

Appendix A; SRO Schedule notes

General notes for Side Road Order (SRO) plans and schedule (To be read before schedule).

Section plans are used when a route needs to be defined into its separate requirements; where a side road order requirements has 3 parts along the same route (stopping up, new highway and a private means of access), a separate plan called a section plan is used to identify these component parts more easily.

Viewports and insets; are used when an identified reference area is small on the 1:2500 plan or, more detail needs to be shown of a particular reference's numbers area of interest.

Part refs; Where a part ref for example H3(pt.) appears on a viewport or insert, it denotes that only part of that particular SRO reference length is shown and is for purposes of identification only.

SRO Distance length and direction identifiers

Location; gives a set measurement from an existing road point of reference, along that road to where the SRO requirement begins. (where that isn't possible, a distance will be calculated as the crow flies) to where the SRO reference begins. The length of that SRO is then described in

Description; which will identify the direction and length of the specific SRO reference.

(pt.) * numbering and distance lengths; Wherever (pt.) is shown after an SRO reference number and appears on more than one plan, the overall length of the route will be identified in the description on the schedule.

North point; follows the line of road as the SRO Masterplan. its positional direction changes and will be identified on each SRO plan.

Reference to compass direction on the schedule under "Location", follows the compass direction of the road from its point of reference to the starting position of the SRO and is used for reference only.

Reference to compass direction on the schedule under "Description" denotes the direction of the SRO from its starting point.

Private means of Access to maintain a field; where a distance length is not identified on the schedule, it should be assumed that the access will extend from back of an existing or proposed new carriageway, to the required field boundary.

Where an SRO reference is shown on more than one plan

Some routes will appear on more than one plan, dependant on where the plan section lines are shown or because the route is long and goes over a number of plans. Where this occurs, the overall length distance for the route will be given. Any affected reference numbers will be shown with (pt.) after them to denotes that only part of a particular SRO route is being shown on the plan. (No part distances will be shown on plans or schedule).

Extension of public rights of way (PROW) up to realigned road / new routes/ PROW

Where an existing public right of way (PROW) currently finishes at a road which has been realigned, a new highway link will be shown extended up to the new line of the road (within the highway boundary).

Scales

Scales are identified on each plan. Where viewports or section plans are used to identify a specific SRO requirement, they may not be to a set scale so a scalebar is shown. Where a requirement for scaling is needed, please refer to the relevant 1:2500 plan of that area.

Specific note on unclassified road / Public right of way E25

Part sections of unclassified road / public right of way E25 route indicating a number of stopping up / new highway and private means of access are shown over SRO plans 3/ 3a 4 and 4A.

- **S5- Stopping up of UCR/E25;** Wherever S5(pt.) appears on the plans, the overall distance of stopping up for S5 will be given.
- **N4 -New Highway;** Wherever N4(pt.) appears on the plans, the whole distance for N4 will be given.).
- **9 -Provide a new private means of access;** Wherever 9(pt.) appears on the plans, the whole distance for 9 will be specified in the schedule, to give the overall length of route affected.

Specific note on Unclassified road / Lag Lane

Part sections of unclassified road Lag Lane indicating a number of stopping up / new highway and private means of access are shown over SRO plans 5/ 5A/6/6A/7/7A/7B

The schedule identifies Lag Lane into 2 main sections, they are;

Lag Lane (part 1)- identifies the lane from Thorpe Arnold, to its intersection with B676 Saxby Road. Part sections of Lag Lane (part 1), indicating stopping up / new highway and private means of access are shown over SRO plans 5/ 5A / 6 / 6A/ 7/ 7A & 7B, and include;

- **S11 Stopping up of Lag Lane (pt.1);** Wherever S11(pt.) appears on the plans, the whole distance of S11, will be specified in the schedule, to give the overall length of route affected.
- **N7 New Highway;** Wherever N7(pt.) appears on the plans, the whole distance for N7 will be specified in the schedule, to give the overall length of route affected.
- **15 Provide a new private means of access;** Wherever S15(pt.) appears on the plans, the whole distance for 15 will be specified in the schedule, to give the overall length of route affected.

Appendix A

A606 North and East Melton Mowbray Distributor Road (NEMMDR)

Lag Lane (part 2) – is identified along its full length which is from its southern intersection with the B676 Saxby road, to its centre line of intersection with Sawgate road at Burton Lazars.

Part sections of Lag Lane (part 2), indicating stopping up / new highway and private means of access are shown over SRO plans 5/ 5A / 6 / 6A/ 7/ 7A & 7B, and include;

- **S13 Stopping up of Lag Lane** (part 2.); Wherever S13(pt.) appears on the plans, the whole distance of S13(pt.), will be specified in the schedule, to give the overall length of route affected.
- **N9 New Highway;** Wherever N9(pt.) appears on the plans, the whole distance for N9(pt.) will be specified in the schedule to give the overall length of route affected
- **16 Provide a new private means of access;** Wherever 16(pt.) appears on the plans, the whole distance for 16(pt.) will be specified in the schedule, to give the overall length of route affected.