

THE HIGHWAYS ACT 1980
-and-
THE ACQUISITION OF LAND ACT 1981

THE HIGHWAYS (INQUIRIES PROCEDURE) RULES 1994
COMPULSORY PURCHASE (INQUIRIES PROCEDURE) RULES 2007

REFERENCE: LAO/NW/SRO/2013/40 and LAO/NW/CPO/2013/41

REBUTTAL PROOF

-of-

James McMahon in relation to the Proof
of

C R Barson and J M Whittingham, 119 Macclesfield Road, Hazel Grove
The Metropolitan Borough Council of Stockport
acting on its behalf and on behalf of
-Manchester City Council -and-
Cheshire East Borough Council

to be presented to a Local Public Inquiry on the 30th September 2014 to consider
objections to

THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE (A6) TO
MANCHESTER AIRPORT A555 CLASSIFIED ROAD) COMPULSORY PURCHASE
ORDER 2013

THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE (A6) TO
MANCHESTER AIRPORT A555 CLASSIFIED ROAD) (SIDE ROADS) ORDER 2013

Parveen Akhtar
Head of Legal and Democratic Governance
The Metropolitan Borough Council of Stockport
Corporate and Support Services
Town Hall, Stockport SK1 3XE

This rebuttal proof of evidence sets out the Council's response to the objector's proof in relation to their objection to the A6 to Manchester Airport Relief Road Compulsory Purchase Order and/ or Side Road Order that was submitted to the Department for Transport by C R Barson and J M Whittingham, 119 Macclesfield Road, Hazel Grove.

This rebuttal proof is presented by the Council's Project Director for the A6MARR scheme. James McMahon, however, contributions to this rebuttal have been made by the Council's Expert Witnesses as indicated alongside the responses.

The Expert Witnesses contributing to the responses to the objections submitted are as follows:

Expert Witness	Initials	Proof of Evidence Name and Reference Number
James McMahon	JMcM	Volume 1
Naz Huda	NH	Volume 2
Nasar Malik	NM	Volume 3
Paul Reid	PR	Volume 4
Paul Colclough	PC	Volume 5
Jamie Bardot	JB	Volume 6
Alan Houghton	AC	Volume 7
Sue Stevenson	SS	Volume 8
James McMahon	JMcM	Volume 9
Henry Church	HC	Volume 10

A plan showing the relevant land contained within the order(s) is shown at Figure 1.

<p>Objector 14: Mr Barson and Ms Whittingham 119 Macclesfield Road, Hazel Grove, Stockport, SK76DT</p>			
Element of objector proof	Objection	Response	Expert Witness
14/R01	<p>The response will evidence the lack of care that has been taken by the statutory officers, the lack of information being granted to those affected, not least all those in a close proximity not being consulted at all, namely Ashbourne Road and Darley Road, and the lack of preparedness to discuss the impact of the junction being created upon the residents of Macclesfield Road near to the junction with the Five Ways. Meetings have taken place where plans have been within the officers' person but have failed to be given sight to those residents wishing to understand the road layout and the effects upon their lives into the future. Although this is not necessarily the concern of this enquiry it is appropriate to set the scene of a distrust that has developed during this process and the frustration felt by my fellow residents in the area.</p> <p>Finally by way of introduction it must be stated there has developed a relationship of distrust with the statutory officer, about the website that fails to communicate to its supposed readership and the inadequate</p>	<p>There has been extensive consultation on the proposed scheme including public exhibitions and Local Liaison Forums for those leaving adjacent to the scheme.</p> <p>Two rounds of Local Liaison Forums were held to allow those living nearest the scheme to have an opportunity to ask detailed questions and talk to the various experts including the designers about the details of the scheme. These were round table events where people could comment via post it notes on the scheme as well as talk to the project team and notes were taken of the discussions. These were held during the first and second stage of consultation and also just before the planning application was submitted.</p> <p>An additional event at the second stage was held for residents around the Macclesfield road junction because of the strength of local feeling about the choice of junction option.</p> <p>In addition, joint and individual meetings were held with the residents of Macclesfield Road to discuss their concerns and provide them with a further opportunity to understand the proposals and the Side Road Orders, as follows:</p>	SS/ NH

	responses to the issues raised by concerned residents.	<ul style="list-style-type: none"> • 24th December 2014 – group meeting with Macclesfield Road residents; • 13th May 2014 - group meeting with Macclesfield Road residents; • 23rd May 2014 – individual meeting with Mr Barson and Ms Whittingham. <p>The website is available to inform residents of the schemes progress and also provide access to the documents and reports associated with scheme. In addition the Council has an email and phone number people can contact with any queries.</p> <p>The meetings held with Council officers have been facilitated in order to understand the Objector's concerns regarding various matters including the road layout. The design options discussed including the routing of cyclists, potential provision of parking layby, the width of the retained footways. This is an advancement of the Detailed Design Stage to be carried out by the Council's appointed Contractor. The exact alignment of kerb lines, footway and carriageway levels, road markings will be determined at that stage. A commitment to refining the design in order to alleviate the concerns of residents was made. A proposal as shown in drawing 1007/3D/DF7/A6-MA/GA/MR/335/C (Appendix A) has been proposed to be incorporated into the final design. The design seeks to alleviate concerns raised by local residents and is accordance with current design standards.</p>	
14/R02	<p>The fact sadly remains that the officers have failed to address genuine concerns of the residents as to the safety they feel this new junction will bring about.</p> <p>Residents, ourselves included fear for the future with a 5 lane road and slip road passing close by. The only response we</p>	<p>The approved layout is shown on the drawing 1007_3D_DF7_A6-MA_GA_202 General Arrangement Sheet 2 (Appendix B).</p> <p>The design of the layout has been developed to consider the impacts and concerns as noted by the residents. A layout was therefore developed as indicated on drawing</p>	NH

	<p>have had is 'well what would make it safer'. As we as a collective of people don't have training in road design this proved to be a futile exercise.</p>	<p>1007/3D/DF7/A6-MA/GA/MR/335/C (Appendix A) indicating the additional southbound lane at the proposed stop line to the traffic signals. It should be noted that the carriageway width is proposed to be widened to the same extent as the approved planning application design outside the property of the objector.</p> <p>It should also be noted that the updated design option requires no further increase in the Compulsory Purchase Order extents nor does it extend beyond the planning consent boundary.</p> <p>The junction layouts are subject to an independent Road Safety Audits in accordance with Council's Procedures and the Design manual for Roads and Bridge. This is further dealt with in 14/R04.</p> <p>Considering the above design guidance, Road Safety Audit comments and proposed updated design, it is the Council's opinion that the manoeuvre of reversing into the driveway of the objector's property is not precluded. Furthermore, it is considered that the updated junction design is a safe junction in accordance with current design standards.</p>	
14/R03	<p>Clarity: It is clear that the Council has made changes to the originally submitted layout drawings as the plan given to you by Stockport Highways has an additional traffic island located on the northern Macclesfield Road arm of the junction, and therefore the junction is wider than suggested on the planning application drawings. The island is designed to segregate the right turn from Macclesfield Road onto the westbound SEMMMS route</p>	<p>See response to 14/R02.</p>	NH

	<p>and the Poynton bound traffic.</p> <p>As such the capacity assessments presented within the Transport Assessment does not reflect the scheme presented to you. However, as this scheme was on an unnumbered plan it is difficult to judge what status this plan would have in any event.</p> <p>This short section of our independent analysis suggests that this has been an ad hoc design and plans have changed during the process that have not been consulted upon with residents.</p>		
14/R04	<p>Safety Audits:</p> <p>It appears that the stage one safety audit has not taken into account any safety concerns at the junction with Macclesfield Road. This does not come as a surprise and suggests our experienced road designers do not have any other conclusion, than to live with an unsafe road.</p>	<p>The updated design proposals as shown on Drawing 1007/3D/DF7/A6-MA/GA/MR/335/C (Appendix A) have been proposed following objections received to the Side Roads Order from residents of Macclesfield Road. The lane widths proposed are in accordance with DMRB TD 50/04, extract as follows:</p> <p><i>Carriageway Widths</i></p> <p><i>2.22 Where new junctions are being designed as signal controlled junctions, entry lane widths should be between 3m and 3.65m, unless there are specific reasons to justify the use of narrower or wider lane widths. Where a significant number of cyclists are anticipated a minimum width of 4.0m should be provided between physical islands, while consideration should also be given to the possibility of introducing specific measures for cyclists as set out in Chapter 4.</i></p> <p><i>2.23 Where an existing signal-controlled junction or an uncontrolled junction is being improved or modified and available road space is restricted, then the permitted lane widths</i></p>	NH

		<p><i>for straight ahead entry lanes may be reduced to 2.5m providing that the 85th percentile approach speed does not exceed 56kph (35mph), and the reduced width enables a necessary extra lane to be provided on multilane entries. In exceptional circumstances lane widths may be reduced to 2.25m where it is not necessary to make particular provision for large goods vehicles.</i></p> <p>Advisory cycle lanes and an 'Advance Stop Line' have been proposed in accordance with Chapter 4. Following consultation with residents of Macclesfield Road it has been proposed to retain the existing widths of the footways as far as practicable, wider than DMRB standards and to retain the advisory cycle lane rather than creating a shared use footway / cycleway. In order to retain these resident objectives a reduced cycle lane width has been proposed at 1.2m in the southbound direction. In order to maintain the useable width side entry gully gratings are proposed. Swept path analysis has also been carried out to ensure safe movement of vehicles. A standalone Road Safety Audit Stage 1 has been carried out for the proposals and an Engineer's Response has also been carried out.</p> <p>The original plans (as per the approved planning application) and the updated proposals have been subject to a Road Safety Audit Stage 1 in accordance with Stockport Councils Road Safety Audit Procedure, adopted 1st May 2006. In particular, it is based on the Highways Agency's Design Manual for Roads and Bridges HD19/03 which supersedes the previous Standards HD19/94 and Advice Note HA42/94. It also has regard to the Institution of Highways and Transportation reference document, 'Guidelines for the Safety Audit of Highways'.</p> <p>The Safety Audit considers all users of the road and manoeuvres in/out of accesses, this includes the private</p>	
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		<p>driveways on Macclesfield Road which did not identify a safety issue pertaining to access in and out of the Objector's property. .</p> <p>It should be noted at various site visits, car were parked on the footway obstructing the passage of pedestrians on the footway.</p> <p>Along this section of Macclesfield Road advisory cycle lanes, waiting and loading restrictions are currently in place. This retention of these restrictions will aid the safe passage of traffic. It will ultimately remain with the Local Highway Authority to determine the final Traffic Regulation Orders for the scheme in this location and scheme wide.</p> <p>The width of the current carriageway outside the driveway of 117 Macclesfield Road is currently circa 11.0m. The proposed width is 13.2m with carriageway widening proposed on the west side outside the entrance to Norbury Hall. The kerb alignment directly outside the driveway (on the east side) is to remain in situ.</p>	
14/R05	<p>Modelling: The following is an excerpt from our independent analysis showing the actual facts regarding the modelling that has taken place. This illustrates the lack of local knowledge that has been taken into account and the fact that this road is growing to 5 lanes(south bund) into the future, where one suffices now. Appreciating modelling is an unknowable there does seem to be a lack of credibility in the numbers and future issues whilst delivery a 6 lane road in a small area, residential as it is. This causes great</p>	<p>The traffic model has been developed in accordance with national (WebTAG) guidance. The base year model has been validated to the required degree of accuracy and the Department for Transport has deemed the model acceptable for use in producing traffic forecasts for the scheme. The model forecasts are considered to be realistic and robust.</p> <p>The design of the Macclesfield Road junction has evolved through an extensive process of refinement that has involved a number of iterations between the junction layouts and junction operational assessments. An initial junction layout was developed and this was subject to an operational capacity assessment. As a result</p>	NM

	<p>concern for the residents with entering and exiting their properties.</p> <p>The modelling of the forecast traffic flows illustrates that Macclesfield Road between Dean Lane the SEMMMS route will enjoy a 19% reduction in daily flow should the SEMMMS route be built (Quite why flows on this section of Macclesfield Road in 2009 will decrease in 2017 without the SEMMMS route in place is a bit of a mystery) With an AADT flow in 2017 with the SEMMMS route of around 16700 vehicles peak hour flows of up to 2000 vehicles per hour (total two way) can be envisaged. There has to be some debate about the veracity of the data because the new route could easily attract new trips because of the perceived ease of getting from the Hazel Grove/Bramhall area to the Airport and M56 when compared to the existing tortuous routes or via the congested M60 corridor. That said without delving into the actual modelling, a time consuming and expensive event, it would be very difficult to quantify the potential for new and reassessed trips so we need to work with their flows.</p> <p>This within our experience is problematic as we regularly have tail backs past our house northwards in rush hours and Dean Lane is regularly congested with waits up to 10 minutes to turn right or left. Tail backs occur from the Rising Sun too. Why an additional 4 lanes are required to take</p>	<p>of the initial assessment, the junction layout was modified to take account of operational capacity issues identified in the initial assessment. The capacity issues in the original assessment related to a lack of capacity to meet the demand on a number of arms but primarily on the Northern Macclesfield Road arm.</p> <p>Further iterations were carried out between junction layouts and capacity assessments. Following concerns raised at a Local Liaison Forum (LLF) meeting about the potential for traffic queues from this junction blocking back through the Macclesfield Road / Dean Lane 'Fiveways' junction, this junction was included within the assessment model. The proposed junction arrangement has been subject to operational assessments and these show that both the A6MARR and Fiveways junctions will operate within capacity in both the morning and evening peak periods, with no queuing interaction between the two junctions.</p> <p>The junction layout design also considers the following:</p> <ul style="list-style-type: none"> • Land take required; • Points raised by the local residents through the Public Consultation, and more specifically the Local Liaison Forums; • Health and Safety impacts both in operation and during construction; • Environmental impact; • Construction methodology, programme and costs. <p>The junction design may continue to evolve during the detailed scheme design process and the local residents will be kept informed of this.</p>	
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	a 19% reduction in traffic baffles residents.		
14/R06	<p>The submitted plans do not show any changes to the footway fronting our property, however the un numbered plan is in error because the existing footway width is nearer 4.2m rather than 4.7m. Ongoing concerns as to the accuracy of the design</p>	<p>It should be noted that that the existing footway widths, whether 4.2m or 4.7m are vastly greater than the standard required in accordance with the DMRB of 2.0m.</p> <p>The footway widths stated have been collated from a various sources including Ordinance Survey map data and topographical surveys. There may well be slight inaccuracies within the survey data. Hence the appointed Contractor is currently carrying out further topographical surveys to reduce the scope of deficiencies within the survey data. This will feed into the Detailed Design Stage of the design when the final footway and carriageway widths are determined.</p>	NH
14/R07	<p>There is an existing on carriageway cycle lane running southbound along Macclesfield Road which would be retained, this highlights the ad hoc nature of the design with little consideration for local knowledge and the actual numbers who use this footpath onto Poynton pool and the garden centre.</p>	<p>It is agreed that there is an on cycleway advisory cycle lane on in the existing situation.</p> <p>The approved planning application design proposed to retain the on carriageway advisory cycle lane.</p> <p>The updated design also retains the on-carriageway advisory cycle lane proposal.</p> <p>Pedestrian surveys have been carried out prior to the scheme and are outlined with the Transport Assessment. Pedestrian usage has been considered during the design process as the design is in accordance with the DMRB. The DMRB provide appropriate standards for all users of the highway in various documents.</p> <p>Furthermore the independent Road Safety Audit and the COPECAT Review considers the safety of non-motorised users (NMU).</p> <p>Local Liaison Forums and Vulnerable Road User Group meetings have been held in an attempt to glean information regarding routes that NMU users take.</p>	NH

14/R08	<p>We cannot currently reverse out of the drive without overhanging the cycleway and this will not change with the SEMMMS proposals. The raised traffic levels across 6 lanes will be impossible to negotiate and will remain a true safety issue for us all.</p>	<p>The Council would always advise that residents should always enter the highway in a forward gear i.e. not to reverse onto the footway and then onto the carriageway. Other meetings with residents have highlighted that the existing wide footway provides an opportunity to reverse onto private driveways if it is not possible to reverse in from the carriageway.</p> <p>Outside the driveway of the objector it is proposed that there are three lanes in both designs.</p> <p>The elevated driveway of the objector's property offers good visibility for a driver entering the highway in a forward gear, in order to enter the highway in a safe manner.</p>	NH
14/R09	<p>Should you reverse into the drive you would still need to stop on carriageway. This will necessitate coming to a stop within the arc of the slip road turning left or eastwards onto the newly built roadway. A major safety aspect.</p>	<p>The section of highway outside the objector's property is on a straight section of road not on a radius curve on both the planning application design and the updated design. This movement is therefore not precluded. .</p>	NH
14/R10	<p>The existing speed limit past our house is 30 mph and it increases just to the south of our house up to 40 mph. This appears not to be changing with the SEMMMS proposals, however the introduction of the signalised junction could well be considered to better demark the change in speed limit. Suggests little time or effort or care on this design.</p>	<p>The speed limit proposals are identified with the planning application drawing 1007/3D/DF7/A6-MA/SL/242 – Existing and Proposed Highway Speed Limits Sheet 1 of 4 (Appendix C).</p> <p>The proposals have been made following liaison with each Local Highway Authority Highway Network Manager.</p> <p>The change of speed limit is proposed at the location of the junction of A6MARR and Macclesfield Road and thus at the point suggested by the objector. The exact location where the speed limit changes will be determined during the Detailed Design Stage in liaison with the Local Highway Authority when making the associated Traffic Regulation Orders.</p>	NH

14/R11	<p>The reversing movement from our property up to the existing kerbline will not change with the SEMMMS route in place, however thereafter because the road width will increase from around 12m to between 13m to 16m together with additional traffic lanes there will be some changes. These cannot be pre determined and will create yet further hardship for egress etc.</p> <p>As noted by the Council the current situation can be confused by drivers overtaking in a northbound direction at times and there can be static traffic from the Dean Lane traffic signals.</p>	<p>The updated design proposals as shown on Drawing 1007/3D/DF7/A6-MA/GA/MR/335/C (Appendix A) have been proposed following objections received to the Side Roads Order from residents of Macclesfield Road. This was developed in order to consider the points of concern raised by resident such as safe movements on and off driveways. Various Road Safety Audits have also independently audited the safety of the scheme for all users as discussed earlier.</p> <p>The objector should also note the following extracts of the Highway Code:</p> <p><u>201</u> <i>Do not reverse from a side road into a main road. When using a driveway, reverse in and drive out if you can.</i></p> <p><u>202</u> <i>Look carefully before you start reversing. You should</i></p> <ul style="list-style-type: none"> <i>• use all your mirrors</i> <i>• check the 'blind spot' behind you (the part of the road you cannot see easily in the mirrors)</i> <i>• check there are no pedestrians (particularly children), cyclists, other road users or obstructions in the road behind you.</i> <p>Regarding other drivers on the highway when you are reversing in, the Code also advise drivers to take extra care at junctions. It is therefore considered by the Council that the Objector is advised to continue to reverse into his/her respective driveway.</p>	NH
14/R12	<p>The proposed junction layout consists of five southerly lanes at the junction on Macclesfield Road. Considering that from the Rising Sun and with a maximum of one hundred and fifty yards of the</p>	<p>The development of the junction design has been outlined previously.</p> <p>This junction capacity check feeds into the layout design along with other aspects such as the safety of the highway users.</p>	NM

	<p>proposed traffic lighted junction there is only a single lane carriageway, we therefore fail to comprehend the necessity for five lanes at the newly proposed junction. Furthermore, the proposed two lanes directing traffic into Poynton becomes a single lane carriageway (one lane each direction), directly after the proposed junction. This appears to be straight outside the entrance/exit of the Garden Centre, anyone with local knowledge is already aware of the speeding issues, and the increase in traffic will increase concerns around an already well know safety hazard.</p>	<p>The traffic model has been developed in accordance with national (WebTAG) guidance. The base year model has been validated to the required degree of accuracy and the Department for Transport has deemed the model acceptable for use in producing traffic forecasts for the scheme. The model forecasts are considered to be realistic and robust and are used to assist in the design and layout of the scheme's junctions. The evolution of the design of the proposed Macclesfield Road /A6MARR junction layout has been described further within response 14/R05.</p>	
14/R13	<p>Secondly the figures on the SEMMMS website predict that approximately there will be an estimated 8,400 vehicles access/exiting the proposed junction at Macclesfield Road. The information provided indicates 25100 vehicles currently use the existing Fiveways junction; therefore the evidence presented on the website does not justify this proposed six lane junction. However if the figures are incorrect or misleading and the proposed junction necessitates this size, excess traffic travelling along the single carriageways along Macclesfield Road and Dean Lane will become bottlenecked, thereby air quality in these areas must be questionable and to date we are unable to find relative data to identify this possible significant increase in pollution.</p>	<p>The development of the junction design has been outlined previously. This junction capacity check feeds into the layout design along with other aspects such as the safety of the highway users.</p> <p>The traffic model has been developed in accordance with national (WebTAG) guidance. The base year model has been validated to the required degree of accuracy and the Department for Transport has deemed the model acceptable for use in producing traffic forecasts for the scheme. The model forecasts are considered to be realistic and robust. The evolution of the design of the proposed Macclesfield Road /A6MARR junction layout has been described further within response 14/R05.</p>	NH/ PC

14/R14	<p>Thirdly: if the relief road requires this massive junction layout, we are struggling to comprehend why it only requires one lane access to exit the road for vehicles travelling North towards Stockport. Where do all the vehicles regularly accessing the relief road at this junction propose to leave it? Has the modelling provided evidence that vehicles will only ever access the relief road at this point. Local knowledge again indicates that traffic is regularly backed up at rush hour travelling north towards Stockport, particularly at the end of the day, what evidence is there to demonstrate that a substantial number of vehicles will be changing route and thereby negates the need for the already existing two lanes.</p>	<p>The development of the junction design has been outlined previously. This junction capacity check feed into the layout design along with other aspects such as the safety of the highway users.</p> <p>The traffic model has been developed in accordance with national (WebTAG) guidance. The base year model has been validated to the required degree of accuracy and the Department for Transport has deemed the model acceptable for use in producing traffic forecasts for the scheme. The model forecasts are considered to be realistic and robust.</p> <p>Operational assessments confirm that the junction layout is appropriate for the forecast traffic levels and that the junction will operate with adequate capacity. The evolution of the design of the proposed Macclesfield Road /A6MARR junction layout has been described further within response 14/R05.</p>	NM
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Figure 1: Land within the Order(s)



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-and-
THE ACQUISITION OF LAND ACT 1981

THE HIGHWAYS (INQUIRIES PROCEDURE) RULES 1994
COMPULSORY PURCHASE (INQUIRIES PROCEDURE) RULES 2007

REFERENCE: LAO/NW/SRO/2013/40 and LAO/NW/CPO/2013/41

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THE METROPOLITAN BOROUGH OF STOCKPORT (HAZEL GROVE (A6) TO
MANCHESTER AIRPORT A555 CLASSIFIED ROAD) (SIDE ROADS) ORDER 2013

VOLUME 2 – APPENDICES

Parveen Akhtar

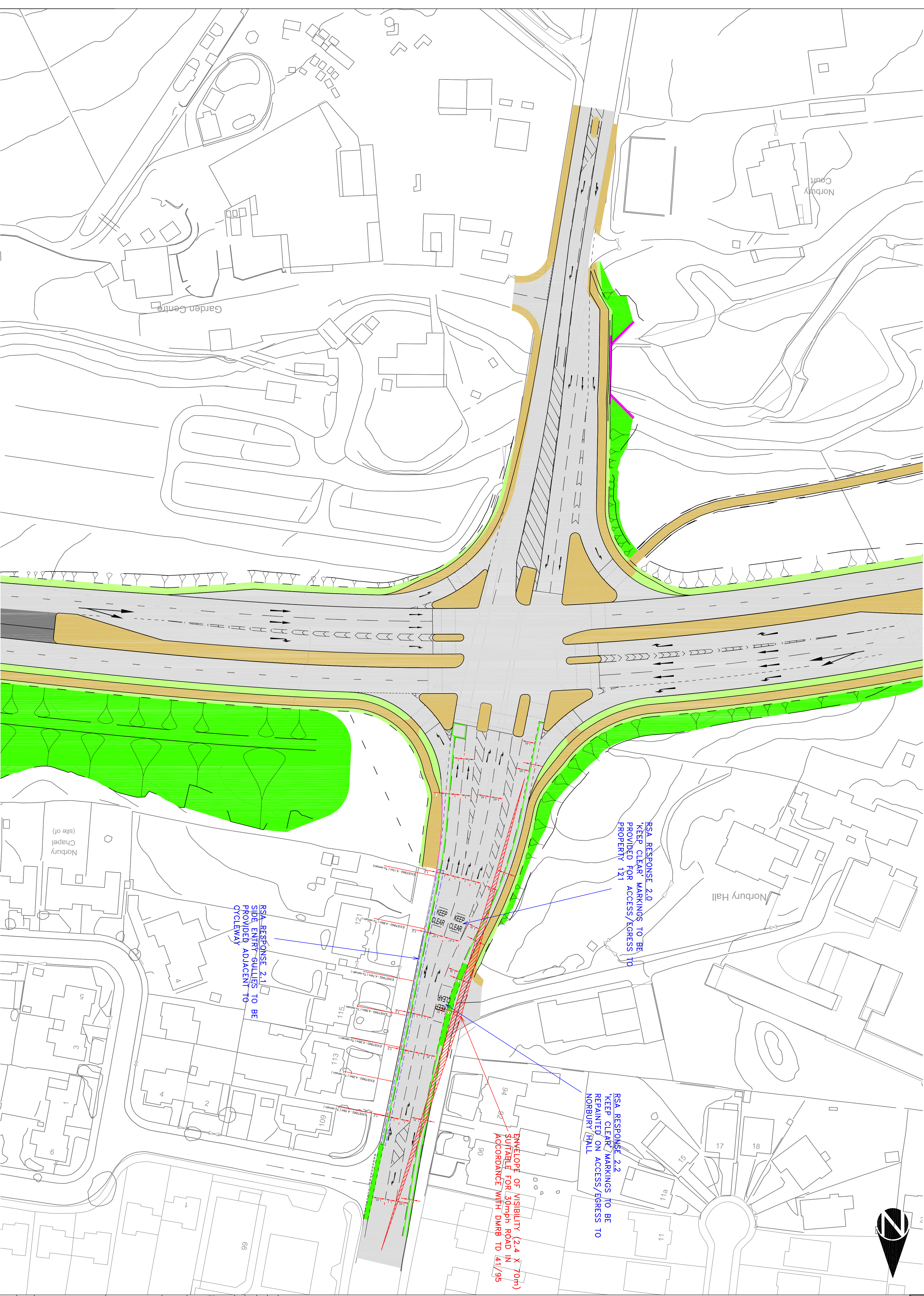
Head of Legal and Democratic Governance

The Metropolitan Borough Council of Stockport

Corporate and Support Services

Town Hall, Stockport SK1 3XE

Appendix A Existing Access Plan (1007_3D_DF7_A6-MA_GA_MR_335_C)



C	JW	NH	22/09/14	FOR VISIBILITY SPAN SHOWN ON EXT TO
B	JW	NH	18/09/14	AMENDMENTS FOLLOWING RSA 1
A	SEB	NH	16/07/14	LARGER AREA SHOWN
Rev.	Drawn	Checked	Date	Revision Details

 www.semmms.info

Job Title
A6 to MANCHESTER AIRPORT
RELIEF ROAD

Drawing Title
MACCLESFIELD ROAD
REALIGNMENT PROPOSALS

Drawn	Engineer	Checked	Approved
SEB	NH	NH	JMCM
Date	Date	Date	Date
22/05/14	22/05/14	22/05/14	22/05/14
Size	Scale		
A1	1:500		
SCG No.	Filename		

Drawing No.	Revision
1007/30/DF7/A6-MA/GA/335	C

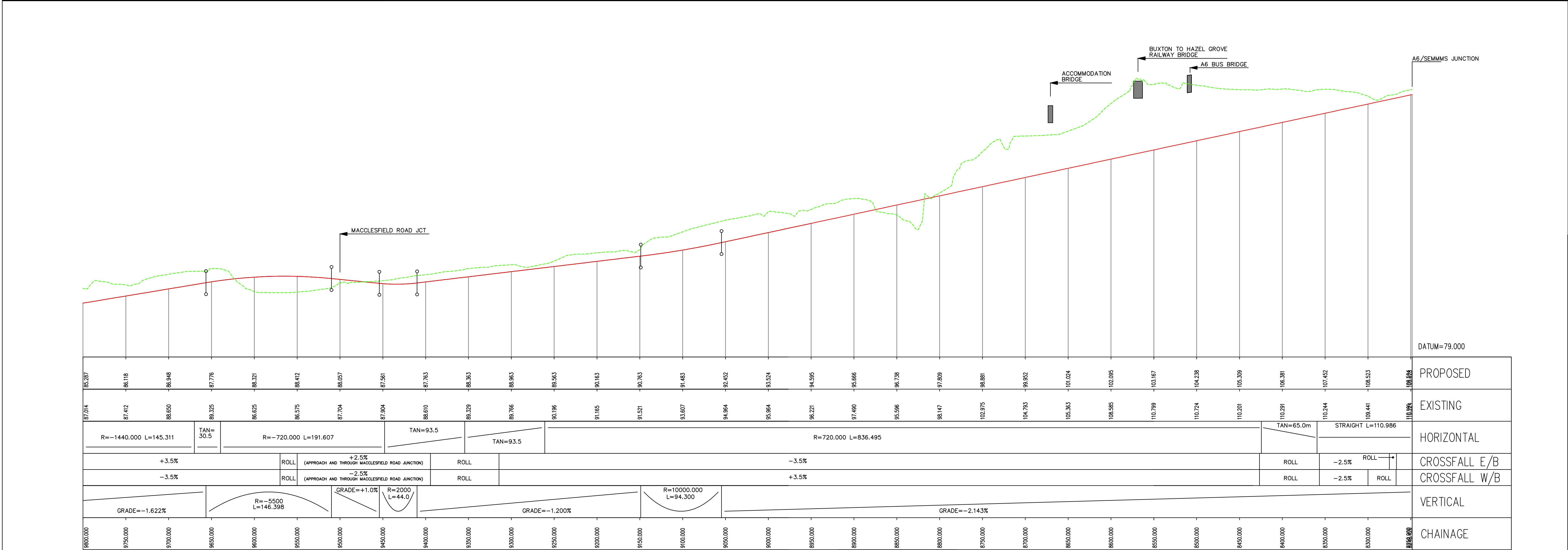
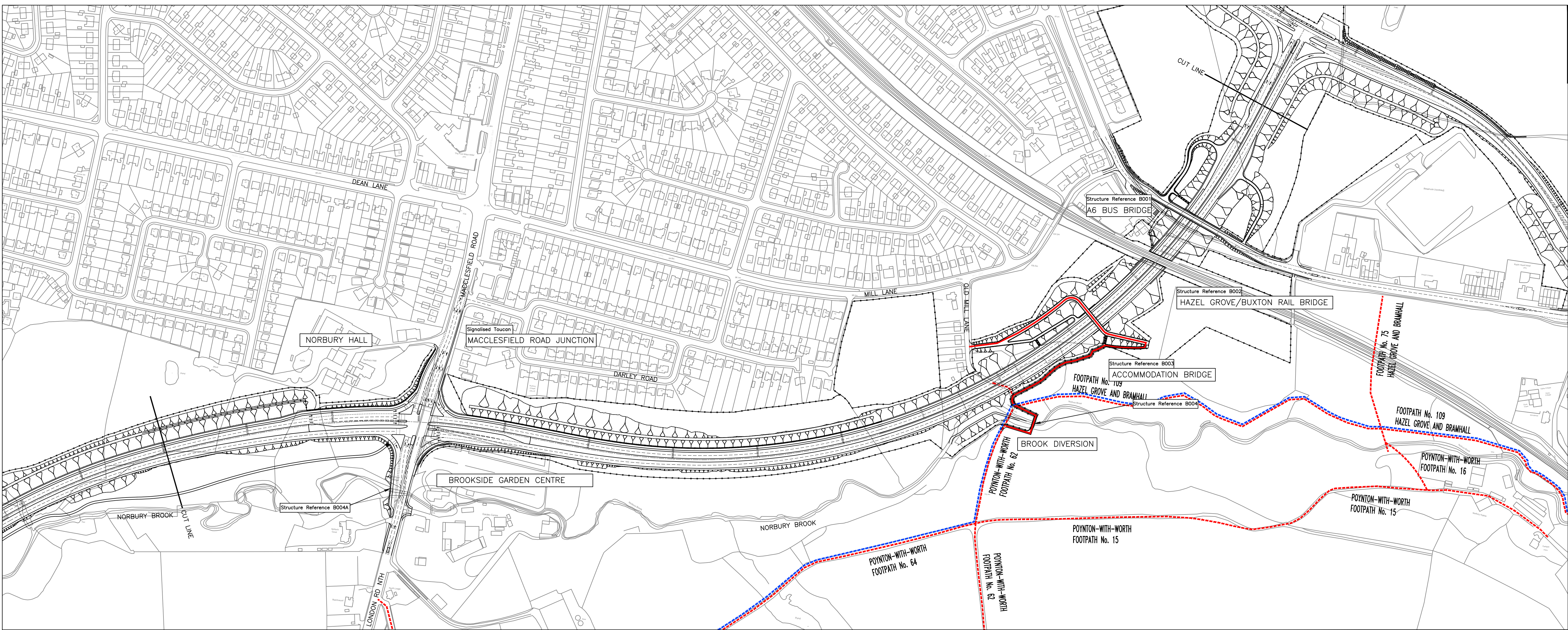
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KEY

- EXISTING DEFINITIVE PROW
- EXISTING BRIDLEWAY
- LADYBROOK VALLEY INTEREST TRAIL

PROPOSED FENCELINE



SECTION ALONG CENTRELINE OF SEMMMS RELIEF ROAD
(SPEED LIMIT 50MPH)

Rev.	Drawn	Checked	Date	Revision Details
 www.semmms.info STOCKPORT MANCHESTER CHESHIRE EAST				
Jm McMahon BSc. C.Eng. MICE SERVICE DIRECTOR, MAJOR PROJECTS				
STOPFORD HOUSE STOCKPORT SK10 4SE TEL : 0161 474 4351 FAX : 0161 474 4653				
Job Title A6 to MANCHESTER AIRPORT RELIEF ROAD				
Drawing Title PLANNING APPLICATION GENERAL ARRANGEMENT SHEET 2 of 9				
Drawn SP	Engineer SP	Checked NH	Approved AB	
Date 03.10.13	Date 03.10.13	Date 03.10.13	Date 03.10.13	
Size A1	Scale Hz 1:2500, Vt 1:250			
SCG No.	Filename			
Drawing No. 1007/3D/DF7/A6-MA/GA/202				Revision

Appendix C Existing and Proposed Highway Speed Limits (1007_3D_DF7_A6-MA_SL_242)

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LEGEND

- REFERS TO AN EXISTING SPEED LIMIT
- REFERS TO A PROPOSED SPEED LIMIT

Rev.	Drawn	Checked	Date	Revision Details
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Job Title

**A6 - MANCHESTER AIRPORT
RELIEF ROAD**

Drawing Title

**EXISTING AND PROPOSED
HIGHWAY SPEED LIMITS
1 OF 4**

Drawn SC	Engineer SC	Checked NH	Approved AB
Date 29.08.13	Date 29.08.13	Date 02.10.13	Date 02.10.13
Size A1	Scale 1:2500		
SCG No.	Filename		

Drawing No. 1007/3D/DF7/A6-MA/SL/242	Revision
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