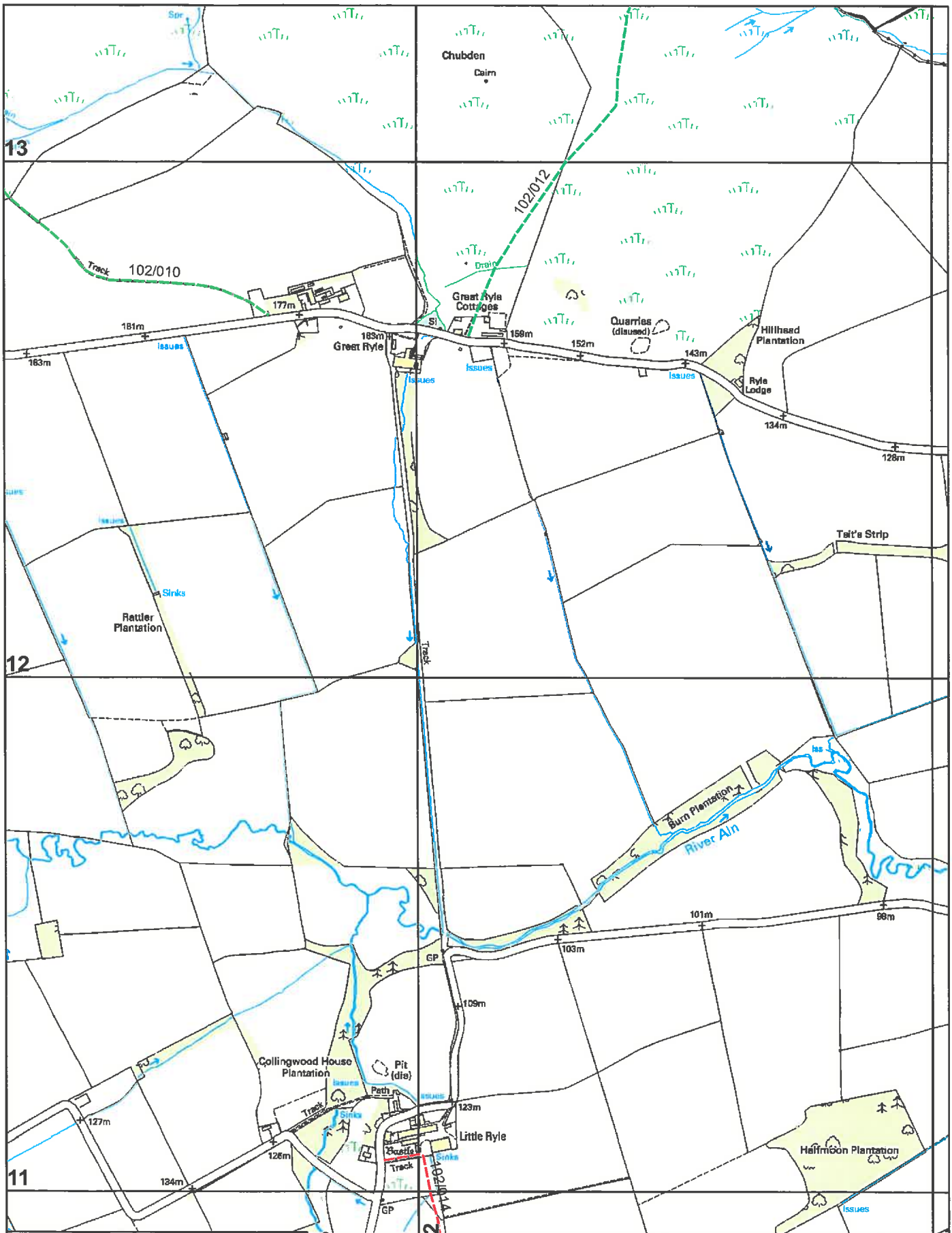
**Wildlife and Countryside Act 1981  
 Public Rights of Way**



Alleged Byway Open to All Traffic

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Former District(s) Alnwick	Parish(es) Alnham	Scale 1:10,000
Def. Map No. 93	O.S. Map NU 01 SW	Date October 2016



**Northumberland**  
County Council

Contact: Alex Bell  
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**Legend**

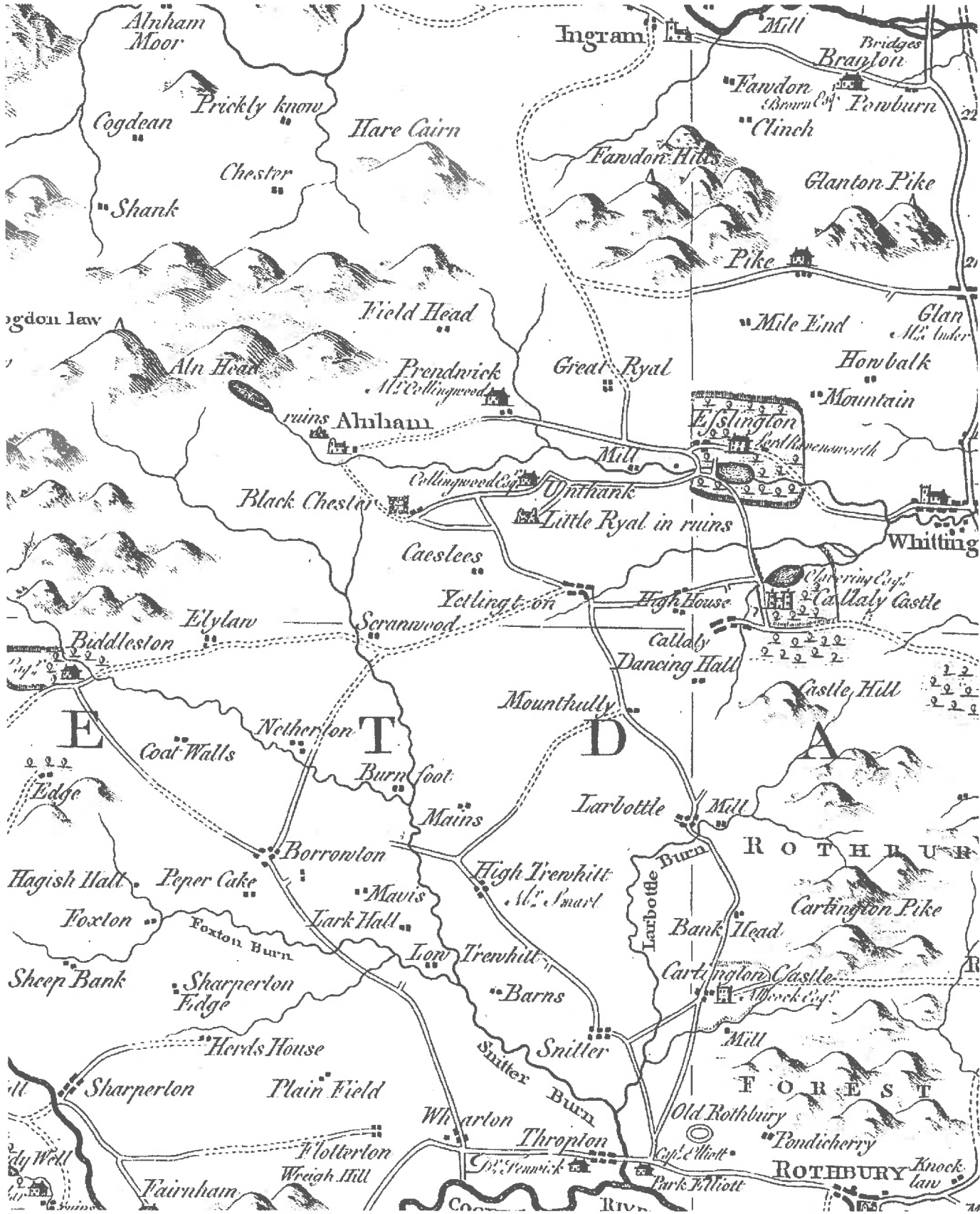
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- Bridleway
- Restricted Byway
- Byway Open to All Traffic

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

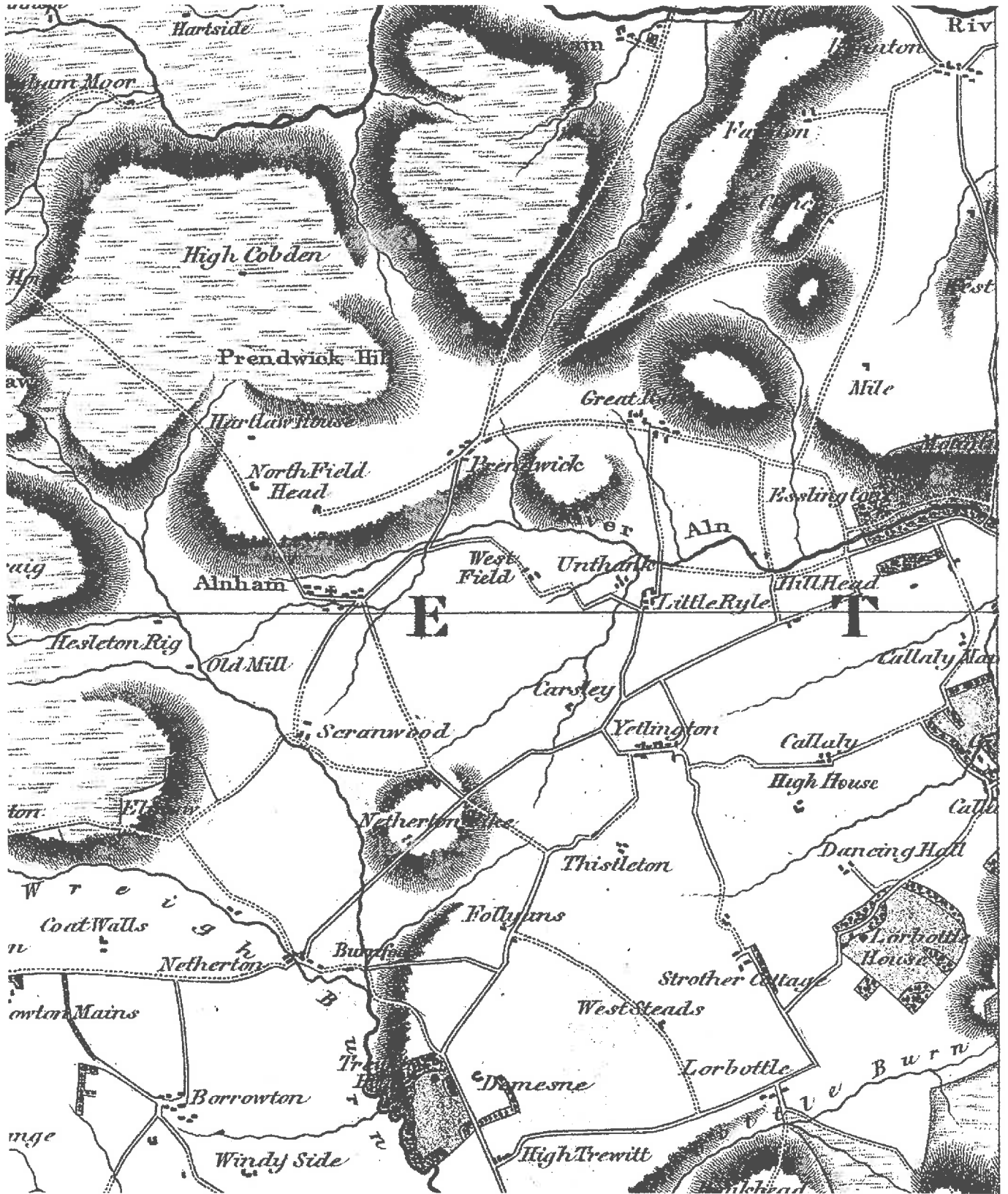
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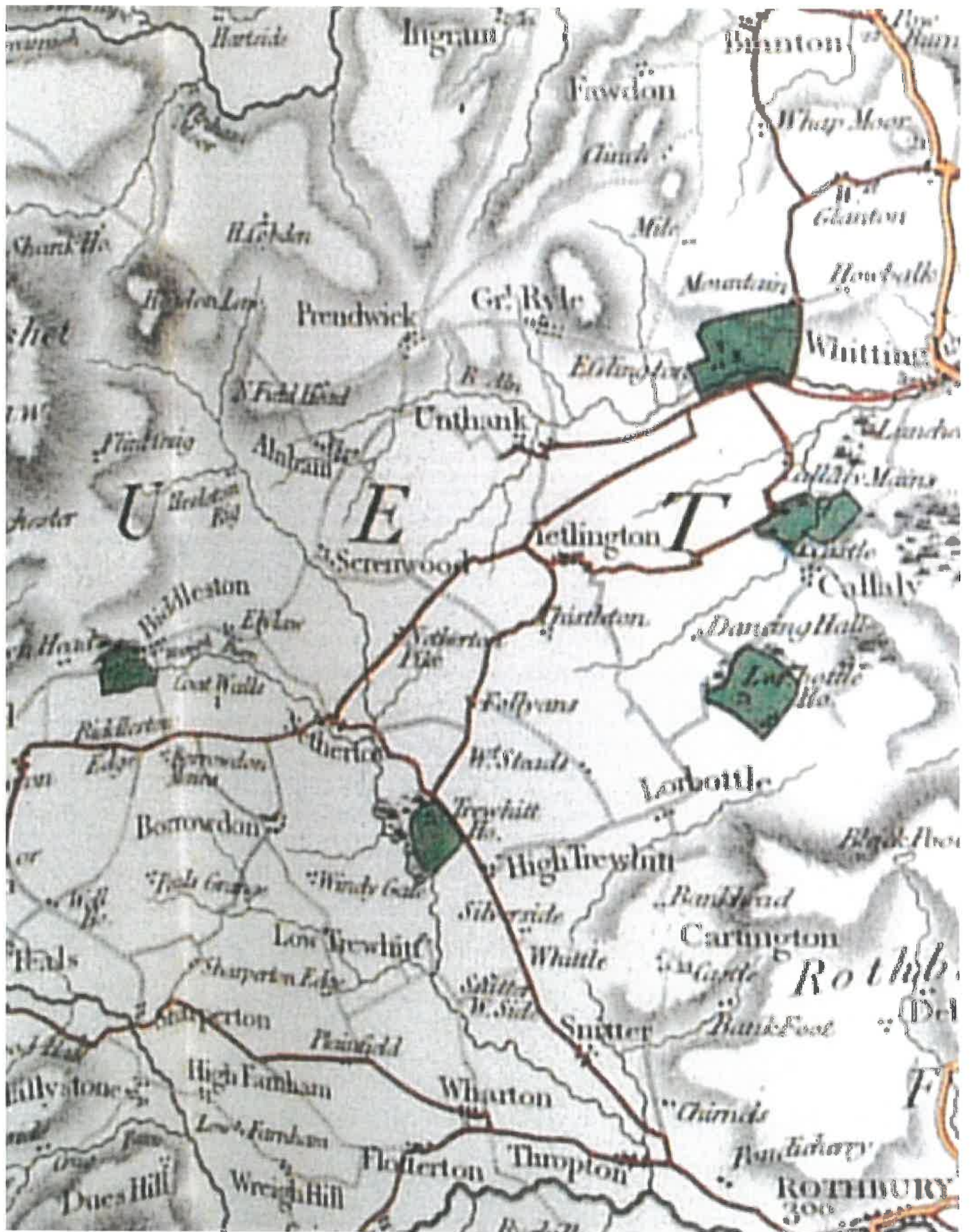
Armstrong's County Map  
1769



Fryer's County Map  
1820







Greenwood's County Map  
1828





Great Ryle Tithe Award  
1842



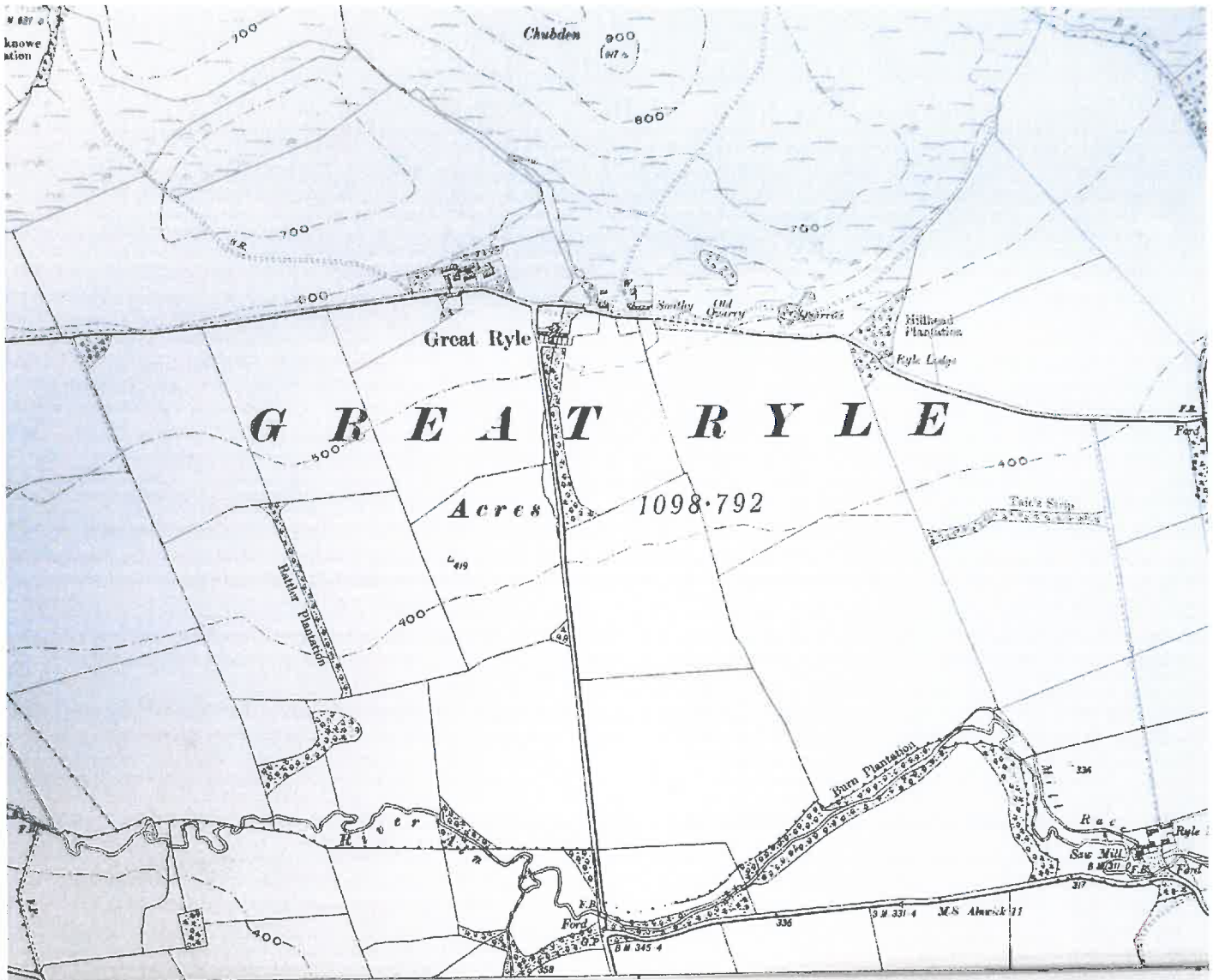








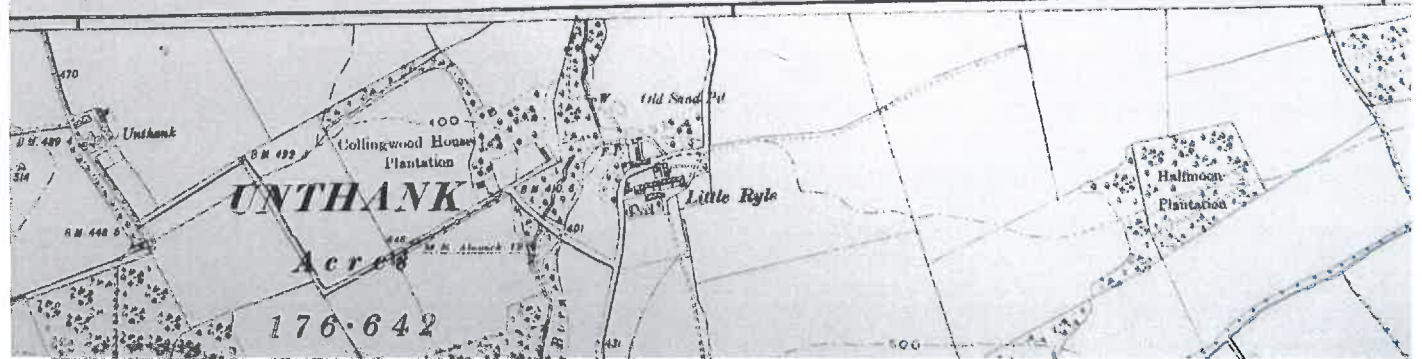




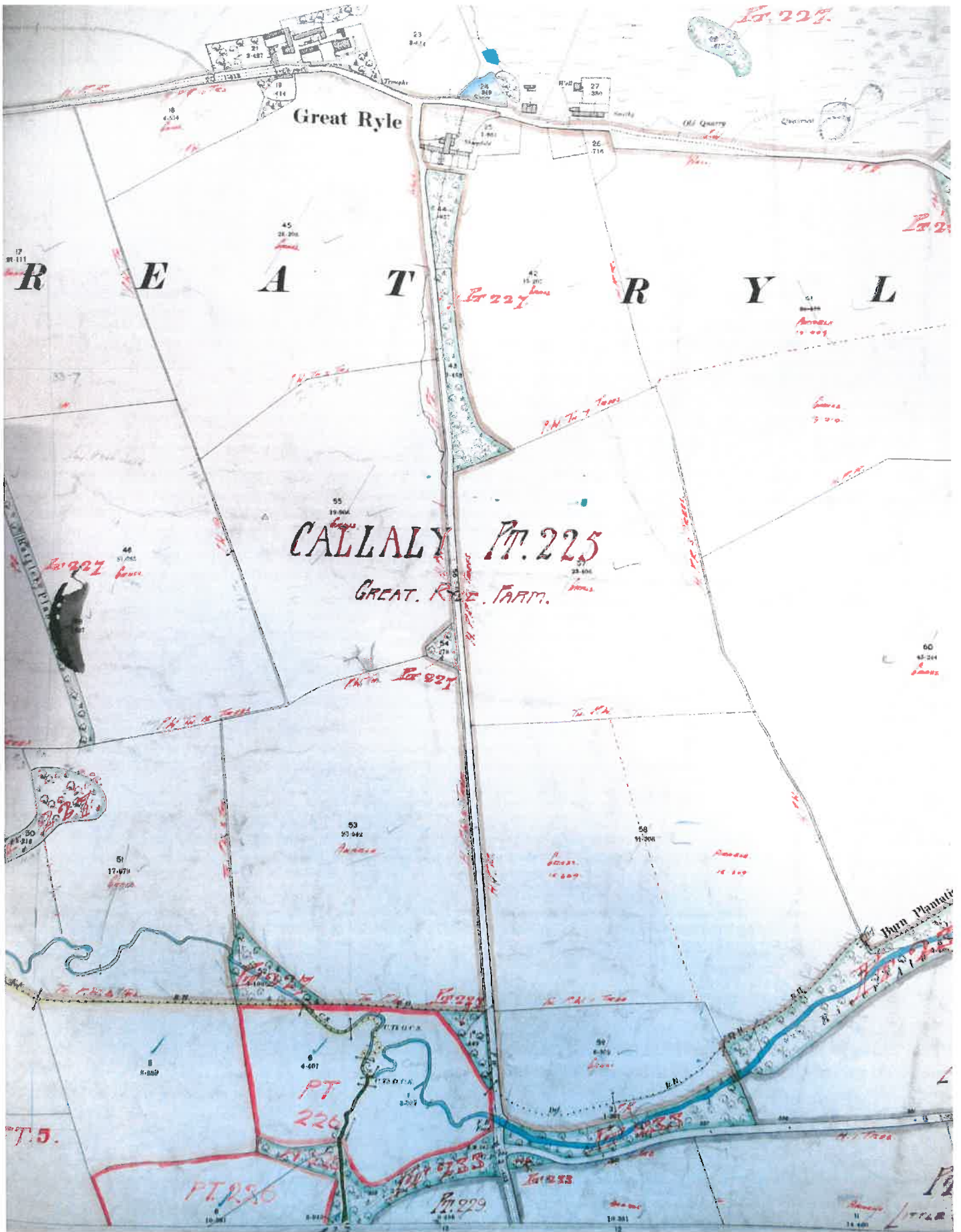
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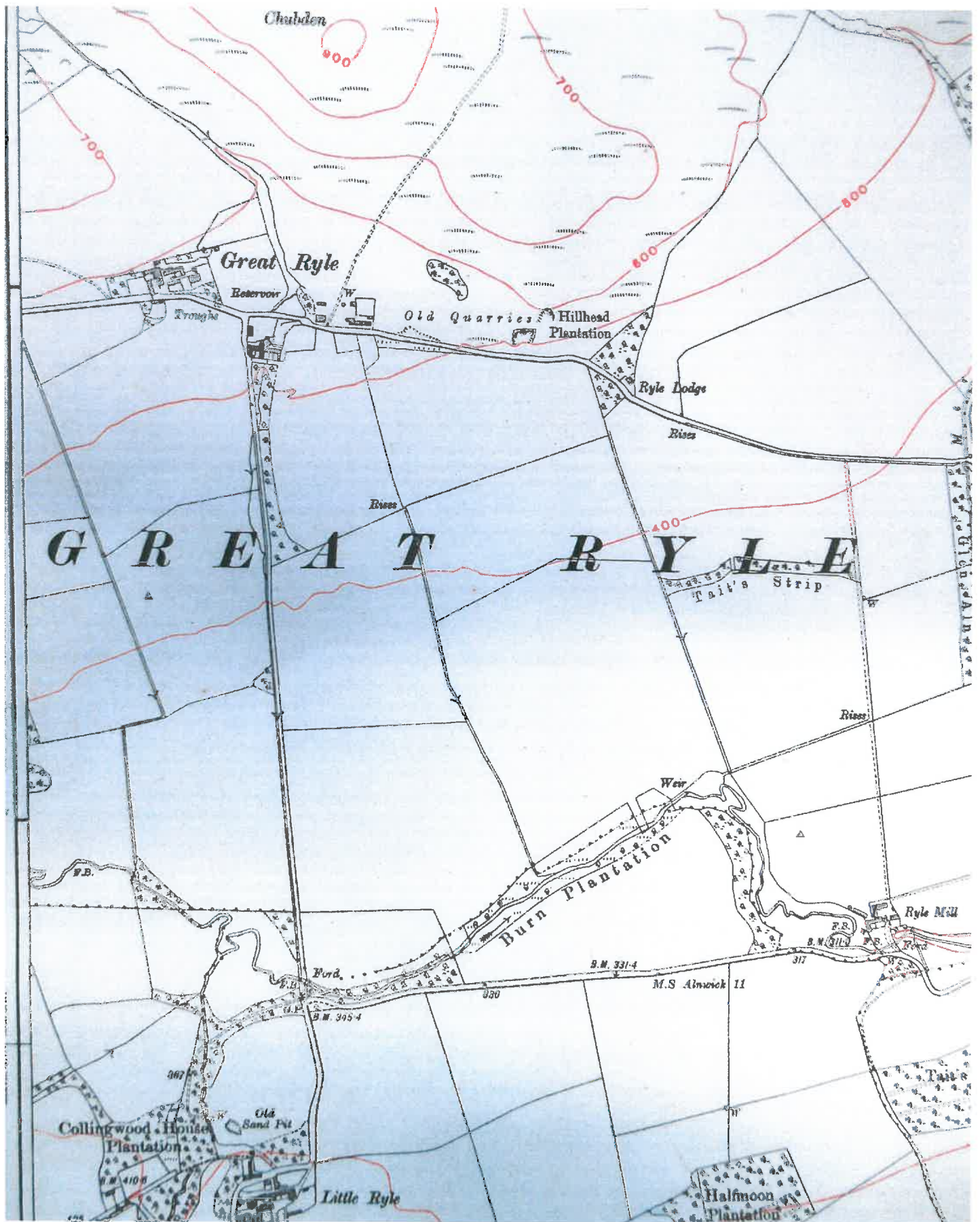
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1" 66' LON 1" 57'













# Survey Map



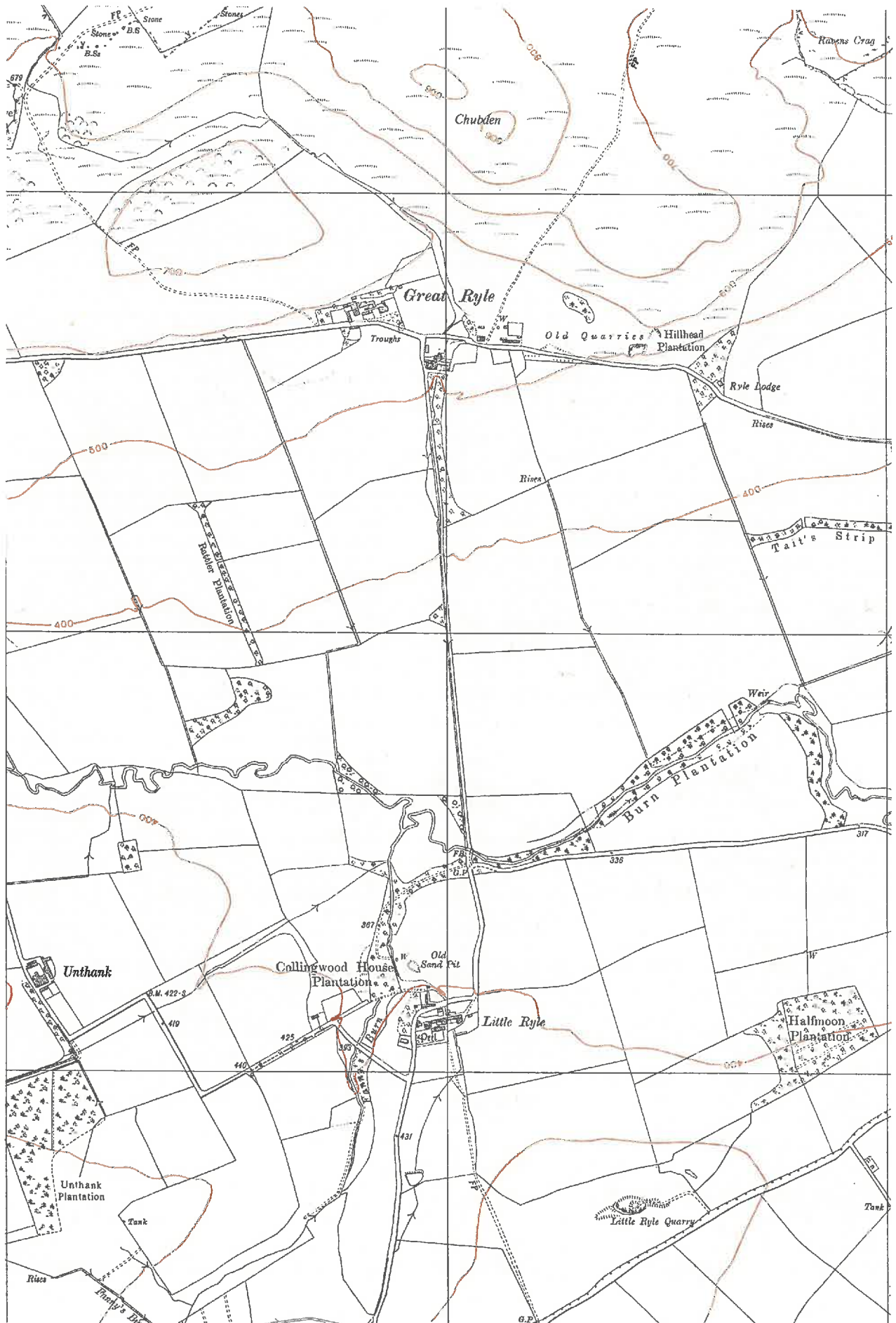




Provisional Map







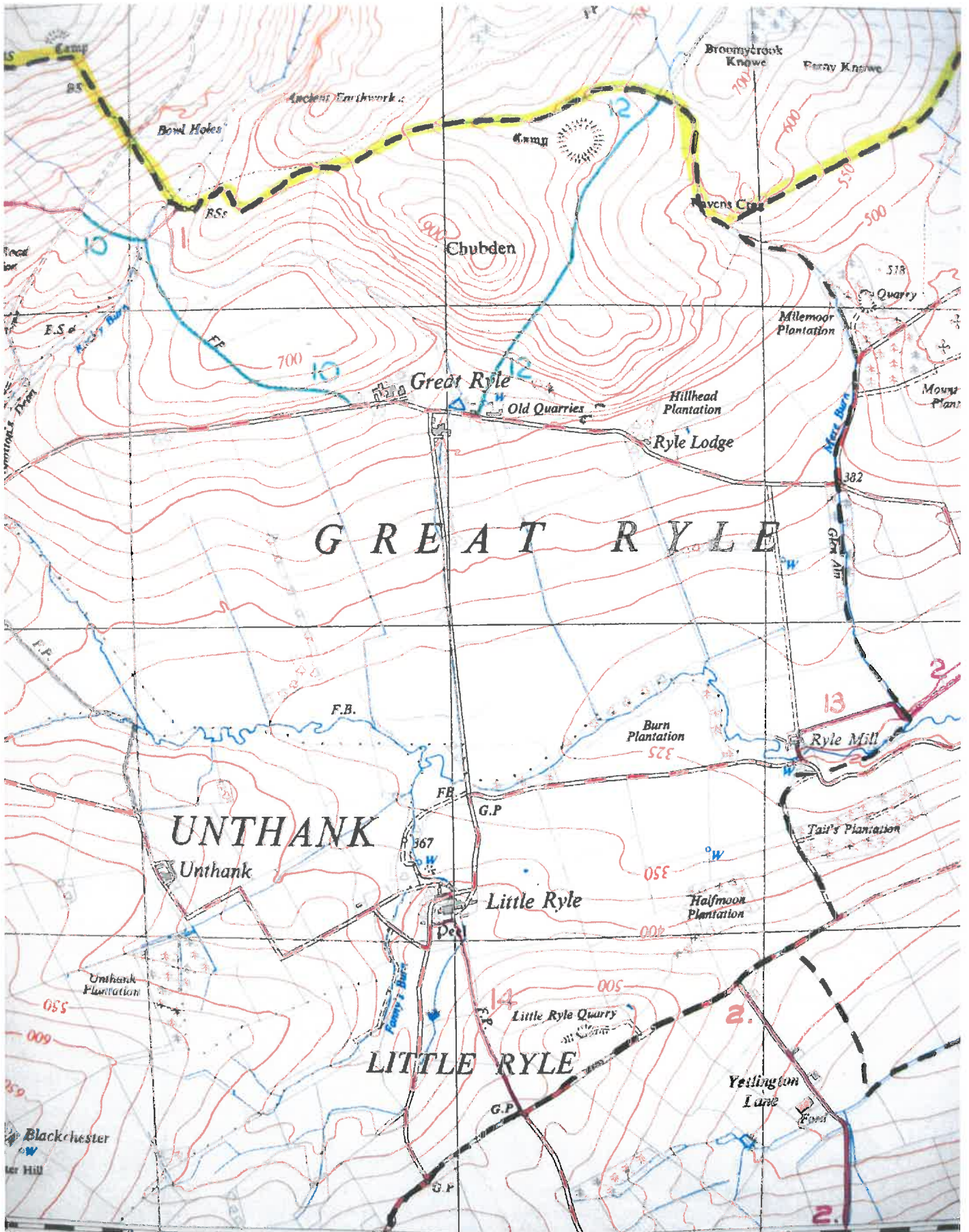
# 1958 County Road Schedule

## ALNWICK DIVISION

### Unclassified Roads in Rothbury Rural District

U.4001	Rothhill - Middle Barton Road	From C.90 at Rothhill via Middle Barton to the Rothbury and Alnwick R.D. boundary south-west of Shawdon Hill Cottage.	1.11
U.4002	Whittingham - Thrunton - Whittingham Station Road	From C.90 south-east of Whittingham Crossing A.697 east of Thrunton to Class C.90 east of Whittingham Station.	2.38
U.4003	Thrunton Mill Road	From C.90 west of Mount Holly to the Swine Burn at Thrunton Mill.	0.36
U.4004	Thrunton Red House - Mandysteads.	From U.4002 south-west of Thrunton via Thrunton Red House and Car Burn Bridge to A.697 north of Wandysteads.	2.40
U.4005	High Trehitt - Larbottle Road	From C.176 at High Trehitt to C.178 at Larbottle including the branch road to Larbottle West Steads.	2.35
U.4006	Larbottle - Mount Pleasant Road	From C.178 south-west of Larbottle Hall to Church at Mount Pleasant.	0.67
U.4007	Yetlington North Road	From C.174 at Yetlington northwards to C.172	0.37
U.4008	Callaly - Eslington Low Hill Road	From C.174 west of Callaly North Lodge to C.172 at Eslington Low Hill.	1.29
U.4009	Urchins Bank - Eslington Hill Road	From C.172 north-east of Urchins Bank via Littley Ryal and Eslington Hall to C.172 east of Eslington Low Hill.	3.03
U.4010	Eslington Hall West Lodge - Mere Burn Road.	From C.172 at Eslington High Hill via Eslington Hall West Lodge to C.169 at its crossing at the Mere Burn.	0.88
U.4011	Great Ryal - Aln Fordway Road.	From C.169 at Great Ryal to U.4009 at the River Aln Fordway north of Little Ryal.	0.75
U.4012	Alnhem - Little Ryal Road	From C.169 north-east of Alnhem to U.4009 south of Little Ryal	1.48
U.4013	Whittingham - Mountain Road	From C.90 north-west of Whittingham to U.4014 at The Mountain.	1.20
U.4014	Eslington Low Hill - Mile End Road.	From C.172 at Eslington Low Hill to C.169 southwest of Mile End.	1.14
		Forward	<u>19.410 miles</u>

# Original Definitive Map



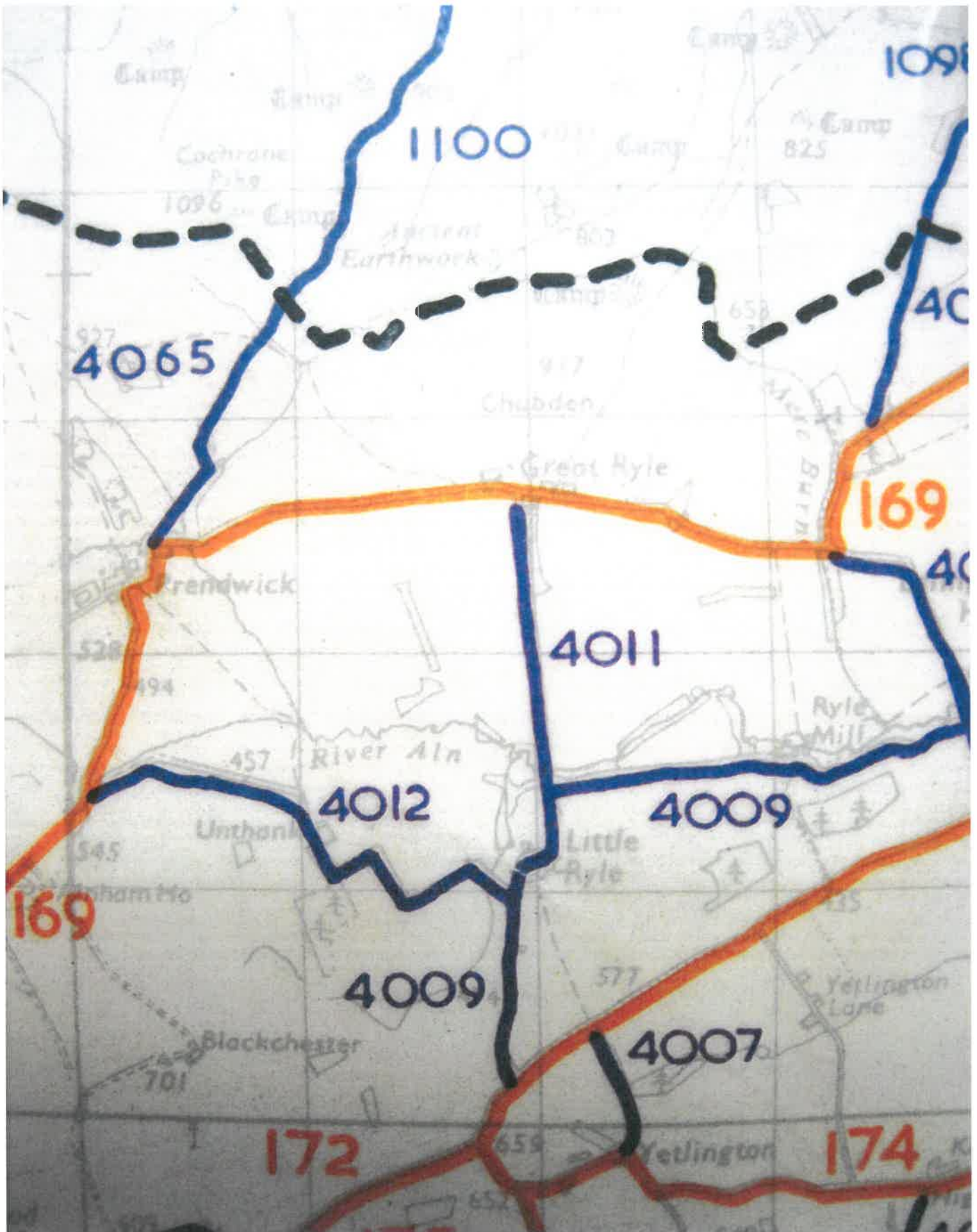


# 1964 County Road Schedule

-- 88 --

<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.4001	Rothill-Middle Barton Road.	From C.90 at Rothill eastwards via Middle Barton to the Alnwick Rural District boundary south-west of Shawdon Hill Cottage. (Continues in Alnwick Rural District as U.3061).	Alnwick.	1.11	1.11
U.4002	Whittingham-Thrunton-Whittingham Station Road.	From C.90 south-east of Whittingham crossing A.697 east of Thrunton to rejoin C.90 east of Whittingham Station.	Alnwick.	2.38	2.38
U.4003	Thrunton Mill Road.	From C.90 west of Mount Hooly to the Swine Burn at Thrunton Mill.	Alnwick.	0.36	0.36
U.4004	Thrunton Red House-Wandysteads.	From U.4002 south-west of Thrunton via Thrunton Red House and Coe Burn Bridge to A.697 north of Wandysteads.	Alnwick.	2.40	2.40
U.4005	High Trewitt-Lorbottle Road.	From C.176 at High Trewitt eastwards to C.178 at Lorbottle including the branch road to Lorbottle Weststeads.	Alnwick.	2.35	2.35
U.4006	Lorbottle-Mount Pleasant Road.	From C.178 south-west of Lorbottle Hall north-westwards to the Church at Mount Pleasant.	Alnwick.	0.67	0.67
U.4007	Yetlington North Road.	From C.174 at Yetlington northwards to C.172.	Alnwick.	0.37	0.37
U.4008	Callaly-Eslington Lowhill Road.	From C.174 west of Callaly North Lodge to C.172 at Eslington Lowhill.	Alnwick.	1.29	1.29
U.4009	Urchin Bank-Eslington Hall Road.	From C.172 north-east of Urchin Bank via Little Ryle and Eslington Hall to C.172 east of Eslington Lowhill.	Alnwick.	3.03	3.03
U.4010	Eslington Hall West Lodge-Mere Burn Road.	From C.172 at Eslington High Hill via Eslington Hall West Lodge to C.169 at its crossing of the Mere Burn.	Alnwick.	0.88	0.88
U.4011	Great Ryle-Aln Fordway Road.	From C.169 at Great Ryle southwards to U.4009 at the River Aln Fordway north of Little Ryle.	Alnwick.	0.75	0.75
U.4012	Alnham-Little Ryle Road.	From C.169 north-east of Alnham eastwards to U.4009 south of Little Ryle.	Alnwick.	1.48	1.48

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.4004	Thrunton Red House-Mandysteads.	From U.4002 south-west of Thrunton (NU 084104) southwards via Thrunton Red House and Coe Burn Bridge to A.697 north of Wandysteads (NU 093069).	Alnwick Division		2.40
U.4005	High Trewitt-Lorbottle Road.	From C.176 at High Trewitt (NU 009055) eastwards to C.178 at Lorbottle (NU 035065) including the branch road to Lorbottle Weststeads,	Alnwick Division		2.35
U.4006	Lorbottle-Mount Pleasant Road.	From C.178 south-west of Lorbottle Hall (NU 034072) north-westwards to the Church at Mount Pleasant (NU 029081).	Alnwick Division		0.67
U.4007	Yetlington North Road.	From C.174 at Yetlington (NU 023099) northwards to C.172 (NU 022104).	Alnwick Division		0.37
U.4008	Callaly-Eslington Lowhill Road.	From C.174 west of Callaly North Lodge (NU 047100) northwards to C.172 at Eslington Lowhill (NU 046116).	Alnwick Division		1.29
U.4009	Urchin Bank-Eslington Hall Road.	From C.172 north-east of Urchin Bank (NU 019102) northwards and eastwards via Little Ryle and Eslington Hall to C.172 east of Eslington Lowhill (NU 051119).	Alnwick Division		3.03
U.4010	Eslington Hall West Lodge-Mere Burn Road.	From C.172 at Eslington High Hill (NU 039114) northwards via Eslington Hall West Lodge to C.169 at its crossing of the Mere Burn (NU 033124).	Alnwick Division		0.88
U.4011	Great Ryle-Aln Fordway Road.	From C.169 at Great Ryle (NU 020127) southwards to U.4009 at the River Aln Fordway north of Little Ryle. (NU 020114).	Alnwick Division		0.75
U.4012	Alnham-Little Ryle Road.	From C.169 north-east of Alnham (NU 001114) eastwards to U.4009 south of Little Ryle (NU 019110).	Alnwick Division		1.48



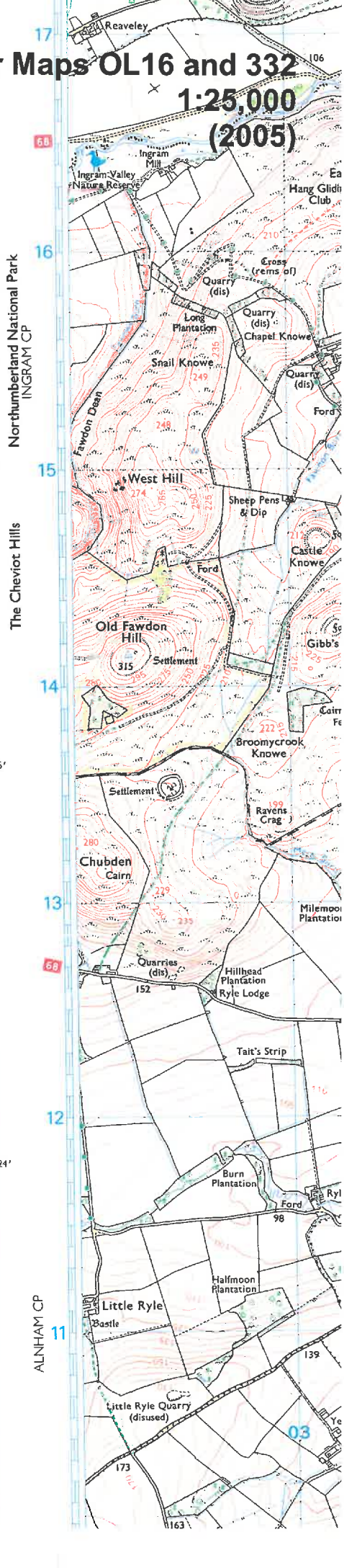
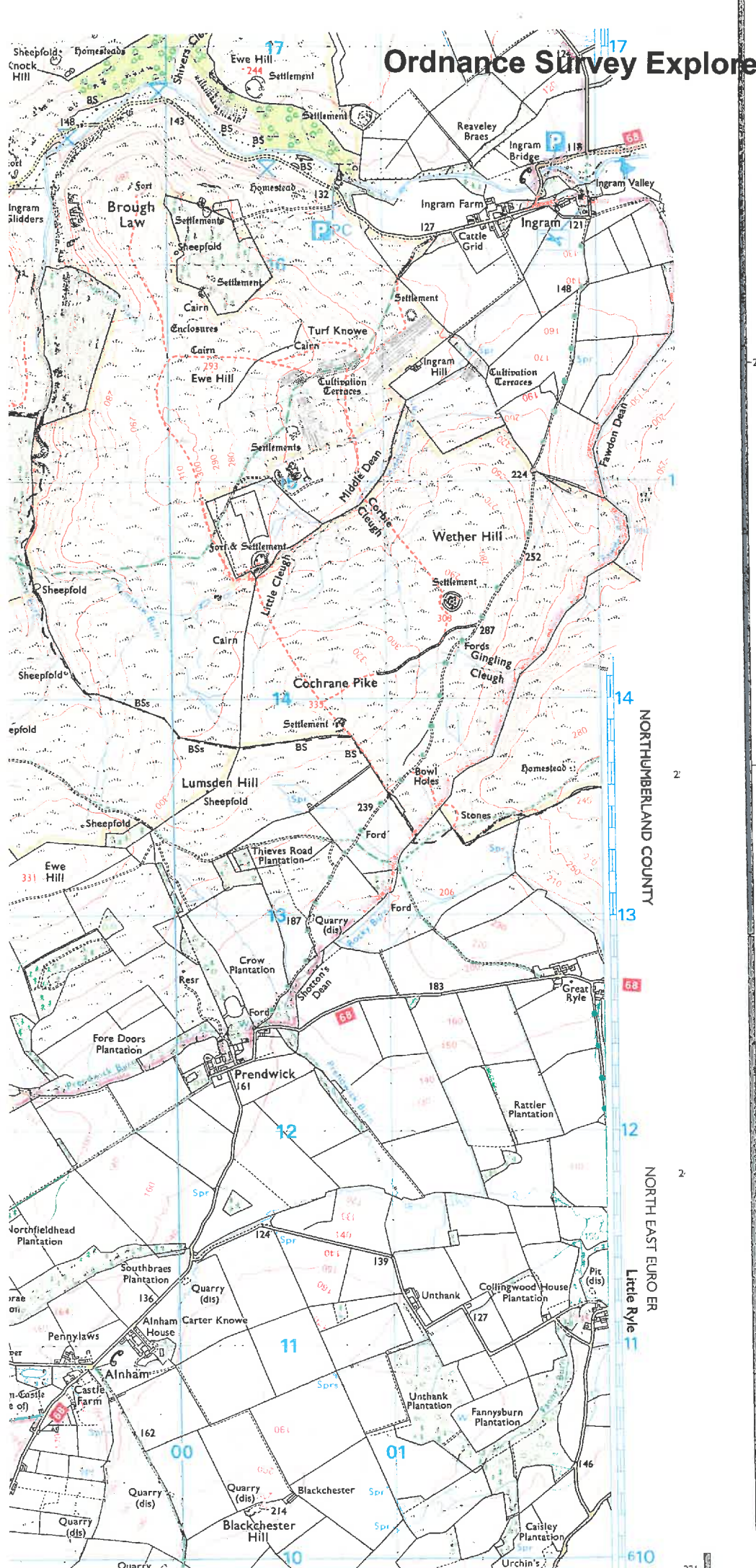
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1979

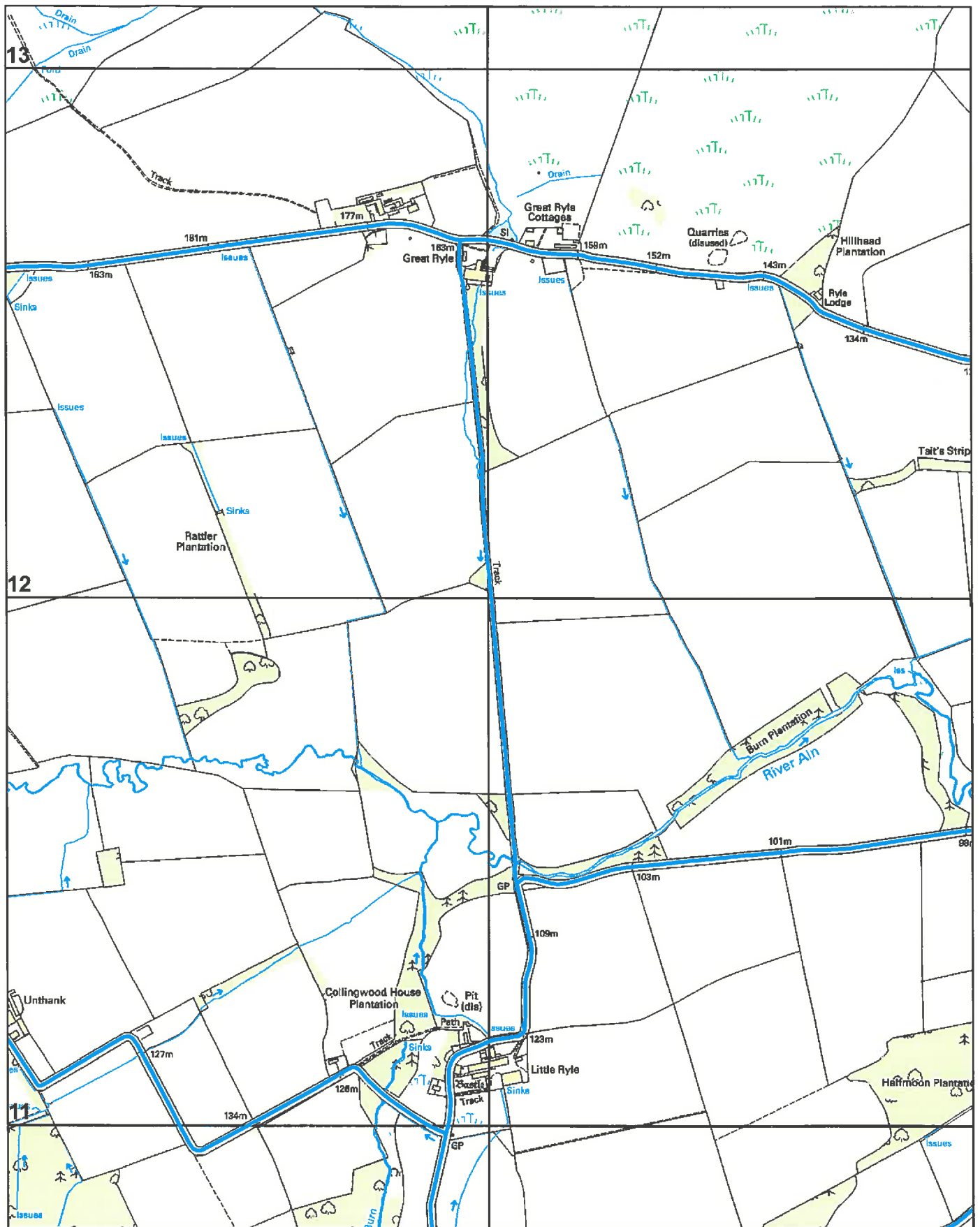




# Ordnance Survey Explorer Maps OL16 and 332

1:25,000  
(2005)





Network Management  
Information System

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

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Drm:

Date:

Scale:

AB

Aug 2019

1:10,000