In Parliament – Session 2021 - 2022

HS2

High Speed Rail (Crewe – Manchester)

Background information and data

Traffic and transport

BID TR-004-00001

Transport Assessment policy and data

M294

HS2

High Speed Rail (Crewe – Manchester)

Background information and data

Traffic and transport

BID TR-004-00001

Transport Assessment policy and data

M294

Department for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

High Speed Two (HS2) Limited
Two Snowhill
Snow Hill Queensway
Birmingham B4 6GA

Telephone: 08081 434 434

General email enquiries: HS2enquiries@hs2.org.uk

Website: www.hs2.org.uk

A report prepared for High Speed Two (HS2) Limited:

ARUP+ ERM | FOSTER + PARTNERS | JACOBS
RAMBOLL | TYPSA | COSTAIN

MWJV
Mott MacDonald | WSP

High Speed Two (HS2) Limited has actively considered the needs of blind and partially sighted people in accessing this document. The text will be made available in full on the HS2 website. The text may be freely downloaded and translated by individuals or organisations for conversion into other accessible formats. If you have other needs in this regard please contact High Speed Two (HS2) Limited.

recycle

Printed in Great Britain on paper containing 100% recycled fibre.

Contents

Tables

Figures

1 Introduction

1.1 Report contents

1.1.1 This report presents additional information used in the traffic and transport assessment of the Proposed Scheme.

1.1.2 It includes sections on:

- relevant policies and guidance that have informed development of the Proposed Scheme and its assessment; and
- baseline survey and other data used in the development of the baseline for the Transport Assessment (TA).

1.1.3 The Environmental Statement[1] should be referred to for details of the environmental and traffic and transport impact assessments. The TA is comprised of four Parts set out in the Environmental Statement Volume 5, Appendices: TR-001, TR-002, TR-003 and TR-005.

1.1.4 The Proposed Scheme is divided into community areas (CA). The appendices to this report presents additional information for each CA in turn from south to north:

- Hough to Walley's Green (MA01);
- Wimboldsley to Lostock Gralam (MA02);
- Pickmere to Agden and Hulseheath (MA03);
- Broomedge to Glazebrook (MA04);
- Risley to Bamfurlong (MA05);
- Hulseheath to Manchester Airport (MA06);
- Davenport Green to Ardwick (MA07); and
- Manchester Piccadilly Station (MA08).

[1] High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Environmental Statement*. Available online at: https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-environmental-statement.

2 Policies and guidance

2.1 Introduction

2.1.1 This TA has been developed in the context of national and local policy priorities and requirements. As a national scheme to be considered by Parliament through the hybrid Bill process, the most critical policies are national. However, as far as practicable, the Proposed Scheme and its assessment have been developed to respect regional and local policies and priorities.

2.1.2 This section sets out the relevant policy documents and guidance that have been considered in the preparation of this TA and covers national policy and regional and local transport policy and guidance.

2.1.3 While international/European policy and guidance is not directly relevant, except where it has been implemented in UK legislation and policy, it should be noted that the European Union (EU) has a transport infrastructure policy (2014)[2] that connects the continent from east to west and north to south. The TEN-T Policy is supported by a series of maps and documents, which identify the 'core' and 'comprehensive' network for each member state. The core network is expected to be completed by 2030 and the comprehensive network by 2050. At present, the TEN-T network maps include HS2 Phase One in the core network and HS2 Phase Two in the comprehensive network.

2.2 National policy

National Planning Policy Framework (2019)[3]

2.2.1 The National Planning Policy Framework (NPPF)[4] promotes active management of patterns of growth to focus significant development in locations which are or can be made sustainable, together with the early consideration of transport issues to enable opportunities from existing and proposed transport infrastructure to be realised and to allow opportunities to promote walking, cycling and public transport to be identified and pursued.

[2] European Union (2014), *EU Infrastructure Policy*. Available online at: https://ec.europa.eu/transport/themes/infrastructure/news/ten-t-corridors_en.

[3] At the time of producing this report, the February 2019 version of National Planning Policy Framework was the latest available. Whist this was updated in July 2021, the changes made do not materially affect the approach to or conclusions of this transport assessment.

[4] Ministry of Housing, Communities and Local Government (2019), *National Planning Policy Framework*. Available online at: https://www.gov.uk/government/collections/revised-national-planning-policy-framework.

2.2.2 Paragraph 8 in section 2 of the NPPF outlines the three interdependent and overarching objectives of the NPPF. In particular, paragraph 8a) sets out an economic objective for the planning system to help build a strong, responsive and competitive economy.

2.2.3 Section 9 of the NPPF outlines the policies which promote sustainable transport. Those policies which are considered of relevance are outlined below:

- paragraph 102: 'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
  a) the potential impacts of development on transport networks can be addressed;
  b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
  c) opportunities to promote walking, cycling and public transport use are identified and pursued;
  d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
  e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'
- paragraph 103: 'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'
- paragraph 104: 'Planning policies should:
  a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
  b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
  c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
  d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
  e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements;

(f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in servicing business, leisure, training and emergency service needs, and the Government's General Aviation Strategy'.

- paragraph 108: 'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
  a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
  b) safe and suitable access to the site can be achieved for all users; and
  c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'
- paragraph 109: 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'
- paragraph 110: 'Within this context, applications for development should:
  a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
  b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
  c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
  d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
  e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'
- paragraph 111: 'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'

National Policy Statement for National Networks (2014)

2.2.4 The National Networks National Policy Statement (NN NPS)[5], sets out the need for, and Government's policies to deliver, development of nationally significant infrastructure

[5] Department for Transport (2014), *National Policy Statement for National Networks.* Available online at: https://www.gov.uk/government/publications/national-policy-statement-for-national-networks.

projects (NSIPs) on the national road and rail networks in England. It provides planning guidance for promoters of nationally significant infrastructure projects on the road and rail networks, and the basis for the examination by the Examining Authority and decisions by the Secretary of State.

2.2.5 Whilst the NPS does not cover HS2, it sets out the Government's policy for development of the road and rail networks and strategic rail freight interchanges, taking into account the capacity and connectivity that will be delivered through HS2.

National Planning Practice Guidance

2.2.6 In March 2014, the Department for Communities and Local Government (DCLG)[6] published guidance on Travel Plans, Transport Assessments and Statements, including when they are required and what they should contain, as part of the National Planning Practice Guidance.

2.2.7 However, whilst the guidance contains relevant commentary on the overarching principles of these documents and a high-level overview of what information should be included, the guidance does not contain definitive guidance on structure and methodology to be adopted in a TA. To this end, whilst this TA has been produced in accordance with these guiding principles, the Department for Transport (DfT) Guidance on Transport Assessments (DfT, 2007[7]) has also been used to guide the structure and methodology.

2.2.8 In March 2015, the DCLG published 'Transport evidence bases in plan making and decision taking' which also forms part of National Planning Practice Guidance.

2.2.9 'Transport evidence bases in plan making and decision taking' focuses primarily on providing guidance to help local planning authorities assess and reflect strategic transport needs in local plan making. This is therefore not directly relevant to specifically assessing the impact of a proposed development. However, the guidance includes principles which are applicable to this TA, in particular the requirement to collate suitable baseline information to inform a TA and the subsequent assessment of the capacity of transport infrastructure and its ability to meet forecast demands.

[6] Department for Communities and Local Government (2014), *Travel Plans, Transport Assessments and Statements*. Available online at: https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements.

[7] Department for Transport (2007), *Guidance on Transport Assessment*. Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/263054/guidance-transport-assessment.pdf.

DfT Guidance on Transport Assessments (2007) (withdrawn in 2014)

2.2.10 In 2007, DfT published 'Guidance on Transport Assessments'. This guidance was not a statement of government policy and it was recommended, therein, that the guidance should be considered in conjunction with, and in the context of, national transport policy.

2.2.11 The publication was withdrawn on 22 October 2014 and was superseded by 'Transport evidence bases in plan making'. However, although withdrawn, many aspects of the 2007 guidance remain relevant in providing advice on the types of assessment that should be undertaken, based on the scale of the Proposed Scheme and, accordingly, the methodology and approach that should be adopted.

2.2.12 In the case of the HS2 Proposed Scheme, the DfT's guidance has been used in the preparation of the TA. The key aspects of the guidance in the context of the TA include:

- engaging with the relevant stakeholders;
- establishing the existing conditions, as part of the baseline for the assessment;
- reducing the need to travel, especially by car and promoting sustainable access; and
- dealing with residual trips and setting out appropriate mitigation measures.

DfT single departmental plan (2019)

2.2.13 The DfT single department plan (2019)[8] sets out a firm commitment to the delivery of HS2, stating that the DfT will, 'Work with HS2 Ltd to deliver High Speed 2, a new, fully integrated high-speed north-south railway (contributes to SDG (sustainable development goal) 9).'

HS2 Plus – a report by David Higgins (2014)

2.2.14 This report by David Higgins (then chairman of HS2 Ltd)[9] set out the initial case for bringing forward the delivery of HS2 Phase Two to Crewe by 2027 (six years earlier than planned). It argued that this would bring the wider benefits of HS2 to the north of England much sooner.

2.2.15 The report also emphasised the need for better integration of HS2 Phase Two into the existing network to improve connectivity between cities such as Liverpool and Manchester, Manchester and Leeds, Leeds and Hull as well as Birmingham and Leeds.

[8] Department for Transport (2019), *Department for Transport single departmental plan June 2019*. Available online at: https://www.gov.uk/government/publications/department-for-transport-single-departmental-plan/department-for-transport-single-departmental-plan--2.

[9] Department for Transport (2014), *HS2 Plus A report by David Higgins*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/374695/HS2_Plus_-_A_report_by_David_Higgins.pdf.

Rebalancing Britain – from HS2 towards a national transport strategy (2014)

2.2.16 The second report by David Higgins[10] sets out his vision for HS2 and how it would enable city regions to realise their potential, with transport as a key driver for the knowledge economy.

2.2.17 The report recommends that both the eastern and western legs of Phase 2b are needed in order to deliver the strategic reductions in journey time and additional capacity required.

2.2.18 The report also sets a challenge to identify lessons from elsewhere in the world in order to build Phase 2b more quickly and at a lower cost through the use of new design and construction techniques.

High Speed Two: east and west – the next steps to Crewe and beyond (2015)

2.2.19 This document by the DfT[11] confirms a decision by the Secretary of State that powers for Phase 2a should be sought through a separate hybrid Bill to Phase 2b in order to allow it to be opened in 2027.

2.2.20 The document also reaffirms the government's commitment to delivering the remainder of the 'Y' network, which includes the Proposed Scheme and the eastern leg. It confirms that DfT considers that this network will make a significant contribution to labour and business connectivity in the North, alongside wider rail infrastructure enhancements, helping to build a Northern Powerhouse.

Highways England

2.2.21 Highways England is responsible for managing, operating and developing the motorway and 'trunk road' network in England. In 2015, Highways England published The Strategic Road Network - Planning for the Future[12], as a guide to engaging and working with Highways England on planning matters and the planning process.

[10] Department for Transport (2014), *Rebalancing Britain – from HS2 towards a national transport strategy*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/374709/Rebalancing_Britain_-_From_HS2_towards_a_national_transport_strategy.pdf.

[11] Department for Transport and HS2 Ltd (2015), *HS2 Phase Two: east and west, the next steps to Crewe and beyond*. Available online at: https://www.gov.uk/government/publications/hs2-phase-two-east-and-west-the-next-steps-to-crewe-and-beyond.

[12] Highways England (2015), *The Strategic Road Network - Planning for the Future.* Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/461023/N150227_-_Highways_England_Planning_Document_FINAL-lo.pdf.

2.2.22 The guide is written in the context of the current Government's, at the time of writing, policy and previous guidance. This includes: Circular 02/2013[13], which set out Highways England's approach to development which could impact upon their strategic road network (SRN); the superseded Circular 02/2007 Planning; the SRN[14]; and the Highways Agency's Circular – The Highways Agency and the Planning Application Process - A Protocol for the Handling of Planning Applications.

2.2.23 The guide sets out Highways England's approach to planning, explains their position, and provides guidance and clarity on the matters that Highways England shall have regard to, and what they are likely to find acceptable and unacceptable, to help shape proposals and ensure that they are sustainable.

2.2.24 It is stated that Highways England will support economic growth, providing the conditions that help businesses to succeed and grow, facilitating new development around the network, and supporting investment and trade. This will take place alongside maintaining a safe and efficient SRN. The document sets out how Highways England, along with those working on their behalf, will work with development promoters to help assess and successfully manage the relationship between proposed development and the SRN.

2.2.25 In this guide, Highways England encourages all parties promoting and preparing plans or applications that could have an impact on the SRN to engage with them as early as possible to help ensure that issues that may take time to analyse and resolve are identified as soon as possible.

2.2.26 In the case of this TA, consideration has been given as to what impact the Proposed Scheme will have on the SRN. As part of the TA scoping process and ongoing assessment, engagement has taken place with Highways England.

Road investment strategy

2.2.27 The first Road Investment Strategy (RIS 1) was published by the DfT and Highways England in 2014[15] and is the first step in a long-term vision to improve Highways England's motorways and major roads. RIS 1 covers the period 2015–2020, committing to £15 billion of investment in over 100 major schemes to enhance, renew and improve the SRN over the five years period of the RIS. Projects of specific relevance to the Proposed Scheme include upgrading to Smart Motorway including hard shoulder running on the M6 junction 16 to 19 and M56 junction 6 to 8. Together with improvements to the A556 and M6 junction 19, this forms part

[13] Department for Transport (2013), *Circular 02/2013*. Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/237412/dft-circular-strategic-road.pdf.

[14] Department for Transport (2007), *Planning and the Strategic Road Network*. Available online at: http://webarchive.nationalarchives.gov.uk/+/dft.gov.uk/pgr/regional/strategy/policy/circular207planningandstrategic.html.

[15] Department for Transport and Highways Agency (2014), *Road investment strategy: 2015 to 2020*. Available online at: https://highwaysengland.co.uk/delivery-plan/.

of a comprehensive upgrade to Manchester's southern access. Smart motorway schemes in these locations significantly increase the capacity of the motorway, particularly in peak periods.

2.2.28 In August 2020[16], DfT and Highways England published its Strategic business plan and accompanying Delivery Plan for its second Road Investment Strategy (RIS 2) covering the period from 2020–2025 This sets out their vision for a safer, more reliable and greener SRN that uses new technology, supports the economy and is integrated into the national transport network. The government aims to provide transformational investment in key strategic and economic routes and to progress major strategic schemes scoped in the first road period. The business plan notes that Government will 'work with stakeholders and partners to increase national and international connectivity. This will include enabling national infrastructure projects, such as HS2'.

Network Rail

2.2.29 Network Rail's (NR) overall position on HS2 is summarised by the following statements:

- 'High Speed Two (HS2) will provide a major capacity and connectivity boost for Britain's railway'[17]; and
- 'When the new high speed rail network completes it will not only transform rail connectivity in Britain it will also provide the step-change in capacity needed to deliver major improvements for existing rail users'[18].

2.2.30 As part of its long-term planning process, NR's Route Utilisation Studies (RUS)[19] seek to balance rail supply and demand and set out a longer term vision for improvements across the rail network, identifying 'gaps' (defined as 'what the system can currently supply in terms of infrastructure and train services and what is likely to be demanded of the system now and in the future for passenger and freight services at suitable levels of performance') and 'options', together with priorities for rail investment.

2.2.31 The RUS process has been replaced by the Long Term Planning Process (LTPP)[20], which looks further ahead than the RUS process, meaning that the industry can develop potential

[16] Highways England 2020. *Strategic business plan 2020-2025.* Available online at: https://highwaysengland.co.uk/media/3i5c454q/strategic-business-plan-2020-25.pdf.

[17] Network Rail (2013), *Better Connections - Options for the integration of High Speed 2.* Available online at: https://www.networkrailmediacentre.co.uk/resources/better-connections-options-for-the-integration-of-high-speed-2.

[18] Network Rail (2017), *Our Upgrade Plan, High-speed rail*. Available online at: https://cdn.networkrail.co.uk/wp-content/uploads/2017/08/Railway-Upgrade-Plan-Update-2017-2018.pdf.

[19] Network Rail (2012), *Route Utilisation Strategies.* Available online at: https://www.networkrail.co.uk/running-the-railway/long-term-planning/.

[20] Network Rail (2021) *Long-term planning.* Available online at: https://www.networkrail.co.uk/running-the-railway/long-term-planning/.

infrastructure interventions and explore important strategic issues. As part of the LTPP, NR maintains the RUS recommendations.

2.2.32 The WCML RUS[21], with a plan period of thirty years, was published in July 2011 and identifies gaps and sets out priorities for rail investment along this part of the network to accommodate the expected numbers of passengers and volumes of freight. To do this, it considers a number of options, including running longer trains, more long-distance trains at off-peak times, faster services between Birmingham and Manchester and some additional fast commuter services into London. It also supports the need to develop capacity for freight. However, it notes that the WCML will 'effectively be full' by 2024.

2.2.33 The WCML RUS notes that HS2 would provide significant additional capacity on the WCML corridor, addressing gaps identified in the RUS, improving regional links, supporting national economic competitiveness and reducing carbon emissions by encouraging more people to shift from roads and air to rail, with the following extracts from the RUS particularly relevant to HS2:

- 'the RUS, therefore, supports the development of the proposed new high speed line, initially between London and the West Midlands and then onwards to Manchester and beyond'; and
- 'the proposed new line (HS2) would operate long distance services and would release significant capacity on the conventional network which can be utilised by both passenger and freight services. This would relieve the substantial overcrowding that is forecast on commuter services, as well as relieving the pressure on long distance capacity'.

2.2.34 NR is working closely alongside Cheshire East Council (CEC), HS2 Ltd and the DfT to develop the Proposed Scheme.

2.3 Regional and local planning and transport policy

2.3.1 This section provides an overview of the relevant planning and policy proposals of regional and local planning authorities and other key stakeholders. Regional and local planning and transport policies and guidance for these authorities have been reviewed. A summary of relevant current and emerging local planning and transport planning policies and guidance (including any locally available guidance on transport assessments) is presented below. This discusses, first, sub-national transport bodies and then considers relevant combined authority, sub-regional, county, district, metropolitan and other bodies. This considers the areas from south to north along the route of the Proposed Scheme, followed by areas containing stations with off-route station works. The authorities and bodies considered comprise:

[21] Network Rail (2011), *West Coast Main Line Route Utilisation Strategy*. Available online at: https://www.networkrailmediacentre.co.uk/resources/west-coast-main-line-route-utilisation-strategy-5.

- Transport for the North;
- Transport for Greater Manchester;
- Greater Manchester Combined Authority;
- Liverpool City Region Combined Authority;
- Cheshire East Council;
- Cheshire West and Chester Council;
- Warrington Borough Council;
- Stockport Metropolitan Borough Council;
- St Helens Council;
- Tameside Metropolitan Borough Council;
- Trafford Metropolitan Borough Council;
- Salford City Council;
- Manchester City Council;
- Wigan Metropolitan Borough Council;
- Oldham Metropolitan Borough Council;
- Lancashire County Council;
- Preston City Council;
- Cumbria County Council;
- Carlisle City Council; and
- Dumfries and Galloway County Council.

Transport for the North

2.3.2 Transport for the North (TfN) is the statutory, sub-national transport body (SNTB) established in 2018 and responsible for making the case for pan-Northern strategic transport improvements, which are needed to support transformational economic growth, to enable the North to increase its productivity, create more job opportunities and make a greater contribution to the UK economy.

Transport for North Strategic Transport Plan (2019)

2.3.3 The TfN Strategic Transport Plan[22] sets the vision and pan-Northern Transport Objectives for transport in the north of England. The plan strongly supports the implementation of HS2 and aims to deliver transport improvements which integrate with and build on the benefits of HS2. The Strategic Transport Plan was created to drive major improvements in strategic

[22] Transport for the North (2018), *Strategic Transport Plan*. Available online at: https://transportforthenorth.com/wp-content/uploads/TfN-final-strategic-transport-plan-2019.pdf.

connectivity throughout the north, encouraging trade and inward investment by improving links to the ports and airports, and faster links between the economic assets that they serve.

2.3.4 The vision is of 'a thriving North of England, where world class transport supports sustainable economic growth, excellent quality of life and improved opportunities for all'. Supporting this vision are four pan-Northern transport objectives which have informed the development of the Strategic Transport Plan and the TfN work programmes:

- transforming economic performance;
- increasing efficiency, reliability, integration and resilience in the transport system;
- improving inclusivity, health, and access to opportunities for all; and
- promoting and enhancing the built, historic, and natural environment.

2.3.5 The Strategic Transport Plan states that HS2 would be transformational for the North of England providing a key piece of world class infrastructure that would expand the existing rail network, regenerate railway stations and their surrounding areas and support the delivery of Northern Powerhouse Rail (NPR). The following extracts are relevant to HS2:

'The whole HS2 programme is most effective and delivers greatest benefit when fully delivered, and is estimated to generate £17.6 billion of wider economic benefits.'

'HS2 will carry over 300,000 passengers a day, releasing capacity on the existing rail network for both passenger and freight services by allowing the existing West and East Coast Main Lines, and the Midland Main Line, to be used in different ways, growing the overall capability of the rail network to meet future need. How this released capacity can be used effectively to help the North's rail offer support the economic will be investigated through the London Term Rail Strategy and the development of NPR as integral components of a modern, dependable and responsible rail network.'

Transport for Greater Manchester local transport policy and guidance

2.3.6 Greater Manchester's transport policies are set by the Greater Manchester Combined Authority (GMCA) and the Greater Manchester Transport Committee (GMTC). GMCA comprises the ten Greater Manchester councils: Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan. Transport for Greater Manchester (TfGM) is the local government body responsible for delivering Greater Manchester's transport strategy and commitments and for implementing the decisions made by GMCA and GMTC. TfGM predominantly covers the MA07 and MA08 CA, as well as large parts of MA04, MA05 and MA06 along the route of the Proposed Scheme. A summary of relevant current and emerging transport planning strategies, policies and guidance in the Greater Manchester area is presented below.

Greater Manchester Transport Strategy 2040

2.3.7 The Greater Manchester Transport Strategy[23] aims for a transport network that supports long-term, sustainable economic growth and access opportunity for all. HS2 is integral to the strategy and is identified as a priority transformational investment for the region.

2.3.8 High speed rail services contribute to a number of key ambitions for Greater Manchester's future transport network. TfGM envisage a rail network that has the capacity, reliability, speed, resilience and quality to support growth in the northern economy. They anticipate Manchester's position as the heart of the Northern Powerhouse by fully integrating the Proposed Scheme, NPR, and national infrastructure with regional and local networks.

2.3.9 New high-speed rail services are identified as crucial in driving growth across Greater Manchester and the wider northern economy. The strategy states that the arrival of HS2 and NPR services into the Piccadilly Hub will support transformational growth of the Greater Manchester economy and will further boost the attractiveness of the regional centre as a focus for investment.

2.3.10 The strategy places strong emphasis on the introduction of the Proposed Scheme serving Manchester Airport, describing it as a catalyst for growth and regeneration, and excelling regional and global connectivity. The strategy also stresses the importance of the Proposed Scheme in supporting the Greater Manchester Enterprise Zone, including several sites one of which is Airport City North, expected to provide 200km^2 of office/commercial and 50km^2 of industry over the next 20 years.

Greater Manchester Transport Strategy 2040: Draft Delivery Plan (2020-2025)

2.3.11 The Draft Delivery Plan (2020-2025)[24] sets out the practical transport actions that TfGM are planning to undertake between 2020-2025. It identifies the studies, schemes and transport improvements that will be needed to deliver the long-term priorities within the Greater Manchester Transport Strategy 2040.

2.3.12 The delivery plan identifies a number of key schemes relevant to the Proposed Scheme which are subject to business case approval, including: Manchester and Salford Inner Relief Route (MSIRR) Great Ancoats Street Improvements; Mancunian Way/Princess Parkway improvements; M56 J6-J8 Smart Motorway, M62 J10-J12 Smart Motorway; and the Carrington Relief Road.

[23] Transport for Greater Manchester (2017), *Greater Manchester Transport Strategy to 2040*. Available online at: https://downloads.ctfassets.net/nv7y93idf4jq/7FiejTsJ68eaa8wQw8MiWw/bc4f3a45f6685148eba2acb618c2424f/03._GM_2040_TS_Full.pdf.

[24] Transport for Greater Manchester (2017), *Greater Manchester Transport Strategy 2040: Draft Delivery Plan (2020-2025).* Available online at: https://tfgm.com/2040/delivery-plan-2020-2025.

2.3.13 In the same period, TfGM will aim to complete business cases for the delivery of the following schemes (subject to funding and business case approval): Metrolink extension to Davenport Green, Metrolink extension to Terminal 2; M60 J20-J24 Smart Motorway Manchester Piccadilly HS2 Growth Strategy (early interventions); M6 J23 Improvements and Manchester Airport expansion highway improvements.

Liverpool City Region local transport policy and guidance

2.3.14 Liverpool City Region Combined Authority is a key sub-regional body to the west of the MA05 CA which comprises the following six local councils: Liverpool, Halton, Knowsley, Sefton, St Helens and Wirral. A summary of relevant current and emerging local planning and transport planning strategies, policies and guidance in the Liverpool City Region is presented below.

A Transport Plan for Growth

2.3.15 A Transport Plan for Growth[25] provides a single strategic framework and delivery plan for transport in the Liverpool City Region Combined Authority. The document sets out the main transport priorities for the region of supporting economic growth, developing a low carbon transport network and increasing accessibility to employment, education and services.

2.3.16 A Transport Plan for Growth sets out the major schemes that will facilitate the delivery of the main transport priorities for the region including the Mersey Gateway and Thornton Link, as well as the recent major upgrades to the city's five underground stations at Liverpool Central, James Street, Lime Street, Moorfields and Hamilton Square, through a partnership between Merseyrail, Merseytravel and Network Rail. The document also recognises the Proposed Scheme as an engine for growth in the Liverpool City Region and the importance of connectivity across the North, with improved transport links between Liverpool and the other core cities, Manchester, Leeds, Newcastle, Sheffield and Hull.

Cheshire East local transport and planning policy and guidance

2.3.17 Cheshire East Council (CEC) is a key local planning and highway authority for the MA01, MA02, MA03 and MA06 CA along the route of the Proposed Scheme. A summary of relevant current and emerging local planning and transport planning strategies, policies and guidance in the Cheshire East area is presented below.

[25] Liverpool City Region Combined Authority (2015), *A Transport Plan for Growth*. Available online at: https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/Item_5a_Transport_Plan_for_Growth_App1.pdf.

Cheshire East Local Transport Plan 2019-2024

2.3.18 The Cheshire East Local Transport Plan[26] outlines the role transport will play in supporting the long-term goals of Cheshire East over the five-year period from 2019-2024. The Plan identifies challenges, outcomes and actions for the district.

2.3.19 Priority three of the Local Transport Plan is the delivery of new infrastructure such as the Proposed Scheme which is acknowledged as having the potential to bring major economic benefits to the district over the next 30 years. The Plan also states as part of Action 4.11 that the Council will work with partners to create a hub station which will connect Crewe through high speed rail and the existing rail network to key centres in the UK.

Cheshire East Local Plan Strategy 2010-2030

2.3.20 The Cheshire East Local Plan Strategy[27] sets out strategic priorities for future development across the area, alongside planning policies and proposals, in order to deliver sustainable development. The plan recognises that the inherent strategic location of the borough should be capitalised upon through improved transport links with the Manchester City region and Manchester Airport.

2.3.21 At least eight miles of new roads and substantial upgrades to the overall transport network are proposed within the Local Plan Strategy. It is recognised that there is a need to improve transport connections across the borough, and new projects are planned in several towns as part of the Local Plan. Reducing the need to travel, alongside managing car use and promoting more sustainable transport modes have been set out as Strategic Priority 4.

2.3.22 The Cheshire East Local Plan Strategy states that the council is supportive of the economic impacts of the Proposed Scheme and will seek to prioritise maximising the opportunities that may be offered by it. However, Cheshire East Council recognises the importance of keeping the environmental impacts of the Proposed Scheme to a minimum.

Borough of Crewe and Nantwich Replacement Local Plan 2011

2.3.23 The Borough of Crewe and Nantwich Replacement Local Plan[28] was adopted on 17 February 2005 and covers the period up to 2011. A number of policies from the Local Plan were saved under the Secretary of State's Direction in 2008. Some of these saved policies have now

[26] Cheshire East Council (2019), *Cheshire East Local Transport Plan 2019-2024.* Available online at: https://moderngov.cheshireeast.gov.uk/ecminutes/documents/s72327/Local%20Transport%20Plan%20-%20app%201.pdf.

[27] Cheshire East Council (2017), *Adopted Cheshire East Local Plan Strategy 2010 – 2030.* Available online at: https://www.cheshireeast.gov.uk/pdf/planning/local-plan/local-plan-strategy-web-version-1.pdf.

[28] Cheshire East Council (2005), *Borough of Crewe and Nantwich Replacement Local Plan.* Available online at: https://www.cheshireeast.gov.uk/planning/spatial-planning/saved_and_other_policies/crewe_and_nantwich_local_plan/crewe_and_nantwich_local_plan.aspx.

been replaced by policies in the Local Plan Strategy. However, a number of saved policies relating to transport and development remain.

2.3.24 The Local Plan states that the borough council will seek to enhance the integration of modes of transport, encourage the use of public transport, walking and cycling. This will be done using the various transport policies, which state that new development should be based around existing sustainable transport provision.

Congleton Borough Local Plan First Review 2005

2.3.25 The Congleton Local Plan[29] contains policies and proposals for the area previously covered by Congleton Borough covering the period to 2011. It was adopted on 27 January 2005. A number of policies from the Congleton Local Plan were saved by the Secretary of State's Direction of 27 January 2008. Some of these saved policies have now been replaced by policies in the Cheshire East Local Plan Strategy. However, a number of saved policies relating to transport and development remain.

2.3.26 The aim of the Congleton Borough Local Plan First Review is to improve the quality of life in the borough through sustainable development and adequate provision of housing, facilities and services. A set of objectives and targets are set out to achieve this aim, including minimising the need for travel and reliance on the car, facilitating a greater choice of other sustainable alternatives and to make efficient use of the existing transport network.

Macclesfield Borough Local Plan (2004)

2.3.27 The Macclesfield Borough Local Plan[30] was adopted as an altered plan on 8 January 2004 and covers the period to 2011.

2.3.28 A number of policies from the Local Plan were saved under the Secretary of State's Direction in 2007. Some of these saved policies have now been replaced by policies in the Cheshire East Local Plan Strategy. However, a number of saved policies relating to transport and development remain.

2.3.29 The Macclesfield Borough Local Plan seeks to bring about the desired changes to the physical environment and promote economic and social change. One of the main objectives of the local plan is to ensure that planning and transport proposals are integrated, thereby promoting more sustainable transport choices and reducing the need to travel, especially by car.

---

[29] Cheshire East Council (2005), *Congleton Borough Local Plan First Review.* Available online at: https://www.cheshireeast.gov.uk/planning/spatial-planning/saved_and_other_policies/congleton_local_plan/congleton_local_plan.aspx.

[30] Cheshire East Council (2004), *Saved policies of the adopted Macclesfield Borough Local Plan.* Available online at: https://www.cheshireeast.gov.uk/planning/spatial-planning/saved_and_other_policies/macclesfield_local_plan/macclesfield_local_plan.aspx.

2.3.30 This objective will be achieved by supporting the provision and integration of public transport, improving the conditions for pedestrians, people with restricted mobility, and cyclists. The council also aims to improve accessibility to, and ensure the safe and efficient operation of, Manchester Airport.

Cheshire West and Chester local transport and planning policy and guidance

2.3.31 Cheshire West and Chester Council (CWCC) is a key local planning and highway authority for the MA02 and MA03 CA along the route of the Proposed Scheme. A summary of relevant current and emerging local planning and transport planning strategies, policies and guidance in the Cheshire West and Chester area is presented below.

Cheshire West and Chester Local Transport Plan (2017-2030)

2.3.32 The strategic objective of the Local Transport Plan[31] is to provide and develop reliable, efficient transport networks that support sustainable growth and improve accessibility to jobs and services. In order to meet this objective, the Local Transport Plan sets out a series of goals. These include providing and developing a reliable and efficient transport network, reducing carbon emissions, and improving accessibility to jobs and key services.

2.3.33 The Local Transport Plan contains a series of proposed short, medium, and long-term actions that will help to meet these goals. These include improving strategic road and rail connections to development opportunities, promoting cycling by maintaining and improving local cycle networks, and improving passenger transport through more efficient technology. The Local Transport Plan also states that opportunities presented by the Proposed Scheme are vital to the success of the Local Transport Plan.

Cheshire West and Chester Local Plan (Part One) Strategic Policies (2015)

2.3.34 The Cheshire West and Chester Local Plan (Part One) Strategic Policies [32] aims to provide an overall vision, strategic objectives, spatial strategy and strategic planning policies for the borough to 2030. The document provides policies which reflect locally determined priorities for new homes, jobs, the environment and infrastructure development.

[31] Cheshire West and Chester Council (2017), *Cheshire West and Chester Local Transport Plan 2017-2030.* Available online at: https://www.cheshirewestandchester.gov.uk/residents/transport-and-roads/public-transport/transport-strategy/transport-strategy.aspx.

[32] Cheshire West and Chester Council (2015), *Adopted Cheshire West and Chester Local Plan (Part One) Strategic Policies.* Available online at: http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/lp_1_adopted?tab=files.

2.3.35 The Plan identifies that there is a low level of public transport use in some communities, and development in the authority should be located with good accessibility to existing amenities through good public transport connections.

2.3.36 The Plan states that the Proposed Scheme could have significant benefits for the region in terms of improved linkages to the rest of the country whilst also freeing up capacity on the West Coast Main Line. Better rail links to Manchester Airport are also identified as an opportunity for the area.

Warrington local transport and planning policy and guidance

2.3.37 Warrington Borough Council (WBC) is a key local planning and highway authority for the MA04 and MA05 CA along the route of the Proposed Scheme. A summary of relevant current and emerging local planning and transport planning strategies, policies and guidance in the Warrington area is presented below.

Warrington Local Transport Plan 4 (2019)

2.3.38 Warrington Local Transport Plan (LTP) 4[33] was adopted in December 2019. The transport plan aims to support the Council's ambition to make Warrington a thriving, attractive, and well-connected place. The LTP identifies the unique opportunities that the Proposed Scheme and NPR could provide, including the development of a 'Warrington Hub', served by high-speed and conventional rail services.

Warrington Local Plan Core Strategy (2012-2027)

2.3.39 The Warrington Local Plan Core Strategy[34] is the overarching strategy policy document within the borough of Warrington. The document sets out a planning framework for guiding the location and level of development in the borough up to 2027. Warrington is a pivotal location between Manchester and Liverpool and therefore provides an advantage to residents and businesses, with access to national transport infrastructure.

2.3.40 The policies set out in the overall spatial strategy seek to reduce the need to travel, reduce the need to use private cars and promote accessibility to jobs and other important amenities through sustainable modes. The plan aims to facilitate growth by maximising the use of existing transport infrastructure, delivering the majority of housing and business development in urban areas where sustainable modes are realistic travel alternatives.

[33] Warrington Borough Council (2019), *Warrington Local Transport Plan 4.* Available online at: https://www.warrington.gov.uk/LTP4.

[34] Warrington Borough Council (2014), *Warrington Local Plan Core Strategy 2012-2027 (Adopted 2014)*. Available online at: https://www.warrington.gov.uk/adopted-local-plan-2014.

2.3.41 Policy CS4 includes the overall spatial strategy for transport within WBC. This states that the council and its partners will support the implementation of the Proposed Scheme including links through Warrington to the wider region and sub-region.

Stockport Metropolitan Borough local transport and planning policy and guidance

2.3.42 Stockport Metropolitan Borough Council is a key local planning and highway authority for the MA07 CA along the route of the Proposed Scheme. A summary of relevant current and emerging local planning and transport planning strategies, policies and guidance in the Stockport area is presented below.

Adopted Stockport Core Strategy Development Plan Document 2011

2.3.43 The Stockport Core Strategy Development Plan[35] sets out the Council's vision for a more sustainable borough and identifies objectives that need to be met if the vision is to be realised. Objective 6 is aimed at delivering an efficient and extensive transport network by increasing accessibility, reducing congestion and minimising the environmental impact of transport. This will be done by promoting a mode shift away from car, providing accessible public transport alongside safe, good quality walking and cycling routes.

2.3.44 The Strategy also states that the council will support park and ride schemes for both fixed track and bus park and ride schemes in order to address these issues. The Council will also seek to facilitate cycle friendly neighbourhoods and improve the quality and safety of walking and cycling networks.

Adopted Stockport Unitary Development Plan Review (saved policies) 2006

2.3.45 The Unitary Development Plan[36] sets out the policies that the Council will follow when considering applications from developers of land in the borough. Although the Unitary Development Plan has been superseded by the Stockport Core Strategy Development Plan Document, some policies of the Unitary Development Plan are still relevant including those that aim to support a modal shift from road traffic to more sustainable forms.

[35] Stockport Metropolitan Borough Council (2011), *Adopted Stockport Core Strategy Development Plan Document.* Available online at: https://www.stockport.gov.uk/development-plan.

[36] Stockport Council (2006), *Adopted Stockport Unitary Development Plan Review (saved policies).* Available online at: https://www.stockport.gov.uk/development-plan/unitary-development-plan.

St Helens local transport and planning policy and guidance

2.3.46 St Helens Council is a key local planning and highway authority for the MA05 CA along the route of the Proposed Scheme. A summary of relevant current and emerging local planning and transport planning strategies, policies and guidance in the St Helens area is presented below.

St Helens Local Plan Core Strategy 2012

2.3.47 The St Helens Local Plan Core Strategy[37] is the principal planning document in the St Helens Local Development Framework, and sets out a clear vision for the borough, and a suite of more detailed objectives to achieve this vision.

2.3.48 The document considers there to be both an integrated and well used public transport system, and a safe and attractive network of pedestrian and cycle routes, although it identifies the reliance on private car as a key issue for the borough. It notes that future development should be delivered in locations where sustainable travel modes are encouraged and easily available (Policy CP2), and improved accessibility to, and capacity of, the local rail network is considered to be particularly important.

St Helens Unitary Development Plan 2007

2.3.49 The principal underlying strategy of the St Helens Unitary Development Plan[38] is urban regeneration. There are a number of specific policies within the Unitary Development Plan that ensure that development and urban regeneration are sustainable. These policies have been carried forward into the St Helens Local Plan Core Strategy.

2.3.50 The Unitary Development Plan commits to the improvement of public transport facilities, notably the development of new railway stations linked to major economic development opportunities. In addition, Policy REC 5 commits to the development of a network of cycleways to provide an alternative long-term means of travel between major land uses.

Tameside Metropolitan Borough local transport and planning policy and guidance

2.3.51 Tameside Metropolitan Borough Council is a key local planning and highway authority for the MA07 CA along the route of the Proposed Scheme. A summary of relevant current and

[37] St Helens Council, (2012), *St Helens Local Plan Core Strategy*. Available online at: https://www.sthelens.gov.uk/media/3385/sthelens-local-plan-core-strategy-october-2012.pdf.

[38] St Helens Council, (2007), *St Helens Unitary Development Plan.* Available online at: https://www.sthelens.gov.uk/media/3391/sthelens-unitary-development-plan-saved-policies-2013-addendum.pdf.

emerging local planning and transport planning strategies, policies and guidance in the Tameside area is presented below.

Adopted Tameside Unitary Development Plan (saved policies) 2004

2.3.52 The Unitary Development Plan[39] sets out the policies that the Council will follow when considering applications from developers of land in the borough. The most important principle of the Unitary Development Plan is sustainable development, and one of the main policies is to maintain an integrated transport strategy. The aim of this is to ensure accessibility throughout the borough, which is both efficient and sustainable.

2.3.53 Policy T1 states that the Council will improve and extend the highway network where required, but will carry out traffic management schemes with the aim of encouraging the use of non-car modes, including the provision of convenient facilities for pedestrians and cyclists, and improving the efficiency and attractiveness of public transport.

Trafford local transport and planning policy and guidance

2.3.54 Trafford Metropolitan Bough Council is a key local planning and highway authority for the MA03, MA04, MA06, MA07 and MA08 CA along the route of the Proposed Scheme. A summary of relevant current and emerging local planning and transport planning strategies, policies and guidance in the Trafford area is presented below.

Trafford Local Plan: Core Strategy (2012-2026)

2.3.55 The Trafford Local Plan: Core Strategy[40], adopted in 2012, is part of the Local Development Framework for the borough and will provide the strategic framework against which decisions about the use of land can be planned.

2.3.56 To facilitate the Council's delivery strategy, the development and maintenance of a sustainable integrated transport network will be promoted. Policy L4 states that this will be done by focussing on modernising the existing infrastructure, and improving public transport provision, both in existing facilities and adding new public transport schemes. This will be done by improvement of the Metrolink, bus and rail network, as well as enhancing sustainable choices for accessing Manchester Airport.

[39] Tameside Metropolitan Borough Council (2004), *Adopted Tameside Unitary Development Plan (saved policies).* Available online at: https://www.tameside.gov.uk/udp/writtenstatement.pdf.

[40] Trafford Council (2012), *Adopted Trafford Local Plan: Core Strategy.* Available online at: https://www.trafford.gov.uk/planning/strategic-planning/docs/core-strategy-adopted-final.pdf.

2.3.57 The Trafford Local Plan: Core Strategy also aims to develop a network of pedestrian and cycle routes to provide safe, secure, convenient and attractive cycling and footpath access linking residential areas to various important amenities and facilities in the area.

Salford City local transport and planning policy and guidance

2.3.58 Salford City Council is a key local planning and highway authority for the MA04 and MA08 CA along the route of the Proposed Scheme. A summary of relevant current and emerging local planning and transport planning strategies, policies and guidance in the Salford city area is presented below.

Transport in Salford 2025

2.3.59 Transport in Salford 2025[41] aims to provide improved transport choices in the city by supporting the creation of a fully integrated transport system. This will be done by improving the capacity on Metrolink and rail systems, as well as enhancing bus travel. Salford City Council are committed to working with TfGM and GMCA to facilitate the Proposed Scheme in Manchester and develop a long-term strategic plan to ensure that Salford residents benefit from the introduction of the Proposed Scheme through the joined-up city concept.

2.3.60 Transport in Salford 2025 states that improving capacity on the rail system is critical to delivering continued economic growth in the city. This will be done by ensuring that the city's main rail stations become important transport hubs by improving integration with other modes, including the delivery of new and improved interchange facilities. Salford City Council also commit to providing fast, frequent connections with Manchester Piccadilly so that Salford fully benefits from the arrival of the Proposed Scheme.

Salford Unitary Development Plan (2006)

2.3.61 Salford's Unitary Development Plan[42], adopted in 2006, sets out the main planning policies by which planning applications for development are judged in the city. Strategic Policy 5 states that transport networks will be maintained and improved by expanding and improving public transport facilities, the protection and extension of pedestrian and cycle routes, and the enhancement of highways and rail-based infrastructure.

2.3.62 Accessibility Policy 4 states that the improvement of the city's railway stations, rail infrastructure and rail services will be secured by the continued improvement of Salford

[41] Salford City Council (2013), *Transport in Salford 2025*. Available online at: http://services.salford.gov.uk/solar_documents/transport%20in%20salford%202025.pdf.

[42] Salford City Council (2006), *Salford Unitary Development Plan (saved policies) (Adopted 2006)*. Available online at: https://www.salford.gov.uk/planning-building-and-regeneration/planning-policies/local-planning-policy/salfords-development-plan/saved-unitary-development-plan-policies/.

Central Station as a major public transport facility serving Manchester City centre and the provision of new railway stations that will serve major new development in the city.

Manchester City local transport policy and guidance

2.3.63 Manchester City Council is a key local planning and highway authority for the MA06, MA07 and MA08 CA along the route of the Proposed Scheme. A summary of relevant current and emerging local planning and transport planning strategies, policies and guidance in the Manchester city area is presented below.

Adopted Manchester Core Strategy Development Plan 2012

2.3.64 The Manchester Core Strategy Development Plan[43] outlines the Council's vision for Manchester in 2027 along with planning policies used to deliver this vision. The development plan aims to improve access to employment and education, reduce congestion on roads and improve the reliability of public transport.

2.3.65 The Manchester Core Strategy Development Plan also establishes objectives to achieve these aims. Spatial Objective S05 is focussed on improving the physical connectivity of the city through sustainable and accessible transport networks, providing easy access to employment, education and leisure facilities.

2.3.66 Policy T1 aims to deliver a sustainable transport network by developing alternatives to the car, improving the pedestrian and cycling environment and integration with improvements to the public transport network, including the delivery of Metrolink extensions across the city.

Unitary Development Plan for the City of Manchester

2.3.67 The Manchester Core Strategy Development Plan has replaced much of the Unitary Development Plan[44]. However, some of the policies in the Unitary Development Plan are still relevant. This includes Policy T1.8 which aims to improve all forms of public transport, including the extension of Metrolink, to achieve a better balance between public and private transport across the city.

[43] Manchester City Council (2012), *Adopted Manchester Core Strategy Development Plan.* Available online at: https://secure.manchester.gov.uk/info/200074/planning/6573/core_strategy_2012-2027.

[44] Manchester City Council (1995), *Saved policies of the adopted Unitary Development Plan for the City of Manchester.* Available online at: https://www.manchester.gov.uk/info/500207/planning_and_regeneration/2148/unitary_development_plan_udp.

Wigan Metropolitan Borough local transport and planning policy and guidance

2.3.68 Wigan Metropolitan Borough Council is a key local planning and highway authority for the MA05 CA along the route of the Proposed Scheme. A summary of relevant current and emerging local planning and transport planning strategies, policies and guidance in the Wigan area is presented below.

Wigan Local Plan: Core Strategy 2011-2026

2.3.69 The Wigan Local Plan: Core Strategy[45] is the principal Local Plan for the borough, which provides a framework for regeneration of communities and identifies the development needed to address the social, environmental and economic challenges that the borough faces.

2.3.70 Various policies have been set out in order to support this development. Strategic Policy (SP)2 states the need for better integration within the borough through improved public transport provision. Core Policy (CP)7 states that accessibility to key destinations both within and outside the borough should be improved through a variety of strategies such as infrastructure investment and encouraging the use of sustainable travel.

Wigan Replacement Unitary Development Plan 2006

2.3.71 The Wigan Replacement Unitary Development Plan[46] sets out both the main planning policies and transport policies for the borough against which planning applications for development are judged. The plan seeks to secure a transport system that is better integrated, more accessible and less environmentally damaging by reducing dependence on car and promoting public transport, walking and cycling.

Oldham local transport and planning policy and guidance

2.3.72 Oldham Metropolitan Borough Council is a key local planning and highway authority for the MA07 CA along the route of the Proposed Scheme. A summary of relevant current and emerging local planning and transport planning strategies, policies and guidance in the Oldham area is presented below.

[45] Wigan Metropolitan Borough Council (2013), *Wigan Local Plan: Core Strategy*. Available online at: https://www.wigan.gov.uk/Docs/PDF/Council/Strategies-Plans-and-Policies/Planning/Adopted-Core-Strategy.pdf.

[46] Wigan Metropolitan Borough Council (2006), *Wigan Replacement Unitary Development Plan*. Available online at: https://www.wigan.gov.uk/Docs/PDF/Council/Strategies-Plans-and-Policies/Planning/Latest-Remaining-Policies-UDP-April-2006.pdf.

Adopted Oldham Joint Core Strategy and Development Management Policies Development Plan Document 2011

2.3.73 The Core Strategy Development Plan[47] states that part of the Council's vision for the borough is to have an integrated public transport system with good connectivity, as well as reducing the need to travel by ensuring development is in accessible locations.

2.3.74 Policy five states that the council will promote Metrolink and its integration with other modes to ensure development is supported by a multimodal network. The policy promotes connections and interchange facilities to reduce the need and distance travelled.

Adopted Oldham Unitary Development Plan (saved policies) 2006

2.3.75 The Unitary Development Plan[48] sets out the policies that the Council will follow when considering applications from developers of land in the borough. The Oldham Core Strategy has replaced most of the Unitary Development Plan. However, some objectives of the Unitary Development Plan are still relevant, including improving the borough's transport network through land use planning, creating an integrated, multi-modal network of transport routes, to reduce the need to travel, and improve accessibility.

Lancashire local transport policy and guidance

2.3.76 Lancashire County Council is a key local highway authority for the areas where off route works associated with the Proposed Scheme are located. A summary of relevant current and emerging local planning and transport planning strategies, policies and guidance in the Lancashire area is presented below.

Lancashire Local Transport Plan 2011-2021

2.3.77 The Lancashire Local Transport Plan[49] intends to shape the county's transport and travel over the 10-year period from 2011-2021. The development plan identifies a number of aims including improving access to employment and education, reducing congestion on roads and improving the reliability of public transport.

---

[47] Oldham Council (2011), *Oldham joint Core Strategy and Development Management Policies Development Plan Document.* Available online at: https://www.oldham.gov.uk/downloads/file/1445/development_plan_document-joint_core_strategy_and_development_management_policies.

[48] Oldham Council (2006), *Adopted Oldham Unitary Development Plan (saved policies).* Available online at: https://www.oldham.gov.uk/downloads/file/1419/council_report_%E2%80%93_oldham_unitary_development_plan_24_may_2006.

[49] Lancashire County Council (2011), *Local Transport Plan 2011-2021.* Available online at: https://www.lancashire.gov.uk/media/191267/LTP3_through_full_council.pdf.

2.3.78 Priorities identified in the Plan compliment and build upon those set out in the Lancashire Economic Strategy and highlight that larger strategic schemes can deliver a step-change in the long-term economic performance of the county, with high priority given to the development of the key economic centre of Preston. The Plan also states that the county will seek targeted investment at locations where there is evidence of potential for significant growth in the use of rail transport. Measures will include new or more frequent services, greater capacity, new stations and improved quality of stations and trains to improve connectivity to national and international markets.

Preston local transport policy and guidance

2.3.79 Preston City Council is a key local planning authority for the areas where off route works associated with the Proposed Scheme are located. A summary of relevant current and emerging local planning and transport planning strategies, policies and guidance in the Preston city area is presented below.

Preston City Transport Plan 2011-2021

2.3.80 Preston City Transport Plan[50] is a 20-year vision for movement and connectivity in the city – focusing on travel to, from, and within the city centre and across the corridors which connect key development sites. It is a long-term strategy for reducing congestion, providing great public transport, and transforming the city's streets and spaces. The Plan highlights the key transport issues of the city including the restricted local rail network.

2.3.81 The Plan is underpinned by major schemes such as the aspiration for Preston Station to become a nationally significant hub with the design being HS2 compatible. The aim is to maximise the advantages of Preston's location on the national rail network and to develop Preston as a key player within the Northern Powerhouse to support growth in the nearby cities of Manchester and Liverpool.

Cumbria local transport policy and guidance

2.3.82 Cumbria County Council is a key local highway authority for the areas where off route works associated with the Proposed Scheme are located. A summary of relevant current and emerging local planning and transport planning strategies, policies and guidance in the Cumbria area is presented below.

[50] Preston City Council (2019), *Preston City Transport Plan.* Available online at: https://www.preston.gov.uk/media/2300/Preston-City-Transport-Plan-2019-/pdf/preston-ctp.pdf?m=637079473620800000.

Cumbria Transport Plan 2011-2026

2.3.83 The Cumbria Transport Plan[51] covers the 15-year period from 2011-2026 and sets out how transport will be managed and improved throughout Cumbria in line with different local needs. The Plan's overarching objective is to ensure a safe and reliable transport network that supports low carbon economic growth.

2.3.84 A key priority outlined in the Plan is to maximise the benefits of the County's rail network to improve connectivity between people and places, including improvements to its key station at Carlisle, expanding on rail electrification and maximising the opportunities that emerge from high speed rail.

Carlisle local planning policy and guidance

2.3.85 Carlisle City Council is a key local planning authority for the areas where off route works associated with the Proposed Scheme are located. A summary of relevant current and emerging local planning and transport planning strategies, policies and guidance in the Carlisle city area is presented below.

Carlisle District Local Plan 2015-2030

2.3.86 The Carlisle District Local Plan[52] sets out a long-term spatial vision and strategic objectives to support the development of the district over the 15-year period 2015-2030. A key objective of the Plan is to ensure the provision of an efficient and integrated transport network with sustainable travel choices.

2.3.87 The Plan outlines that the City Council will support improvements to the transport network including those that retain and enhance existing public transport services and improve and modernise key public transport infrastructure including Carlisle Station and interchange to fulfil Carlisle's role as a strategic transport hub.

Dumfries and Galloway local transport and planning policy and guidance

2.3.88 Dumfries and Galloway Council is a key local planning and highway authority for the areas where off route works associated with the Proposed Scheme are located. A summary of relevant current and emerging local planning and transport planning strategies, policies and guidance in the Dumfries and Galloway area is presented below.

[51] Cumbria County Council (2011), *Cumbria Transport Plan Strategy 2011-2026.* Available online at: https://www.cumbria.gov.uk/eLibrary/Content/Internet/544/942/41075102846.pdf.

[52] Carlisle City Council (2015), *Carlisle District Local Plan 2015-2030*. Available online at: https://www.carlisle.gov.uk/planning-policy/Adopted-Plans/Carlisle-District-Local-Plan-2015-2030.

Dumfries and Galloway Council Local Development Plan 2

2.3.89 The Dumfries and Galloway Council Local Development Plan 2[53] states that proposals for the improvement of existing transport infrastructure and the provision of new transport infrastructure will be supported provided they accord with regional and local transport strategies. The Plan has a broad principle that development sites should maximise the use of existing public transport infrastructure and enhance connectivity.

[53] Dumfries and Galloway Council (2019), *Local Development Plan 2*. Available online at: https://dumgal.gov.uk/ldp2.

3 Transport surveys

3.1 Introduction

3.1.1 Appendices to this document describe, for each CA and for off-route locations, the survey and other data used to inform the development of the baseline for traffic and transport.

3.1.2 Surveys were undertaken in 2017, 2018, 2019 and 2020 with details of the approach to these surveys outlined below.

3.1.3 These surveys include:

- automatic traffic counts (ATC) and manual classified counts (MCC) on highway links;
- manual classified counts (MCC) at highway junctions;
- queue length (QL) surveys at highway junctions;
- pedestrian counts (PC) at highway junctions;
- collation of accident data;
- non-motorised user counts on footways and public rights of way (PRoW);
- parking surveys;
- station surveys; and
- off-route station surveys.

3.1.4 The survey data has been further supplemented by traffic and transport data obtained from other sources including Highways England and local highway/transport authorities.

3.1.5 The approach and overarching methodology for the surveys is summarised below. The details of the surveys in each CA are set out in the Appendices.

3.2 Vehicle classification used in traffic surveys

3.2.1 Figure 3-1 and Table 3-1 set out details of vehicle classifications used in the surveys. Table 3-1 shows the vehicle classes and their value in passenger car units (PCU), which is a measure of the impact on road capacity that a vehicle will have, expressed in terms of equivalent number of cars. These values are used throughout the assessments except where validated established transport models use alternative values to represent local circumstances.

Figure 3-1: Vehicle classification

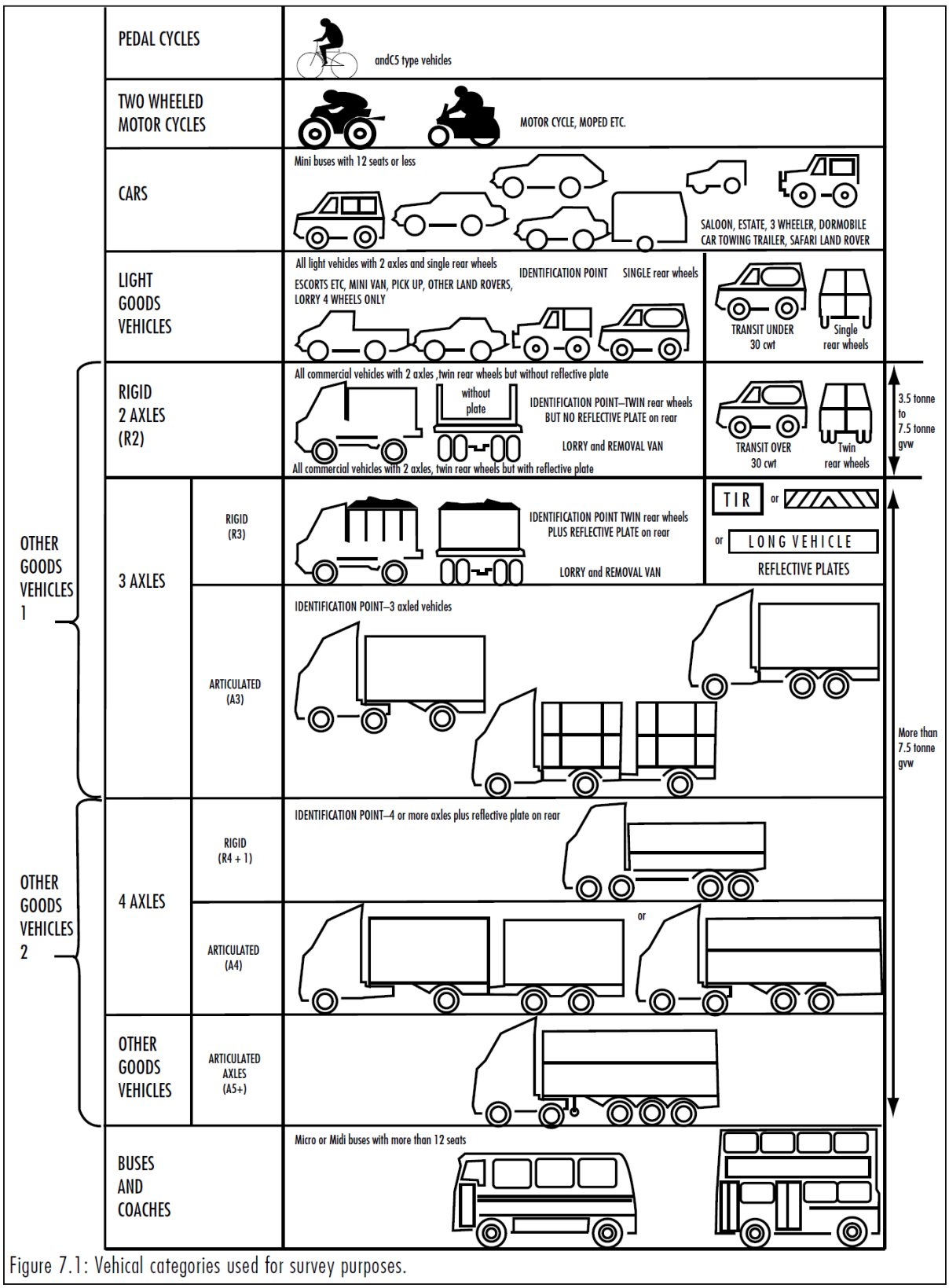


Figure 7.1: Vehical categories used for survey purposes.

Table 3-1: Vehicle classifications

Vehicle classification	PCU equivalent
Car or Light Goods Vehicle (LGV)	1.0
Medium Goods Vehicle (MGV)	1.5
Heavy Goods Vehicle (HGV)	2.3
Bus and coach	2.0
Two wheeled motorcycle	0.4
Pedal cycle	0.2

3.3 Scope of surveys

Automatic traffic counts

3.3.1 The scope of the ATC surveys carried out is outlined in Table 3-2.

Table 3-2: Automatic traffic count survey scope

Automatic traffic count survey scope	
Dates carried out	Avoiding holiday periods in neutral period.
Survey duration	Generally continuous 24-hours, for a one or two-week period.
Approvals and inspection	Survey locations were considered with relevant highway authorities who were informed of all surveys carried out. All ATC equipment was inspected after installation, with regular monitoring thereafter and equipment was repaired or replaced immediately if found to be malfunctioning.
Data obtained	Counts recorded in 15-minute time intervals by vehicle classification, as well as by total vehicles, with sub-total for every hour. Totals for 12- (07:00–19:00), 16- (06:00–22:00), 18- (06:00–00:00) and 24-hours for each day by vehicle classification, as well as by total vehicles. Average vehicle speed data by vehicle classification by hour and by 12- (07:00–19:00), 16- (06:00–22:00), 18- (06:00–00:00) and 24-hours for each day.
Classification	Classification as consistent as possible with that used by the Department for Transport for fixed traffic count points on the UK main network profile.
Site information recorded	Weather conditions and any other observed events, which could affect the survey recorded.
Data verification	Data checked against nearby MCC where available.

Manual classified counts

3.3.2 The scope of the MCC surveys carried out at junctions is outlined in Table 3-3.

Table 3-3: Manual classified count survey scope

Classified junction turning count survey scope	
Dates carried out	Weekdays, excluding public holidays and school holiday periods.
Survey duration	One weekday (generally Tuesday, Wednesday or Thursday). Video cameras were installed to record between 07:00–19:00. Counts were between 07:00–10:00 and 16:00–19:00.

Classified junction turning count survey scope	
Approvals and inspection	Relevant highway authority informed of all surveys carried out.
Data obtained	Counts were recorded in 15-minute time intervals for every arm of the junction or link, by vehicle classification, as well as by total vehicles and total Passenger Car Units (PCU) with sub-totals for every hour. PCU were calculated using factors as shown in Table 1. Pedestrian crossing flows for each arm of the junction at 15 minute survey intervals. At signalised junctions this data was reported per cycle. Pedestrian classification: adult (16+ years) and child assumed.
Classification	Full vehicle classification, consistent with Transport in the Urban Environment, published in 1997 by The Institute of Highways and Transportation, as shown in Figure 3-1.
Site information recorded	Weather conditions and any other observed events, which could affect the survey recorded.
Data verification	Total number of vehicles entering and exiting every arm of each junction and each link for each hour were compared to ensure data accuracy.

Automatic number plate recognition surveys

3.3.3 The scope of the automatic number plate recognition (ANPR) surveys carried out at links and junctions is outlined in Table 3-4.

Table 3-4: Automatic number plate recognition survey scope

Automatic number plate recognition survey scope	
Dates carried out	Weekdays, excluding public holidays and school holiday periods.
Survey duration	Two weekdays (generally Tuesday, Wednesday or Thursday). Video cameras were installed to record between 07:00–19:00.
Approvals and inspection	Survey locations were considered with relevant highway authorities who were informed of all surveys carried out.
Data obtained	All vehicles are recorded on entering the cordoned area (origin), and on exiting (destination). An automatic process looks to match as many number plates from their origin to destination within a given time frame (usually within the 85 percentile of journey times for each route, with a maximum of one hour). Counts were recorded in 15-minute time intervals for every origin-destination pair and were recorded by vehicle.
Classification	Not recorded. ANPR surveys record vehicle flows to derive origin-destination data.
Site information recorded	Weather conditions and any other observed events, which could affect the survey recorded.
Data verification	Total automatic plate matches were compared against manual link count for each origin and destination.

Queue length surveys

3.3.4 The scope of the queue length surveys carried out at junctions is outlined in Table 3-5.

Table 3-5: Queue length survey scope

Queue length survey scope	
Date carried out	Weekdays, excluding public holidays and school holiday periods.
Survey duration	One weekday (generally Tuesday, Wednesday or Thursday), between 07:00–10:00 and 16:00–19:00.
Approvals and inspection	Relevant highway authority informed of all surveys carried out.
Data obtained	The maximum queue length was recorded at five minute intervals on each arm of priority junctions and roundabouts. Where queue data was collected by video a count of queuing vehicles (by lane) was made and converted to length in metres with a conversion factor of 6m per PCU. At signal-controlled junctions the maximum queue was recorded for each arm of the junction (i.e. just before the signal switches from red to green).
Classification	Length of queue in metres.
Site information recorded	Weather conditions and any other observed events which could affect the survey results.
Data verification	Queue lengths checked against video footage, where available.

Traffic signal timing surveys

3.3.5 The scope of the traffic signal timing surveys carried out at junctions is outlined in Table .

Table 3-6: Traffic signal timing survey scope

Traffic signal timing survey scope	
Dates carried out	Weekdays excluding public holidays and school holiday periods. Traffic signal timing surveys were generally carried out at the same time as the classified turning counts at each location.
Survey duration	Two weekdays (generally Tuesday, Wednesday or Thursday). Video cameras recorded data between 07:00–19:00. Data was analysed for 07:00–10:00 and 16:00–19:00 on one day.
Approvals and inspection	Relevant highway authority informed of surveys.
Data obtained	Traffic signal staging, green times, inter-greens and cycle times. Traffic signal timings were recorded for 07:00–10:00 and 16:00–19:00.
Classification	N/A
Site information recorded	N/A
Data verification	Reviewed against local highway authority signal data where available.

Non-motorised user surveys

3.3.6 Non-motorised user surveys were undertaken to establish the use of PRoW and roads affected by the Proposed Scheme. The surveys included:

- all roads and associated footways intersected by the Proposed Scheme; and
- PRoW, including footpaths, cycle ways, bridleways and byways either intersected by or that will be affected by the Proposed Scheme.

3.3.7 The non-motorised user surveys included:

- reconnaissance surveys;
- classified counts; and
- questionnaire surveys.

3.3.8 Where roads are used by non-motorised users this use is identified in the highway surveys. The scope of the dedicated PRoW surveys carried out is outlined in Table 3-7.

Table 3-7: Public rights of way survey scope

Public rights of way survey scope	
Times carried out	Surveys were carried out on a weekend to capture leisure users. Surveys were generally undertaken during the summer holidays in order to record maximum recreational use. Additional surveys in selected locations were carried out on a weekday (Tuesday, Wednesday or Thursday) of local uses which may have a specific weekday peak. Surveys were not undertaken in inclement weather.
Survey duration	Weekday surveys were generally carried out between 08:00–18:00. Weekend surveys were generally carried out between 07:00–19:00.
Approvals and inspection	Where possible, surveys were considered with the relevant highway authority.
Data obtained	Manual counts were recorded in 15-minute time intervals by classification, as well as by total for all categories of user, with sub-totals for every hour.
Classification	Classification used was: pedestrians, pedestrians walking dogs, pedestrians with buggy, pedestrian with impairment (type of impairment was recorded), joggers, cyclists and horse riders. For PRoW on public footpaths or bridleways, an additional category of 'other' was used to record users that do not fall into the above categories, e.g. motorcyclists, quad bikes, tractors etc. (type was recorded).
Site information recorded	Weather conditions and any other observed events which could affect the survey results.

Parking surveys

3.3.9 Parking surveys were undertaken where parking has the potential to be affected by the Proposed Scheme. The scope of the parking surveys carried out is outlined in Table 3-8.

3.3.10 Parking surveys were undertaken in the areas surrounding construction compounds, in the vicinity of proposed HS2 stations and, as necessary, along construction routes to assess the current parking conditions.

3.3.11 As appropriate, MCC surveys recorded the movement of vehicles into and out of car parks from access points. Accumulation surveys recorded approximate capacity and number of vehicles parked at each location. The data was used to assess parking occupancy over 12 hours between 07:00–19:00.

Table 3-8: Parking survey scope

Parking survey scope	
Survey duration	Classified turning counts were carried out at each car park entrance/exit between 07:00–19:00.

Parking survey scope	
	Accumulation surveys were carried out at 09:00, 12:00 and 17:00.
Approvals and inspection	Where possible, surveys were considered with the relevant highway authority.
Data obtained	Classified turning counts were recorded in 15-minute time intervals at each car park entrance/exit, by vehicle classification with sub-totals for every hour. Accumulation counts were recorded three times a day, by vehicle classification categories.
Classification	Full vehicle classification, consistent with Transport in the Urban Environment, published in 1997 by The Institute of Highways and Transportation, as shown in Figure 3-1.
Site information recorded	Weather conditions and any other observed events which could affect the survey results.

Station car parking and passenger surveys

3.3.12 Station passenger surveys were undertaken at a number of stations to establish the characteristics of long distance station users, in particular, mode share and trip distribution, together with station parking. The scope of the station survey carried out is outlined in Table 3-9.

Table 3-9: Rail station passenger survey scope

Rail station passenger survey scope	
Date carried out	Weekdays excluding public holidays and school holiday periods
Survey duration	Questionnaire surveys were generally carried out between 06:00–19:00. Parking accumulation surveys were generally carried out between 06:00–22:00.
Approvals and inspection	Approvals were obtained from the relevant station operator
Data obtained	Questionnaire survey of long distance rail passenger. Control counts of all long distance passenger to establish sample size Car parking accumulation counts carried out between 06:00–22:00.
Site information recorded	Weather conditions and any other observed events which could affect the survey results.

Off-route station surveys

3.3.13 Surveys in the vicinity of off-route stations were undertaken at a number of stations which exceeded defined criteria for increases in passenger footfall in order to establish highway usage. The surveys comprised manual classified counts, automatic traffic counts, car par entry, exit and occupancy and vehicle pick up/drop off surveys. The scope of the station survey carried out is outlined in Table 3-10.

Table 3-10: Off-route station survey scope

Off route survey scope	
Date carried out	Weekdays, excluding public holidays and school holiday periods.

Off route survey scope	
Survey duration	One weekday (generally Tuesday, Wednesday or Thursday). Video cameras were installed to record between 07:00–19:00. Counts were between 07:00–10:00 and 16:00–19:00.
Approvals and inspection	Relevant highway authority informed of all surveys carried out.
Data obtained	Manual classified counts: AM (07:00–10:00) and PM (16:00–19:00) peak periods on Tuesday, Wednesday or Thursday in 15-minute intervals ATC: 1-week ATCs fully classified, with average speeds recorded at 1-hour intervals. Car park entry, exit, and occupancy surveys: 07:00–19:00 (12-hour count), recorded at 15-minute intervals. Vehicle pick up and drop off surveys: AM (07:00–10:00) and PM (16:00–19:00) peak periods on Tuesday, Wednesday or Thursday in 15-minute intervals.
Classification	Full vehicle classification, consistent with Transport in the Urban Environment, published in 1997 by The Institute of Highways and Transportation, as shown in Figure 3-1.
Site information recorded	Weather conditions and any other observed events, which could affect the survey recorded.
Data verification	10% spot check and other logic and range checks.

Road traffic accident data

3.3.14 Road traffic collisions are referred to as accidents in this report. This provides consistency of reporting with the HS2 Phase One main Environmental Statement.

3.3.15 Accident records have been obtained from information held by highway authorities and from the national official DfT STATS19 statistics[54].

[54] Department for Transport (2021), *STATS19 Road Safety Data July 2016 - June 2019*. Available online at: https://www.gov.uk/government/collections/road-accidents-and-safety-statistics.

4 Transport data

4.1.1 Schedules outlining each of the surveys undertaken are included in the appendices to this document. This includes maps showing the location of surveys. Pedestrian counts were undertaken at the same time and location as MCC surveys and have therefore been mapped as such.

4.2 Traffic survey schedules and locations

4.2.1 Schedules outlining each of the traffic surveys undertaken, disaggregated by CA, are included in the appendices to this document.

4.3 Non-motorised user survey schedule

4.3.1 Schedules outlining each of the non-motorised user surveys undertaken, disaggregated by CA, are included in the appendices to this document.

4.4 Parking survey schedule

4.4.1 Schedules outlining each of the parking surveys undertaken, disaggregated by CA, are shown in the appendices to this document.

4.5 Station passenger surveys

4.5.1 Station passenger surveys were undertaken at a number of stations to establish the characteristics of long distance station users, in particular, mode share and trip distribution for strategic transport modelling, together with station parking. Schedules outlining each of the parking surveys, disaggregated by CA, are included in the appendices to this document.

4.6 Off-route surveys at stations

4.6.1 Surveys were undertaken at off route stations with construction works and at stations where the increase in passenger footfall as a result of the Proposed Scheme in operation exceeded set criteria.

4.7 Road traffic accident data

4.7.1 Road traffic accident location maps by CA are shown in the appendices to this document.

Appendix A: MA01 Hough to Walley's Green area traffic and transport survey information

Traffic survey schedules and location maps per community area

4.7.2 Link flow surveys were undertaken in November 2017, July 2018 and November 2019 in the MA01 CA. The locations of the surveys are set out in Table 4-1 and presented in Figure 4-1 and Figure 4-2.

4.7.3 Junction flow surveys were undertaken in November 2017, February 2018, July 2018 and November 2019 in the MA01 CA. The locations of the surveys are set out in Table 4-2 Table and presented in Figure 4-3 and Figure 4-4.

4.7.4 Non-motorised user surveys were undertaken in August 2017 in the MA01 CA. The locations of the surveys and their recorded daily usage are set out in Table 4-3.

4.7.5 Accident data for the MA01 CA is presented in Figure 4-5 and Figure 4-6.

Table 4-1: Link flow counts survey schedule

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
MCC2_01_02	A531 (between A500 and A531)	374196, 352114	MCC	07/11/17 – 20/11/17
MCC2_01_03	A500 (between A531 and Barthomley Interchange)	375723, 352787	MCC	07/11/17 – 20/11/17
ATC2_02_01	A530 Nantwich Road (between Wistaston Footpath 6 and Wistaston Green Road)	366946, 354500	ATC	05/11/17 – 23/11/17
ATC2_02_02	B5076 Bradfield Road (between Selworthy Drive and Kestrel Drive)	369545, 357447	ATC	05/11/17 – 23/11/17
ATC2_02_03	Broughton Road (between B5076 Bradfield Road and Parkers Road)	370359, 357882	ATC	05/11/17 – 23/11/17
ATC2_02_04	B5076 Bradfield Road (between Parkers Road and Minshull New Road)	368780, 357961	ATC	05/11/17 – 23/11/17
ATC2_02_05	A530 Middlewich Road (between Moss Lane and Brookhouse lane)	368345, 361022	ATC	05/11/17 – 23/11/17
ATC2_02_05	A530 Middlewich Road (between Moss Lane and Brookhouse lane)	368345, 361022	ATC	05/11/17 – 23/11/17
MCC2_01_04	Weston Road (between Weston Road Service Road and Viaduct Road)	371301, 354660	MCC	07/11/17 – 20/11/17
ATC2_X1	Parkers Road (between Bleasdale Road and Broughton Road)	370229, 358172	ATC	26/02/18 – 15/03/18
ATC_SN_02 - 2	Broad Street (between Ford Lane and Badger Avenue)	370173, 356506	ATC	29/06/18 – 05/07/18

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
ATC_SN_02 - 1	A530 Middlewich Road (between Pym's Lane and A532 Coppenhall Lane)	367635, 356665	ATC	29/06/18 – 05/07/18
ATC_SN_01-5	Cobbs Lane (between Kings Meadow and Rushton Drive)	371389, 350865	ATC	29/06/18 – 05/07/18
ATC_SN_01-8	Main Road (between Cemetery Road and Snape Lane)	373384, 352131	ATC	29/06/18 – 05/07/18
ATC_SN_01-4	Weston Lane (between Back Lane and B5071 Crewe Road)	371091, 352176	ATC	29/06/18 – 05/07/18
ATC_SN_01-7	Cemetery Road (between Main Road and East Avenue)	373182, 352223	ATC	29/06/18 – 05/07/18
ATC_SN_01-6	Weston Lane (between Casey Lane and Cemetery Road)	372278, 352390	ATC	29/06/18 – 05/07/18
ATC_SN_01-2	A51 Nantwich Bypass (between A534 Crewe Road and A530 Middlewich Road)	367156, 352384	ATC	28/06/18 – 04/07/18
ATC_SN_01-1	A51 Nantwich Bypass (between A534 Crewe Road and B5074 Newcastle Road)	366669 ,352946	ATC	29/06/18 – 05/07/18
ATC_SN_02-3	B5076 Middlewich Road (between Henry Street and Elm Drive)	370675, 356380	ATC	29/06/18 – 05/07/18
ATC_SN_02-4	Stoneley Road (between Broad Street and Bidvale Way)	370714, 357650	ATC	29/06/18 – 05/07/18
ATC_GR_1	Groby Road (between Stoneley Road and Parker's Road)	371032, 358160	ATC	28/06/18 – 04/07/18
ATC_AQ_21-1	Brookhouse Lane (between A530 Nantwich Road and Cross Lane)	368134, 361518	ATC	29/06/18 – 05/07/18
ATC_MA01-01	Sydney Road (between Maw Green Road and Wheatley Road)	371462, 356937	ATC	12/11/19 – 25/11/19
ATC_MA01-02	Middlewich Road (between Wood Farm and Brassey Bank)	367609, 356564	ATC	12/11/19 – 25/11/19
ATC_MA01_03	Parkers Road (between Broughton Road and Bleasdale Road)	370241, 358180	ATC	12/11/19 – 25/11/19
ATC_MA01_04	Remer Street (between B5076 and Acer Avenue)	370882, 357179	ATC	12/11/19 – 25/11/19

Table 4-2: Junction counts, pedestrian counts and queue length survey schedule

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
MCC2_02_05	A532 Vernon Way/A532 Earle Street/A5019 Vernon Way	370727, 355755	MCC, QL, PC	14/11/17 – 15/11/17
MCC2_02_08	A532 West Street/Dunwoody Way/Bessemer Way	369278, 356221	MCC, QL, PC	14/11/17 – 15/11/17
MCC2_02_07	A532 Vernon Way/A532 West Street/B5076 Vernon Way	370629, 356066	MCC, QL, PC	14/11/17 – 15/11/17

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
MCC2_02_09	B5076 Middlewich Street/B5076 Vernon Way/Badger Avenue/Market Close	370575, 356225	MCC, QL, PC	14/11/17 – 15/11/17
MCC2_01_05	A534 Crewe Road/A534 Nantwich Road/A532 Macon Way/A532 Weston Road/Tommy's Lane	371230, 354868	MCC, QL, PC	14/11/17 – 15/11/17
MCC2_01_06	A532 Manchester Bridge/A532 Macon Way/Hungerford Road	371294, 355673	MCC, QL, PC	14/11/17 – 15/11/17
MCC2_02_06	A5078 Dunwoody Way/The Four Eagles Access	369525, 355846	MCC, QL, PC	15/11/17 – 16/11/17
MCC2_02_01	A51 Nantwich Bypass/A530 Middlewich Road (Alvaston Roundabout)	365924, 353662	MCC, QL, PC	15/11/17 – 16/11/17
MCC2_02_03	A530 Middlewich Road/A532 Coppenhall Lane	367581, 355570	MCC, QL, PC	15/11/17 – 16/11/17
MCC2_02_10	B5076 Bradfield Road/Broughton Road/North Street	370324, 357362	MCC, QL, PC	15/11/17 – 16/11/17
MCC2_02_11	B5076 Bradfield Road/Parkers Road	368951, 357821	MCC, QL, PC	15/11/17 – 16/11/17
MCC2_01_02	A500 Shavington Bypass/A5020 David Whitby Road (Weston Gate Roundabout)	372666, 352739	MCC, QL	21/11/17 – 22/11/17
MCC2_01_03	A5020 David Whitby Lane/A5020 University Way/B5472 Weston Road	372324, 353739	MCC, QL, PC	21/11/17 – 22/11/17
MCC2_01_01	A531 Newcastle Road/Newcastle Road/Main Road	373290, 351273	MCC, QL	21/11/17 – 22/11/17
MCC2_X1	Warmingham Road/Groby Road	370798, 358627	MCC	27/02/18 – 28/02/18
MCC_TT_12-1	Remer Street/Groby Road	371357, 357114	MCC	04/07/18
MCC_TT_12-2	B5076 Bradfield Road/Mablins Lane/Co-op entrance	369768, 357443	MCC	04/07/18
MCC-MA01-1	Crewe Road/Nantwich Bypass/Park Road	367027, 352584	MCC, QL, PC	12/11/19
MCC-MA01-2	Weston Road/Weston Road Service Road	371932, 354028	MCC, QL, PC	12/11/19
MCC-MA01-3	Parkers Road/Kents Lane/Warmingham Road/Broughton Road	370308, 358210	MCC, QL, PC	12/11/19
MCC-MA01-4	North Street/Stoneley Road/Broad Street/Remer Street	370617, 357225	MCC, QL, PC	12/11/19
MCC-MA01-5	Remer Street/Middlewich Street	370707, 357213	MCC, QL, PC	12/11/19
MCC-MA01-6	Crewe Green Road/University Way/ Crewe Road/Hungerford Road	372347, 355400	MCC, QL, PC	12/11/19
MCC-MA01-7	Groby Road/ Maw Green Road/Sydney Road/Elm Drive/Remer Street	371368, 357097	MCC, QL, PC	12/11/19
MCC-MA01-8	Groby Road/Stonely Road	371125, 357864	MCC, QL, PC	12/11/19

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
MCC-MA01-9	Pyms Lane/Middlewich Road	367692, 356794	MCC, QL, PC	12/11/19

Figure 4-1: Link flow counts survey location map in the Hough to Walley's Green area – Map 1 of 2

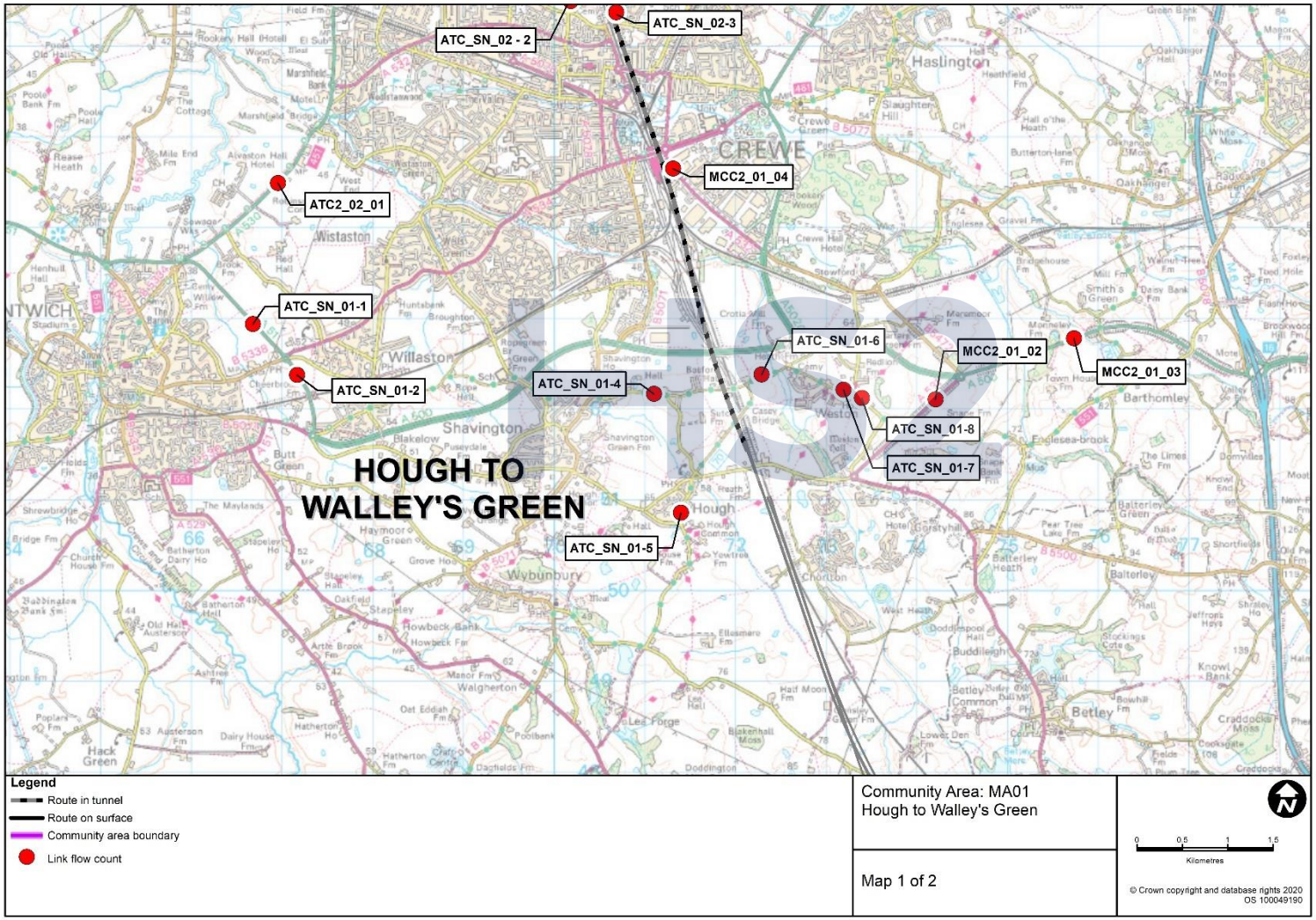


Figure 4-2: Link flow counts survey location map in the Hough to Walley's Green area – Map 2 of 2

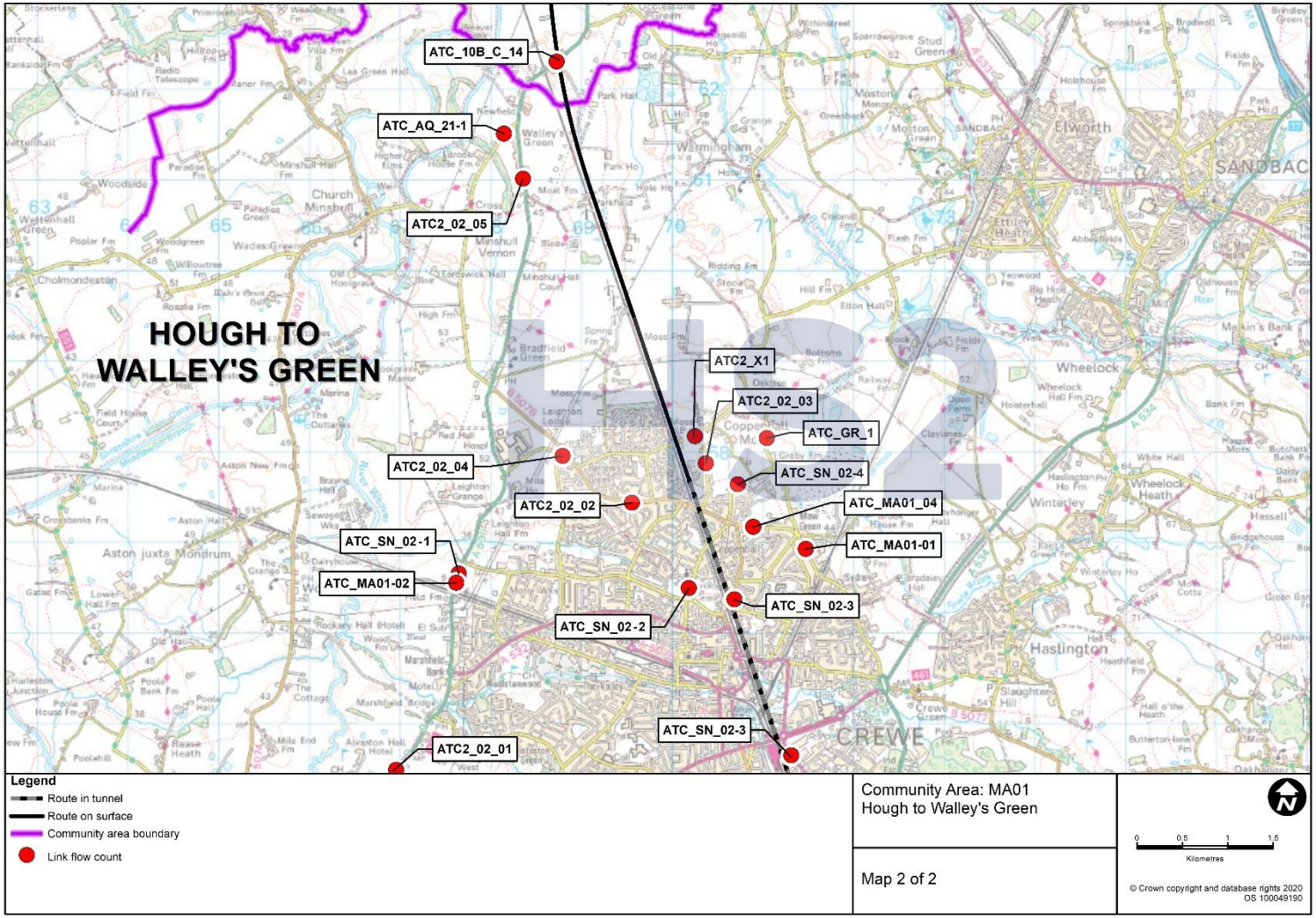


Figure 4-3: Junction counts, pedestrian counts and queue length survey location map in the Hough to Walley's Green area – Map 1 of 2

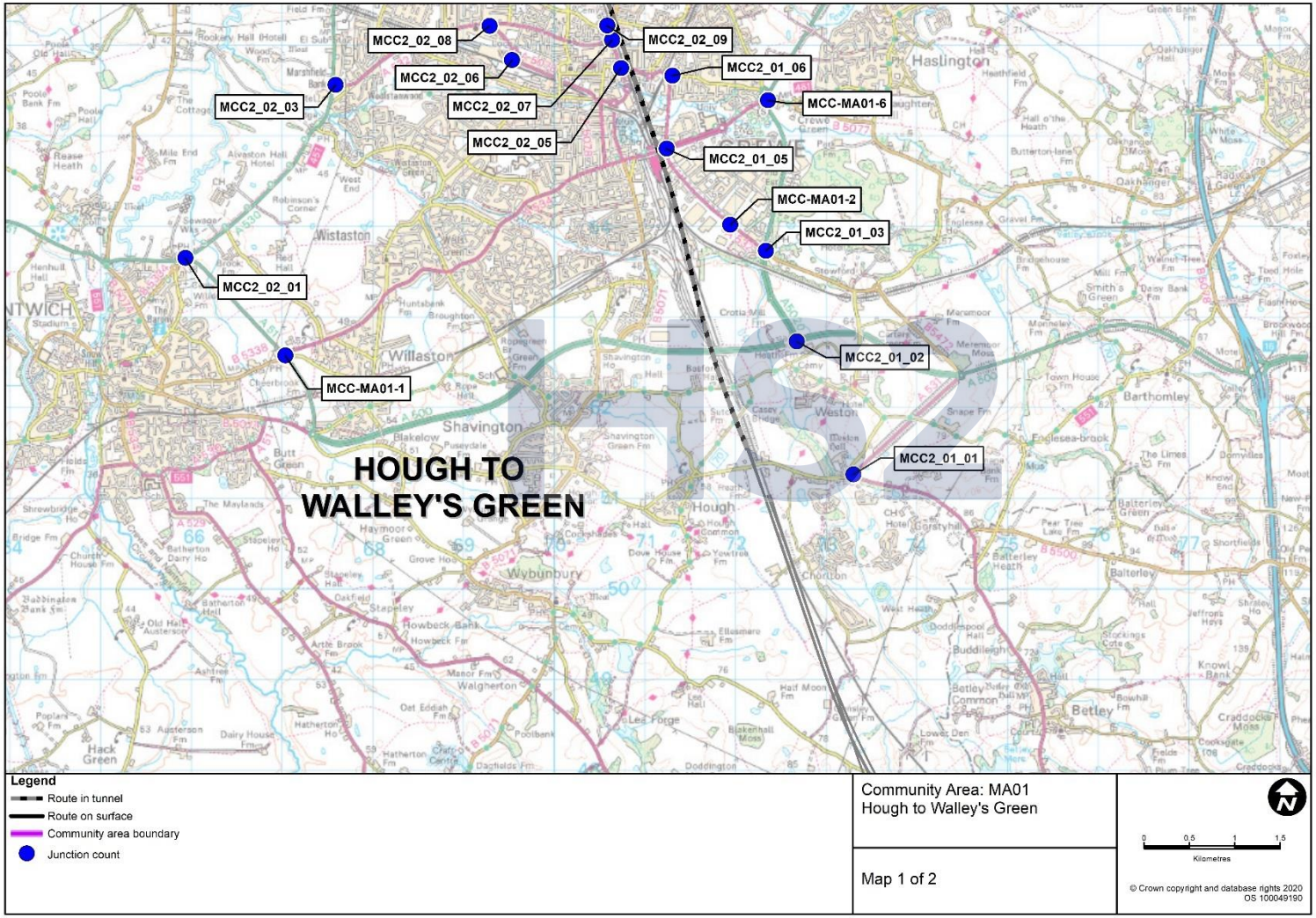
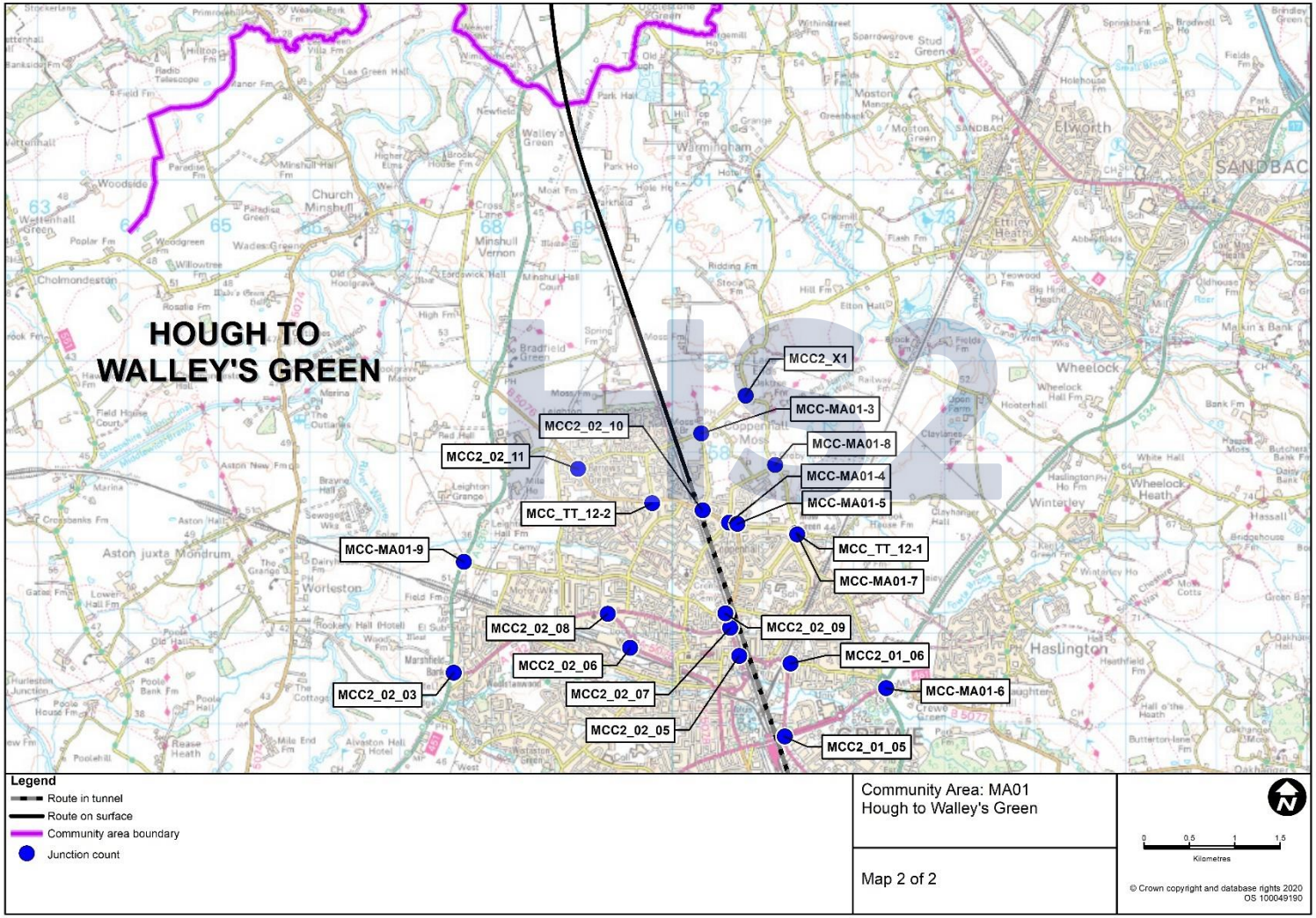


Figure 4-4: Junction counts, pedestrian counts and queue length survey location map in the Hough to Walley's Green area – Map 2 of 2



Non-motorised user survey schedules per community area

Table 4-3: Non-motorised user survey schedule in the Hough to Walley's Green area

Unique reference	PRoW or road name	Status	Route description	General condition	Weather condition	Daily usage	Date
PRW_10B|B_05_Ch9800	Footpath Minshull Vernon 2/1 and Footpath Warmingham 16/2	Footpath	Between Moss Lane and Warmingham Road	Grass path - sections, including the bridge, are overgrown	Overcast	35	27/08/17
PRW_10B|B_06_Ch9230	Footpath Crewe 29/1	Footpath	Between Footpath Crewe 12/1 and Footpath Crewe 30	Gravel path to the west, grass path to the east	Rain	3	19/08/17
PRW_10B|A_01_Ch0	Footpath Chorlton 17/1 / Footpath Basford 5/1	Footpath	Between Newcastle Road and Casey Lane	The footpath is a gravel path	Sunny	4	28/08/17
PRW_10B|B_04_Ch0	Footpath Crewe 13/1	Footpath	Between B5076 Bradfield Road and Parkers Road	Tarmac path	Rain/Overcast	68	19/08/17

Road traffic accident location maps per community area

Figure 4-5: Road traffic accident location map in the Hough to Walley's Green area – Map 1 of 2

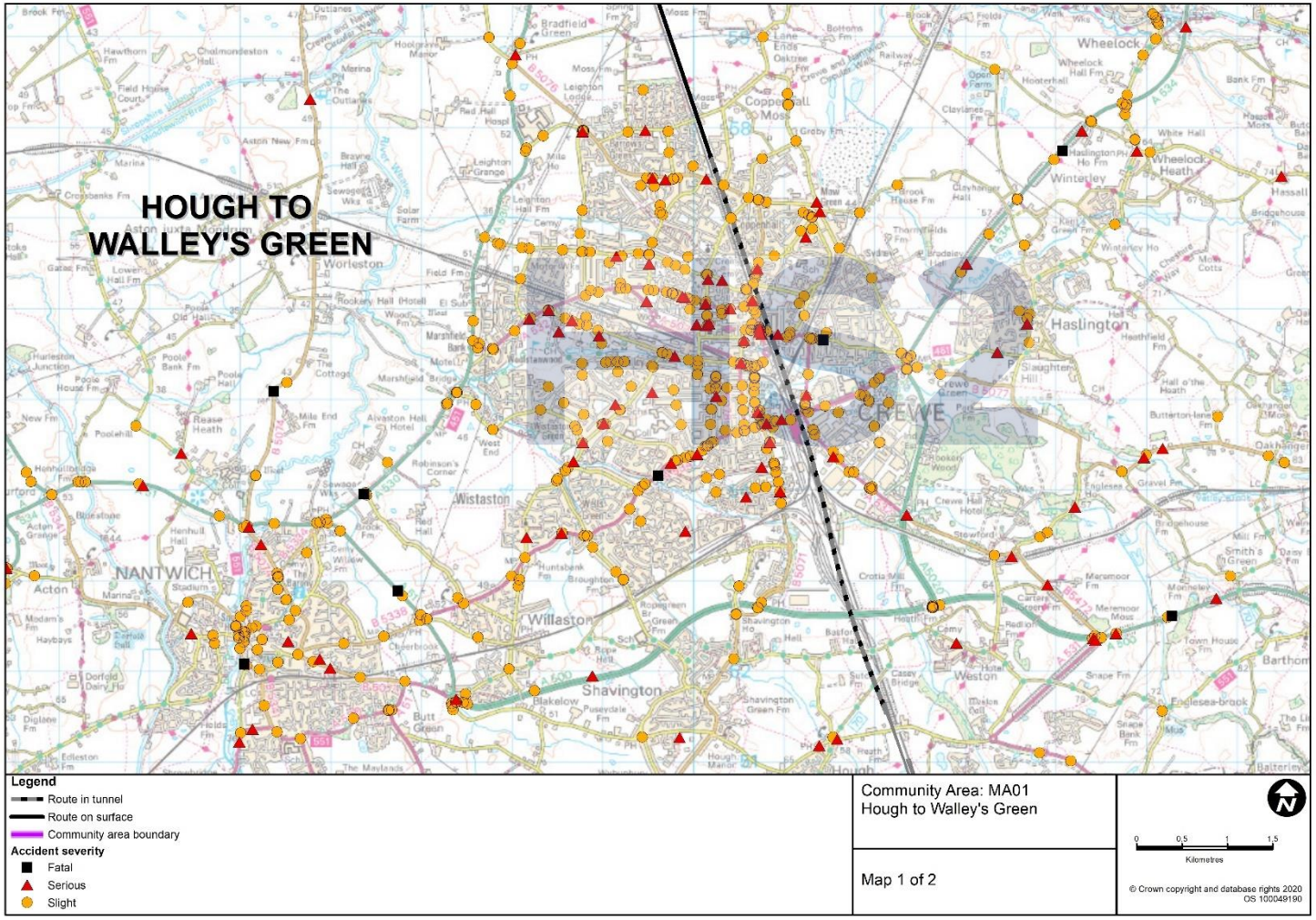
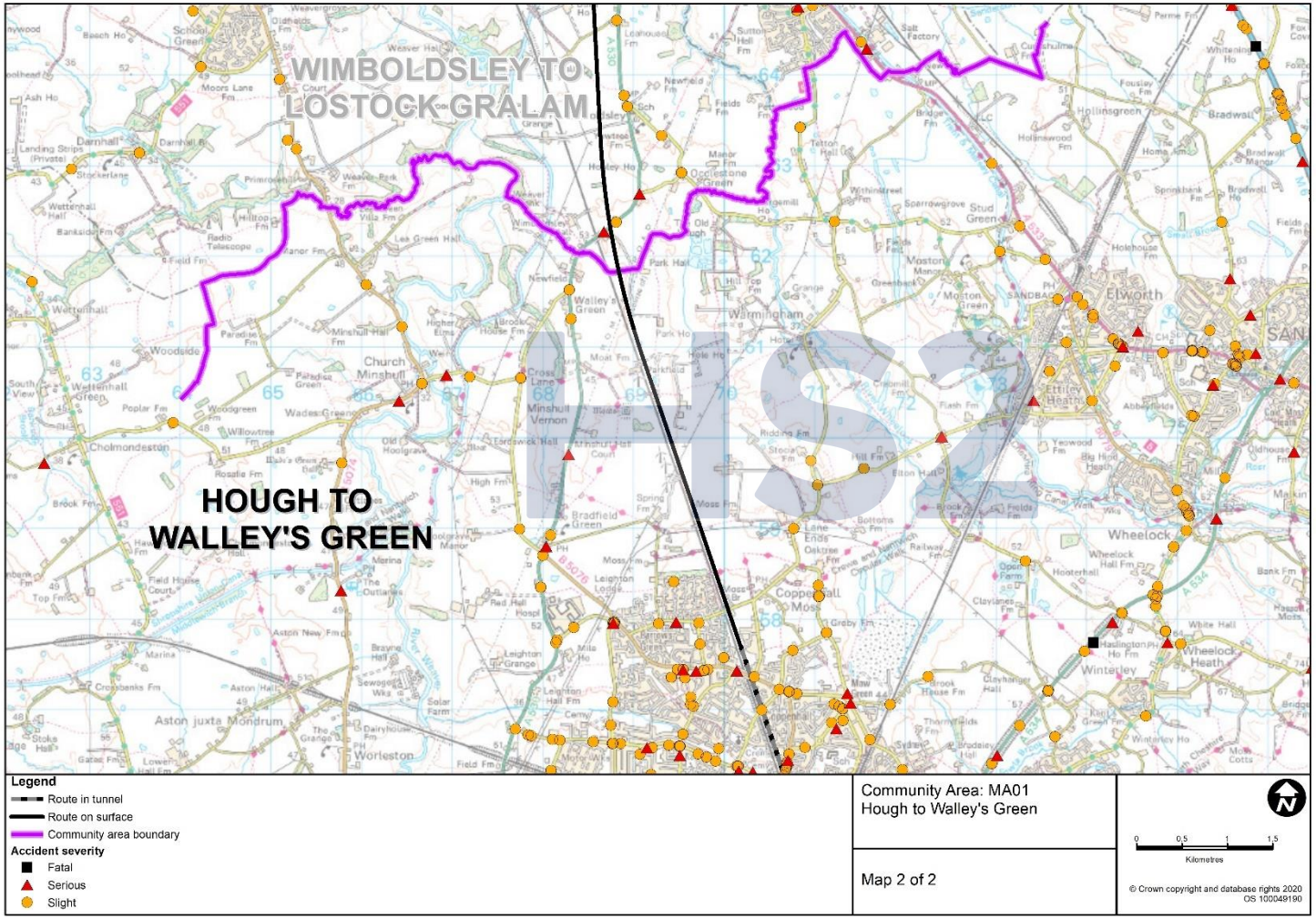


Figure 4-6: Road traffic accident location map in the Hough to Walley's Green area – Map 2 of 2



Appendix B: MA02 Wimboldsley to Lostock Gralam area traffic and transport survey information

Traffic survey schedules and location maps per community area

4.7.6 Link flow surveys were undertaken in June 2017, November 2017, February 2018 and July 2018 in the MA02 CA. The locations of the surveys are set out in Table and presented in Figure 4-7, Figure 4-8 and Figure 4-9.

4.7.7 Junction flow surveys were undertaken in November 2017, February 2018, July 2018 and November 2019 in the MA02 CA. The locations of the surveys are set out in Table 4-5 and presented in Figure 4-10, Figure 4-11 and Figure 4-12.

4.7.8 Non-motorised user surveys were undertaken in September 2017 in the MA02 CA. The locations of the surveys and their recorded daily usage are set out in Table .

4.7.9 Accident data for the MA02 CA is presented in Figure 4-13, Figure 4-14 and Figure 4-15.

Table 4-4: Link flows count survey schedule

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
ATC_10B_C_14	A530 Nantwich Road (between Park Hall Farm and Chapel Lane)	368715, 362314	ATC	19/06/17 – 02/07/17
ATC_10B_C_15	Clive Green Lane (between Coalpit Lane and Clive Lane)	368537, 364966	ATC	21/06/17 – 04/07/17
ATC_10B_C_16	A54 Middlewich Road (between Bell Lane and Stanthorne Hall Farm)	368461, 366605	ATC	19/06/17 – 02/07/17
ATC_10B_C_17	A533 Bostock Road (between Bell Lane and London Road)	368438, 367104	ATC	19/06/17 – 02/07/17
ATC_10B_D_20	A530 King Street (between Morrisons Gadbrook Distribution Centre and Davenham Road)	368691, 372101	ATC	19/06/17 – 02/07/17
ATC_10B_D_23	A556 Chester Road (between Birches Lane and B5082 Penny's Lane)	369067, 373218	ATC	19/06/17 – 02/07/17
ATC_10B_D_25	Birches Lane (between A556 Shurlach Road and Lostock Green)	369343, 373840	ATC	19/06/17 – 02/07/17
MCC2_03_01	A530 Nantwich Road (between School Lane and Clive Green Lane)	368822, 364238	MCC	07/11/17 – 20/11/17
MCC2_03_02	Clive Green Lane (between Coal Pit Lane and Clive Back Lane)	368338, 365026	MCC	07/11/17 – 20/11/17
MCC2_03_04	A530 Nantwich Road (between Clive Green Lane and Brynlow Drive)	369452, 365328	MCC	07/11/17 – 20/11/17

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
MCC2_04_02	A556 Shurlach Road (between Davenham Roundabout and Shurlach Lane)	366033, 371527	MCC	07/11/17 – 20/11/17
MCC2_03_07	A533 Bostock Road (between Jack Lane and Road One)	366589, 368810	MCC	07/11/17 – 20/11/17
ATC2_03_09	Whatcroft Hall Lane (between A530 King Street and unnamed Road)	368854, 370429	ATC	09/11/17 – 23/11/17
MCC2_03_10	A533 Bostock Road (between A556 westbound off-slip and London Road)	366600, 370609	MCC	07/11/17 – 20/11/17
ATC2_04_01	Crowders Lane (between A530 King Street and B5082 Penny's Lane)	369517, 371577	ATC	09/11/17 – 23/11/17
ATC2_04_02	Penny's Lane (between Crowder's Lane and A556 Chester Road)	369247, 372434	ATC	06/11/17 – 22/11/17
ATC2_04_03	Birches Lane (between Birch Grove and Greenside Drive)	369644, 373434	ATC	09/11/17 – 23/11/17
MCC2_04_04	Griffiths Road (between A559 Manchester Road and Cottage Close)	368374, 373730	MCC	07/11/17 – 20/11/17
ATC2_04_05	Lostock Hollow (between Birches Lane and Station Road)	369173, 374588	ATC	06/11/17 – 22/11/17
MCC2_04_06	A556 Shurlach Road (between A559 Manchester Road and Birches Lane)	369808, 374921	MCC	07/11/17 – 20/11/17
ATC2_X3	A54 Middlewich Road (between Seaton Street and Birch Lane)	367987, 366171	ATC	26/02/18 – 15/03/18
MCC2_X2	A533 Bostock Road (between Bell Lane and Road One)	368172, 367276	MCC	27/02/18 – 12/03/18
ATC2_X4	A556 Shurlach Road (between A556 westbound off-slip and Shurlach Lane)	367216, 372067	ATC	27/02/18 – 12/03/18
ATC_A530NR_1	A530 Nantwich Road (between Newton Heath and St Ann's Road)	369895, 366293	ATC	28/06/18 – 04/07/18
ATC_BFR_2	Bradford Road (between New Road and School Road)	365261, 367697	ATC	28/06/18 – 08/07/18
ATC_A530_1	A530 Croxton Lane (between B5309 King Street and Canalside Way)	369458, 367737	ATC	28/06/18 – 04/07/18
ATC_AQ_20_1	Church Street (between A533 Davenham Bypass and London Road)	366385, 371238	ATC	28/06/18 – 04/07/18
ATC_HCR_3	B5082 Holmes Chapel Road (between B5081 Middlewich Road and Common Lane)	371915, 371739	ATC	28/06/18 – 04/07/18
ATC_SN_03-1	Road One (between Middlewich Road and A5018 Bostock Road)	367304, 366151	ATC	28/06/18 – 04/07/18
ATC_MS_1	A54 St Michael's Way (between Lawrence Avenue and The Bull Ring)	370145, 366417	ATC	28/06/18 – 04/07/18
ATC_SN_03-4	A54 Holmes Chapel Road (between Aston Way and Brooks Lane)	370875, 366503	ATC	28/06/18 – 04/07/18
ATC_CR_1	A54 Chester Road (between A530 Croxton Lane and Grange Lea)	369706, 366510	ATC	28/06/18 – 04/07/18

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
ATC_SN_03-3	B5309 Centurion Way (between Byley Lane and White Park Close)	371012, 366806	ATC	28/06/18 – 04/07/18
ATC_SN_03-2	B5309 Centurion Way (between White Park Close and Centurion Way)	370597, 367064	ATC	28/06/18 – 04/07/18
ATC_BL_1	B5081 Byley Road (between Byley Lane and Lily Lane)	371547, 367834	ATC	28/06/18 – 04/07/18
ATC_YL_1	Yatehouse Lane (between B5309 King Street and Drakelow Lane)	370788, 369109	ATC	28/06/18 – 04/07/18
ATC_DL_1	Drakelow Lane (between B5081 Middlewich Road and Yatehouse Lane)	371660, 369612	ATC	28/06/18 – 04/07/18
ATC_B5081_3	B5081 Byley Road (between King's Lane and Moss Lane)	372591, 370264	ATC	28/06/18 – 04/07/18
ATC_ML_2	Whitegate Lane (between A556 Chester Road Bypass and St Mary's Drive)	362476, 370515	ATC	28/06/18 – 04/07/18
ATC_A556_2	A556 Chester Road Bypass (between A559 Chester Road and School Lane)	363520, 371475	ATC	28/06/18 – 08/07/18
ATC_SN_04-3	Hangmans Lane (between Birches Lane and Moss Lane)	370154, 373095	ATC	28/06/18 – 04/07/18
ATC_SN_04-1	B5082 Middlewich Road (between West Avenue and East Avenue)	368131, 373295	ATC	28/06/18 – 04/07/18
ATC_SN_05-7	A556 Chester Road (between Ascol Drive and Linnards Lane)	370442, 375608	ATC	28/06/18 – 04/07/18
ATC_AQ_19-1	Linnards Lane (between A556 Chester Road and Green Lane)	370556, 375738	ATC	28/06/18 – 04/07/18
ATC_SN_05-4	A556 Chester Road (between Linnards Lane and Plumley Moor Road)	370767, 375865	ATC	28/06/18 – 04/07/18
ATC_SN_05-6	Plumbly Moor Road (between A556 Chester Road and Trouthall Lane)	371231, 376019	ATC	28/06/18 – 04/07/18
ATC_SN_05-5	Linnards Lane (between A556 Chester Road and Green Lane)	369783, 376103	ATC	28/06/18 – 04/07/18

Table 4-5: Junction counts, pedestrian counts and queue length survey schedule

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
MCC2_03_02	A530 Nantwich Road/School Lane	368919, 363660	MCC, QL, PC	08/11/17 – 09/11/17
MCC2_03_03	A530 Nantwich Road/Clive Green Lane	368854, 364894	MCC, QL	08/11/17 – 09/11/17
MCC2_03_04	A54 Middlewich Road/Road One/Clive Lane	367288, 366037	MCC, QL, PC	08/11/17 – 09/11/17
MCC2_03_09	A54 Middlewich Road/A533 Northwich Road	369108, 366778	MCC, QL, PC	08/11/17 – 09/11/17
MCC2_03_12	A5018 Bostock Road/A533 Davenham Bypass/Road One	366843, 368016	MCC, QL, PC	08/11/17 – 09/11/17
MCC2_03_13	A533 Bostock Road/London Road	367372, 368069	MCC, QL, PC	08/11/17 – 09/11/17
MCC2_03_14	B5309 King Street/Yatehouse Lane	369955, 368344	MCC, QL	08/11/17 – 09/11/17

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
MCC2_03_15	A533 Davenham Bypass/London Road (Peckmill Roundabout)	366703, 369805	MCC, QL, PC	08/11/17 – 09/11/17
MCC2_03_16	A530 King Street/Whatcroft Hall Lane	369203, 370620	MCC, QL	08/11/17 – 09/11/17
MCC2_03_07	A54 Chester Road/A530 Croxton Lane	369775, 366481	MCC, QL, PC	14/11/17 – 15/11/17
MCC2_03_08	A54 Holmes Chapel Road/Pochin Way/Centurion Way	371299, 366630	MCC, QL, PC	14/11/17 – 15/11/17
MCC2_03_11	B5309 King Street/B5309 Centurion Way/King Street	370346, 367159	MCC, QL, PC	14/11/17 – 15/11/17
MCC2_03_17	A533 Davenham Bypass/A556 off-slip	366547, 371371	MCC, QL	14/11/17 – 15/11/17
MCC2_03_19	A5018 Wharton Road/A5018 Wharton Park Road/B5355 Wharton Road/Collingtree Avenue	366184, 367421	MCC, QL, PC	14/11/17 – 15/11/17
MCC2_04_03	A530 King Street/Crowder's Lane/Davenham Road	368907, 371551	MCC, QL	14/11/17 – 15/11/17
MCC2_04_08	A556 Shurlach Road/A530 King Street	368529, 372694	MCC, QL, PC	14/11/17 – 15/11/17
MCC2_04_11	A559 Manchester Road/A530 Griffiths Road	368623, 374746	MCC, QL, PC	14/11/17 – 15/11/17
MCC2_04_12	A559 Manchester Road/Hall Lane/Station Road	369036, 374947	MCC, QL, PC	14/11/17 – 15/11/17
MCC2_04_13	A559 Manchester Road/A556 Shurlach Road	369988, 375355	MCC, QL, PC	14/11/17 – 15/11/17
MCC2_04_14	A556 Chester Road/Plumley Moor Road	371001, 376093	MCC, QL, PC	14/11/17 – 15/11/17
MCC2_03_05	A54 St Michael's Way/A54 Kinderton Street/Leadsmithy Street	370444, 366302	MCC, QL, PC	15/11/17 – 16/11/17
MCC2_04_01	A556 Chester Road/A533 London Road/London Road	365849, 371445	MCC, QL, PC	15/11/17 – 16/11/17
MCC2_04_04	A533 Kingsmead/A533 Davenham Bypass/A533 London Road/London Road	365851, 371588	MCC, QL, PC	15/11/17 – 16/11/17
MCC2_04_06	B5082 Penny's Lane/Crowder's Lane	370364, 371989	MCC, QL	15/11/17 – 16/11/17
MCC2_04_09	A556 Shurlach Road/B5082 Penny's Lane	368770, 372814	MCC, QL, PC	15/11/17 – 16/11/17
MCC2_04_10	A556 Shurlach Road/Birches Lane	369385, 373799	MCC, QL, PC	15/11/17 – 16/11/17
MCC2_X2	A54 Middlewich Road/Birch Lane/Bell Lane	368732, 366750	MCC	27/02/18 – 28/02/18
MCC2_X3	Coalpit Lane/Birch Lane	369046, 366337	MCC	27/02/18 – 28/02/18
MCC2_X4	A530 King Street/Morrisons Gadbrook Distribution Centre	368675, 372292	MCC	27/02/18 – 28/02/18
MCC_B5309_1	B5309 Centurion Way/B5081 Byley Lane	371093, 366782	MCC	04/07/18
MCC_A530_1	A530 King Street/A530 Croxton Lane/B5309 King Street	369804, 368747	MCC	04/07/18
MCC-MA02-1	B5081/Moss Lane/Drakelow Lane	372086, 369409	MCC, QL, PC	12/11/19

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
MCC-MA02-2	B5039/Centurion Way/Pennymoor Drive/White Park Close	370720, 366833	MCC, QL, PC	12/11/19

Figure 4-7: Link flow counts survey location map in the Wimboldsley to Lostock Gralam area – Map 1 of 3

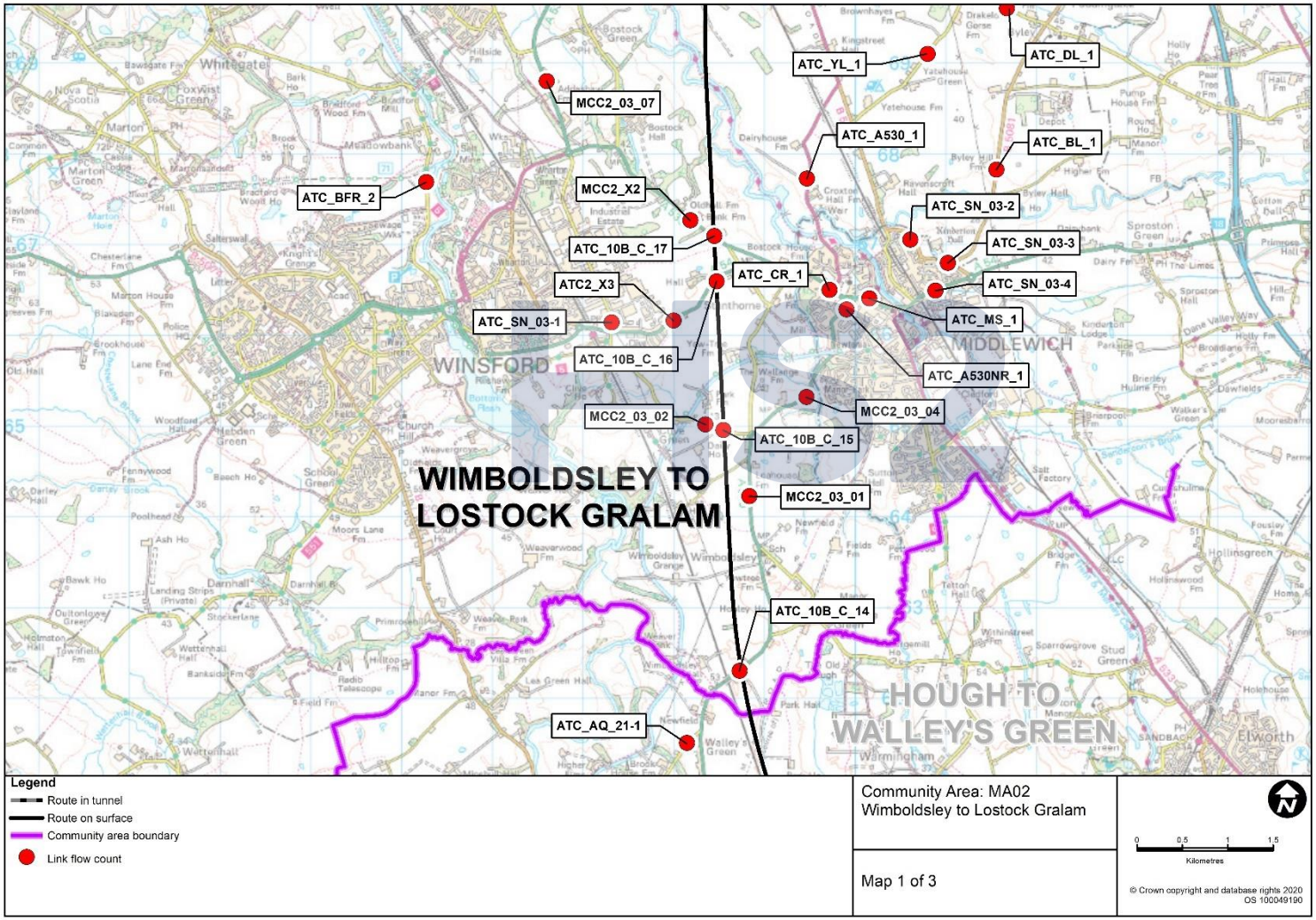


Figure 4-8: Link flow counts survey location map in the Wimboldsley to Lostock Gralam area – Map 2 of 3

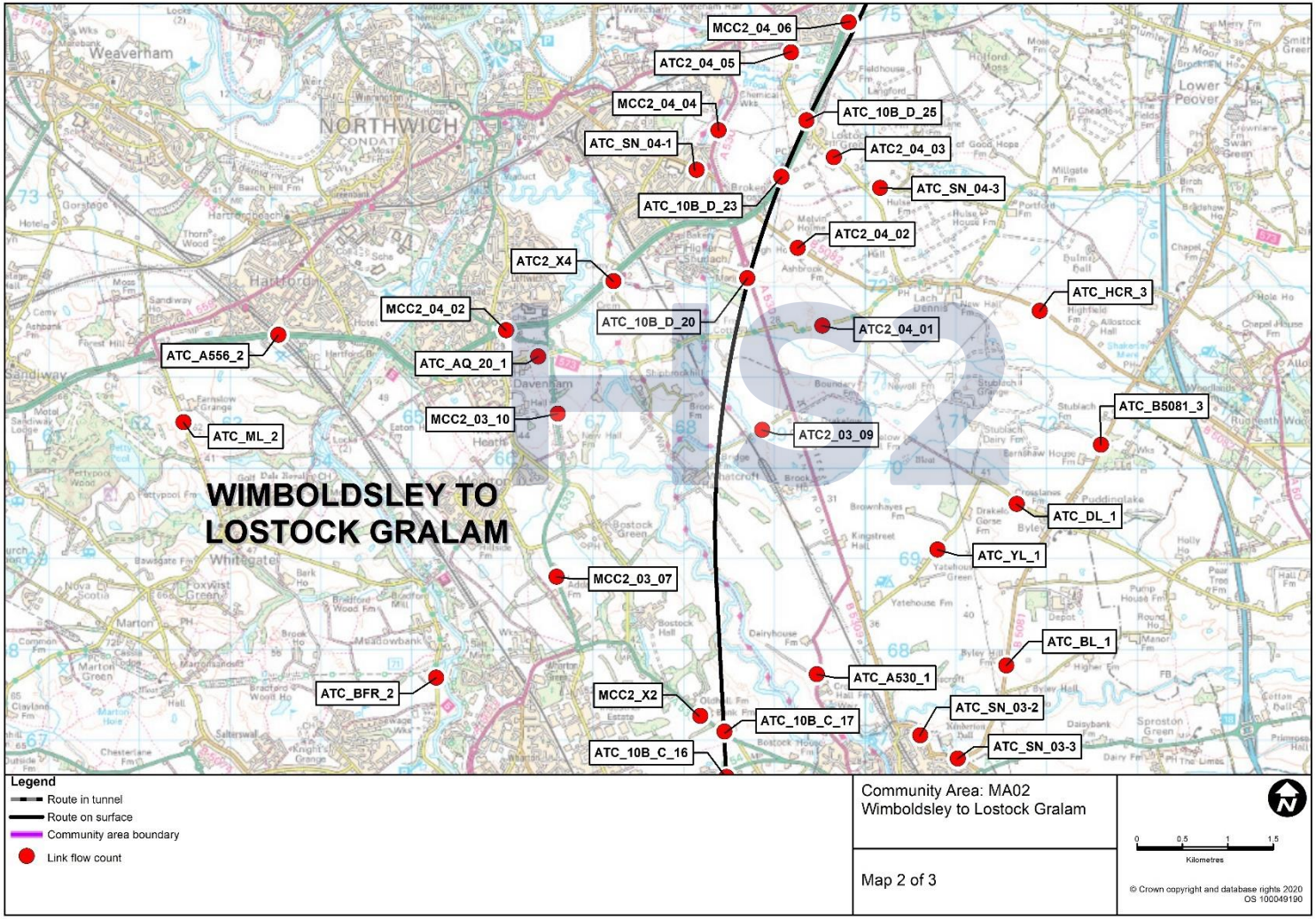


Figure 4-9: Link flow counts survey location map in the Wimboldsley to Lostock Gralam area – Map 3 of 3

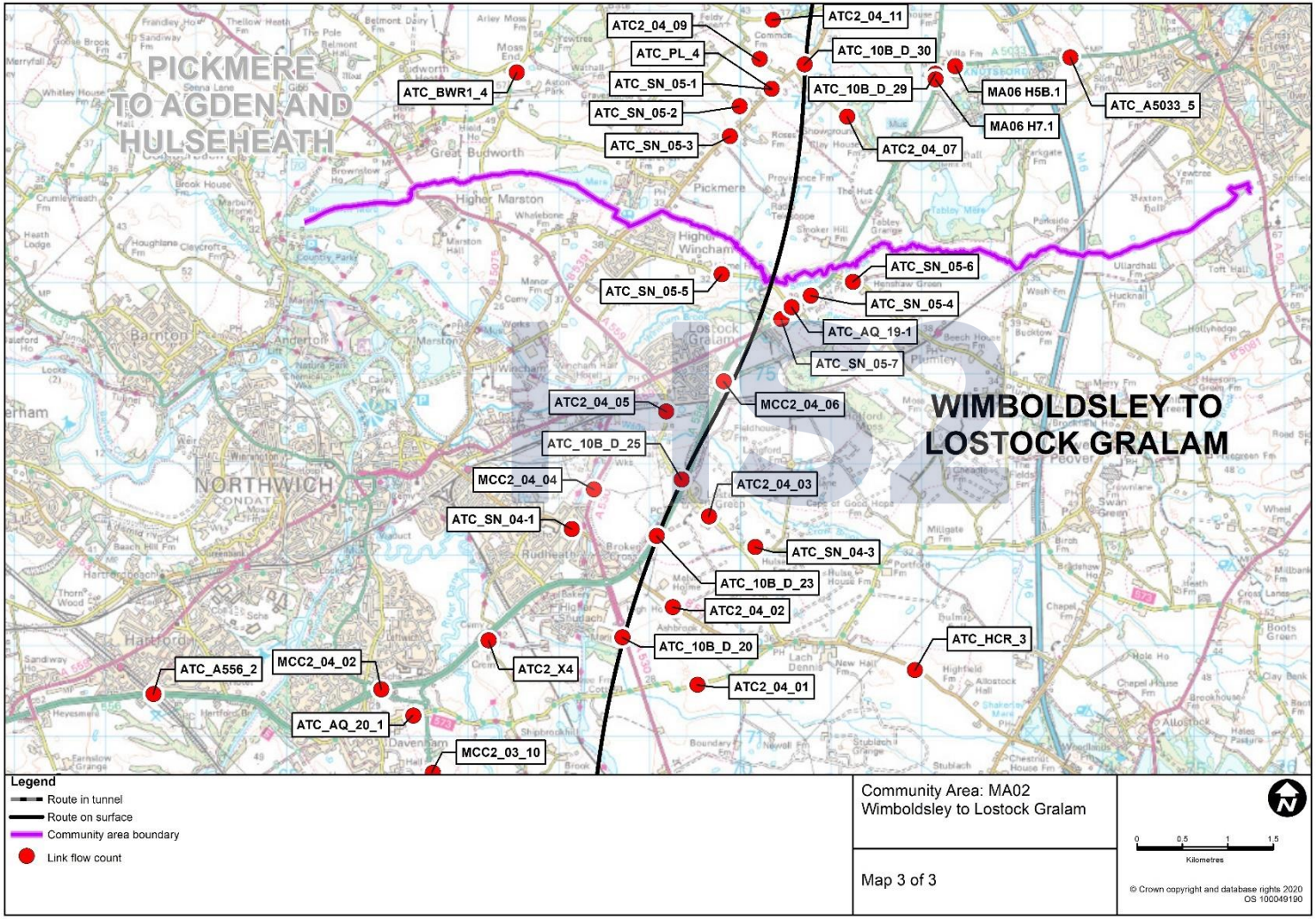


Figure 4-10: Junction counts, pedestrian counts and queue length survey location map in the Wimboldsley to Lostock Gralam area – Map 1 of 3

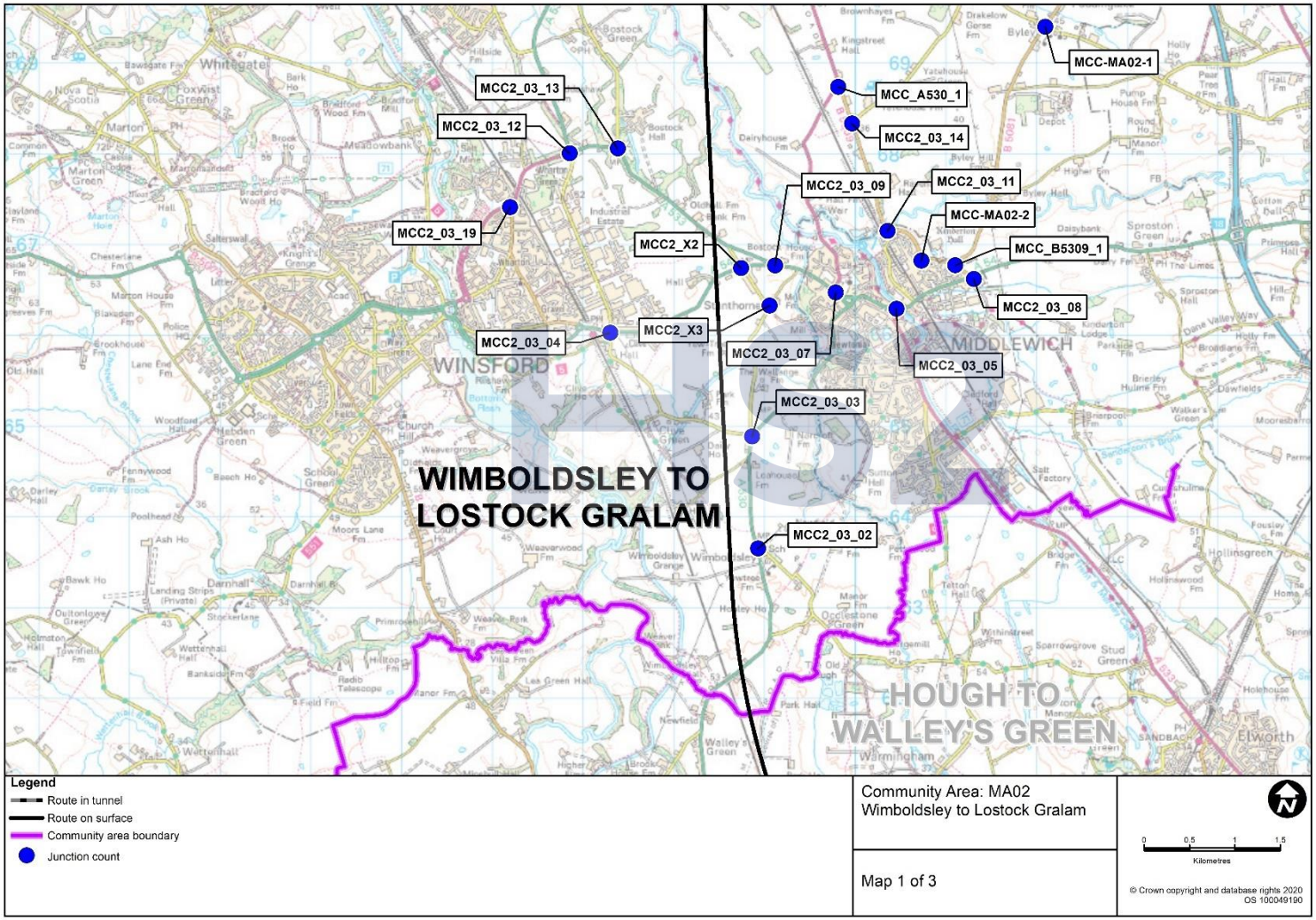


Figure 4-11: Junction counts, pedestrian counts and queue length survey location map in the Wimboldsley to Lostock Gralam area – Map 2 of 3

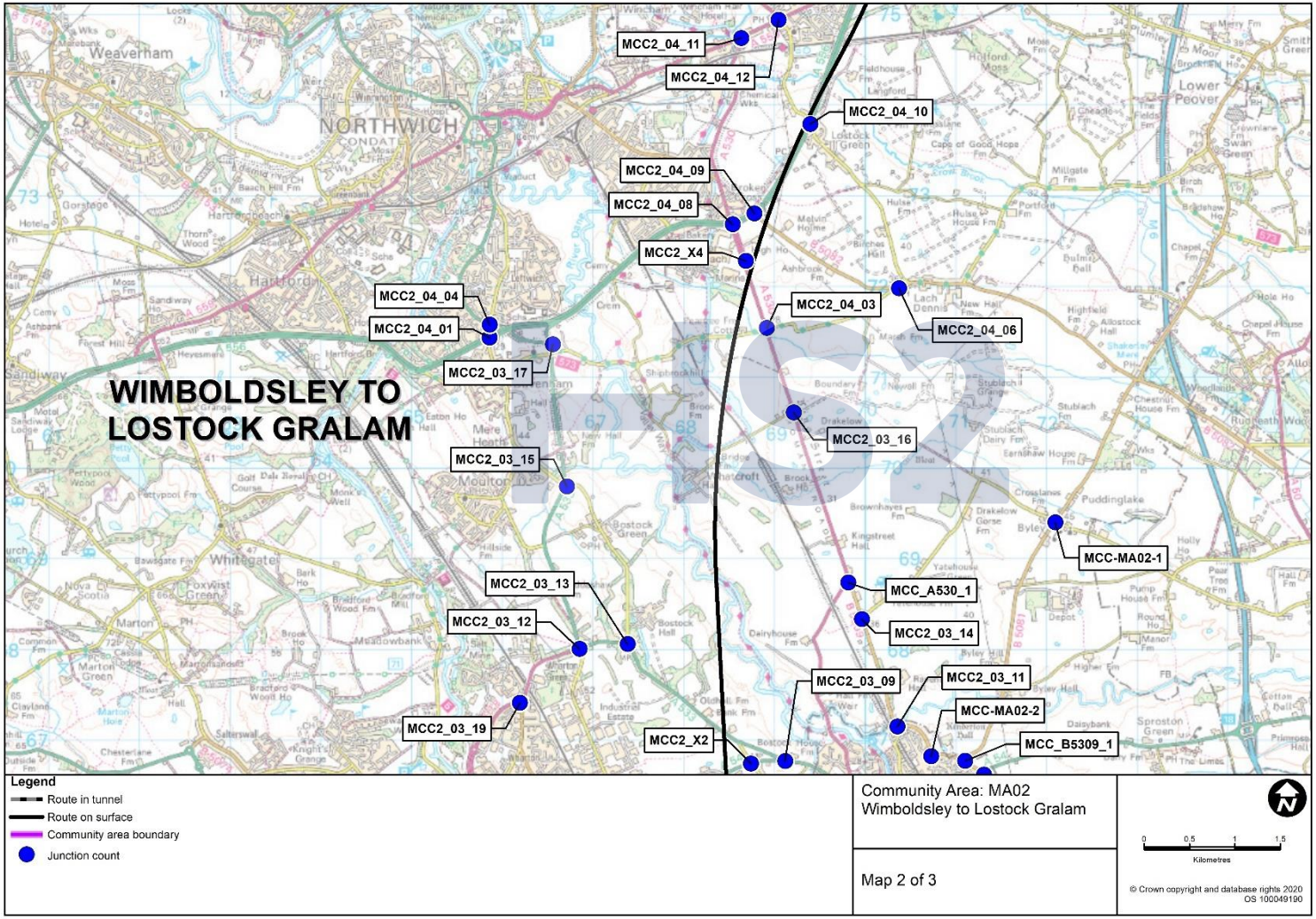
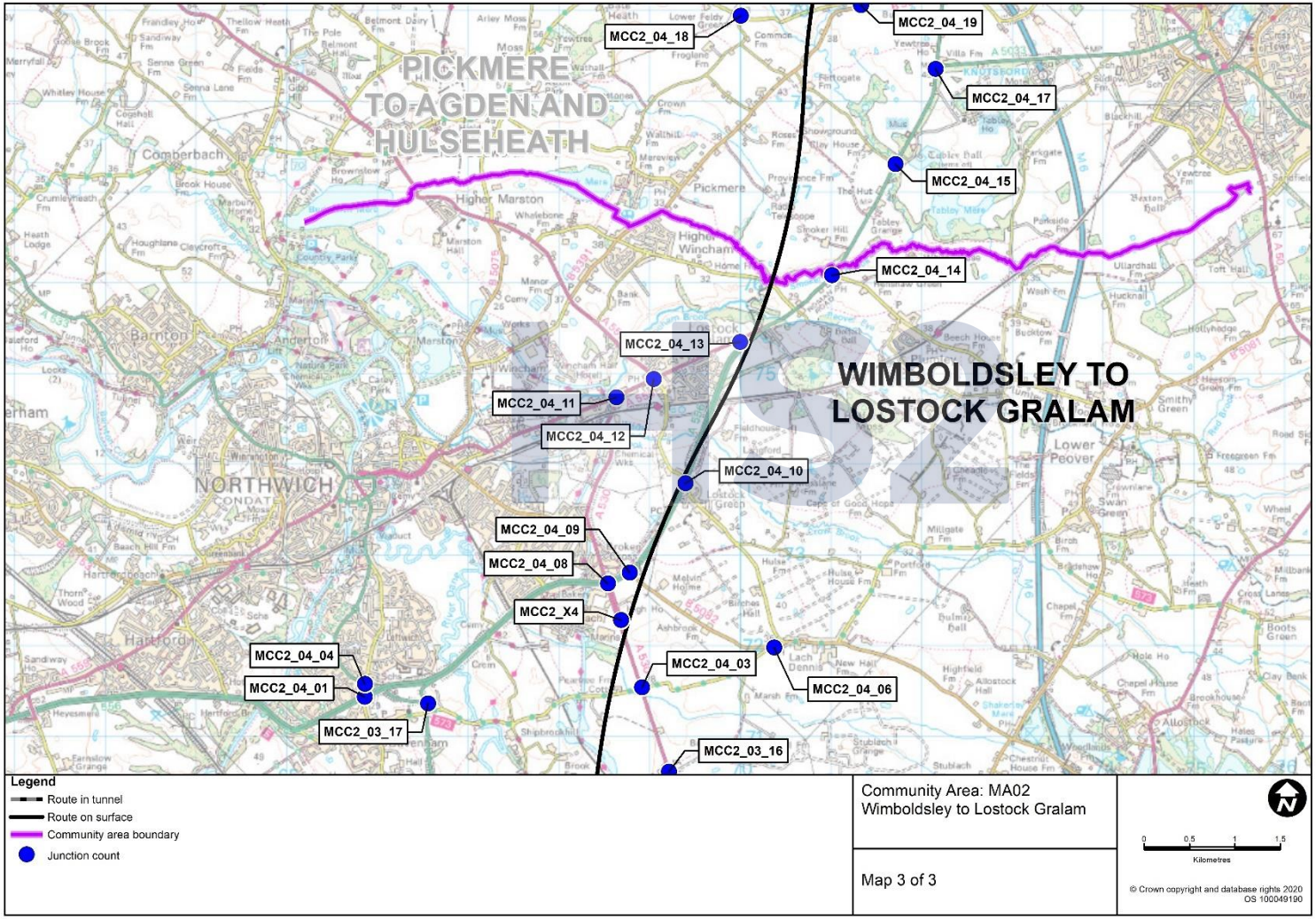


Figure 4-12: Junction counts, pedestrian counts and queue length survey location map in the Wimboldsley to Lostock Gralam area – Map 3 of 3



Non-motorised user survey schedules per community area

Table 4-6: Non-motorised user survey schedule in the Wimboldsley to Lostock Gralam area

Unique reference	PRoW or road name	Status	Route description	General condition	Weather condition	Daily usage	Date
PRW_10B|C_09_Ch13240	Footpath Wimboldsley 5/3	Footpath	Between A530 Nantwich Road and Lea Green Lane	Tarmac path	Overcast	1	02/09/17
PRW_10B|C_010_Ch14875	Footpath Wimboldsley 1/1	Footpath	Between A530 Nantwich Road and Clive Back Lane	Footpath crosses private land	Overcast	1	03/09/17
PRW_10B|D_016_Ch21150	Footpath Davenham 6X/2	Footpath	Between A530 Croxton Lane and Whatcroft Footpath 6	Grass path	Overcast	14	02/09/17
PRW_10B|D_017_Ch21700	Footpath Rudheath 10/1	Footpath	Between Whatcroft Footpath 6 and Davenham Road	Grass path	Overcast	25	02/09/17
PRW_10B|D_018_Ch24050	Footpath Lach Dennis 3X/1	Footpath	Between A556 and Birches Lane	Grass path	Overcast	0	02/09/17
PRW_10B|D_019_Ch25900	Footpath Lostock Gralam 14/3	Footpath	Between Stubbs Lane and Lostock Gralam Footpath 7X/1	Grass path	Sunny	45	02/09/17
PRW_10B|D_024_Ch0	A559 Hall Lane	Pavement	Between A559 Manchester Road and Townshend Road	Tarmac path with low steps	Rain	17	03/09/17
PRW_10B|D_025_Ch0	Restricted Byway Lostock Gralam 1/1	Restricted Byway	Between Birches Lanes and Lostock Gralam Footpath 14	Tarmac path	Sunny/Overcast	24	26/08/17
PRW_10B|C_013_Ch18500	Bank Farm access	Farm access	Along A533 Northwich Road between Bell Lane and London Road	Footpath crosses private land	Dry	2	02/09/17
PRW_10B|C_012_Ch17900	Footpath Winsford 37/ Footpath Stanthorne 1	Footpath	Between A533 Bostock Road and Road Five	Grass path - sections are overgrown	Dry	0	02/09/17
PRW_10B|C_015_Ch0	A54 Middlewich Road	Pavement	Between Seaton Street and Birch Lane	Tarmac path	Dry	9	02/09/17

Road traffic accident location maps per community area

Figure 4-13: Road traffic accident location map in the Wimboldsley to Lostock Gralam area – Map 1 of 3

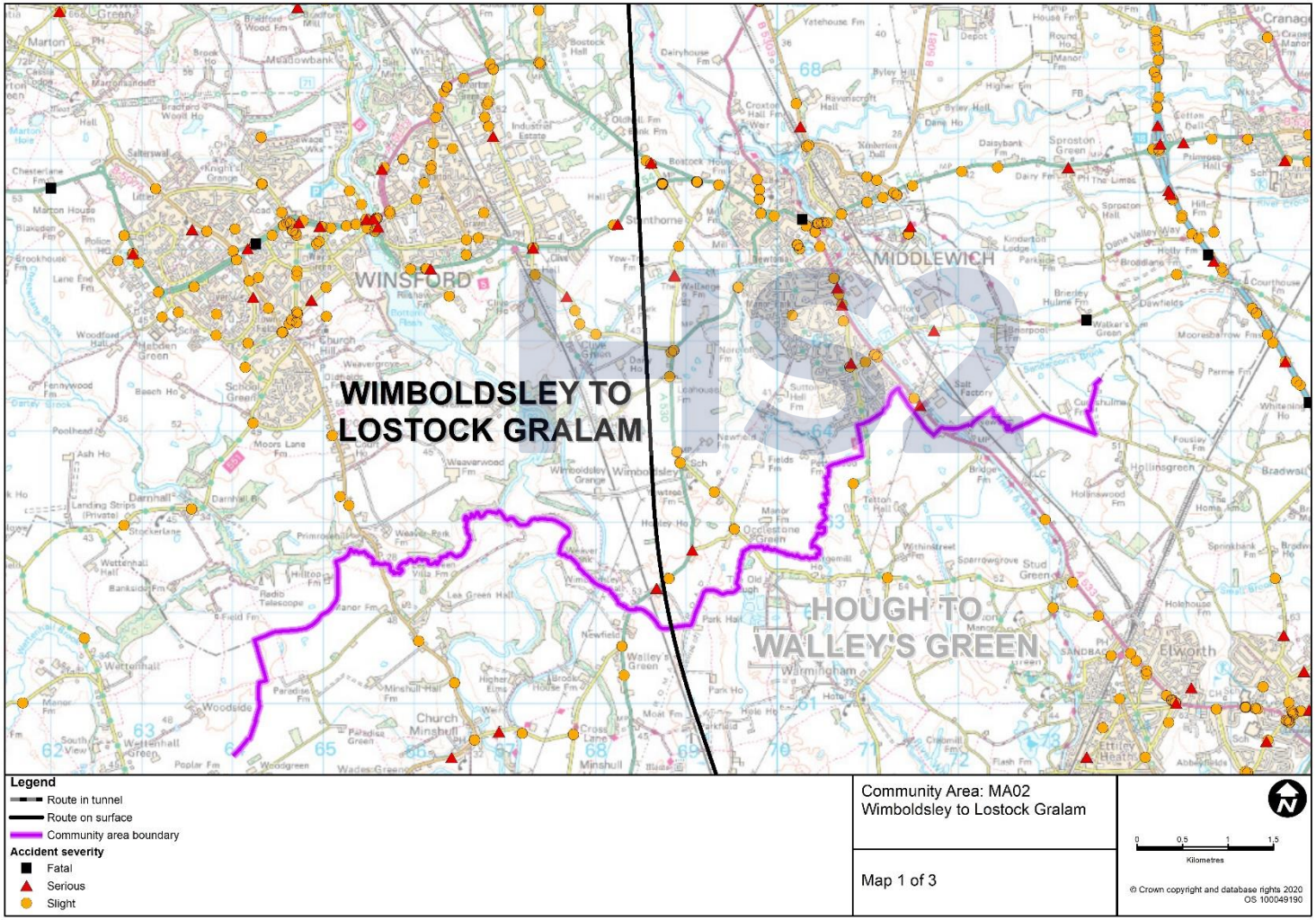


Figure 4-14: Road traffic accident location map in the Wimboldsley to Lostock Gralam area – Map 2 of 3

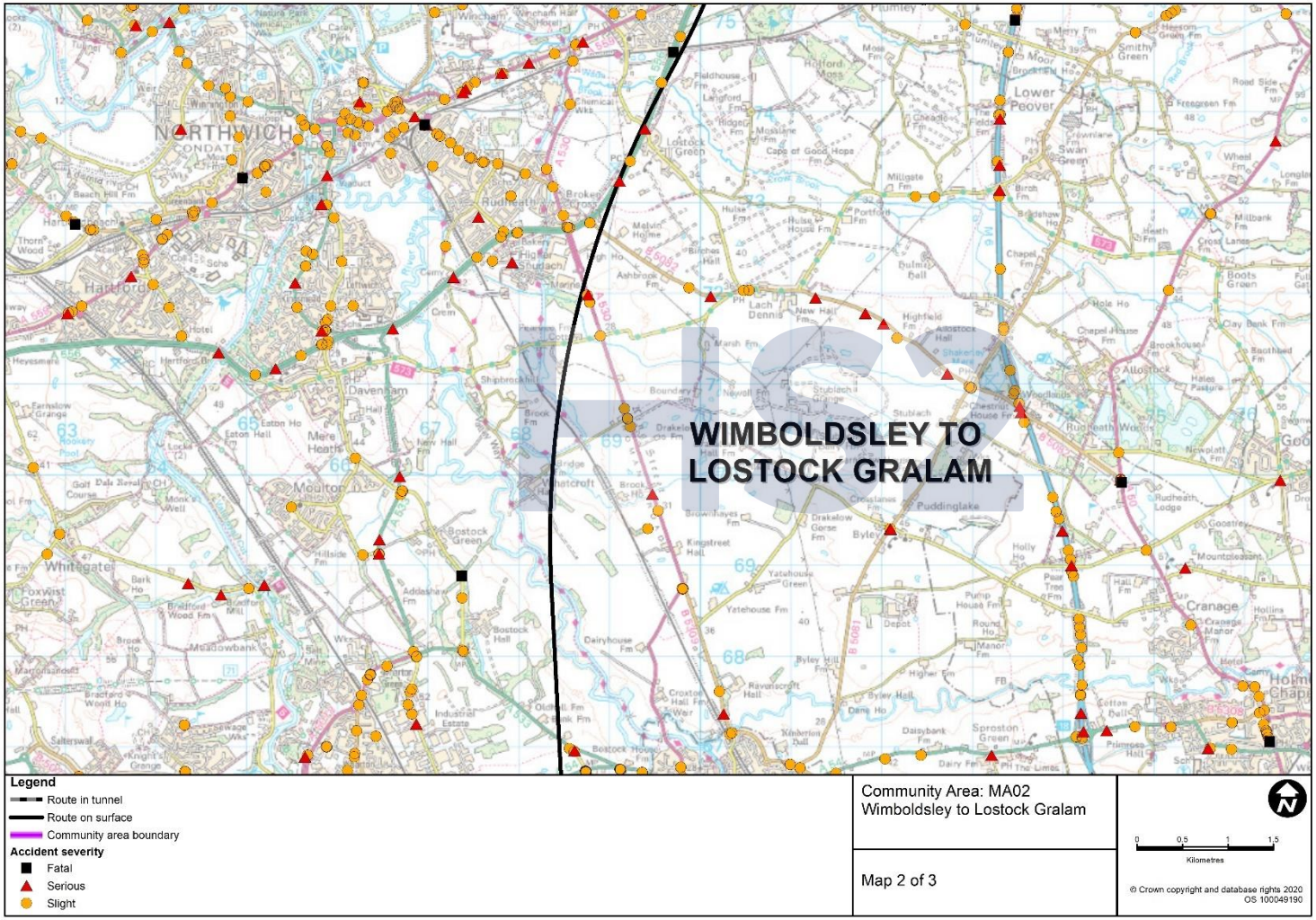
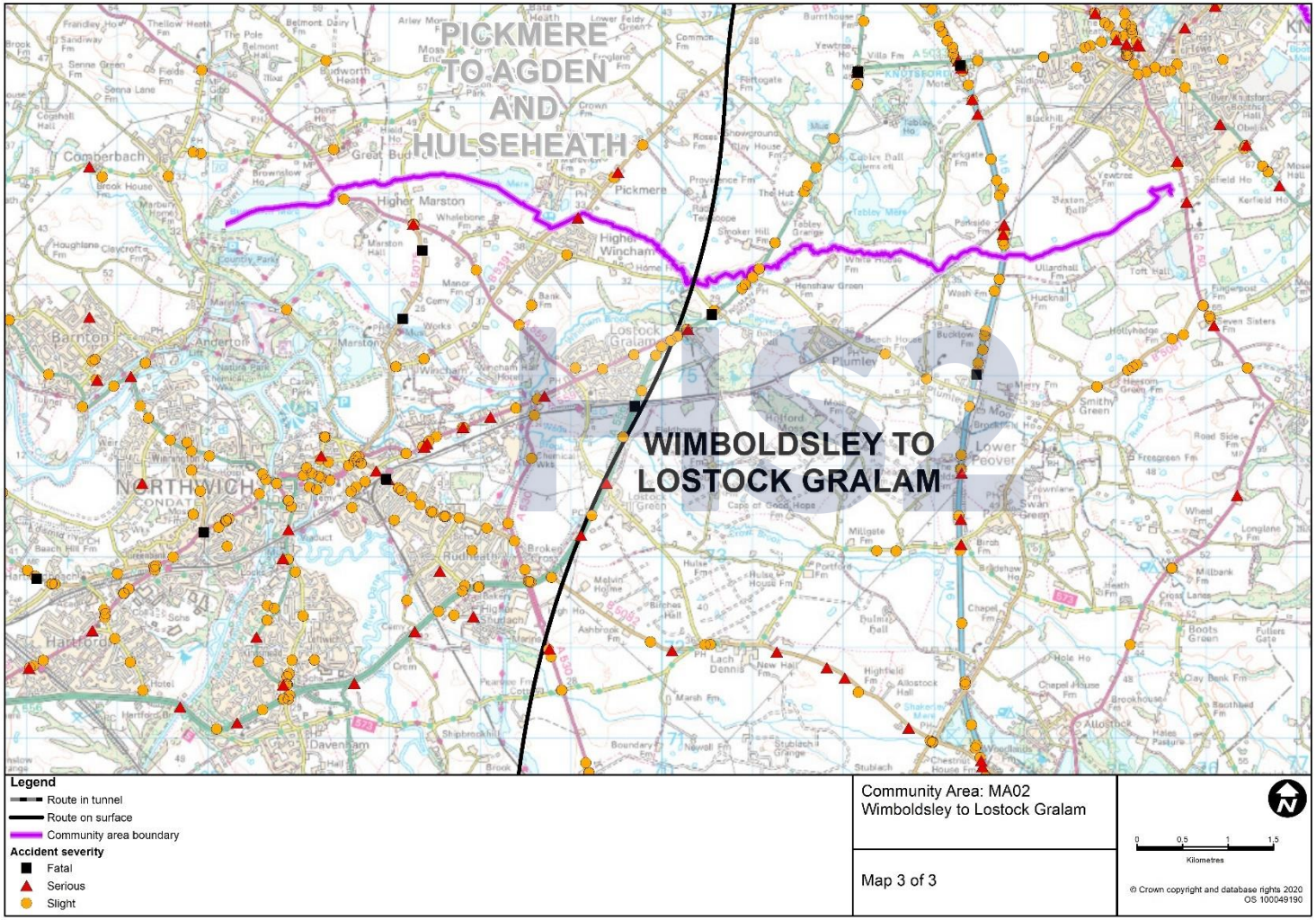


Figure 4-15: Road traffic accident location map in the Wimboldsley to Lostock Gralam area – Map 3 of 3



Appendix C: MA03 Pickmere to Agden and Hulseheath area traffic and transport survey information

Traffic survey schedules and location maps per community area

4.7.10 Link flow surveys were undertaken in June 2017, November 2017, February 2018 and July 2018 in the MA03 CA. The locations of the surveys are set out in Table and presented in Figure 4-16 and Figure 4-17.

4.7.11 Junction flow surveys were undertaken in November 2017, July 2018 and March 2020 in the MA03 CA. The locations of the surveys are set out in Table 4-8 and presented in Figure 4-18 and Figure 4-19.

4.7.12 Non-motorised user surveys were undertaken in August 2017 in the MA03 CA. The locations of the surveys and their recorded daily usage are set out in Table 4-9.

4.7.13 Accident data for the MA03 CA is presented in Figure 4-20 and Figure 4-21.

Table 4-7: Link flow counts survey schedule

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
ATC_10B_D_29	A556 Chester Road (between A5033 Northwich Road and Flittogate Lane)	372140, 378311	ATC	19/06/17 – 02/07/17
ATC_10B_D_30	B5391 Pickmere Lane (between Flittogate Lane and Budworth Road)	370699, 378414	ATC	19/06/17 – 02/07/17
ATC_12_01	Hoo Green Lane (between A50 Knutsford Road and Winterbottom Lane)	371440, 382374	ATC	19/06/17 – 02/07/17
ATC_12_02	Bowden View Lane (between A50 Warrington Road and Hulseheath Lane)	371553, 382873	ATC	19/06/17 – 02/07/17
ATC_28A_01	Peacock Lane (between Hulseheath Lane and Back Lane)	372013, 384021	ATC	19/06/17 – 02/07/17
ATC_12_03	Peacock Lane (between Back Lane and Moss Lane)	371725, 384310	ATC	19/06/17 – 16/07/17
ATC_12_05	A56 Lymm Road (between Agden Lane and Warrington Lane)	371513, 386384	ATC	19/06/17 – 02/07/17
ATC2_04_07	Flittogate Lane (between B5391 Pickmere Lane and A556 Chester Road)	371169, 377838	ATC	06/11/17 – 22/11/17
ATC2_04_09	School Lane (between B5391 Pickmere Lane and Frog Lane)	370203, 378473	ATC	06/11/17 – 22/11/17

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
ATC2_04_11	Budworth Road (between Frog Lane and Old Hall Lane)	370349, 378905	ATC	06/11/17 – 22/11/17
ATC2_04_13	B5391 Pickmere Lane (between Budworth Road and Holly Grove)	371696, 379134	ATC	06/11/17 – 04/12/17
MCC2_04_14	B5569 Chester Road (between Chester Road and Bentleyhurst Lane)	372515, 380639	MCC	07/11/17 – 20/11/17
MCC2_05_01	A50 Warrington Road (between B5569 Chester Road and Clamhunger Lane)	373124, 381248	MCC	07/11/17 – 20/11/17
MCC2_05_20	A50 Knutsford Road (between Chester Road and Bucklow Hill Lane)	372367, 382267	MCC	21/11/17 – 04/12/17
ATC2_05_03	A5034 Mereside Road (between Ashley Road and Cicely Mill Lane)	373499, 382359	ATC	06/11/17 – 22/11/17
ATC2_05_04	Bucklow Hill Lane (between A556 and B5569 Chester Road)	372547, 383096	ATC	17/11/17 – 05/12/17
ATC2_05_06	Hulsheath Lane (between Bucklow Hill Lane and Chapel Lane)	372172, 383280	ATC	17/11/17 – 08/12/17
ATC2_05_07	A50 Warrington Road (between Woodlands Crescent and Candelan Way)	370648, 383490	ATC	17/11/17 – 06/12/17
ATC2_05_11	A50 Warrington Road (between Crabtree Lane and West Lane)	369416, 383960	ATC	06/11/17 – 22/11/17
ATC2_05_12	Peacock Lane (between Moss Lane and Back Lane)	371486, 384372	ATC	07/11/17 – 21/11/17
MCC2_05_16	A56 Lymm Road (between Bowdon Roundabout and Spodegreen Lane)	373654, 386087	MCC	07/11/17 – 20/11/17
MCC2_05_17	A56 Lymm Road (between Agden Lane and Warrington Lane)	371387, 386298	MCC	07/11/17 – 20/11/17
ATC2_X5	Hoo Green Lane (between Winterbottom Lane and A50 Knutsford Road)	371492, 382438	ATC	26/02/18 – 15/03/18
ATC_A5033_5	A5033 Northwich Road (between Sudlow Lane and Tabley Lane)	373628, 378492	ATC	28/06/18 – 04/07/18
ATC_SN_05-3	B5391 Pickmere Lane (between Milley Lane and Hall Lane)	369876, 377622	ATC	28/06/18 – 04/07/18
ATC_SN_05-2	Hall Lane (between B5391 Pickmere Lane and Frog Lane)	369982, 377953	ATC	28/06/18 – 04/07/18
ATC_SN_05-1	B5391 Pickmere Lane (between School Lane and Hall Lane)	370342, 378140	ATC	28/06/18 – 04/07/18
ATC_PL_4	B5391 Pickmere Lane (between School Lane and Hall Lane)	370336, 378146	ATC	28/06/18 – 04/07/18
ATC_BWR1_4	Budworth Road (between Budworth Heath Lane and Westgate Lane)	367524, 378326	ATC	28/06/18 – 04/07/18
ATC_BWR2_4	Budworth Road (between Feldy Green Lane and Cann Lane)	369106, 379212	ATC	28/06/18 – 04/07/18

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
ATC_SN_06-2	Old Hall Lane (between Budworth Road and Hollowood Lane)	371536, 379580	ATC	28/06/18 – 04/07/18
ATC_NR_5	A50 Manchester Road (between Green Lane and Moss Lane)	373846, 380629	ATC	28/06/18 – 04/07/18
ATC_WL_1	B5159 West Lane (between A50 Warrington Road and Pheasant Walk)	369872, 383856	ATC	28/06/18 – 04/07/18
ATC_AQ_18-1	Mowpen Brow (between B5159 West Lane and Crabtree Lane)	370084, 384542	ATC	30/06/18 – 06/07/18
ATC_SN_08-1	Agden Lane (between Agden Park Lane and Moss Lane)	371258, 385329	ATC	29/06/18 – 05/07/18
ATC_AQ_17-2	Park Lane (between A56 Lymm Road and Brickkiln Lane)	372823, 386622	ATC	29/06/18 – 05/07/18

Table 4-8: Junction counts, pedestrian counts and queue length survey schedule

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
MCC2_04_15	A556 Chester Road/Flittogate Lane	371700, 377315	MCC, QL, PC	14/11/17 – 15/11/17
MCC2_04_17	A556 Chester Road/A5033 Northwich Road	372144, 378363	MCC, QL	14/11/17 – 15/11/17
MCC2_05_12	Hulseheath Lane/Chapel Lane	372371, 383774	MCC, QL	15/11/17 – 16/11/17
MCC2_04_18	Budworth Road/Frog Lane	369996, 378951	MCC, QL, PC	15/11/17 – 16/11/17
MCC2_04_19	B5391 Pickmere Lane/Budworth Road	371319, 379067	MCC, QL	15/11/17 – 16/11/17
MCC2_04_20	A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane	372256, 379295	MCC, QL	15/11/17 – 16/11/17
MCC2_04_21	Chester Road/Moss Lane	372293, 379775	MCC, QL, PC	15/11/17 – 16/11/17
MCC2_05_01	A50 Warrington Road/A50 Knutsford Road/B5569 Chester Road/The Mere access	372718, 381667	MCC, QL, PC	15/11/17 – 16/11/17
MCC2_05_05	A50 Warrington Road/Wrenshot Lane	371308, 383102	MCC, QL, PC	15/11/17 – 16/11/17
MCC2_05_06	A5034 Chester Road/A5034 Mereside Road/B5569 Chester Road	373120, 383199	MCC, QL, PC	15/11/17 – 16/11/17
MCC2_05_20	Moss Lane/Peacock Lane	371169, 384550	MCC, QL	20/11/17 – 21/11/17
MCC2_05_10	A50 Warrington Road/Halliwell's Brow/Woodlands Crescent	369930, 383712	MCC, QL, PC	21/11/17 – 22/11/17
MCC2_05_11	A50 Warrington Road/West Lane	369854, 383744	MCC, QL, PC	21/11/17 – 22/11/17
MCC2_05_14	A50 Warrington Road/Swineyard Lane	368762, 384239	MCC, QL, PC	21/11/17 – 22/11/17
MCC2_05_17	B5159 West Lane/Wrenshot Lane	370095, 384430	MCC, QL, PC	21/11/17 – 22/11/17
MCC2_05_18	A50 Warrington Road/Heath Lane	367956, 384442	MCC, QL	21/11/17 – 22/11/17

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
MCC2_05_21	Peacock Lane/Broadoak Lane	370959, 384582	MCC, QL	21/11/17 – 22/11/17
MCC2_05_22	Agden Lane/Boothbank Lane/Thowler Lane	371988, 384779	MCC, QL	21/11/17 – 22/11/17
MCC2_05_25	B5159 West Lane/Peacock Lane/Beechtree Farm Close	370299, 384950	MCC, QL, PC	20/11/17 – 21/11/17
MCC2_05_27	A50 Lymm Road/Reddy Lane	372849, 386447	MCC, QL, PC	15/11/17 – 16/11/17
MCC2_05_28	A56 Lymm Road/Warrington Lane	371751, 386508	MCC, QL, PC	15/11/17 – 16/11/17
MCC2_05_04	A50 Knutsford Road/Bowden View Lane	371625, 382865	MCC, QL, PC	21/11/17 – 22/11/17
MCC_A50WL_1	A50 Warrington Road/West Lane	369817, 383775	MCC	04/07/18 - 5/07/18
MCC_WR_5	A50 Knutsford Road/B5569 Chester Road/The Mere access	372713, 381665	MCC	04/07/18 - 5/07/18
MCC_OHL_5	Old Hall Lane/Hollowood Lane/Farm entrance	371664, 379658	MCC	04/07/18 - 5/07/18
MCC_A5034_1	A5034 Mereside Road/Ashley Road/Clamhunger Lane	373600, 381447	MCC	04/07/18 - 5/07/18
MA03-C-I	M6 main line	372285, 379486	MCC	03/03/20 and 05/03/20
MA03-A-J	M6 J19 - A556/M6/Tabley Hill Lane/Pickmere Lane	372284, 379486	MCC	03/03/20 and 05/03/20
MA03-A	M6 J19 - A556 North	372234, 379644	MCC	03/03/20 – 16/03/20
MA03-B	M6 J19 - east on-slip	372093, 379596	MCC	03/03/20 – 16/03/20
MA03-D	M6 J19 - east off-slip	372481, 379446	MCC	03/03/20 – 16/03/20
MA03-E	M6 J19 Tabley Hill Lane	372282, 379301	MCC	03/03/20 – 16/03/20
MA03-F	M6 J19 A556 South	372241, 379237	MCC	04/03/20 – 20/03/20
MA03-G	M6 J19 Pickmere Lane	372219, 379292	MCC	02/03/20 – 17/03/20
MA03-H	M6 J19 N on-slip	372097, 379597	MCC	03/03/20 – 16/03/20
MA03-J	M6 J19 S on-slip	372516, 379436	MCC	03/03/20 – 16/03/20
M6J19-K_R	A556/M6/Tabley Hill Lane/Pickmere Lane	372275, 379492	QL	03/03/20 – 16/03/20

Figure 4-16: Link flow counts survey location map in the Pickmere to Agden and Hulseheath area – Map 1 of 2

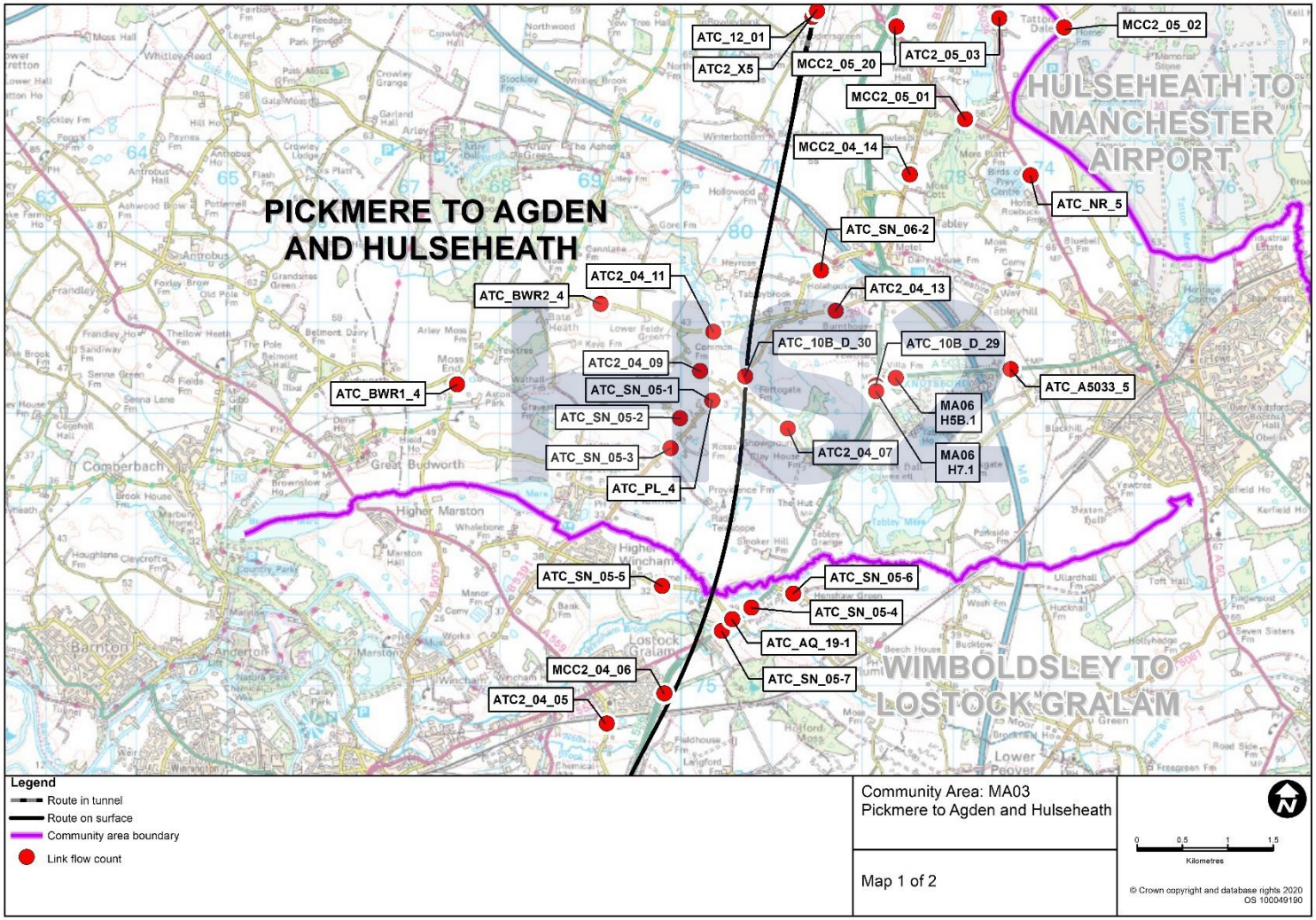


Figure 4-17: Link flow counts survey location map in the Pickmere to Agden and Hulseheath area – Map 2 of 2

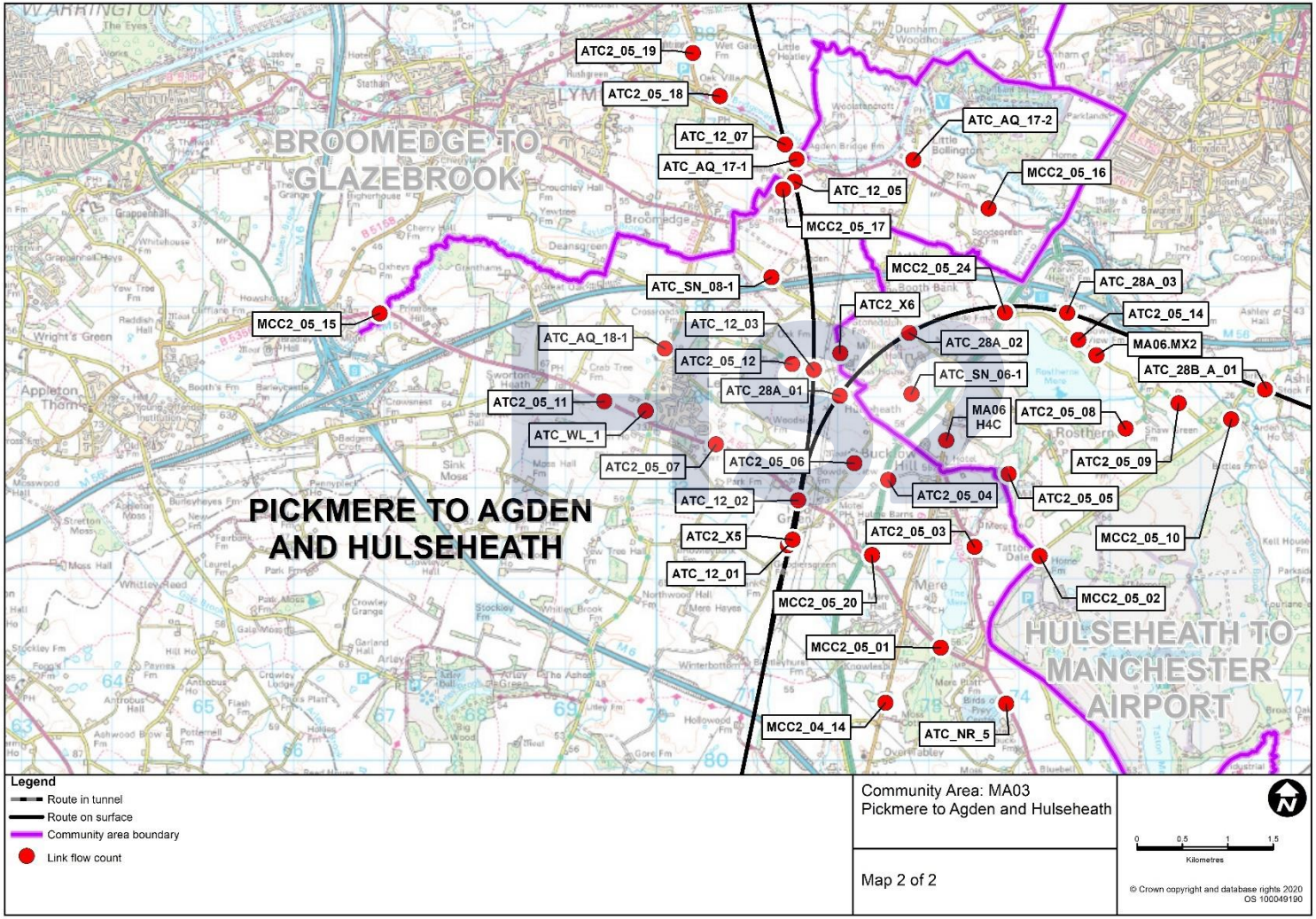


Figure 4-18: Junction counts, pedestrian counts and queue length survey location map in the Pickmere to Agden and Hulseheath area – Map 1 of 2

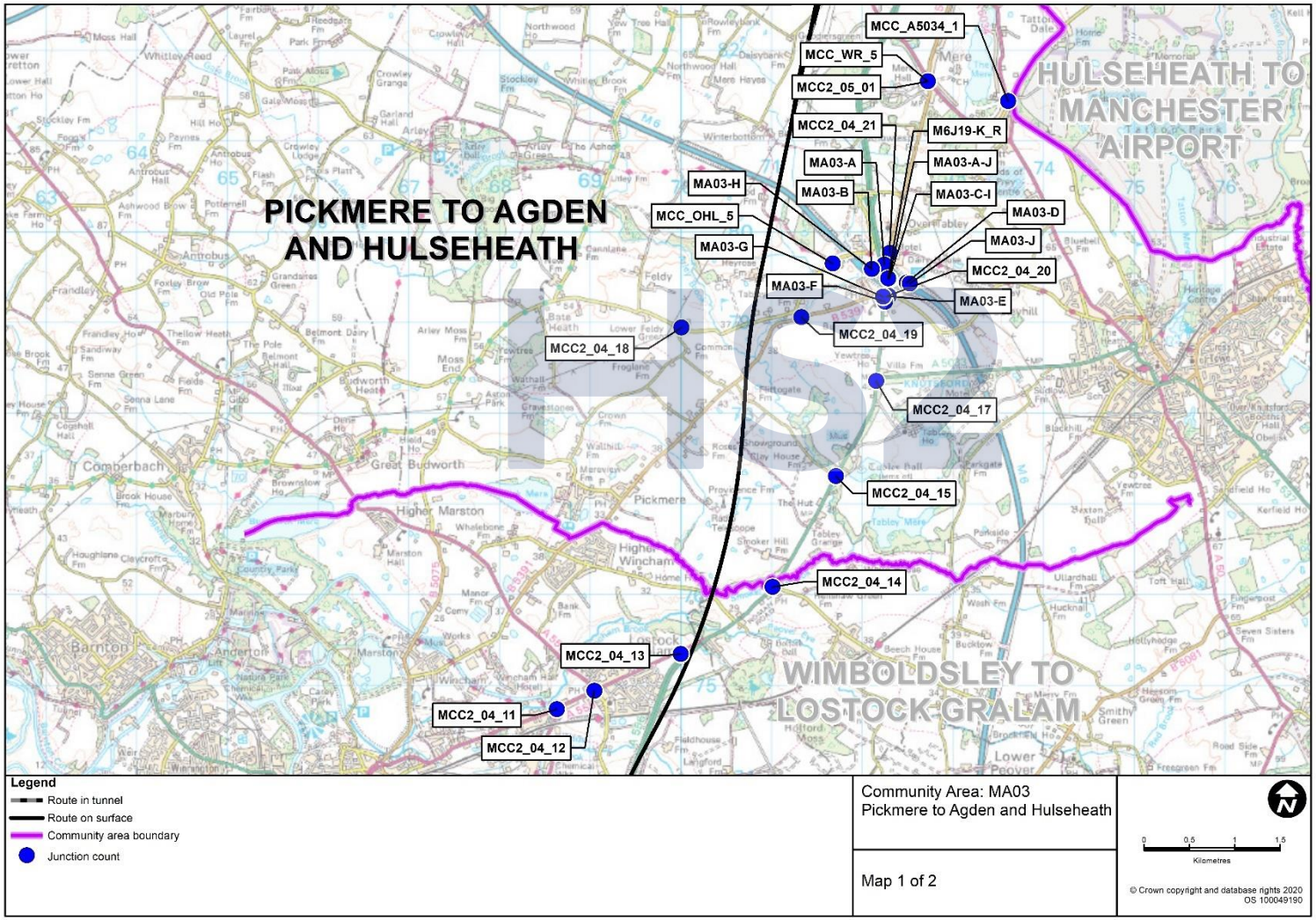
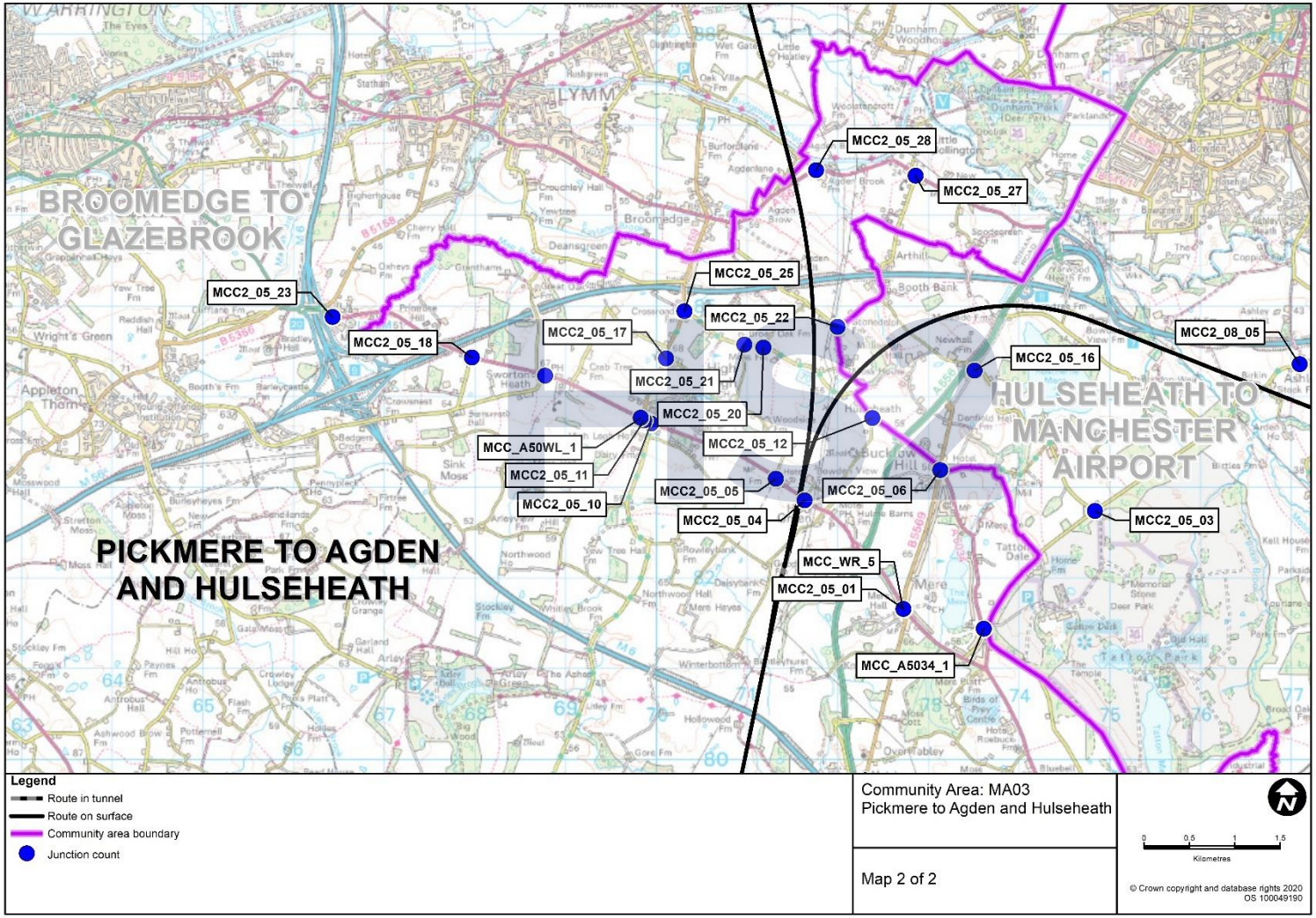


Figure 4-19: Junction counts, pedestrian counts and queue length survey location map in the Pickmere to Agden and Hulseheath area – Map 2 of 2



Non-motorised user survey schedules per community area

Table 4-9: Non-motorised user survey schedule in the Pickmere to Agden and Hulseheath area

Unique reference	PRoW or road name	Status	Route description	General condition	Weather condition	Daily usage	Date
PRW_10B|D_022_Ch29530	Footpath Pickmere 9/2	Footpath	Between Flittogate Lane and Footpath1Tabley Superior /1	Grass path	Overcast/Rain	0	03/09/17
PRW_12_02_Ch4660	Footpath Agden 4	Footpath	Between Agden Lane and Footpath Agden 1/3	Grass path	Overcast/Rain	2	03/09/17

Road traffic accident location maps per community area

Figure 4-20: Road traffic accident location map in the Pickmere to Agden and Hulseheath area – Map 1 of 2

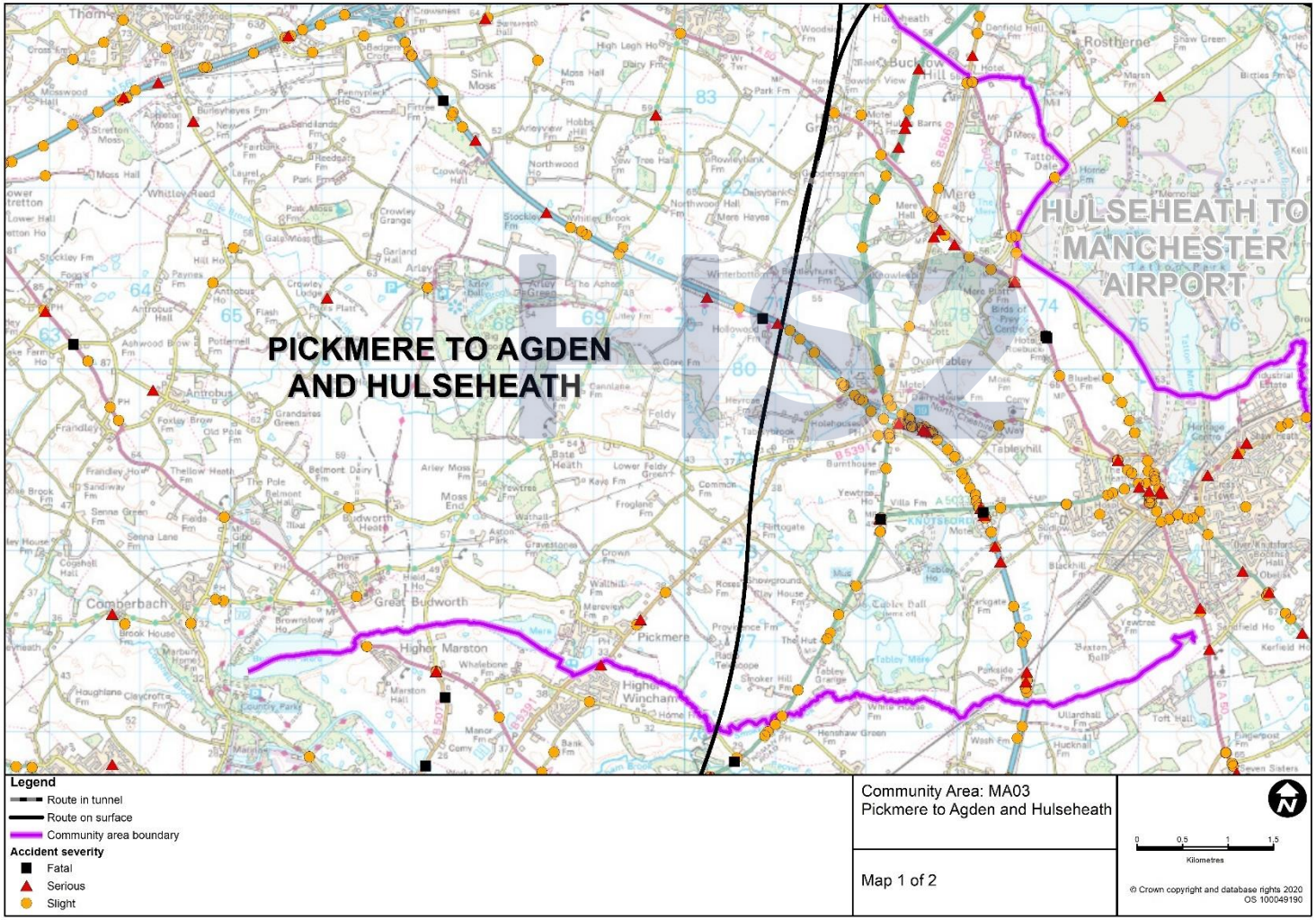
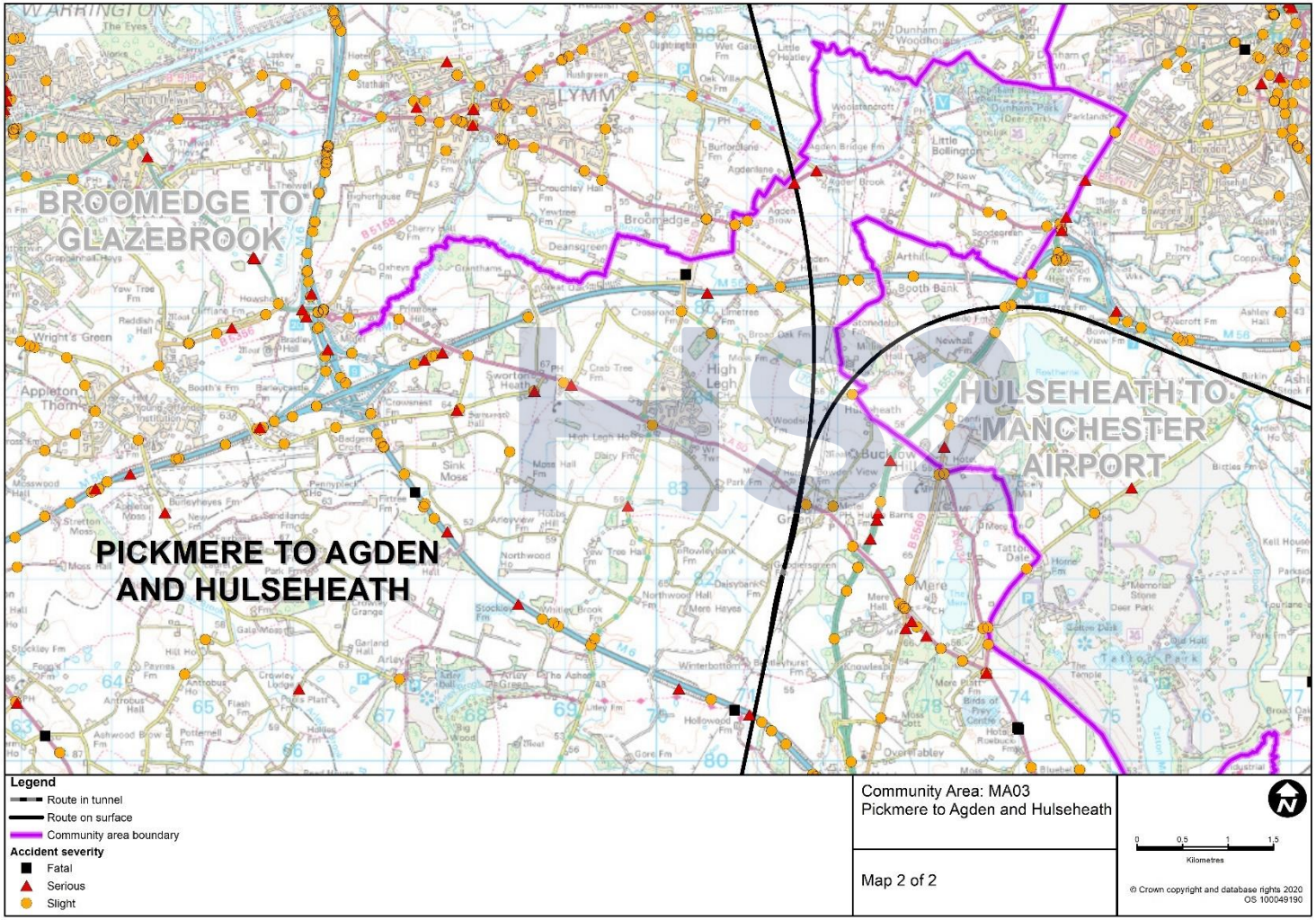


Figure 4-21: Road traffic accident location map in the Pickmere to Agden and Hulseheath area – Map 2 of 2



Appendix D: MA04 Broomedge to Glazebrook area traffic and transport survey information

Traffic survey schedules and location maps per community area

4.7.14 Link flow surveys were undertaken in June 2017, November 2017, February 2018 and July 2018 in the MA04 CA. The locations of the surveys are set out in Table , and presented in Figure 4-22.

4.7.15 Junction flow surveys were undertaken in November 2017 and July 2018 in the MA04 CA. The locations of the surveys are set out in Table 4-11 and presented in Figure 4-23.

4.7.16 Non-motorised user surveys were undertaken in August 2017 and September 2017 in the MA04 CA. The locations of the surveys and their recorded daily usage are set out in Table 4-12.

4.7.17 Accident data for the MA02 CA is presented in Figure 4-24.

Table 4-10: Link flow counts survey schedule

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
ATC_12_07	Warrington Lane (between Agden Lane and B5169 Burford Lane)	371409, 386791	ATC	19/06/17 – 02/07/17
ATC_12_10	A6144 Paddock Lane (between Paddock Lane and B5160 Dunham Road)	370750, 389288	ATC	19/06/17 – 02/07/17
MCC2_05_15	Cliff Lane (between M6 junction 20 and Broadheys Lane)	366940, 384931	MCC	07/11/18 – 20/11/18
ATC2_05_18	Bradshaw Lane (between Mill Lane and Wet Gate Lane)	370690, 387325	ATC	06/11/17 – 21/11/17
ATC2_05_19	B5159 Mill Lane (between Bradshaw Lane and Wet Gate Lane)	370394, 387801	ATC	06/11/17 – 21/11/17
ATC2_06_01	A57 Manchester Road (between Holly Bush Lane and Moat Lane)	367370, 389456	ATC	06/11/17 – 23/11/17
MCC2_06_04	A6144 Warburton Lane (between B5160 Dunham Road and Moss Lane)	370974, 389710	MCC	07/11/17 – 20/11/17
MCC2_06_02	A57 Manchester Road (between Moat Lane and Chapel Lane)	368672, 390163	MCC	07/11/17 – 20/11/17
ATC2_06_03	A6144 Warburton Lane (between Brook Farm Close and Cross Lane West)	371442, 390814	ATC	06/11/17 – 26/11/17
ATC2_06_05	B5212 Glazebrook Lane (between Manchester Road and Carlton Way)	370069, 391830	ATC	07/11/17 – 23/11/17

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
MCC2_06_07	Common Lane (between A57 Manchester Road and Unnamed Road)	372561, 392290	MCC	07/11/18 – 20/11/18
ATC2_06_08	A6144 Manchester Road (between Maypole Close and unnamed Road)	373807, 392870	ATC	06/11/17 – 21/11/17
ATC2_06_10	B5212 Glazebrook Lane (between B5212 Holdcraft Lane and Wooldan Road)	369037, 393393	ATC	06/11/17 – 21/11/17
MCC2_08_08	A6144 Carrington Spur (between M60 junction 8 and A6144 Carrington Lane)	377311, 393580	MCC	07/11/18 – 20/11/18
ATC2_X7	Dam Lane (between School Lane and Dam Head Lane)	369523, 391488	ATC	26/02/18 – 14/03/18
ATC_AQ_17-1	Agden Lane (between A56 Lymm Road and Warrington Lane)	371536, 386627	ATC	29/06/18 – 05/07/18
ATC_AQ_16-1	School Lane (between Moss Side Lane and Marsh Brook Close)	369102, 390796	ATC	29/06/18 – 05/07/18
ATC_SN_09-2	School Lane (between Elm Road and Birch Road)	369469, 391055	ATC	29/06/18 – 05/07/18
ATC_MR_1	Manchester Road (between Dam Lane and Glazebrook Lane)	369844, 391215	ATC	28/06/18 – 04/07/18
ATC_SN_09-1	Liverpool Road (between Woodbine Avenue and Allenby Road)	370673, 391672	ATC	29/06/18 – 05/07/18

Table 4-11: Junction counts, pedestrian counts and queue length survey schedule

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
MCC2_06_01	A6144 Bent Lane/A6144 Mill Lane/B5159 Townfield Lane	370267, 388806	MCC, QL, PC	08/11/17 – 09/11/17
MCC2_06_02	A6144 Paddock Lane/A6144 Warburton Lane/B5160 Dunham Road	370989, 389321	MCC, QL	08/11/17 – 09/11/17
MCC2_06_03	A6144 Paddock Lane/A6144 Bent Lane/Paddock Lane	370489, 389329	MCC, QL, PC	08/11/17 – 09/11/17
MCC2_06_10	A6144 Warburton Lane/Chapel Lane/Bailey Lane	371593, 391385	MCC, QL, PC	08/11/17 – 09/11/17
MCC2_06_18	A6144 Carrington Lane/B5158 Flixton Road/Isherwood Road	374504, 393025	MCC, QL	08/11/17 – 09/11/17
MCC2_06_05	A57 Manchester Road/Moat Lane	368338, 389829	MCC, QL, PC	14/11/17 – 15/11/17
MCC2_06_07	A57 Manchester Road/Manchester Road	369743, 390783	MCC, QL, PC	14/11/17 – 15/11/17
MCC2_06_16	B5212 Glazebrook Lane/Dam Head Lane	369426, 392568	MCC, QL, PC	14/11/17 – 15/11/17
MCC2_06_09	A57 Manchester Road/B5212 Glazebrook Lane	370021, 391298	MCC, QL	15/11/17 – 16/11/17
MCC2_06_11	A6144 Manchester Road/River Lane	371886, 391576	MCC, QL, PC	15/11/17 – 16/11/17
MCC2_05_23	A50 Cliff Lane/Lymm Services access	366419, 384887	MCC, QL	21/11/17 – 22/11/17

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
MCC2_06_08	Manchester Road/Dam Lane	369771, 391134	MCC, QL, PC	21/11/17 – 22/11/17
MCC_HG_1	A6144 Mill Lane/A6144 Birch Brook Road/Mill Lane	370218, 388485	MCC	10/07/18 – 11/07/18

Figure 4-22: Link flow counts survey location map for the Broomedge to Glazebrook area

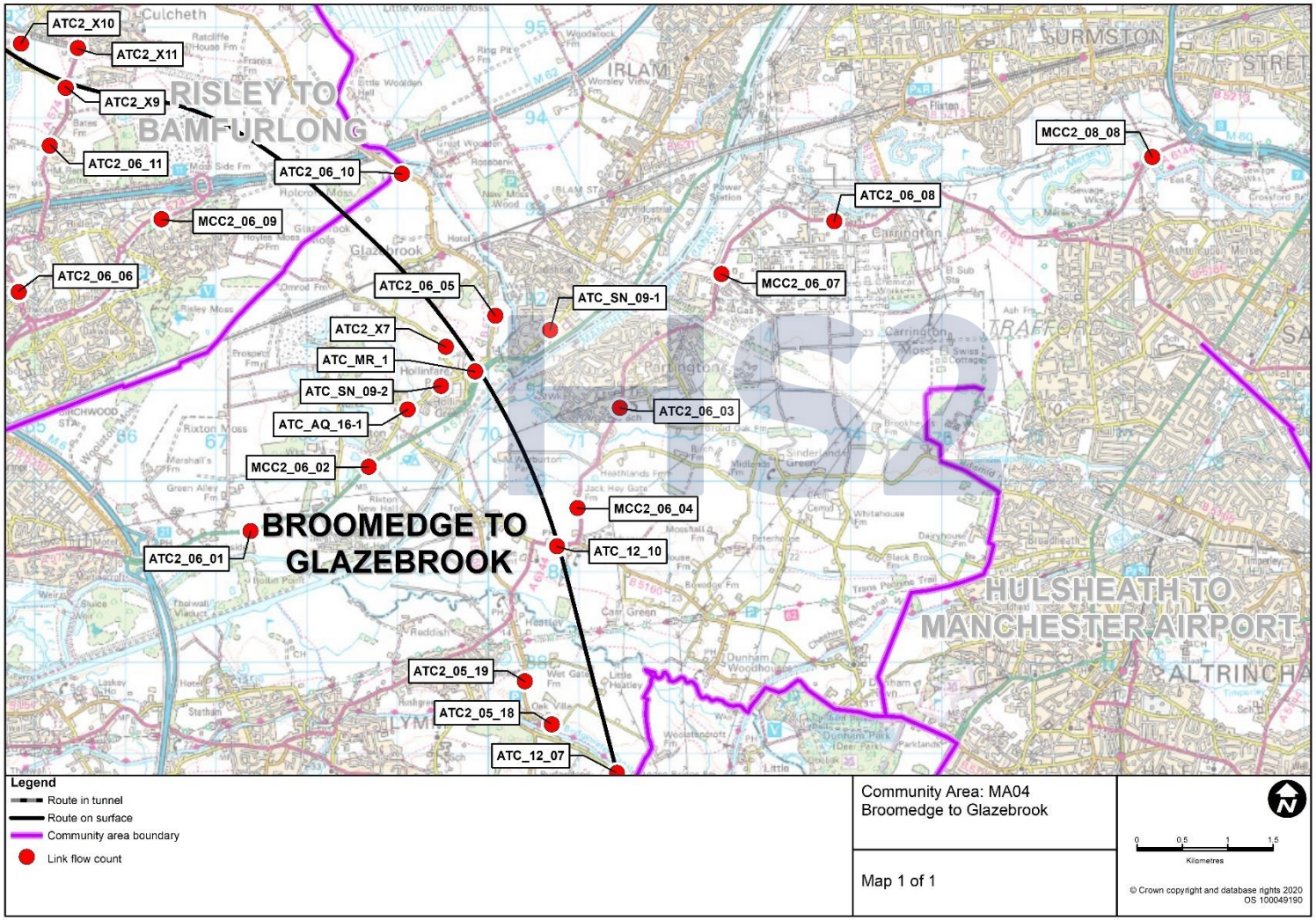
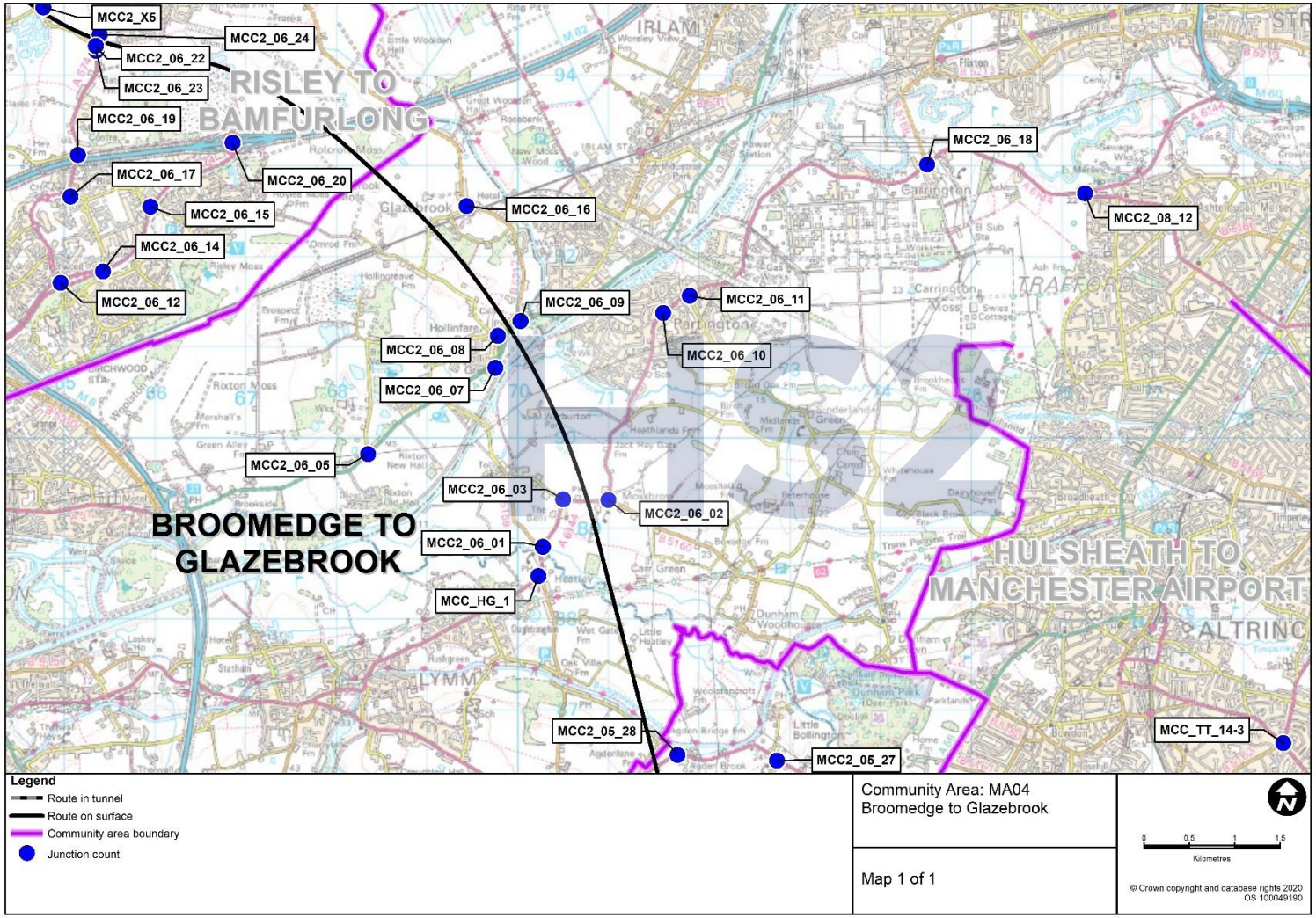


Figure 4-23: Junction counts, pedestrian counts and queue length survey location map for the Broomedge to Glazebrook area



Non-motorised user survey schedules per community area

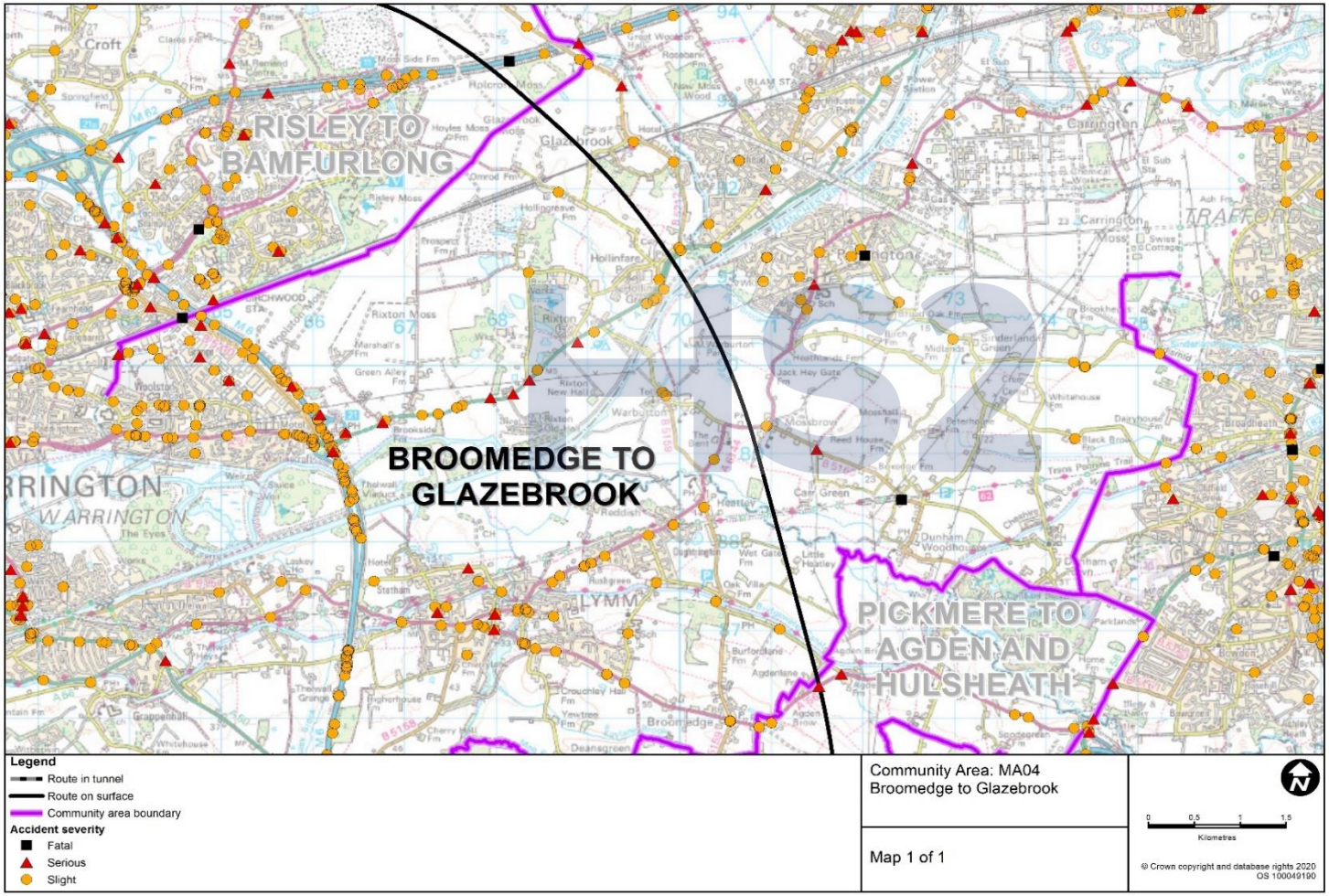
Table 4-12: Non-motorised user survey schedule for the Broomedge to Glazebrook area

Unique reference	PRoW or road name	Status	Route description	General condition	Weather condition	Daily usage	Date
PRW_21_08_Ch2550	Footpath Rixton-with-Glazebrook 7/1	Footpath	Between Dam Lane and Rixton and Footpath Glazebrook 8	Grass/earth path	Overcast	95	27/08/17
PRW_21_07_Ch2370	Footpath Rixton-with-Glazebrook 8/1	Footpath	Between Manchester Road and Dam Lane	Gravel path	Sunny/Overcast	9	27/08/17
PRW_21_05_Ch2100	Manchester Ship Canal informal towpath	Footpath	Between Warburton Bridge Road and A57 Cadishead Way	Footpath crosses private land.	Sunny/Rain	22	02/09/17
PRW_21_04_CH1950	Partington Bridleway 6	Bridleway	Between Park Road and Lock Lane	Earth/grass path	Sunny	8	02/09/17
PRW_21_03_Ch1490	Unnamed	Footpath	Between Park Road and Red Brook	Grass track crossing farmland.	Sunny	10	02/09/17
PRW_21_02_Ch800	Unnamed	Footpath	Between Park Road and Warburton Lane	The footpath is a permissive path with grass surface crossing farmland.	Sunny	73	02/09/17
PRW_21_02_Ch1390	Unnamed	Footpath	Between Park Road and Warburton Lane	The footpath is a permissive path with grass surface crossing farmland.	Sunny	10	03/09/17
PRW_12_06_Ch7730	Footpath Dunham 8	Footpath	Between Footpath Warburton 37/1 and B5160 Woodhouse Lane	Cement path	Sunny	274	26/08/17
PRW_21_01_CH1025	Footpath Warburton 11	Footpath	Between A6144 Warburton Lane and Lock Lane	Grass path	Overcast	2	02/09/17
PRW_21_10_Ch3350	Footpath Rixton-with-Glazebrook 14/1	Footpath	Between Rixton-with-Glazebrook Footpath 9/1 and Dam Lane	Grass/earth path	Dry	27	02/09/17
PRW_12_07_Ch8270	Footpath Warburton 3	Footpath	Between Footpath Warburton 4 and A6144 Bent Lane	Grass path	Dry	1	02/09/17
PRW_12_05_Ch6260	Footpath Lymm 43/3	Footpath	Between Spring Lane and B5159 Burford Lane	Gravel path	Dry	213	02/09/17

Unique reference	PRoW or road name	Status	Route description	General condition	Weather condition	Daily usage	Date
PRW_21_09_Ch2625	Footpath Rixton-with-Glazebrook 9/1	Footpath	Between Footpath Rixton-with-Glazebrook 9/1 and Dam Lane	Earth path	Dry	24	02/09/17

Road traffic accident location maps per community area

Figure 4-24: Road traffic accident location map for the Broomedge to Glazebrook area



Appendix E: MA05 Risley to Bamfurlong area traffic and transport survey information

Traffic survey schedules and location maps per community area

4.7.18 Link flow surveys were undertaken in November 2017, February 2018 and July 2018 in the MA05 CA. The locations of the surveys are set out in Table , and presented in Figure 4-25, Figure 4-26 and Figure 4-27.

4.7.19 Junction flow surveys were undertaken in November 2017, February 2018 and July 2018 MA05 CA. The locations of the surveys are set out in Table 4-14, and presented in Figure 4-28, Figure 4-29 and Figure 4-30.

4.7.20 Non-motorised user surveys were undertaken in September 2017 in the MA05 CA. The locations of the surveys and their recorded daily usage are set out in Table 4-15.

4.7.21 Accident data for the MA05 CA is presented in Figure 4-31 and Figure 4-32.

Table 4-13: Link flow counts survey schedule

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
MCC2_07_05	Heath Lane (between A580 East Lancashire Road and Heathmoor Avenue)	361542, 396888	MCC	07/11/17 – 20/11/17
ATC2_06_06	A574 Birchwood Park Avenue (between Garrett Field and Glover Road)	364814, 392092	ATC	06/11/17 – 21/11/17
MCC2_06_09	A574 Birchwood Way (between Daten Avenue and Birchwood Interchange)	366386, 392893	MCC	07/11/17 – 20/11/17
ATC2_06_11	A574 Warrington Road (between Cross Lane and New Hall Lane)	365155, 393703	ATC	06/11/17 – 23/11/17
ATC2_07_01	A579 Winwick Lane (between Winwick Interchange and Barrow Lane)	361644, 394312	ATC	06/11/17 – 23/11/17
MCC2_10_01	Kenyon Lane (between Main Line and B5207 Wilton Lane)	363219, 395978	MCC	20/11/17 – 06/12/17
ATC2_07_02	A572 Newton Road (between Highfield Lane and Heath Lane)	361613, 396391	ATC	06/11/17 – 23/11/17
MCC2_07_03	A580 East Lancashire Road (between Bridge Street and Stone Cross Lane)	360684, 397034	MCC	07/11/17 – 20/11/17
MCC2_10_02	A580 East Lancashire Road (between A572 Newton Road and A579 Atherleigh Way)	363963, 397159	MCC	06/11/17 – 23/11/17
MCC2_07_04	A580 East Lancashire Road (between Lodge Lane and Newton Lane)	358739, 397320	MCC	07/11/17 – 20/11/17
ATC2_10_02	A572 Newton Road (between Planewood Gardens and The Elms)	362935, 397395	ATC	06/11/17 – 23/11/17
ATC2_07_06	A573 Bridge Street (between Legh Street and School Street)	360381, 397489	ATC	06/11/17 – 23/11/17

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
MCC2_10_03	A580 East Lancashire Road (between A574 Warrington Road and Carr Lane)	365846, 397910	MCC	07/11/17 – 20/11/17
ATC2_07_07	Slag Lane (between Braithwaite Road and The Grove)	361906, 398090	ATC	07/11/17 – 23/11/17
ATC2_10_04	Sandy Lane (between Bodden Street and Brook Street)	363343, 398153	ATC	06/11/17 – 23/11/17
ATC2_07_08	B5207 Lowton Road (between Pennine Lane and Rothwell Road)	361113, 398225	ATC	06/11/17 – 23/11/17
ATC2_07_09	A58 Liverpool Road (between Old School Place and Smallshaw Close)	357334, 398963	ATC	06/11/17 – 22/11/17
MCC2_10_05	A580 east Lancashire Road (between Hope Lane and Morley's Lane)	368619, 399127	MCC	07/11/17 – 20/11/17
ATC2_07_10	Slag Lane (between Lightshaw Lane and Plank Lane)	362629, 399392	ATC	07/11/17 – 22/11/17
ATC2_07_11	A573 Wigan Road (between B5207 Ashton Road and Lightshaw Lane)	360740, 399431	ATC	07/11/17 – 26/11/17
MCC2_10_06	A580 East Lancashire Road (between Morley's Lane and Higher Green Lane)	369477, 399804	MCC	07/11/17 – 20/11/17
ATC2_07_12	A58 Bolton Road (between Bryn Gate Lane and 4th Street)	359493, 401241	ATC	07/11/17 – 22/11/17
MCC2_10_07	A580 East Lancashire Road (between Mosley Common Road and Ellenbrook Road)	372440, 401244	MCC	07/11/17 – 20/11/17
ATC2_07_13	A573 Warrington Road (between Grimshaw Road and Kingsdown Road)	360807, 401402	ATC	06/11/17 – 22/11/17
ATC2_X8	Mustard Lane (between Lady Lane and Glaziers Lane)	364170, 394453	ATC	26/02/18 – 15/03/18
ATC2_X10	Wigshaw Lane (between Robins Lane and Wigshaw Lane)	364839, 394829	ATC	26/02/18 – 15/03/18
ATC2_X12	Kenyon Lane (between Main Line and B5207 Wilton Lane)	363198, 395911	ATC	26/02/18 – 15/03/18
ATC2_X13	B5207 Wilton lane (between B5207 Kenyon Lane and Broseley Lane)	364227, 396634	ATC	26/02/18 – 15/03/18
ATC2_X9	Glaziers Lane (between Wigshaw Lane and Warrington Road)	365331, 394341	ATC	27/02/18 – 12/03/18
ATC2_X11	A574 Warrington Road (between New Hall Lane and Newchurch Lane)	365466, 394780	ATC	12/03/18 – 27/03/18
ATC_SN_11-1	B5237 Bickershaw Lane (between Keats Wat and A573 Warrington Road)	360866, 402344	ATC	29/06/18 – 05/07/18
MCC_SN_10-1	B5207 Common Lane (between The Limes and Twiss Green Lane)	365042, 395575	MCC	04/07/18

Table 4-14: Junction counts, pedestrian counts and queue length survey schedule

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
MCC2_07_07	A580 East Lancashire Road/A572 Newton Road	362430, 396915	MCC, QL	08/11/17 - 09/11/17
MCC2_07_04	A580 East Lancashire Road/B5207 Church Lane	362168, 396915	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_07_06	A580 East Lancashire Road/Stone Cross Lane South	361184, 396915	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_07_08	A580 East Lancashire Road/A573 Warrington Road/Bridge Street	360327, 397082	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_07_10	M6 junction 23 (Haydock Island)	358112, 397352	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_07_17	M6 junction 24 /A58 Liverpool Road	356866, 399082	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_07_16	A58 Liverpool Road/A49 Bryn Street/A49 Warrington Road	357644, 399011	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_07_18	A58 Bolton Road/A5062 Wigan Road/Princess Road	357858, 399209	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_07_19	A58 Bolton Road/Bryn Road South	358152, 399526	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_07_21	A58 Bolton Road/B5207 Golborne Road	358588, 399892	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_07_20	A58 Bolton Road/B5207 Bryn Road	358334, 399717	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_07_22	A58 Bolton Road/Riding Lane	359168, 400558	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_07_14	A573 Wigan Road/A573 Ashton Road/B5207 Ashton Road	360652, 398725	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_07_13	A573 Ashton Road/A573 Church Street/B5207 Lowton Road	360755, 398558	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_07_12	A573 High Street/Heath Street	360462, 397875	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_07_11	B5207 Church Lane/B5207 Golborne Road/Stone Cross Lane North/Slag Lane	361549, 397733	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_07_15	Slag Lane/Byrom Lane	362557, 398891	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_07_23	A58 Lily Lane/Beech Street Services access	360120, 401812	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_07_24	A58 Warrington Road/A58 Lily Lane/A573 Warrington Road	360470, 402400	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_10_02	B5207 Kenyon Lane/B5207 Wilton Lane/Kenyon Lane	363089, 396185	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_10_04	A572 Newton Road/Sandy Lane	363494, 397907	MCC, QL, PC	08/11/17 - 09/11/17

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
MCC2_10_03	A580 East Lancashire Road/A579	364502, 397370	MCC, QL	08/11/17 - 09/11/17
MCC2_10_05	A580 East Lancashire Road/A574 Warrington Road	366905, 398291	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_10_06	A580 East Lancashire Road/Higher Green Lane	370376, 400439	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_10_07	A580 East Lancashire Road/A572 Chaddock Lane	371498, 400947	MCC, QL	08/11/17 - 09/11/17
MCC2_06_24	A574 Warrington Road/New Hall Lane	365380, 394458	MCC, QL, PC	14/11/17 - 15/11/17
MCC2_06_19	A574 Warrington Road/Silver Lane/Cross Lane	365140, 393131	MCC, QL, PC	14/11/17 - 15/11/17
MCC2_07_03	A579 Winwick Lane/Sandy Brow Lane	361951, 394752	MCC, QL, PC	14/11/17 - 15/11/17
MCC2_08_12	A6144 Carrington Lane/A6144 Carrington Spur/Banky Lane	376244, 392707	MCC, QL, PC	15/11/17 - 16/11/17
MCC2_07_03	A572 Newton Road/Kenyon Lane/Church Lane	361951, 394752	MCC, QL, PC	21/11/17 - 22/11/17
MCC2_06_12	A574 Birchwood Park Avenue/Birchwood Way	364949, 391719	MCC, QL	21/11/17 – 22/11/17
MCC2_06_17	A574 Warrington Road/Daten Avenue/Birchwood Park Avenue	365060, 392671	MCC, QL, PC	21/11/17 – 22/11/17
MCC2_06_14	A574 Birchwood Way/Faraday Street	365417, 391846	CTC, QL, PC	14/11/17 – 15/11/17
MCC2_06_15	A574 Birchwood Way/Moss Gate/Daten Avenue	365941, 392560	MCC, QL, PC	14/11/17 – 15/11/17
MCC2_06_23	A574 Warrington Road/New Hall Lane	365344, 394279	MCC, PC	22/11/17 - 23/11/17
MCC2_06_20	M62 junction 11 (Birchwood Interchange)	366846, 393266	MCC	22/11/17 - 23/11/17
MCC2_06_22	A574 Warrington Road/Glaziers Lane	365339, 394335	MCC, PC	22/11/17 -23/11/17
MCC2_07_02	A572 Newton Road/Winwick Lane	362097, 396542	MCC, QL, PC	29/11/17 - 30/11/17
MCC2_07_09	A580 East Lancashire Road/Newton Lane	359668, 397169	MCC, QL, PC	12/12/17 - 13/12/17
MCC2_X5	Wigshaw Lane/Glaziers Lane	364759, 394759	MCC	27/02/18
MCC_TT_10-3	A574 Warrington Road/B5207 Kenyon Lane/Hampson Avenue	365602, 395163	MCC	04/07/18
MCC_TT_10-4	B5207 Common Lane/Wigshaw Lane	365415, 395322	MCC	04/07/18

Figure 4-25: Link flow counts survey location map in the Risley to Bamfurlong area – Map 1 of 3

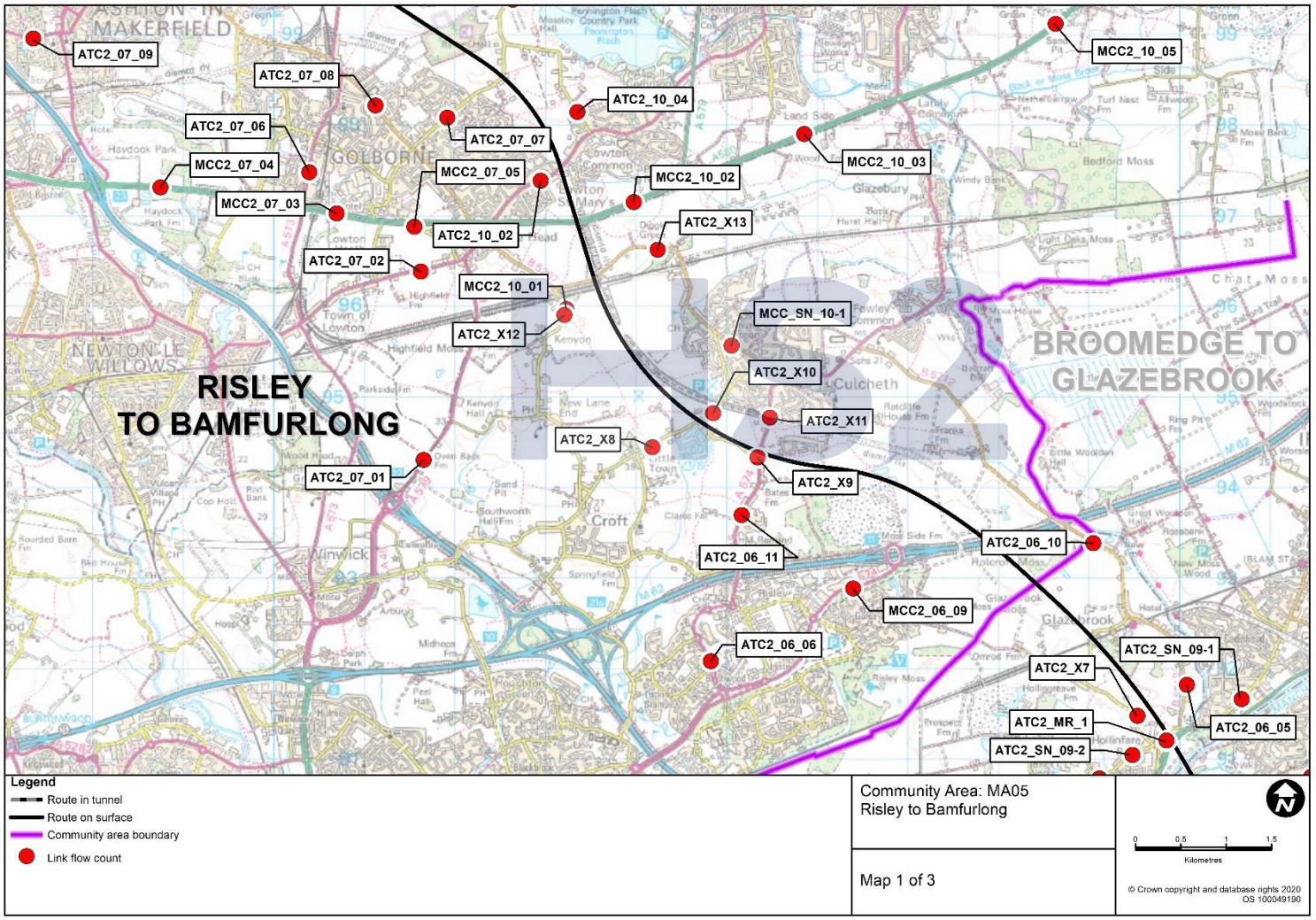


Figure 4-26: Link flow counts survey location map in the Risley to Bamfurlong area – Map 2 of 3

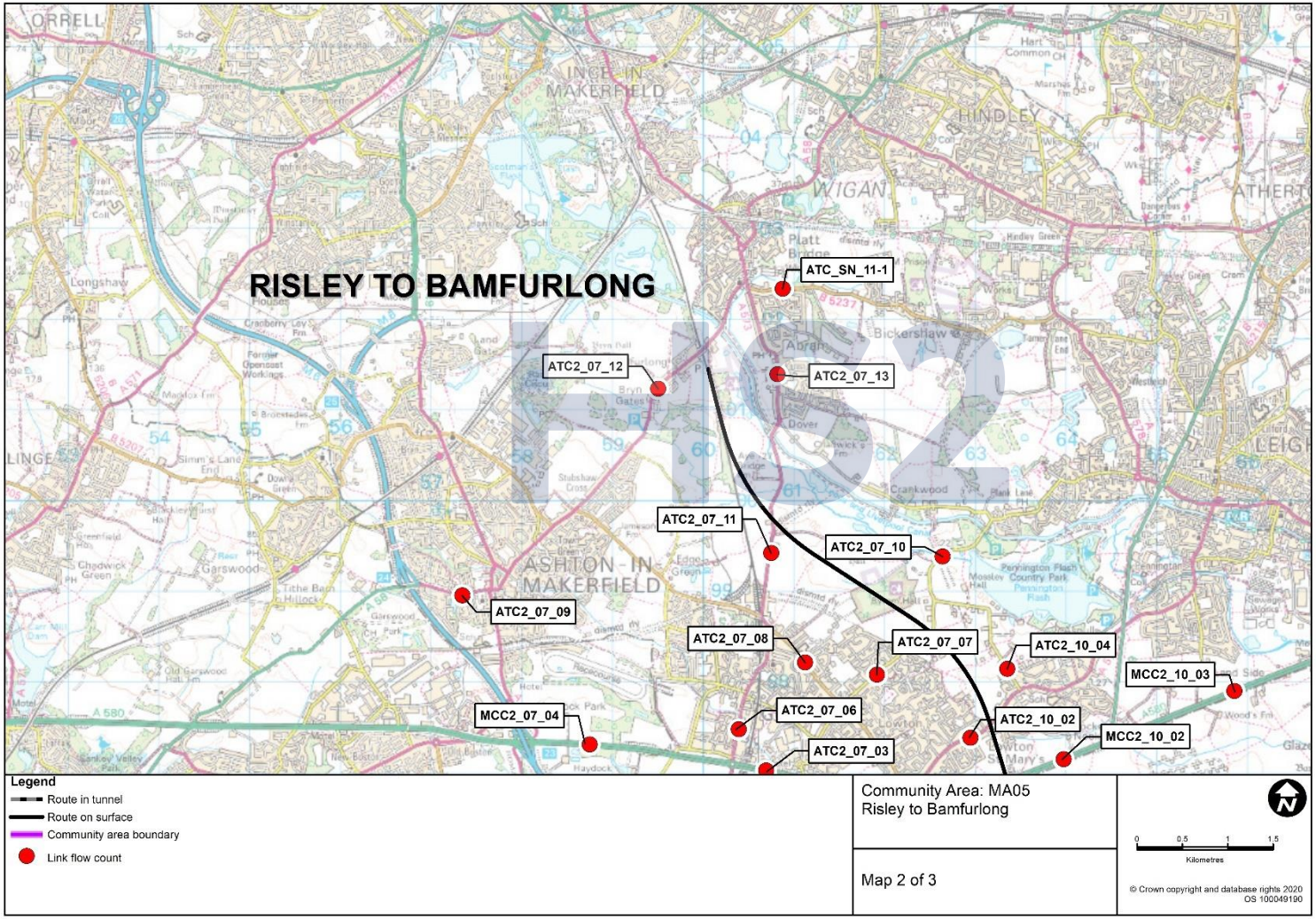


Figure 4-27: Link flow counts survey location map in the Risley to Bamfurlong area – Map 3 of 3

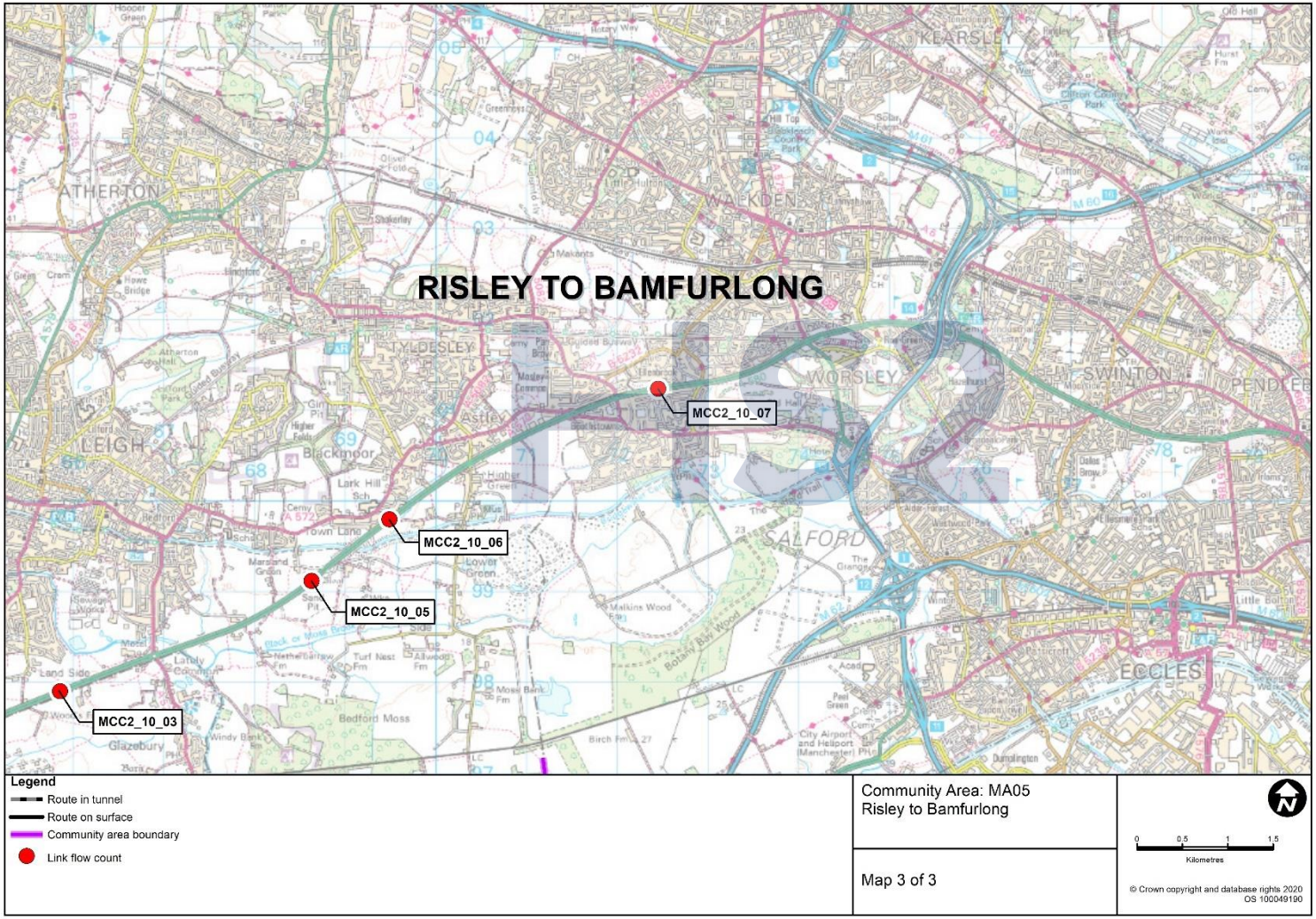


Figure 4-28: Junction counts, pedestrian counts and queue lengths survey location map in the Risley to Bamfurlong area – Map 1 of 3

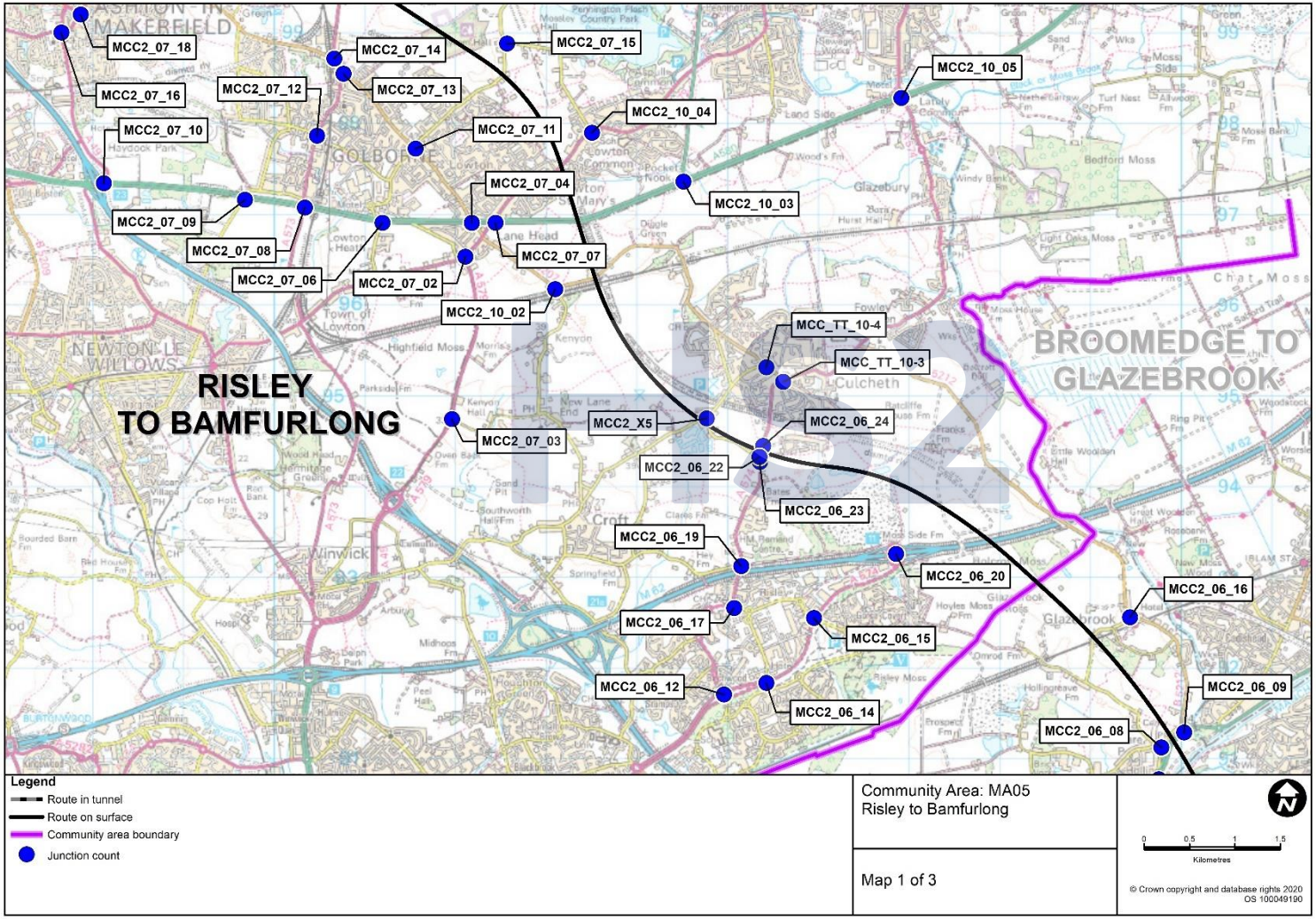


Figure 4-29: Junction counts, pedestrian counts and queue lengths survey location map in the Risley to Bamfurlong area – Map 2 of 3

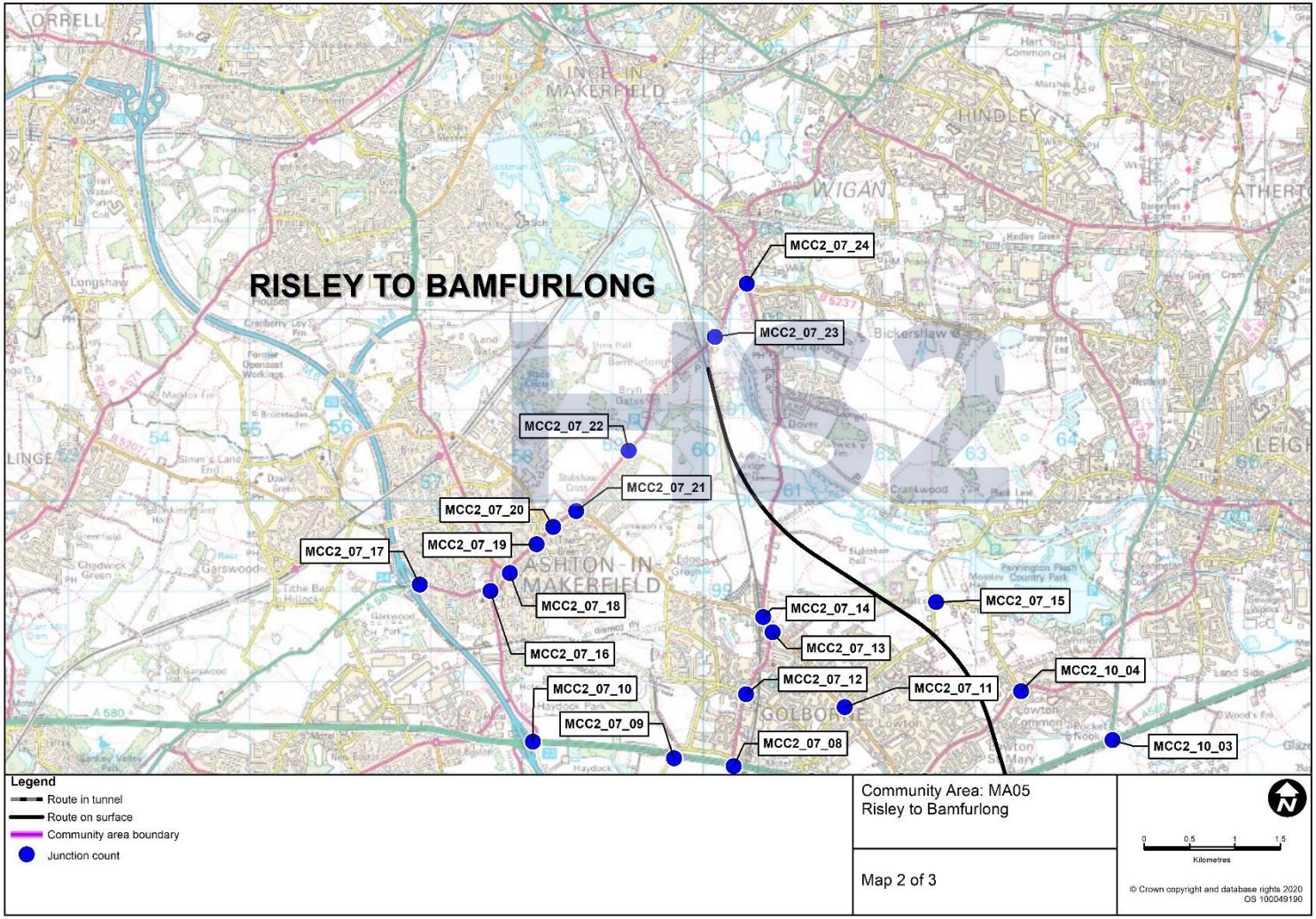
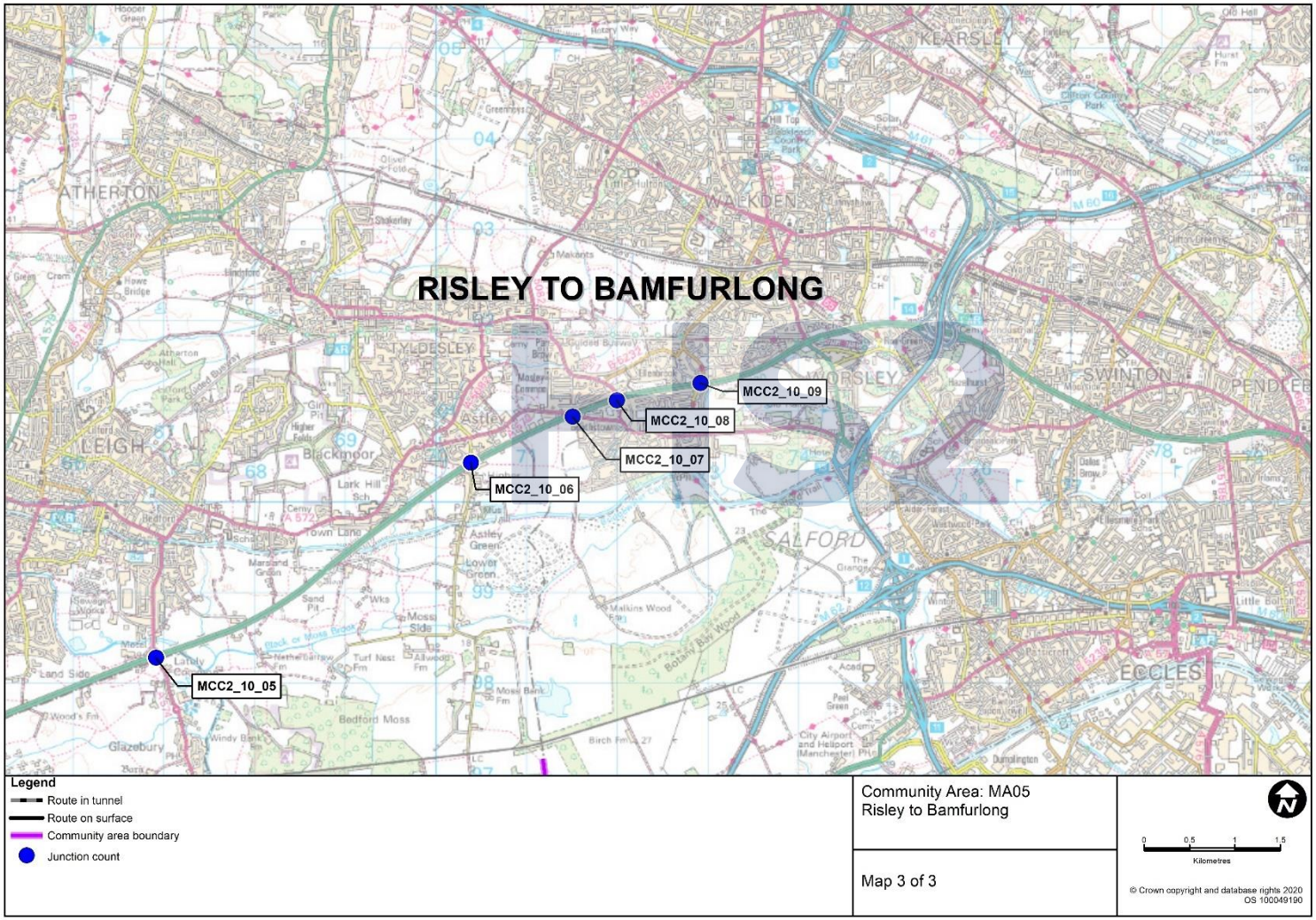


Figure 4-30: Junction counts, pedestrian counts and queue lengths survey location map in the Risley to Bamfurlong area – Map 3 of 3



Non-motorised user survey schedules per community area

Table 4-15: Non-motorised user survey schedule in the Risley to Bamfurlong area

Unique reference	PRoW or road name	Status	Route description	General condition	Weather condition	Daily usage	Date
PRW_22_06_CH1800	Footpath Golborne 33/10	Footpath	Between Apple Dell Avenue and Slag Lane	Gravel path	Sunny/Overcast	252	02/09/17
PRW_21_18_Ch9860	Footpath Croft 108	Footpath	Between Kenyon Lane and Brookfield Road	Gravel path	Overcast	154	02/09/17
PRW_21_17_Ch9350	Footpath Croft 8a	Footpath	Between Clifton Avenue and Footpath Croft 9	Gravel path	Rain	67	03/09/17
PRW_21_13_Ch6650	Footpath Croft 28	Footpath	Between Footpath Croft 13 and Footpath Croft 14a	Gravel path	Rain	23	20/08/17
PRW_21_12_Ch6525	Footpath Croft 13	Footpath	Between Birchwood Way and Footpath Croft 27	Gravel path	Rain/Overcast	13	02/09/17
PRW_22_07_Ch2850	Footpath Golborne 31/10	Footpath	Between Lowton Road and Footpath Golborne 28/10	Tarmac path	Dry	38	02/09/17
PRW_22_02_Ch800	Footpath Golborne 63/10	Footpath	Between Footpath Golborne 51/10 and Sandy Lane	Grass path	Dry	0	02/09/17
PRW_21_15_Ch7430	Footpath Croft 17	Footpath	Between Thames Road and New Hall Lane	Grass/gravel path	Dry	57	02/09/17
PRW_22_01_Ch100	Lowton Common Footpath	Footpath	Between A572 Newton Road and Byrom Lane	Gravel path	Dry	32	02/09/17
PRW_22_03_Ch1080	Footpath Golborne 39/10	Footpath	Between Sandy Lane and Footpath Golborne 37/10	Gravel path	Dry	25	02/09/17
PRW_22_04_Ch1150	Footpath Golborne 38/10	Footpath	Between Footpath Golborne 37/10 and Footpath Golborne 40/10	Gravel path	Dry	36	02/09/17

Road traffic accident location maps per community area

Figure 4-31: Road traffic accident location map in the Risley to Bamfurlong area – Map 1 of 2

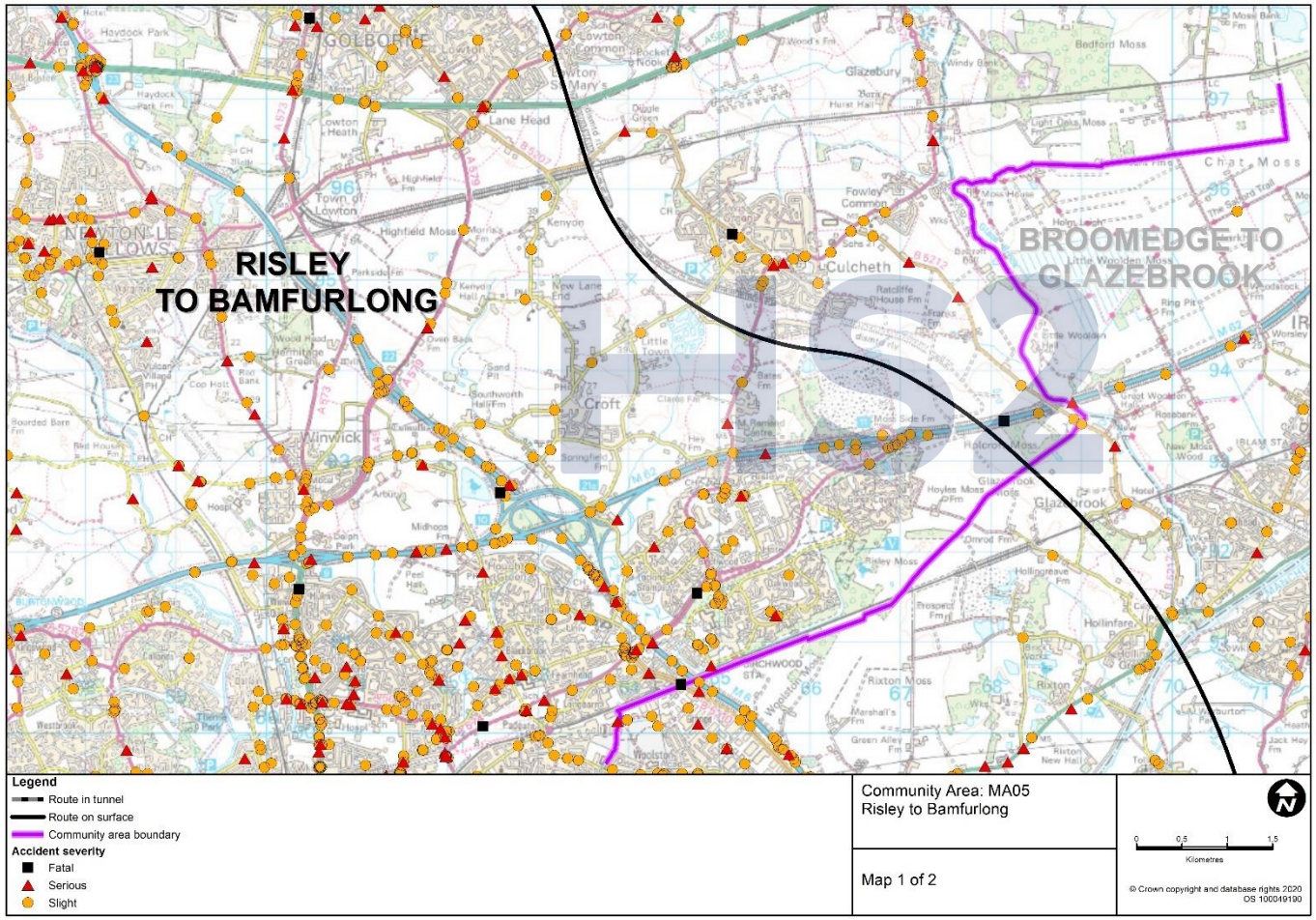
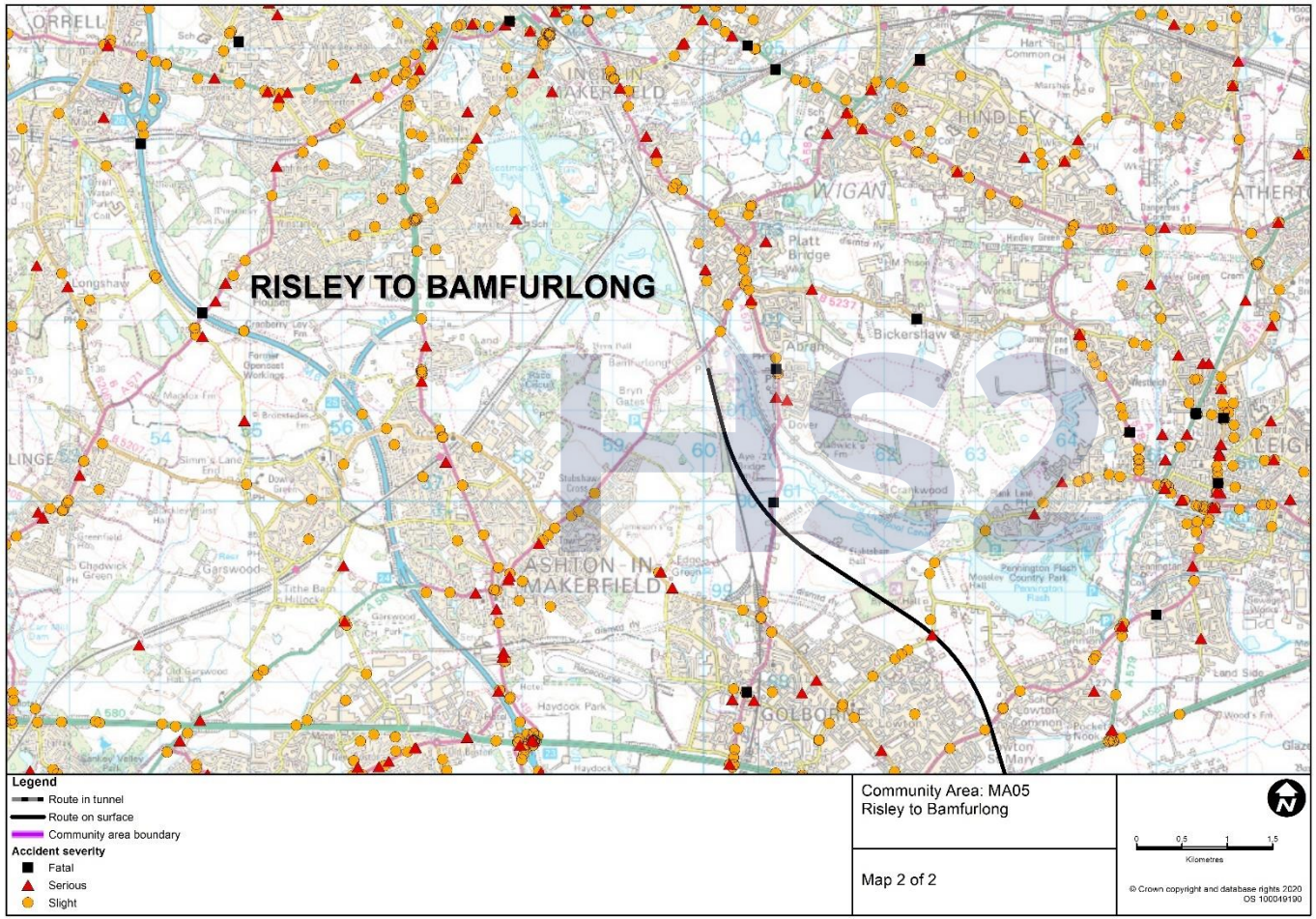


Figure 4-32: Road traffic accident location map in the Risley to Bamfurlong area – Map 2 of 2



Appendix F: MA06 Hulseheath to Manchester Airport area traffic and transport survey information

Traffic survey schedules and location maps per community area

4.7.22 Link flow surveys were undertaken in June 2017, November 2017, February 2018, July 2018 and March 2020 in the MA06 CA. The locations of the surveys are set out in Table and presented in Figure 4-33.

4.7.23 Junction flow surveys were undertaken in June 2017 and July 2018 in the MA06 CA. The locations of the surveys are set out in Table 4-17 and presented in Figure 4-34 and Figure 4-35.

4.7.24 Non-motorised user surveys were undertaken in September 2017 in the MA06 CA. The locations of the surveys and their recorded daily usage are set out in Table 4-18.

4.7.25 Accident data for the MA06 CA is presented in Figure 4-36.

Table 4-16: Link flow counts survey schedule

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
ATC_28B_A_15	Mobberley Road (between Ashley Road and Lowerhouse Lane)	377517, 383796	ATC	19/06/17 – 02/07/17
ATC_28B_A_03	Brickhill Lane (south of Back Lane)	378902, 383896	ATC	19/06/17 – 01/07/17
ATC_28B_A_04	Castle Mill Lane (between Back Land and Mill Lane)	379234, 384059	ATC	19/06/17 – 02/07/17
ATC_28B_A_01	Ashley Road (between Birkinheath Lane and Lamb Lane)	376700, 384092	ATC	19/06/17 – 02/07/17
ATC_28B_A_06	A538 Wilmslow Road (between Sunbank Lane and Mill Lane)	380769, 384366	ATC	19/06/17 – 09/07/17
ATC_28B_A_05	Sunbank Lane (between A538 Wilsmlow Road and Bankside)	379723, 384452	ATC	19/06/17 – 16/07/17
ATC_28A_02	Millington Lane (between Millington Hall Lane and Reddy Lane)	372777, 384714	ATC	19/06/17 – 02/07/17
ATC_28A_03	Tom Lane (between Yarwoodheath Lane and Cherry Tree Lane)	374518, 384937	ATC	19/06/17 – 02/07/17
ATC_28B_A_07	A538 Hale Road (between M56 (northbound) off-slip and Hasty Lane)	380216, 385282	ATC	25/06/17 – 06/07/17
ATC_28B_A_08	Thorley Lane (between Sydney Avenue and Bailey Lane)	381433, 385995	ATC	19/06/17 – 02/07/17
ATC_28B_A_10	Shay Lane (Roaring Gate Lane and Ash Lane)	380121, 386356	ATC	19/06/17 – 02/07/17

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
MCC2_05_02	Ashley Road (between A5034 Mereside Road and Rostherne Drive)	374217, 382258	MCC	21/11/17 – 04/12/17
ATC2_05_05	Cicely Mill Road (between Cicely Mill Lane and Rostherne Lane)	373874, 383160	ATC	06/11/17 – 22/11/17
ATC2_05_08	Marsh Lane (between Rostherne Lane and Birkinheath Lane)	375163, 383661	ATC	06/11/17 – 22/11/17
ATC2_05_09	Birkinheath Lane (between Cherry Tree Lane and Ashley Road)	375747, 383941	ATC	06/11/17 – 04/12/17
MCC2_05_10	Ashley Road (between Birkinheath lane and unnamed Road)	376327, 383762	MCC	10/11/17 – 23/11/17
ATC2_08_01	Back Lane (between Tanyard Lane and Brickhill Lane)	378527, 383961	ATC	06/11/17 – 04/12/17
ATC2_08_02	Castle Mill Lane (between Tanyard Lane and Back Lane)	378678, 384215	ATC	06/11/17 – 21/11/17
ATC2_05_14	Cherrytree Lane (between Birkinheath Lane and Tom Lane	374642, 384639	ATC	06/11/17 – 21/11/17
MCC2_05_24	A556 Chester Road (between Rostherne Lane and M56 junction 8)	373834, 384938	MCC	21/11/17 – 04/12/17
ATC2_08_03	Ashley Road (between Ashley Road and Castle Mill Lane)	377448, 385144	ATC	07/11/17 – 21/11/17
ATC2_X6	Thowler Lane (between Back Lane and Agden Lane)	372017, 384491	ATC	26/02/18 – 15/03/18
ATC_SN_06-1	Millington Hall Lane (south of Millington Lane)	372802, 384041	ATC	29/06/18 – 05/07/18
ATC_SN_07-3	Chapel Lane (between Sunbank Lane and Ridge Avenue)	379588, 384780	ATC	29/06/18 – 05/07/18
ATC_SN_07-1	High Elm Road (between A538 Hale Road and Ravenwood Drive)	379830, 385384	ATC	29/06/18 – 05/07/18
MCC_SN_7-2	A538 Wilmslow Road (between Runger Lane and M56 northbound on-slip)	380421, 385114	MCC	04/07/18 – 05/07/18
ATC_TT_14-1	Roaring Gate Lane (between Shay Lane and Whitecarr Lane)	380456, 386921	ATC	29/06/18 – 05/07/18
MA06 H4C	A5034 Chester Road (between Millington Hall Lane and Chapel Lane)	373186, 383532	ATC	01/03/20 – 17/03/20
MA06 H5B.1	A5033 Northwich Road (between A556 Chester Road and M6)	372359, 378395	ATC	03/03/20 – 17/03/20
MA06 H7.1	A556 Chester Road (between A5033 Northwich Road and Flittogate Lane)	372144, 378250	ATC	03/03/20 – 16/03/20
MA06.MX2	Cherry Tree Lane (between Tom Lane and Birkinheath Lane)	374840, 384468	ATC	01/03/20 – 17/03/20

Table 4-17: Junction counts, pedestrian counts and queue length survey schedule

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
MCC_28B_A_01	A538 Hale Road/Hasty Lane	380129, 385370	MCC, QL, PC	20/06/17 - 21/06/17
MCC_28B_A_02	A538 Hale Road/Shay Lane	379064, 386033	MCC, QL, PC	20/06/17 - 21/06/17
MCC_28B_A_03	Thorley Lane/Shay Lane	378902, 383896	MCC, QL, PC	20/06/17 - 21/06/17
MCC_28B_A_04	Thorley Lane/Runger Lane	380918, 386103	MCC, QL, PC	20/06/17 - 21/06/17
MCC_28B_A_05	A538 Wilmslow Road/M56 (southbound) off-slip/Runger Lane	380549, 385020	MCC, QL, PC	20/06/17 - 21/06/17
MCC_28B_A_06	A538 Hale Road/A538 Wilmslow Road/M56 (northbound) off slip/Marriott Hotel Access	380277, 385198	MCC, QL, PC	20/06/17 - 21/06/17
MCC_28B_A_13	M56/World Way/Outwood Lane West	381737, 385722	MCC, QL, PC	20/06/17 - 21/06/17
MCC2_05_16	Chester Road/Rostherne Lane/Millington Lane	373499, 384296	MCC, QL, PC	20/11/17 – 21/11/17
MCC2_05_03	Ashley Road/Rostherne Drive	374826, 382747	MCC, QL, PC	15/11/17 – 16/11/17
MCC2_08_05	Ashley Road	377083, 384366	MCC, PC	21/11/17 - 22/11/17
MCC2_08_03	Ashley Road/Mobberley Road/Cow Lane/Back Lane	377535, 384215	MCC, PC	21/11/17 - 22/11/17
MCC2_08_04	Back Lane/Tanyard Lane	377932, 384231	MCC, PC	21/11/17 - 22/11/17
MCC2_08_06	Castle Mill Lane/Tanyard Lane	378075, 384469	MCC	21/11/17 - 22/11/17
MCC2_08_07	Ashley Road/Castle Mill Lane/Cow Lane	377678, 384921	MCC, PC	21/11/17 - 22/11/17
MCC_TT_13-1	Ashley Road/Ashley Station	377377, 384265	MCC	04/07/18
MCC_TT_14-2	Whitecarr Lane/Roaring Gate Lane	380295,387277	MCC	04/07/18
MCC_TT_14-3	A538 Hale Road/A5144 Delahays Road/B5162 Park Road	378431, 386641	MCC	04/07/18
MCC_TT_13-3	Castle Mill Lane/Back Lane	379012, 384156	MCC	10/07/18

Figure 4-33: Link flow counts survey location map in the Hulseheath to Manchester Airport area

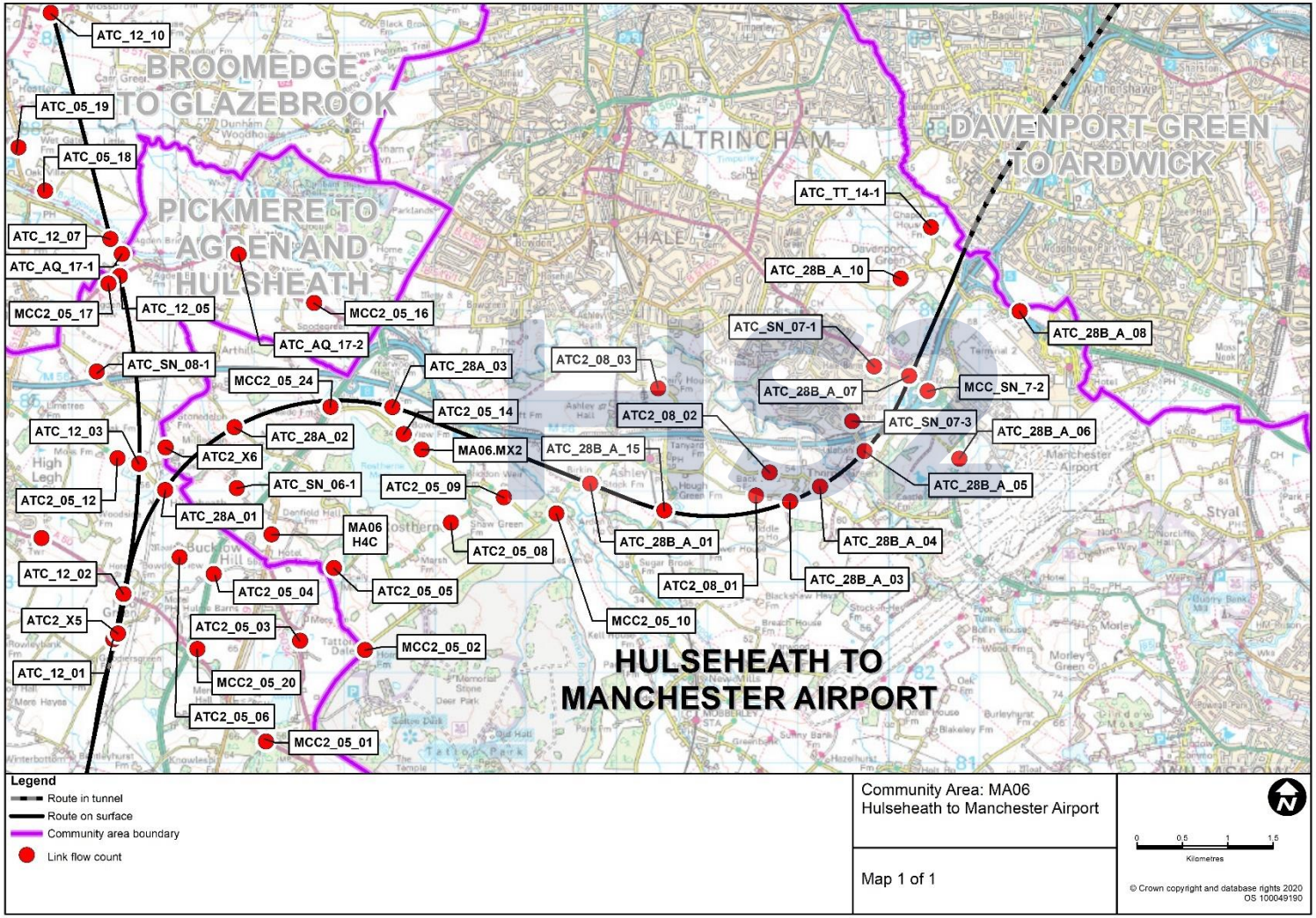


Figure 4-34: Junction counts, pedestrian counts and queue length survey location map in the Hulseheath to Manchester Airport area – Map 1 of 2

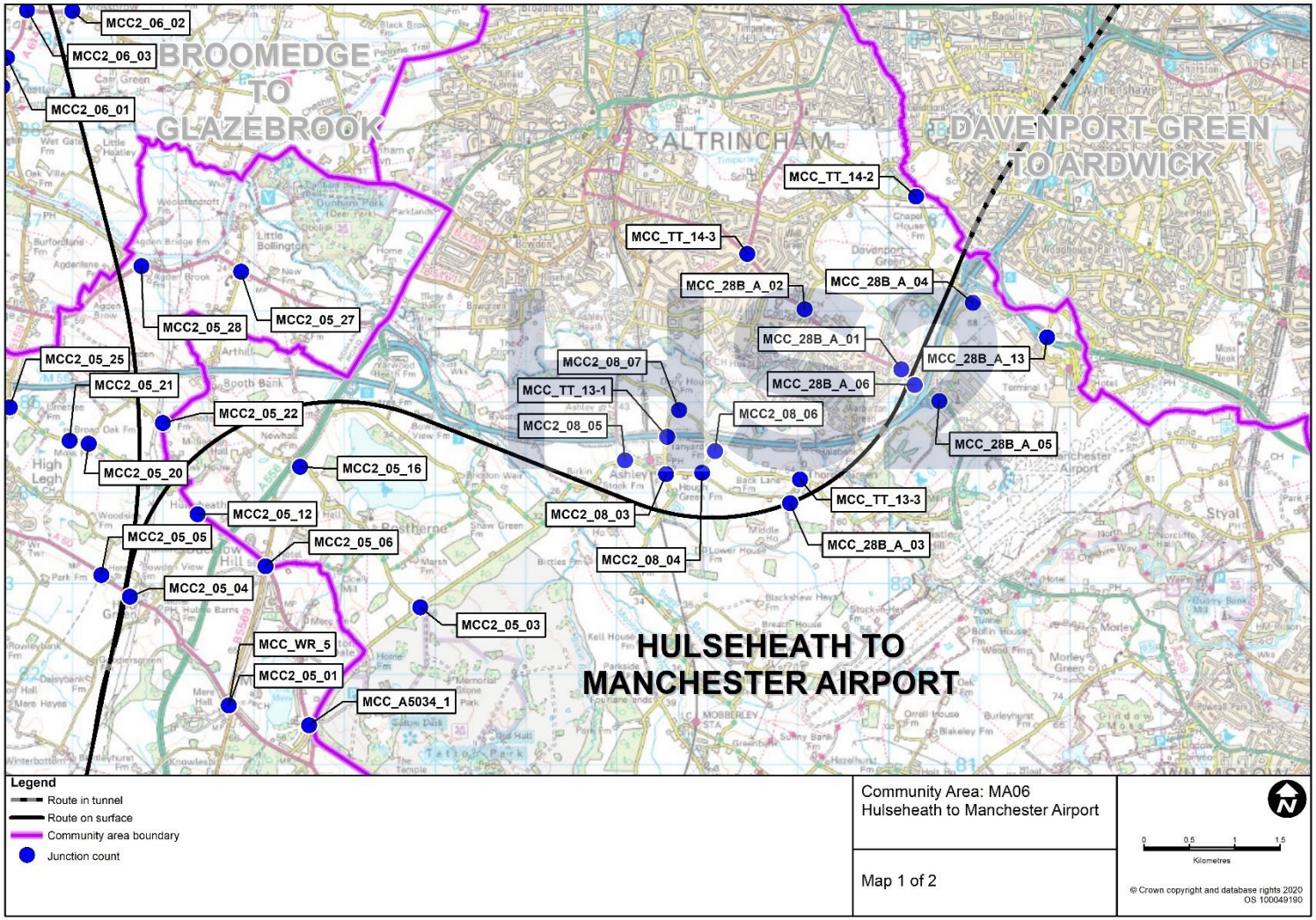
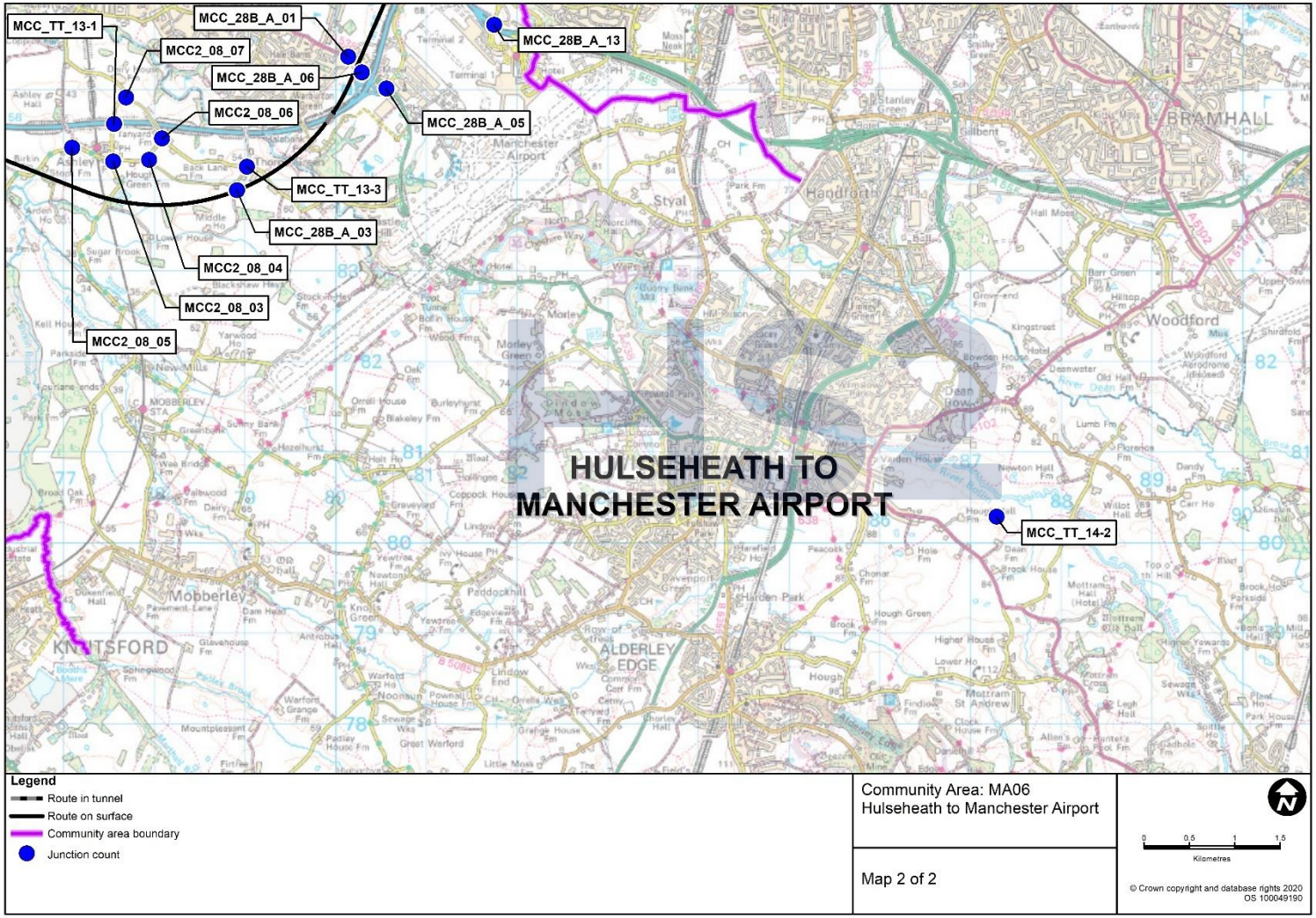


Figure 4-35: Junction counts, pedestrian counts and queue length survey location map in the Hulseheath to Manchester Airport area – Map 2 of 2



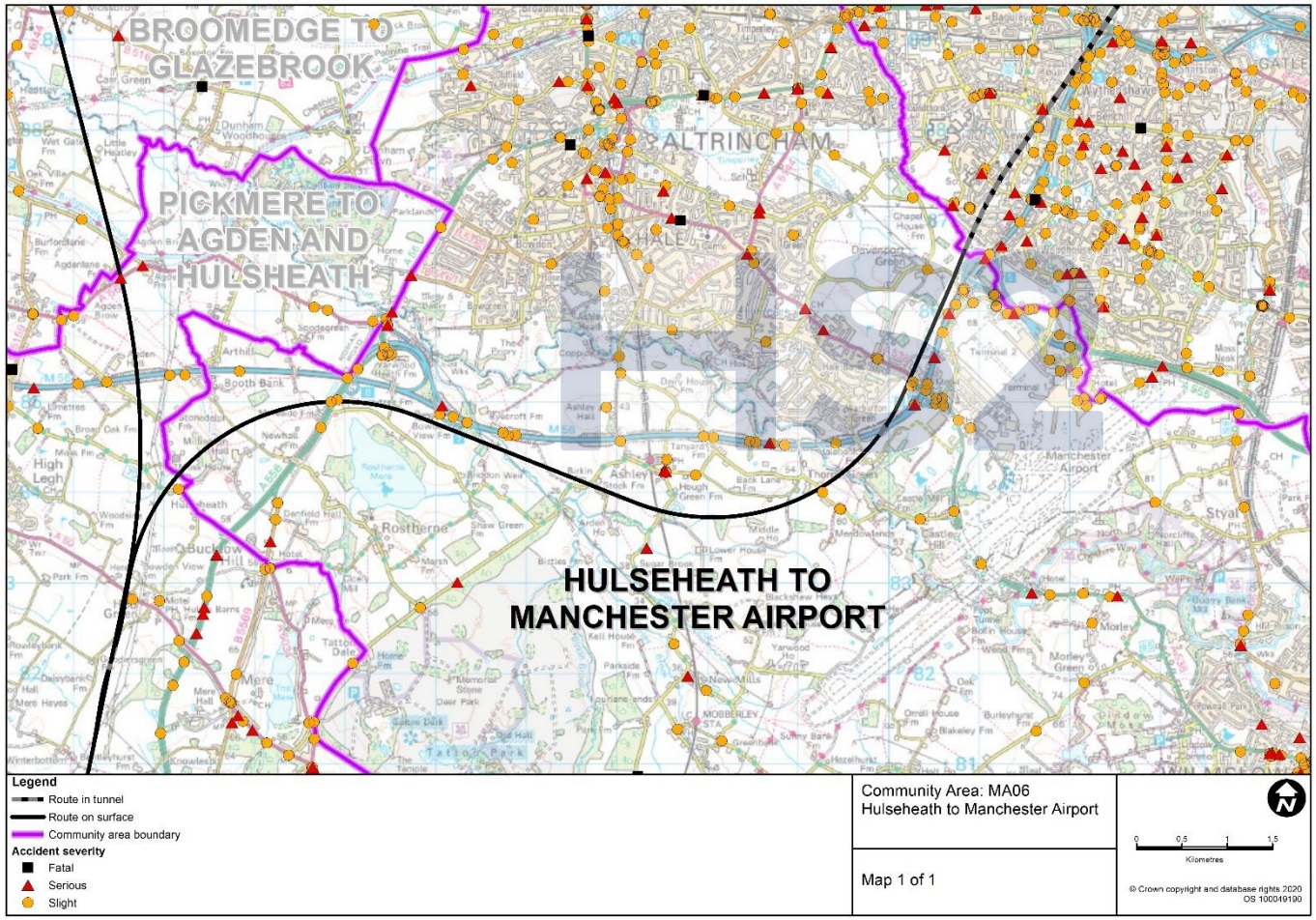
Non-motorised user survey schedules per community area

Table 4-18: Non-motorised user survey schedule in the Hulseheath to Manchester Airport area

Unique reference	PRoW or road name	Status	Route description	General condition	Weather condition	Daily usage	Date
PRW_28B|A_09_CH13500	Footpath Hale 16	Footpath	Between Footpath Ringway 7 and Brooks Drive	Grass/gravel path	Rain	72	03/09/17
PRW_28B|A_08_CH13150	Footpath Ringway 7	Footpath	Between Hasty Lane and Footpath Hale 16	Grass path	Overcast/Sunny	21	02/09/17
PRW_28B|A_07_CH12825	Footpath Ringway 9	Footpath	Between Footpath Ringway 13 and A538 Hale Road	Grass path	Rain/Overcast	17	19/08/17
PRW_28A_04_Ch5300	Footpath Millington 7/4	Footpath	Between Hope Cottage and Coe Lane	Grass path	Dry	1	02/09/17
PRW_28B|A_10_Ch0	Footpath Ashley 8/1	Footpath	Between Lamb Lane and Mobberley Road	Grass path	Dry	0	02/09/17
PRW_28B|A_06_Ch11650	Footpath Ashley 10/1	Footpath	Between Castle Mill Lane and River Bollin	Grass path - sections are overgrown	Dry	110	02/09/17
PRW_28B|A_11_Ch0	Sunbank Lane	Pavement	Sunbank Lane at the junction with A538 Wilmslow Road	Tarmac path	Dry	14	02/09/17
PRW_28A_01_Ch4150	Millington Footpath 2	Footpath	Between Peacock Lane and Footpath Millington 3/2	Footpath crosses private land	Dry	8	02/09/17

Road traffic accident location maps per community area

Figure 4-36: Road traffic accident location map in the Hulseheath to Manchester Airport area



Appendix G: MA07 Davenport Green to Ardwick area traffic and transport survey information

Traffic survey schedules and location maps per community area

4.7.26 Link flow surveys were undertaken in June 2017 and November 2017 in the MA07 CA. The locations of the surveys are set out in Table and presented in Figure 4-37 and Figure 4-38.

4.7.27 Junction flow surveys were undertaken in June 2017 and July 2018 in the MA07 CA. The locations of the surveys are set out in Table 4-20 and presented in Figure 4-39 and Figure 4-40.

4.7.28 Non-motorised user surveys were undertaken in August 2017 and September 2017 in the MA07 CA. The locations of the surveys and the recorded daily usage of PRoW are set out in Table 4-21.

4.7.29 Parking surveys and station passenger surveys were undertaken in July 2018 at Stockport Station in the MA07 CA. The locations of the surveys are set out in Table 4-22 and Table , respectively.

4.7.30 Accident data for the MA07 CA is presented in Figure 4-41, Figure 4-42 and Figure 4-43.

Table 4-19: Link flow counts survey schedule

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
ATC_26_01	A57 Hyde Road (between A665 Devonshire Street and Bennett Street)	385897, 396884	ATC	19/06/17 - 16/07/17
ATC_26_08	A665 Chancellor Lane (between Higher Ardwick and A665 Midland Street)	385743, 397330	ATC	19/06/17 - 16/07/17
ATC_26_09	Viaduct Street (between A635 Ashton Old Road and Palmerston Street)	386093, 397718	ATC	19/06/17 - 16/07/17
MCC_26_09	Rondin Road (south of A635 Ashton Old Road)	386129, 397455	ATC	20/06/17 - 21/06/17
ATC2_08_04	B5167 Palatine Road (between Kenworthy Lane and Heyridge Drive)	382877, 390097	ATC	06/11/17 - 23/11/17
ATC2_08_05	Rackhouse Road (between Hallas Grove and Lawton Moor Road)	381809, 390130	ATC	06/11/17 - 21/11/17
ATC2_08_07	B5167 Palatine Road (between Manchester Outer Ring Road and Hayscroft Gardens)	383520, 390859	ATC	06/11/17 - 21/11/17
ATC2_09_01	B5093 Wilmslow Road (between lapwing Road and Ballbrook Avenue)	384653, 391780	ATC	07/11/17 - 23/11/17

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
ATC2_09_02	B5167 Palatine Road (between Longton Avenue and Holly Royde Close)	384600, 392462	ATC	05/12/17 - 19/12/17
ATC2_09_03	Wellington Road (between Lausanne Road and Mauldeth Road West)	385012, 393297	ATC	07/11/17 - 23/11/17
MCC2_09_04	B5093 Moseley Road (between Chancellors Way and Lindleywood Road)	385997, 393930	MCC	07/11/18 - 20/11/18
ATC2_09_05	A34 Birchfields Road (between Moseley Road and Lytham Road)	386450, 394016	ATC	06/11/17 - 24/11/17
ATC2_10_08	Rondin Way (between Rondin Close and Rondin Road)	386131, 397432	ATC	07/11/17 - 23/11/17
ATC2_10_09	Ashton Old Road (between Rondin Road and Rylance Street)	386322, 397582	ATC	07/11/17 - 23/11/17

Table 4-20: Junction counts, pedestrian counts and queue length survey schedule

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
ANPR-A	A635 Ashton Old Road (between Rondin Road and Midland Street)	385992, 397620	ANPR	20/06/17 - 21/06/17
ANPR-B	A665 Chancellor Lane (between Higher Ardwick and North Western Street)	385744, 397311	ANPR	20/06/17 - 21/06/17
MCC_26_01	A57 Hyde Road/A665 Devonshire Street	385778, 396921	MCC, QL, PC	20/06/17 - 21/06/17
MCC_GS_1	A635 Ashton Old Road/Gable Street	386519, 397570	MCC	04/07/18 - 05/07/18
MCC2_08_10	B5167 Wythenshawe Road/B5166 Sale Road	382131, 390049	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_08_11	B5167 Palatine Road/Mill Lane/St Hilda's Road	383060, 390374	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_09_02	A5145 Barlow Moor Road/B5167 Palatine Road	384004, 391621	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_09_04	B5167 Palatine Road/Lapwing Lane	384362, 392097	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_09_07	B5093 Wilmslow Road/Egerton Road	385520, 393748	MCC, QL, PC	08/11/17 - 09/11/17
MCC2_09_06	B5167 Palatine Road/B5093 Wilmslow Road/Burton Road	384878, 392962	MCC, QL, PC	15/11/17 - 16/11/17
MCC2_09_08	A34 Birchfields Road/A34 Moseley Road/B5093 Moseley Road	386449, 393923	MCC, QL, PC	15/11/17 - 16/11/17
MCC2_09_09	A34 Birchfields Road/Old Hall Lane	386362, 394510	MCC, QL, PC	15/11/17 - 16/11/17
MCC2_10_10	A635 Ashton Old Road/Rondin Road	386133, 397603	MCC, QL, PC	15/11/17 - 16/11/17

Figure 4-37: Link flow counts survey location map in the Davenport Green to Ardwick area – Map 1 of 2

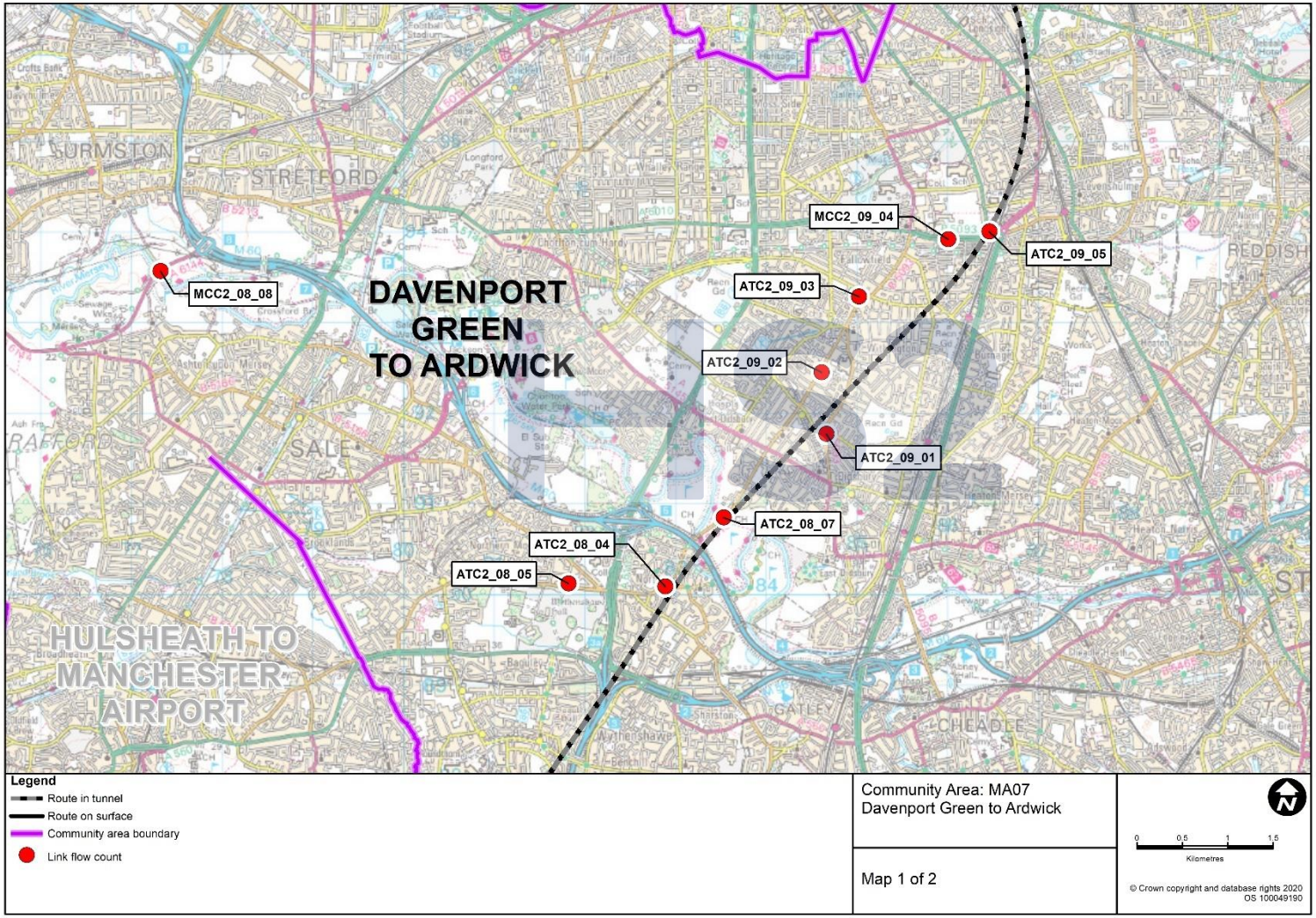


Figure 4-38: Link flow counts survey location map in the Davenport Green to Ardwick area – Map 2 of 2

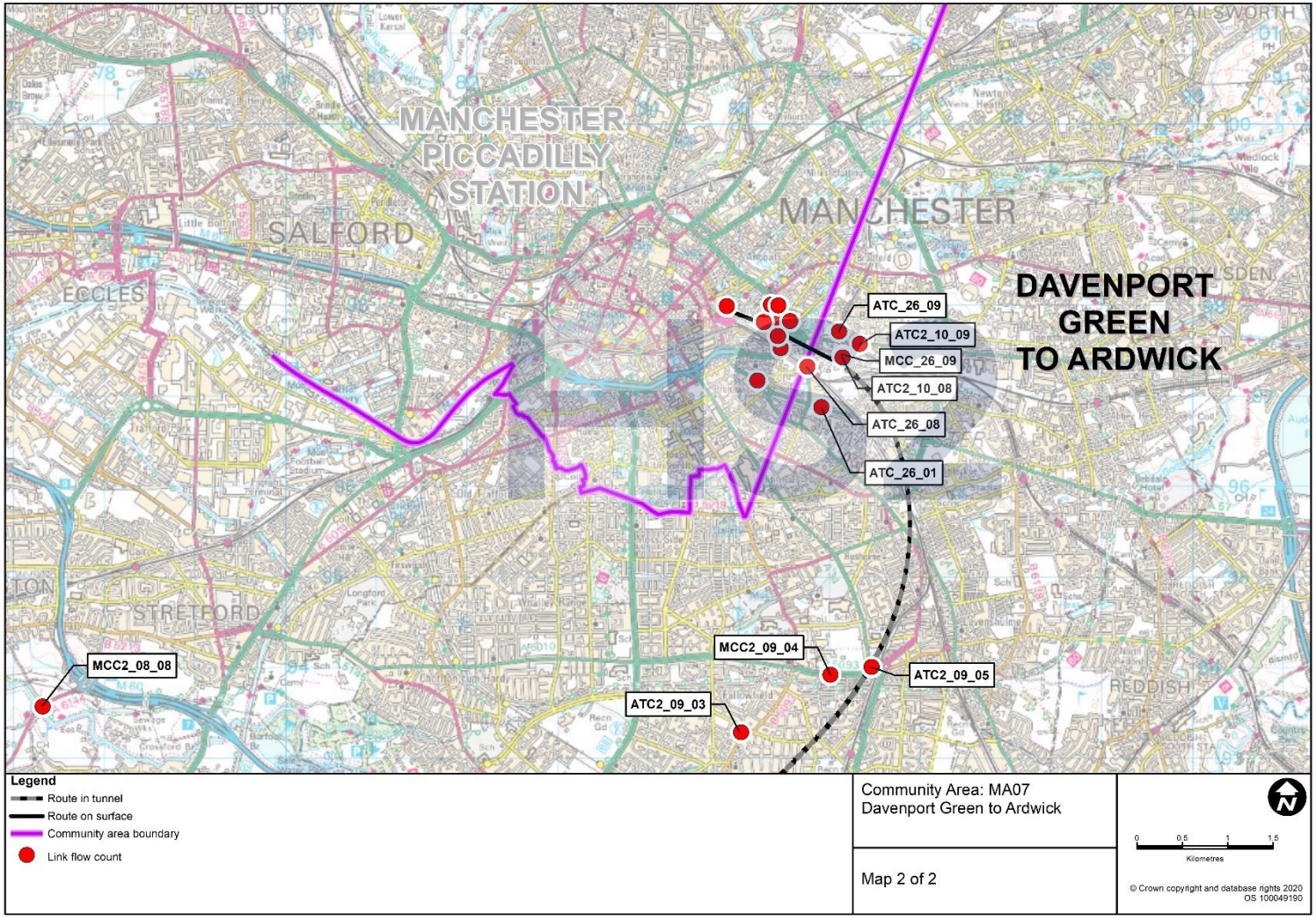


Figure 4-39: Junction counts, pedestrian counts and queue length survey location map in the Davenport Green to Ardwick area – Map 1 of 2

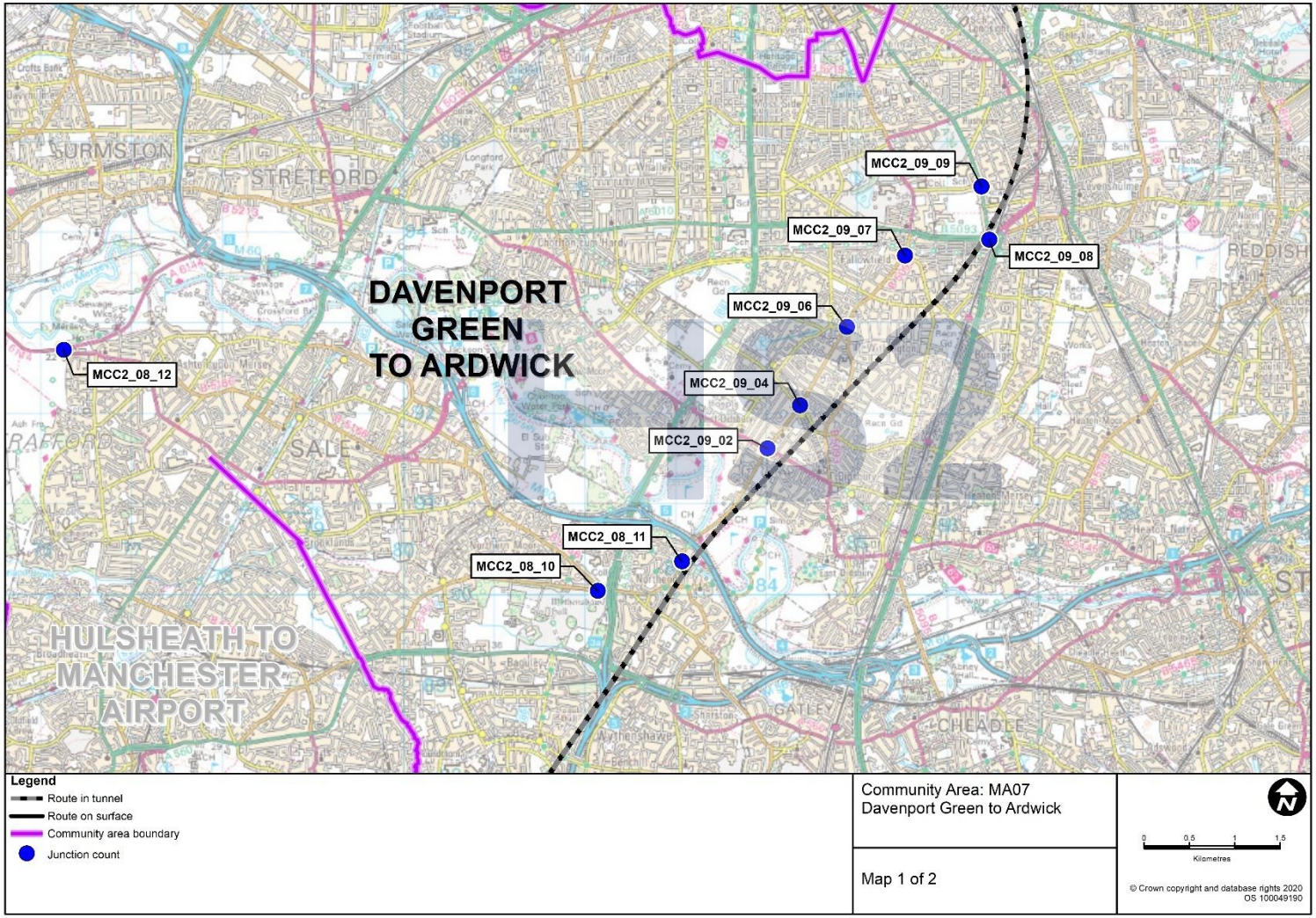
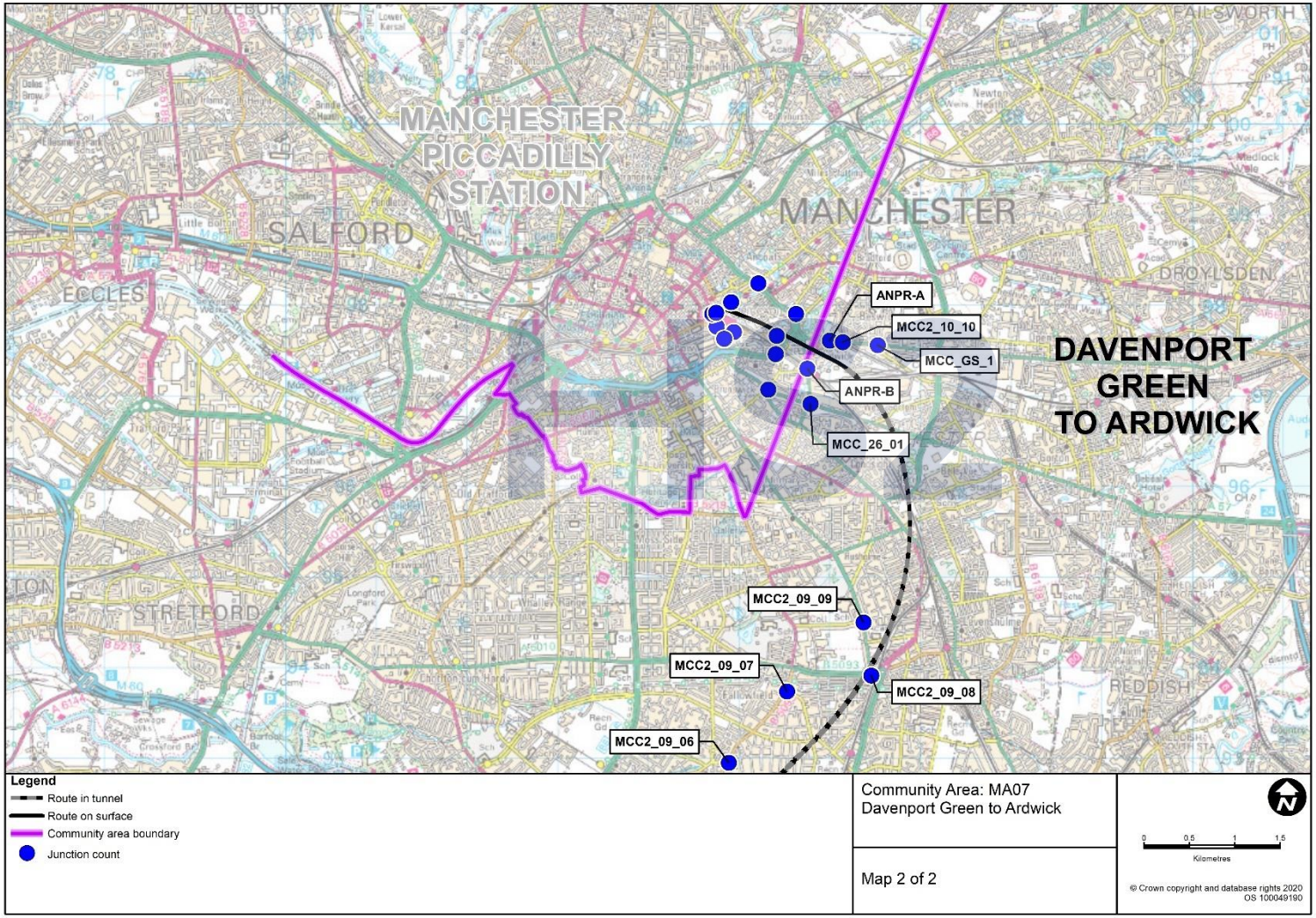


Figure 4-40: Junction counts, pedestrian counts and queue length survey location map in the Davenport Green to Ardwick area – Map 2 of 2



Non-motorised user survey schedules per community area

Table 4-21: Non-motorised user survey schedule in the Davenport Green to Ardwick area

Unique reference	PRoW or road name	Status	Route description	General condition	Weather condition	Daily usage	Date
PRW_28B|B09_CH0	Footpath Manchester 121	Footpath	Footpath runs A6010 Pottery Lane and A57 Hyde Road. Survey undertaken at A57 Hyde Road	Tarmac path	Sunny/ Overcast	427	27/08/17
PRW_28B|B07_CH0	Footpath Manchester 125	Footpath	Between Chell Street and Rushford Street	Tarmac path	Sunny/ Overcast	160	26/08/17
PRW_28B|B_08_CH0	Footpath Manchester 121	Footpath	Footpath runs A6010 Pottery Lane and A57 Hyde Road. Survey undertaken at A6010 Pottery Lane	Tarmac path	Sunny	43	26/08/17
PRW_28B|B_06_CH0	Footpath Manchester 156	Footpath	Between the Armitage Sports Centre and the A5079 Kingsway	Tarmac path	Overcast	94	27/08/17
PRW_28B_05_CH0(2)	B5093 Moseley Road	Pavement	Between the A34 Birchfields Road and Chancellors Way	Tarmac path	Sunny	216	02/09/17
PRW_28B_05_CH0	B5093 Moseley Road	Pavement	Between the A34 Birchfields Road and Chancellors Way	Tarmac path	Rain/ Overcast	148	03/09/17
PRW_28B_01_CH0	Footpath Manchester 238	Footpath	Between Hollyway and Ford Lane	Tarmac path	Sunny/ Overcast	174	02/09/17
PRW_28B|B_02_Ch0	Footpath Manchester 212	Footpath	Between River Mersey (FFP229) and River Mersey (Footpath Manchester 211)	Gravel path	Sunny	66	02/09/17
PRW_28B|B_03_Ch0	Footpath Manchester 211	Footpath	Between River Mersey (Footpath Manchester 212) and B5167 Palatine Road	Gravel path	Sunny/ Overcast	117	03/09/17
PRW_28B_B_04_Ch0	A514 Barlow Moor Road	Pavement	Between Hesketh Avenue and Lancaster Road	Tarmac path	Sunny	109	28/08/17

Parking surveys per community area

Table 4-22: Parking survey schedule

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
8768/Stockport/P1	Stockport Exchange Multi Storey Car Park	389350, 389790	Classified count	10/07/18

Station passenger surveys per community area

Table 4-23: Train station passenger survey schedule

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
8768/Stockport/S1	Stockport Station – Platform 2	389300, 389895	Passenger interview	09/07/18 - 13/07/18
8768/Stockport/S2	Stockport Station – Platform 3	389300, 389895	Passenger interview	09/07/18 - 13/07/18

Road traffic accident location maps per community area

Figure 4-41: Road traffic accident location map in the Davenport Green to Ardwick area – Map 1 of 3

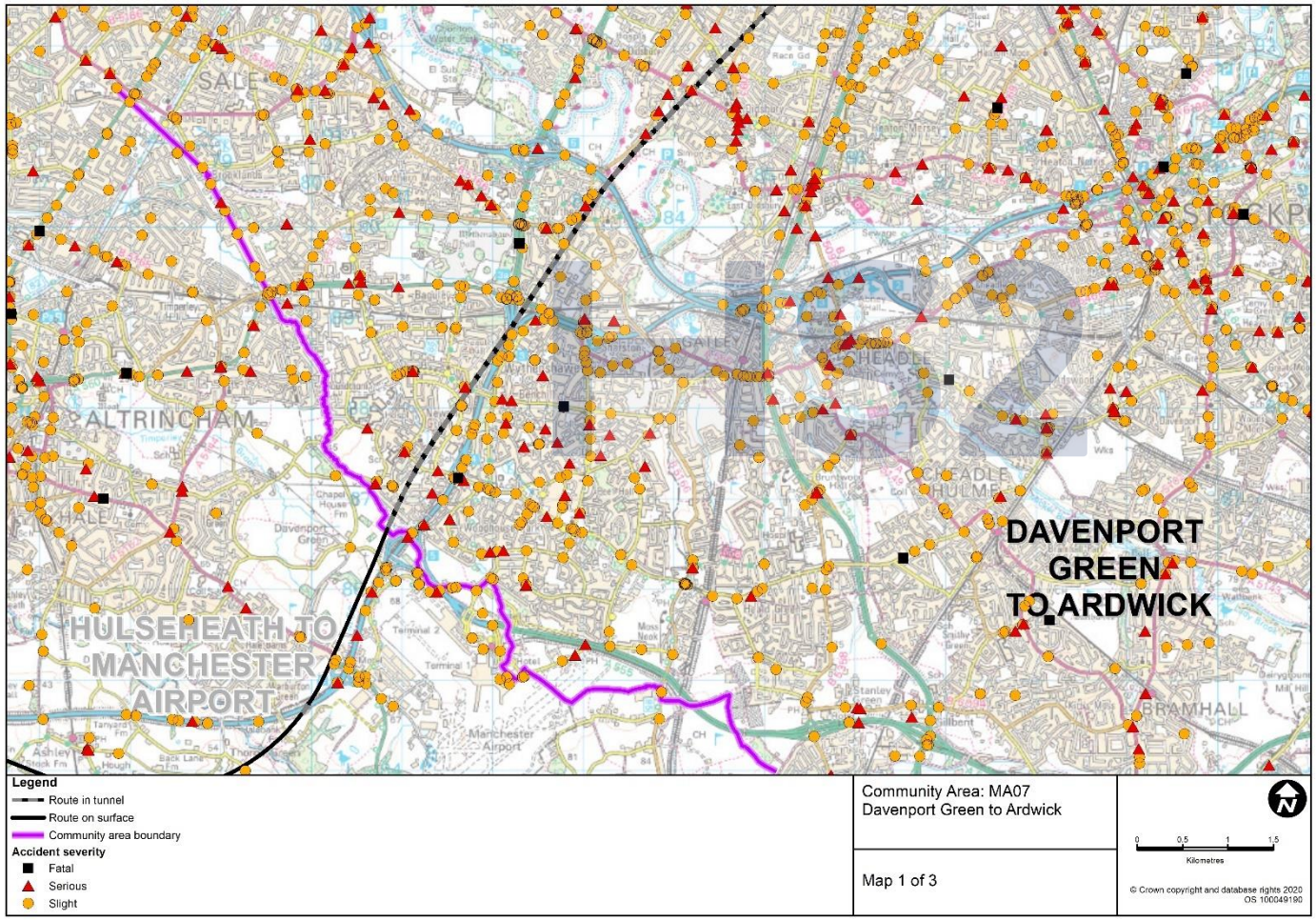


Figure 4-42: Road traffic accident location map in the Davenport Green to Ardwick area – Map 2 of 3

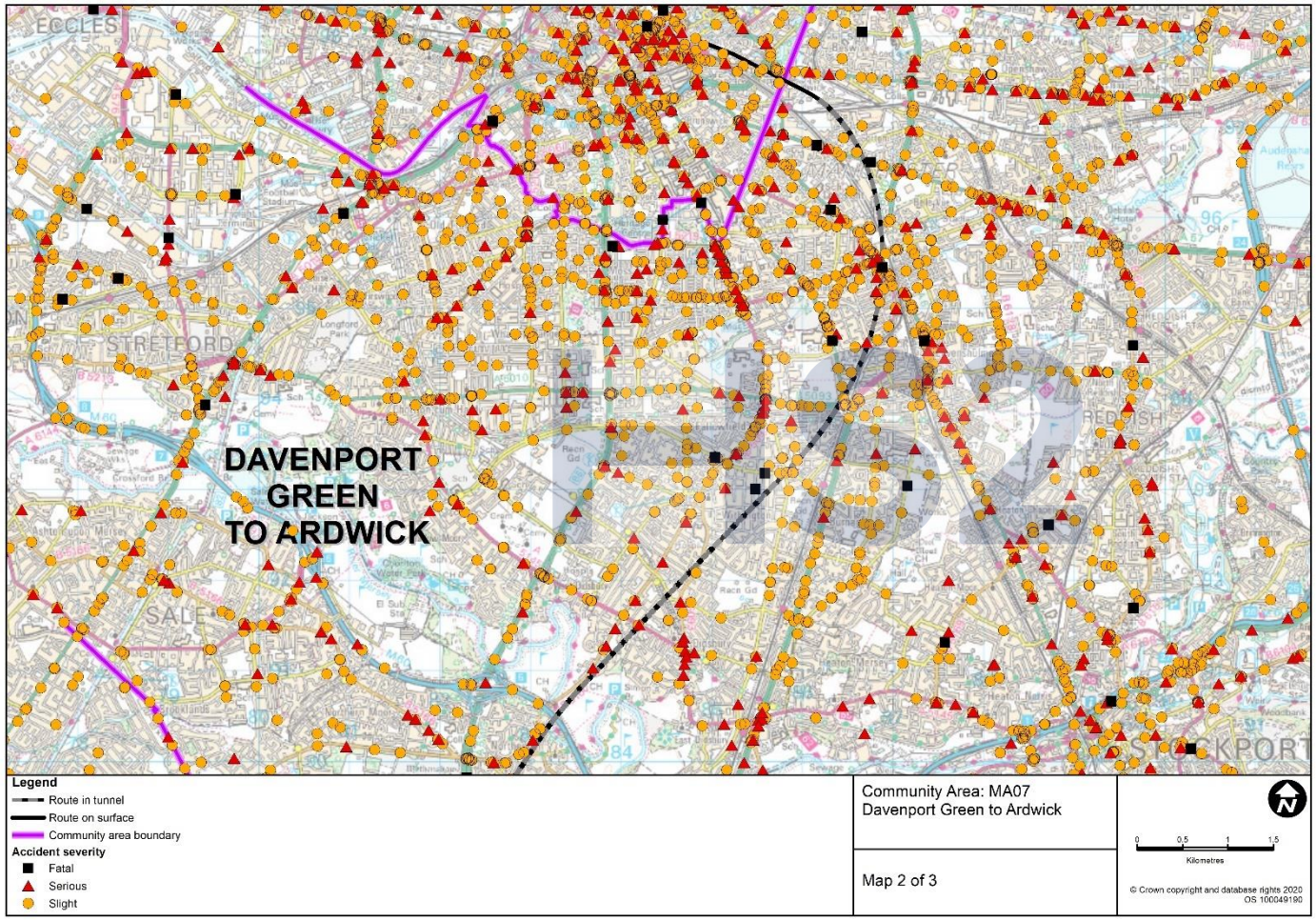
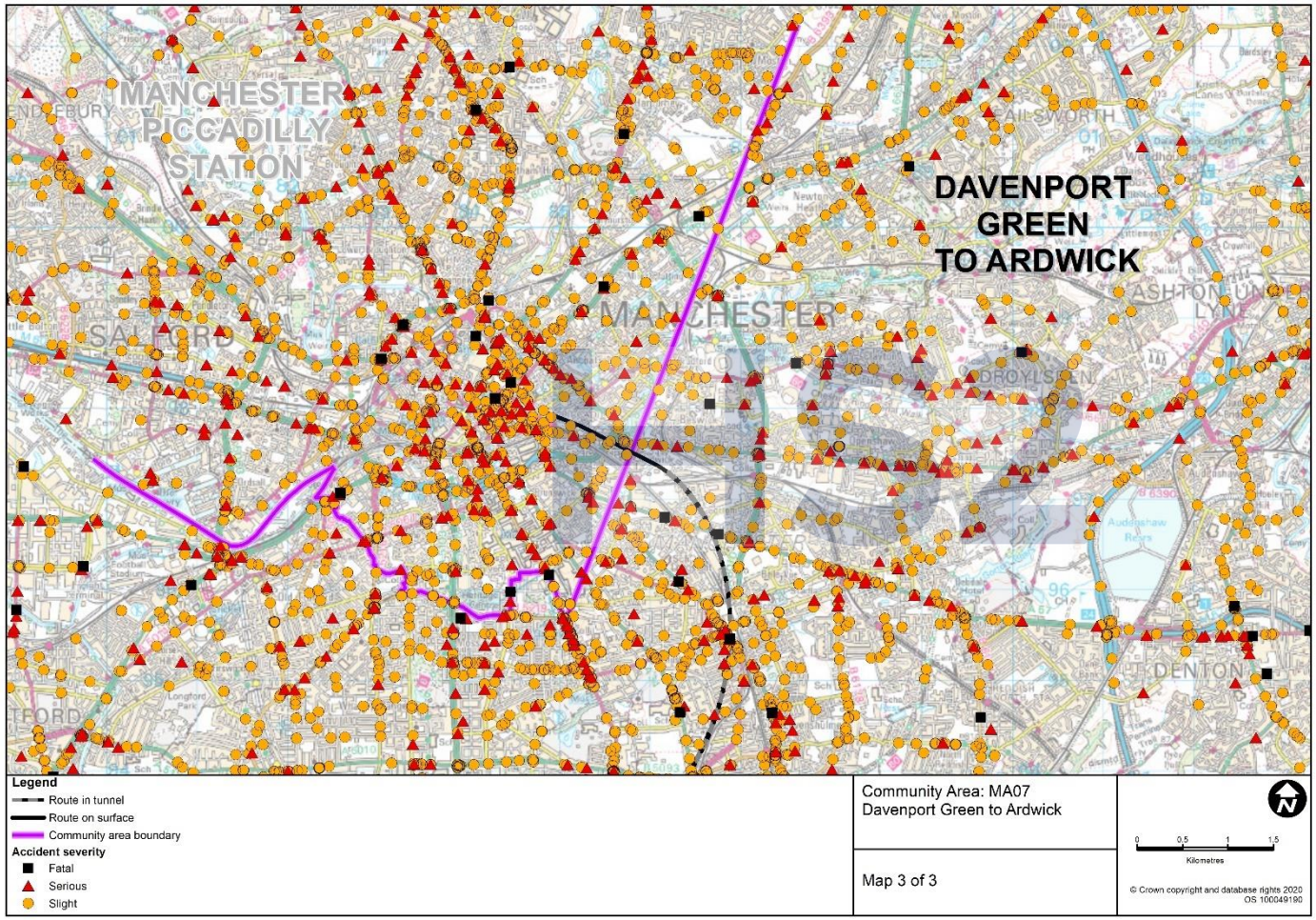


Figure 4-43: Road traffic accident location map in the Davenport Green to Ardwick area – Map 3 of 3



Appendix H: MA08 Manchester Piccadilly Station area traffic and transport survey information

Traffic survey schedules and location maps per community area

4.7.31 Link flow surveys were undertaken in June 2017 and July 2018 in the MA08 CA. The locations of the surveys are set out in Table and presented in Figure 4-44.

4.7.32 Junction flow surveys were undertaken in May 2016, June 2017 and November 2017 in the MA08 CA. The locations of the surveys are set out in Table and presented in Figure 4-45 and Figure 4-46.

4.7.33 Non-motorised user surveys were undertaken in May 2016 in the MA08 CA. The locations of the surveys and their recorded daily usage are set out in Table 4-26.

4.7.34 Parking surveys and station passenger surveys were undertaken in July 2018 at Manchester Piccadilly Station in the MA08 CA. The locations of the surveys are set out in Table 4-27 and Table , respectively.

4.7.35 Accident data for the MA08 CA is presented in Figure 4-47 and Figure 4-48.

Table 4-24: Link flow counts survey schedule

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
ATC_26_02	A6 Ardwick Green South (between Brunswick Street and Hamsell Road)	385193, 397177	ATC	19/06/17 - 02/07/17
ATC_26_07	Helmet Street (between St Andrew's Street and A665 Great Ancoats Street)	385440, 397820	ATC	19/06/17 - 02/07/17
ATC_26_10	St Andrew's Street (between Adair Street and B6469 Fairfield Street)	385262, 397823	ATC	19/06/17 - 02/07/17
ATC_26_05	Adair Street (between St Andre's Street and Sheffield Street)	385342, 398013	ATC	19/06/17 - 02/07/17
ATC_26_04	Chapeltown Street (between Fair Street and A665 Great Ancoats Street)	385552, 397834	ATC	19/06/17 - 02/07/17
ATC_26_03	Boad Street (between Store Street and Baird Street)	384853, 397998	ATC	19/06/17 - 02/07/17
ATC_26_06	A665 Great Ancoats Street (between Great Street and Adair Street)	385424, 398005	ATC	19/06/17 - 02/07/17
ATC_MANCU_1	A635 Mancunian Way (between Union Street and Hoyle Street)	385448, 397537	ATC	28/06/18 - 04/07/18
ATC_FS_1	B6469 Fairfield Street (between Elbe Street and Coronation Square)	385419, 397669	ATC	28/06/18 - 04/07/18

Table 4-25: Junction counts, pedestrian counts and queue length survey schedule

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
ANPR-C	A635 Mancunian Way (between Hoyle Street and A635 Fairfield Street)	385396, 397471	ANPR	20/06/17 - 21/06/17
ANPR-D	B6469 Fairfield Street (between A635 Mancunian Way and St Andrew's Street	385404, 397674	ANPR	20/06/17 - 21/06/17
ANPR-E	A665 Great Ancoats Street (between Palmerston Street and Every Street)	385619, 397913	ANPR	20/06/17 - 21/06/17
MCC_26_02	A6 Ardwick Green South/A6 Stockport Road/A57 Hyde Road	385310, 397080	MCC, QL, PC	20/06/17 - 21/06/17
MCC_26_03	A6 London Road/Travis Street	384825, 397638	MCC, QL, PC	20/06/17 - 21/06/17
MCC_26_04	Baring Street/Travis Street	384933, 397714	MCC, QL, PC	20/06/17 - 21/06/17
MCC_26_05	A6 London Road/B6469 Fairfield Street	384743, 397775	MCC, QL, PC	20/06/17 - 21/06/17
MCC_26_06	A6 London Road/Store Street	384694, 397914	MCC, QL, PC	20/06/17 - 21/06/17
MCC_26_07	Store Street/Sparkle Street	384901, 398044	QL, PC	20/06/17 - 21/06/17
MCC_26_08	A665 Great Ancoats Street/Old Mill Street/Store Street	385201, 398251	QL, PC	20/06/17 - 21/06/17
MCC2_10_08	A580 East Lancashire Road/A577 Mosley Common Road	371985, 401127	MCC, PC	29/11/17 - 30/11/17
MCC2_10_09	A580 East Lancashire Road/B5232 Newearth Road/Ellenbrook Road	372906, 401318	MCC, PC	29/11/17 - 30/11/17
MA08-3256-1	Station Approach and Piccadilly Place Bridge	384693, 397914	PC	18/05/16-22/05/16
MA08-3256-2	Manchester Piccadilly Entrance/Car Park Entrance/Fairfield Entrance/SSCP Entrance/London Road Entrance/Metro Link Entrance/Fairfield St Lift Entrance/Square One Access Entrance	384738, 397926	PC	18/05/16-22/05/16
MA08-3256-3	London Road/A6/Fairfield Street	384825, 397640	PC	18/05/16-22/05/16

Figure 4-44: Link flow counts survey location map in the Manchester Piccadilly Station area

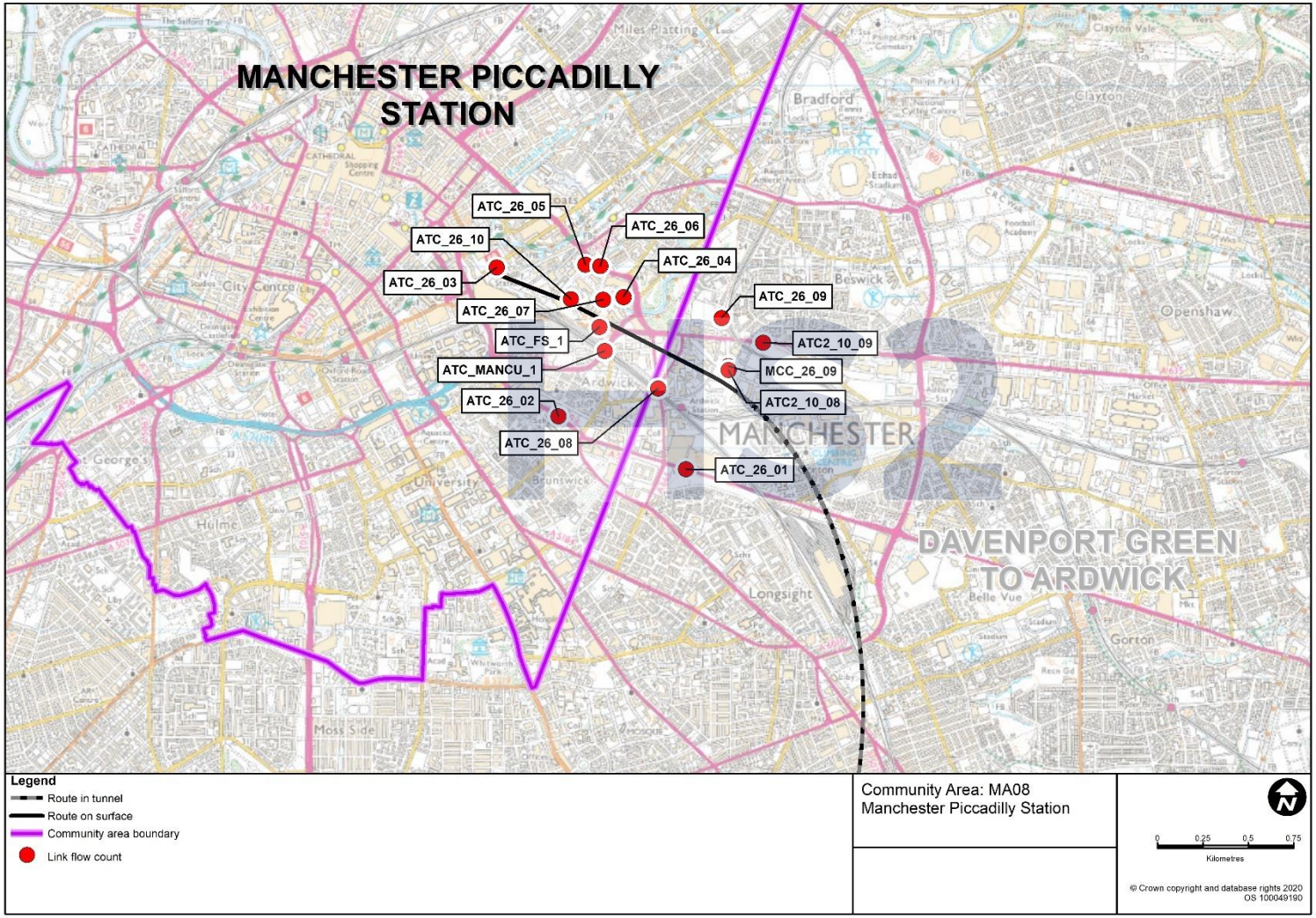


Figure 4-45: Junction counts, pedestrian counts and queue length survey location map in the Manchester Piccadilly Station area – Map 1 of 2

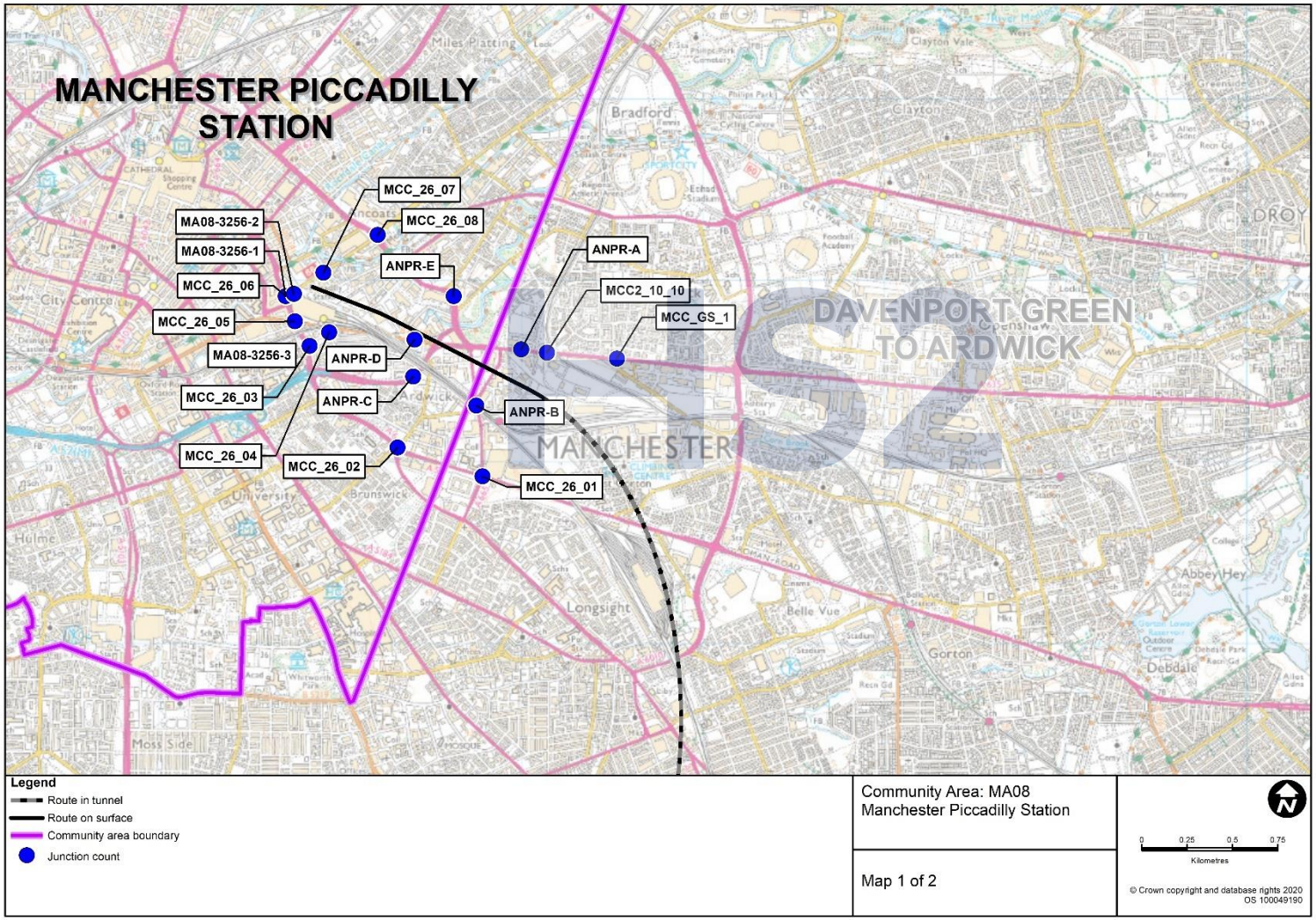
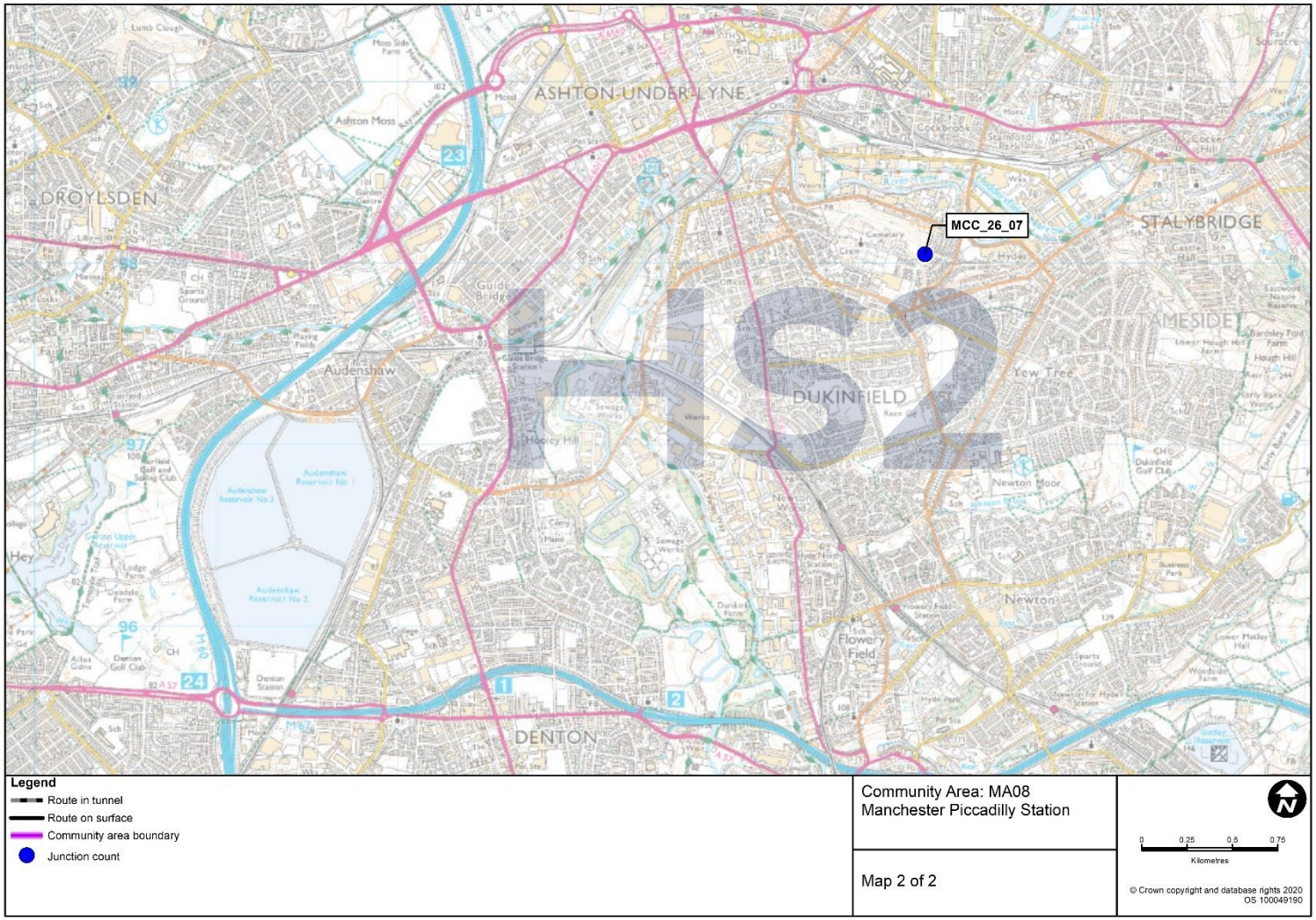


Figure 4-46: Junction counts, pedestrian counts and queue length survey location map in the Manchester Piccadilly Station area – Map 2 of 2



Non-motorised user survey schedules per community area

Table 4-26: Non-motorised users surveys in the Manchester Piccadilly Station area

Unique reference	PRoW or road name	Status	Route description	Daily usage (07:00–10:00 and 16:00–19:00)	Survey date
3256-TAD Manchester Piccadilly/1	Metroshuttle bus stops	Bus stops	Boarding and alighting at Metroshuttle bus stops along Station Approach	1,740	18/05/16 - 22/05/16
3256-TAD Manchester Piccadilly/2	Station Approach	Footway	Pedestrian counts along Station Approach	32,559	18/05/16 - 22/05/16
3256-TAD Manchester Piccadilly/3	Piccadilly Place Bridge	Footway	Pedestrian counts along Piccadilly Place Bridge.	12,364	18/05/16 - 22/05/16
3256-TAD Manchester Piccadilly/4	Station Entry and Exit	Footway	Pedestrian counts undertaken at main Piccadilly entrance	49,596	18/05/16 - 22/05/16
3256-TAD Manchester Piccadilly/5	Station Entry and Exit	Access/Egress	Pedestrian counts undertaken at car park entrance	5,950	18/05/16 - 22/05/16
3256-TAD Manchester Piccadilly/6	Station Entry and Exit	Access/Egress	Pedestrian counts undertaken at Fairfield Street entrance	13,654	18/05/16 - 22/05/16
3256-TAD Manchester Piccadilly/7	Station Entry and Exit	Access/Egress	Pedestrian counts undertaken at short stay car park entrance	5,227	18/05/16 - 22/05/16
3256-TAD Manchester Piccadilly/8	Station Entry and Exit	Access/Egress	Pedestrian counts undertaken at London Road entrance	1,746	18/05/16 - 22/05/16

Unique reference	PRoW or road name	Status	Route description	Daily usage (07:00–10:00 and 16:00–19:00)	Survey date
3256-TAD Manchester Piccadilly/9	Station Entry and Exit	Access/Egress	Pedestrian counts undertaken at Metrolink entrance	1,667	18/05/16 - 22/05/16
3256-TAD Manchester Piccadilly/10	Station Entry and Exit	Access/Egress	Pedestrian counts undertaken at Fairfield Street lift entrance	776	18/05/16 - 22/05/16
3256-TAD Manchester Piccadilly/11	Station Entry and Exit	Access/Egress	Pedestrian counts undertaken at Square One access	733	18/05/16 - 22/05/16
3256-TAD Manchester Piccadilly/12	A6 Whitworth Street	Footway	Pavement along the A6 Whitworth Street (east of junction with Minshull Street South)	1,885	18/05/16 - 22/05/16
3256-TAD Manchester Piccadilly/13	A6 London Road	Footway	Pavement along the A6 London Road (south of junction with Store Street)	2,816	18/05/16 - 22/05/16
3256-TAD Manchester Piccadilly/14	A6 London Road	Footway	Pavement along the A6 London Road (north of junction with the B6469 Fairfield Street)	2,370	18/05/16 - 22/05/16
3256-TAD Manchester Piccadilly/15	B6469 Fairfield Street	Footway	Pavement along the B6469 Fairfield Street (west of junction with the A6 London Road)	4,738	18/05/16 - 22/05/16
3256-TAD Manchester Piccadilly/16	B6469 Fairfield Street	Footway	Pavement along the B6469 Fairfield Street (east of junction with the A6 London Road)	2,932	18/05/16 - 22/05/16
3256-TAD Manchester Piccadilly/17	A6 London Road	Footway	Pavement along the A6 London Road (south of junction with the B6469 Fairfield Street)	5,299	18/05/16 - 22/05/16

Parking surveys per community area

Table 4-27: Parking survey schedule

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
8768/Manchester/P1	Sheffield Street Car Park	385110, 397935	Classified count	03/07/18
8768/Manchester/P2	Store Street Car Park	384850, 398067	Classified count	03/07/18
8768/Manchester/P3	Boad Street (Manchester Piccadilly Long Stay) Car Park	384910, 397940	Classified count	03/07/18

Station passenger surveys per community area

Table 4-28: Station passenger survey schedule

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
8768/Manchester/S1	Manchester Piccadilly Station - Platform 6	384845, 397819	Boarding/alighting passenger survey	03/07/18
8768/Manchester/S2	Manchester Piccadilly Station - Platform 7	384845, 397819	Boarding/alighting passenger survey	03/07/18
8768/Manchester/S3	Manchester Piccadilly Station - Platform 6	384845, 397819	Passenger interview	03/07/18
8768/Manchester/S4	Manchester Piccadilly Station - Platform 7	384845, 397819	Passenger interview	03/07/18

Road traffic accident location maps per community area

Figure 4-47: Road traffic accident location map in the Manchester Piccadilly Station area – Map 1 of 2

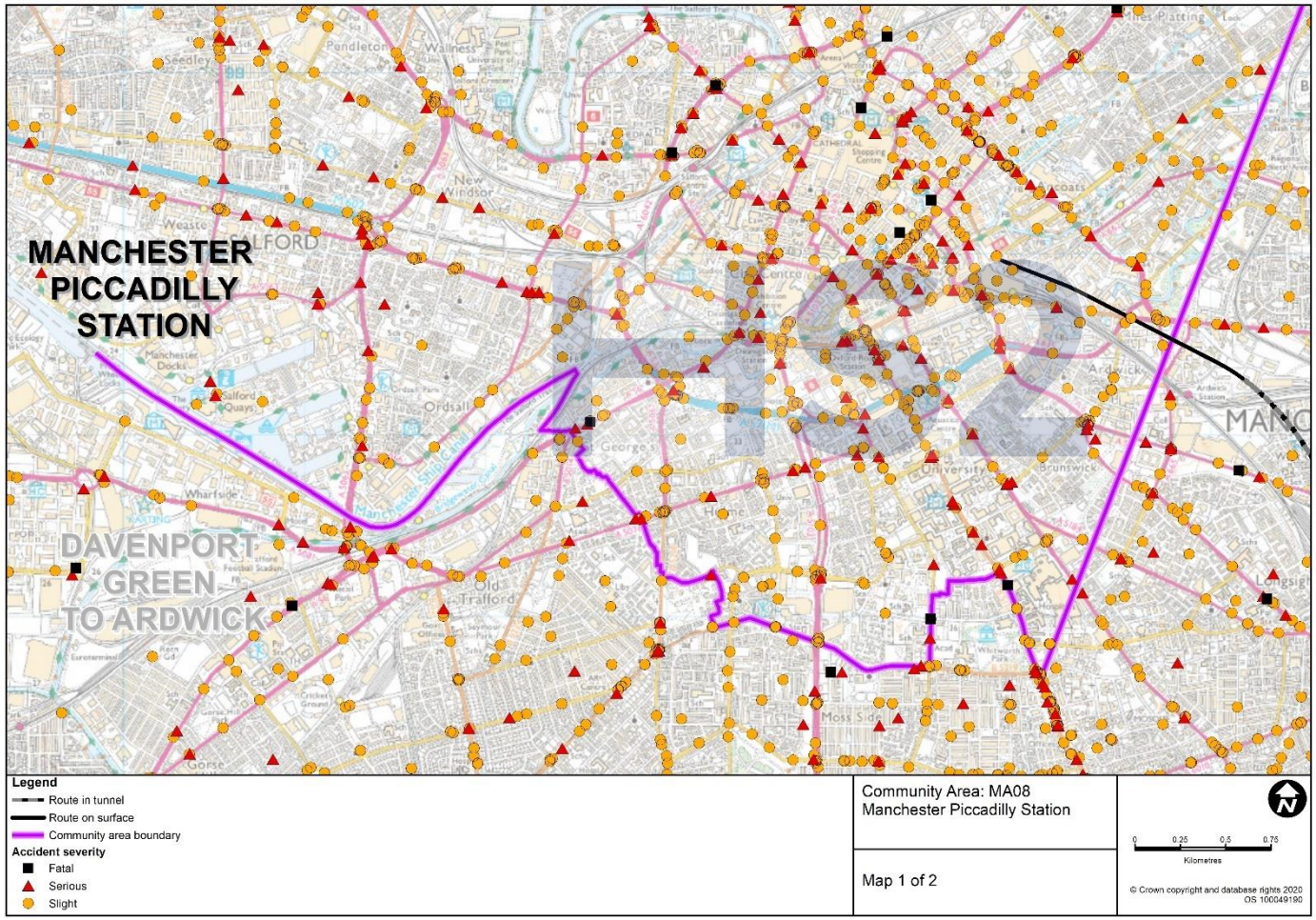
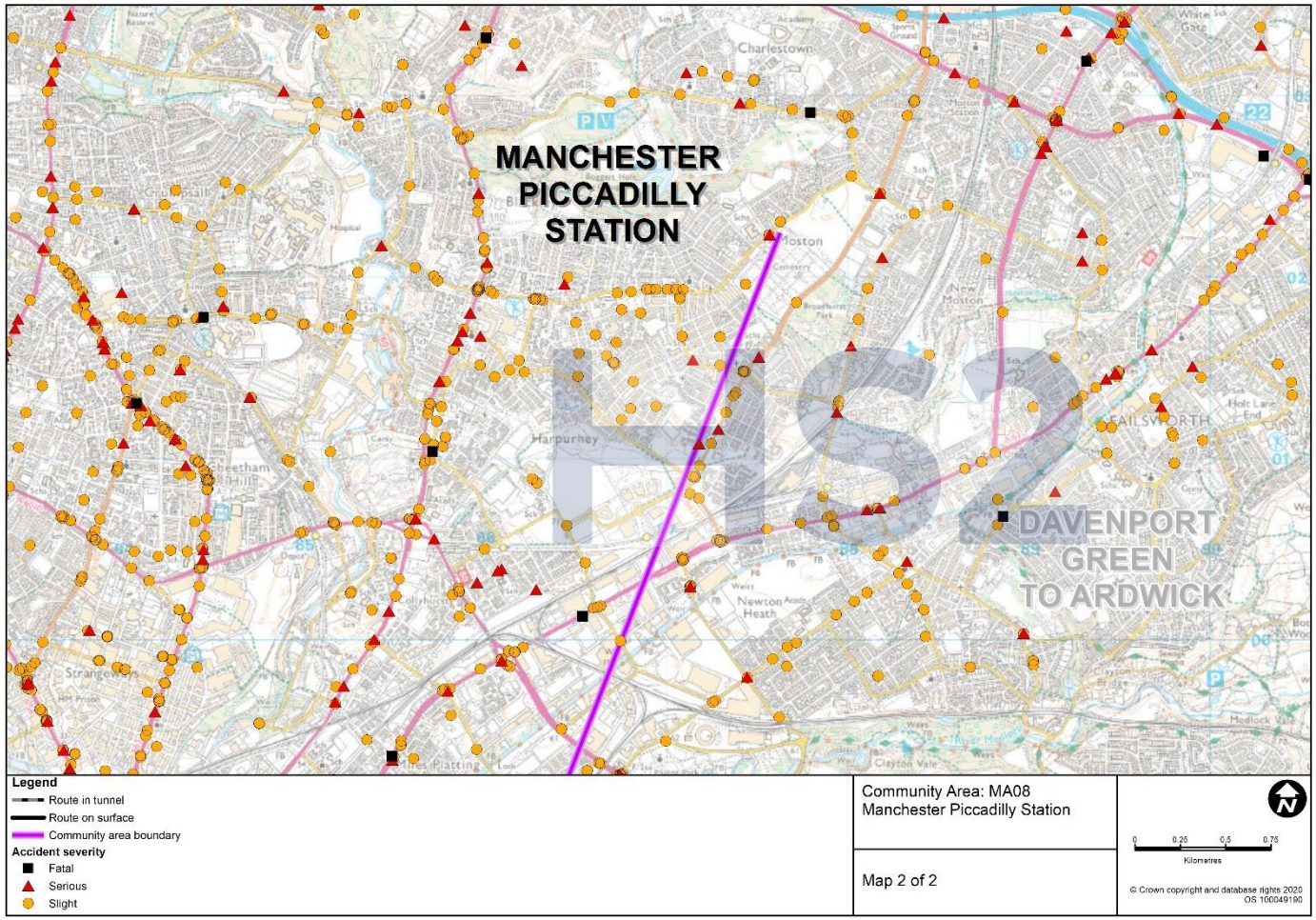


Figure 4-48: Road traffic accident location map in the Manchester Piccadilly Station area – Map 2 of 2



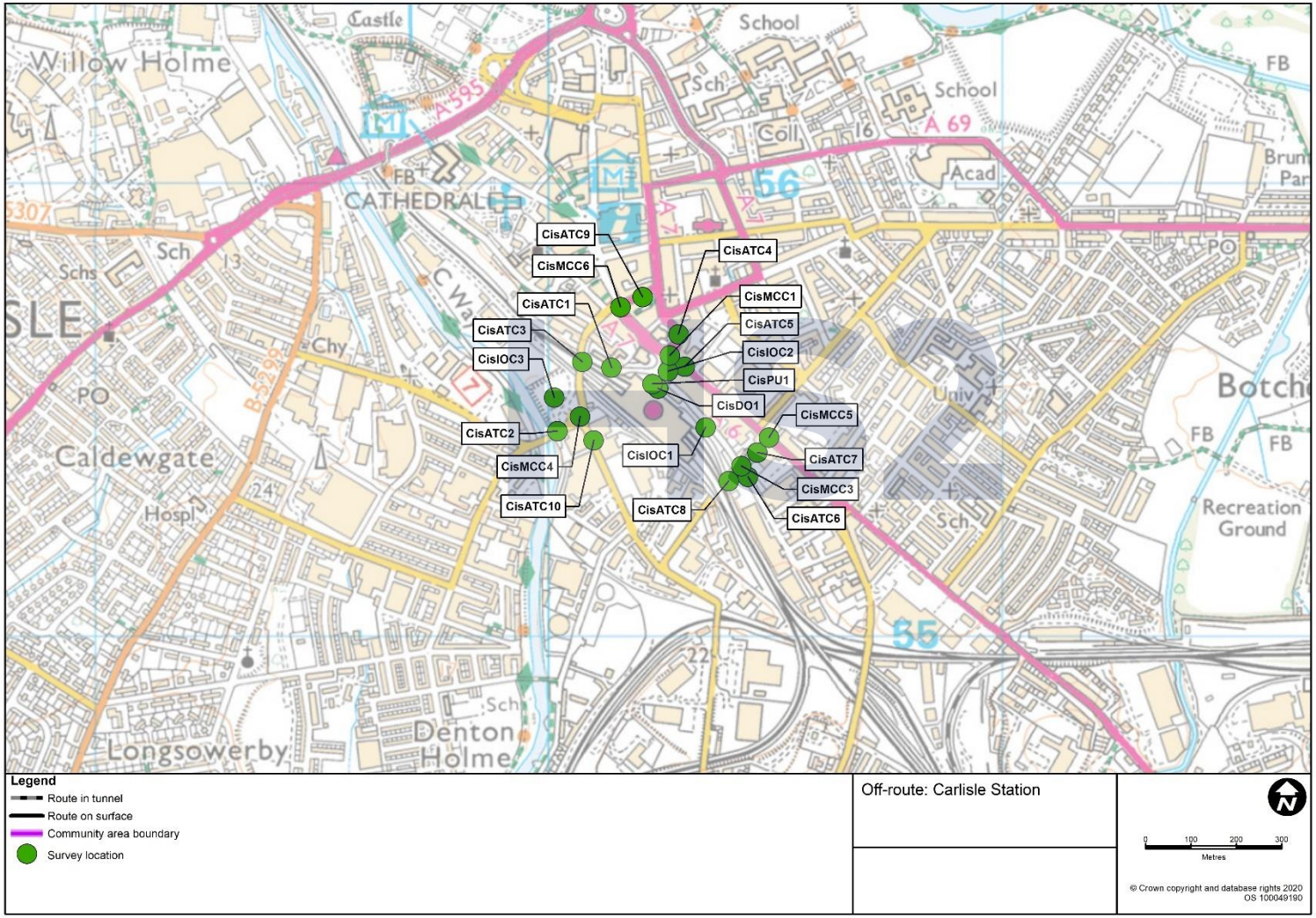
Appendix I: Off-route station surveys

Carlisle off-route station surveys

Table 4-29: Survey schedule – Carlisle off-route station surveys

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
CisATC1	Carlisle	340138, 555592	ATC	02/07/19 – 08/07/19
CisATC10	Carlisle	340099, 555432	ATC	02/07/19 – 08/07/19
CisATC2	Carlisle	340019, 555452	ATC	02/07/19 – 08/07/19
CisATC3	Carlisle	340074, 555605	ATC	02/07/19 – 08/07/19
CisATC4	Carlisle	340286, 555666	ATC	02/07/19 – 08/07/19
CisATC5	Carlisle	340300, 555594	ATC	02/07/19 – 08/07/19
CisATC6	Carlisle	340439, 555351	ATC	02/07/19 – 08/07/19
CisATC7	Carlisle	340460, 555405	ATC	02/07/19 – 08/07/19
CisATC8	Carlisle	340397, 55534	ATC	02/07/2019 – 08/07/19
CisATC9	Carlisle	340207, 555748	ATC	02/07/19 – 08/07/19
CisDO1	Carlisle	340241, 555546	Drop-off	03/07/19
CisIOC1	Carlisle	340346, 555460	Car park	03/07/19
CisIOC2	Carlisle	340263, 555584	Car park	03/07/19
CisIOC3	Carlisle	340012, 555526	Car park	03/07/19
CisMCC1	Carlisle	340267, 555619	MCTC	03/07/19
CisMCC3	Carlisle	340425, 555375	MCTC	03/07/19
CisMCC4	Carlisle	340069, 555484	MCTC	03/07/19
CisMCC5	Carlisle	340486, 555438	MCTC	03/07/19
CisMCC6	Carlisle	340158, 555726	MCTC	03/07/19
CisPU1	Carlisle	340229, 555556	Pick-up	03/07/19

Figure 4-49: Carlisle off-route station survey locations

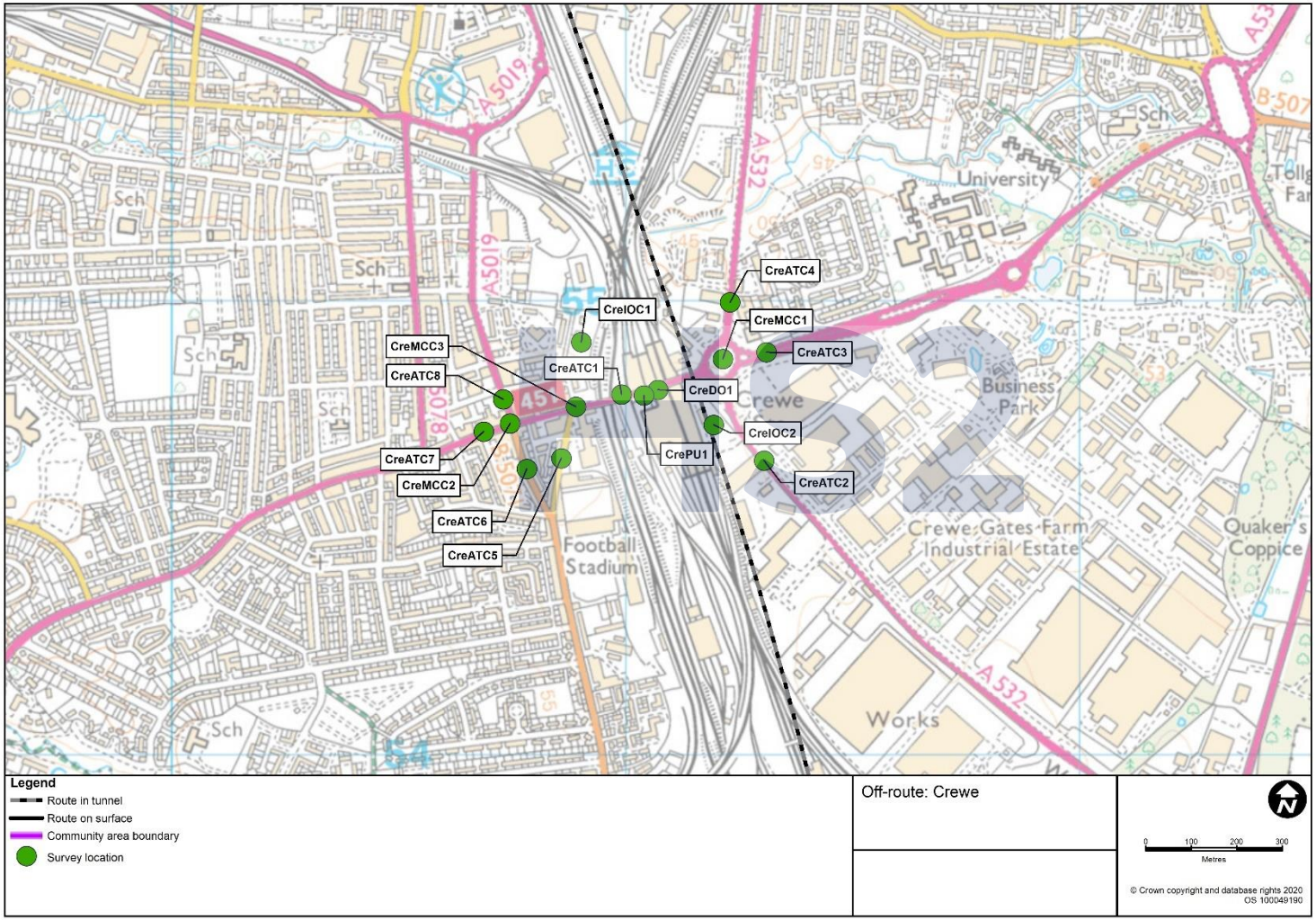


Crewe off-route station surveys

Table 4-30: Survey schedule – Crewe off-route station surveys

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
CreATC1	Crewe	370991, 354793	ATC	12/6/17 - 18/6/17
CreATC2	Crewe	371305, 354647	ATC	12/6/17 - 18/6/17
CreATC3	Crewe	371310, 354886	ATC	12/6/17 - 18/6/17
CreATC4	Crewe	371230, 354996	ATC	12/6/17 - 18/6/17
CreATC5	Crewe	370858, 354652	ATC	12/6/17 - 18/6/17
CreATC6	Crewe	370782, 354629	ATC	12/6/17 - 18/6/17
CreATC7	Crewe	370687, 354711	ATC	12/6/17 - 18/6/17
CreATC8	Crewe	370730, 354782	ATC	12/6/17 - 18/6/17
CreDO1	Crewe	371071, 354803	Drop-off	12 to 13/6/17 and 20 to 22/6/18
CreIOC1	Crewe	370902, 354908	Car park	13/6/17-17/6/17
CreIOC2	Crewe	371194, 354726	Car park	13/6/17-17/6/17
CreMCC1	Crewe	371214, 354871	MCTC	13 to 15/6/17 and 20 to 21/6/17
CreMCC2	Crewe	370745, 354729	MCTC	13 to 15/6/17 and 20 to 21/6/17
CreMCC3	Crewe	370890, 354766	MCTC	13 to 15/6/17 and 20 to 21/6/17
CrePU1	Crewe	371040, 354791	Pick-up	12 to13/6/17-20 to 22/6/18

Figure 4-50: Crewe off-route station survey locations

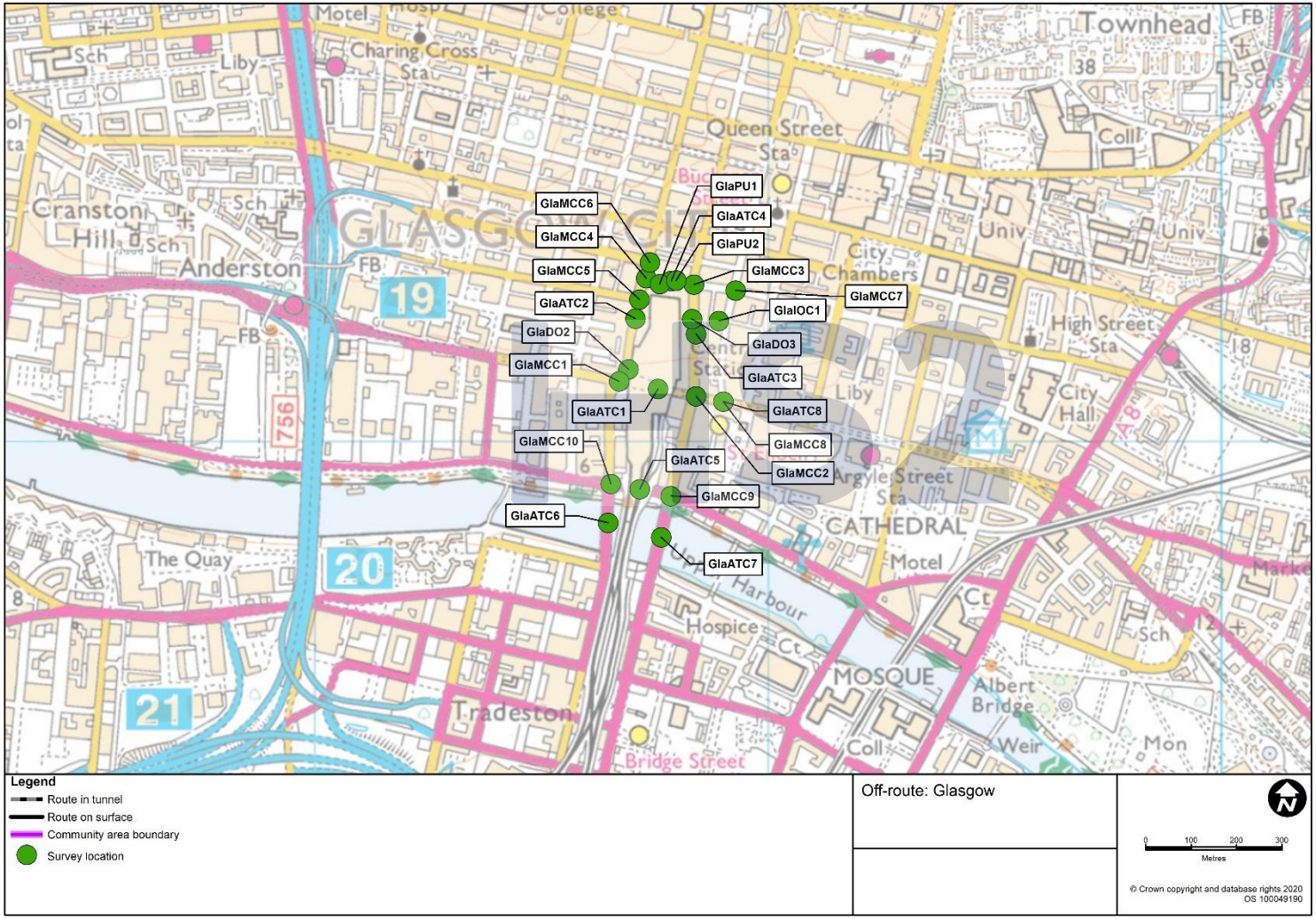


Glasgow central off-route station

Table 4-31: Survey schedule – Glasgow off-route station surveys

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
GlaATC1	Glasgow Central	258757, 665115	ATC	18/05/19 – 24/05/19
GlaATC2	Glasgow Central	258707, 665270	ATC	18/05/19 – 24/05/19
GlaATC3	Glasgow Central	258841, 665236	ATC	18/05/19 – 24/05/19
GlaATC4	Glasgow Central	258786, 665353	ATC	18/05/19 – 24/05/19
GlaATC5	Glasgow Central	258717, 664894	ATC	18/05/19 – 24/05/19
GlaATC6	Glasgow Central	258647, 664820	ATC	18/05/19 – 24/05/19
GlaATC7	Glasgow Central	258764, 664788	ATC	18/05/19 – 24/05/19
GlaATC8	Glasgow Central	258901, 665087	ATC	18/05/19 – 24/05/19
GlaDO2	Glasgow Central	258692, 665158	Drop-off	21/05/19
GlaDO3	Glasgow Central	258832, 665269	Drop-off	21/05/19
GlaIOC1	Glasgow Central	258891, 665265	Car park	21/05/19
GlaMCC1	Glasgow Central	258671, 665132	MCTC	21/05/19
GlaMCC10	Glasgow Central	258653, 664906	MCTC	21/05/19
GlaMCC2	Glasgow Central	258841, 665099	MCTC	21/05/19
GlaMCC3	Glasgow Central	258836, 665345	MCTC	21/05/19
GlaMCC4	Glasgow Central	258731, 665359	MCTC	21/05/19
GlaMCC5	Glasgow Central	258716, 665312	MCTC	21/05/19
GlaMCC6	Glasgow Central	258739, 665394	MCTC	21/05/19
GlaMCC7	Glasgow Central	258928, 665332	MCTC	21/05/19
GlaMCC8	Glasgow Central	258901, 665087	MCTC	21/05/19
GlaMCC9	Glasgow Central	258785, 664879	MCTC	21/05/19
GlaPU1	Glasgow Central	258761, 665346	Pick-up	21/05/19
GlaPU2	Glasgow Central	258797, 665354	Pick-up	21/05/19

Figure 4-51: Glasgow central off-route station survey locations

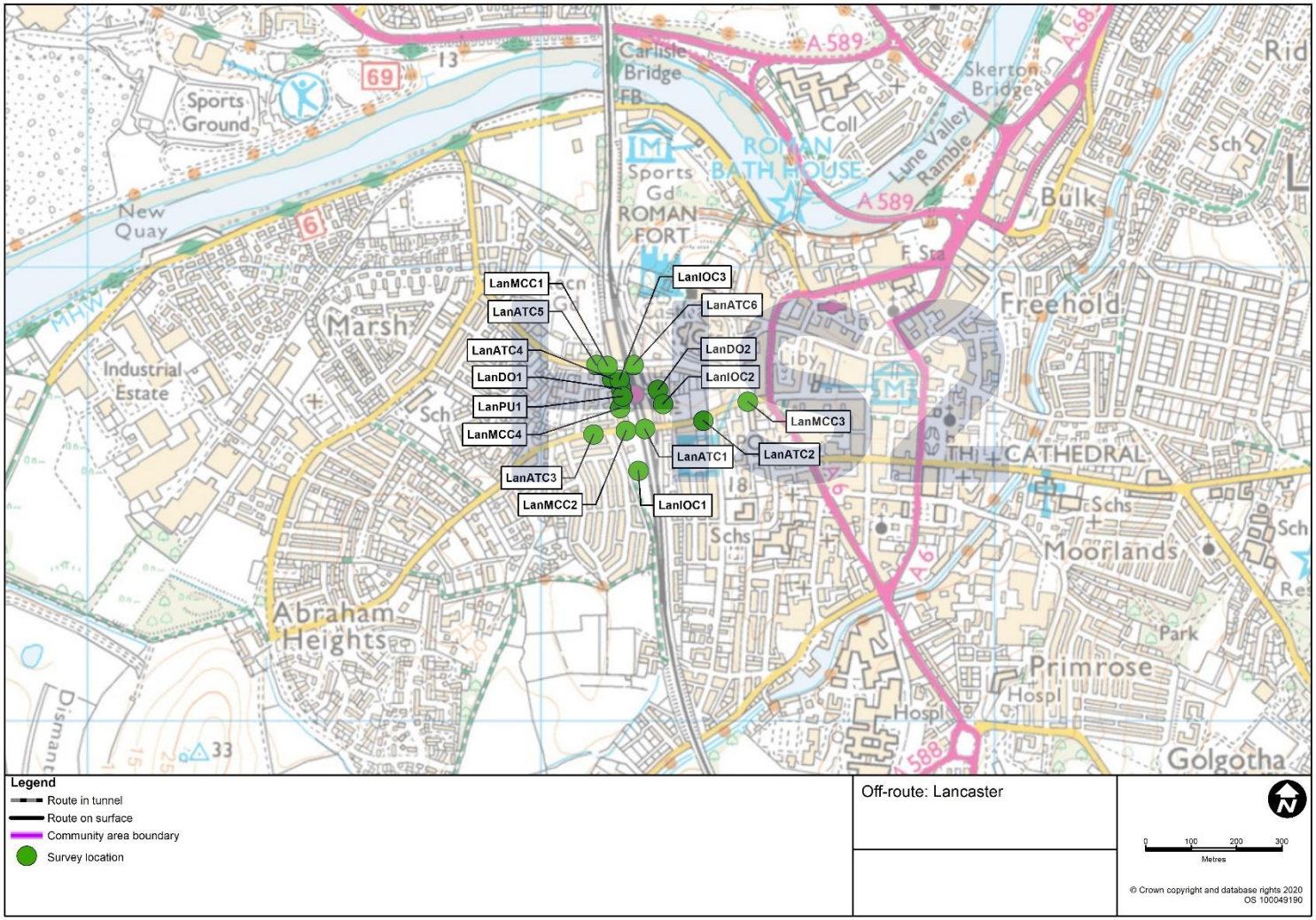


Lancaster off-route station

Table 4-32: Survey schedule – Lancaster off-route station surveys

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
LanATC1	Lancaster	347229, 461643	ATC	02/07/19 – 08/07/19
LanATC2	Lancaster	347358, 461661	ATC	02/07/19 – 08/07/19
LanATC3	Lancaster	347116, 461631	ATC	02/07/19 – 08/07/19
LanATC4	Lancaster	347157, 461753	ATC	02/07/19 – 08/07/19
LanATC5	Lancaster	347122, 461784	ATC	02/07/19 – 08/07/19
LanATC6	Lancaster	347204, 461784	ATC	02/07/19 – 08/07/19
LanDO1	Lancaster	347177, 461731	Drop-off	02/07/19
LanDO2	Lancaster	347258, 461729	Drop-off	02/07/19
LanIOC1	Lancaster	347215, 461551	Car park	02/07/19
LanIOC2	Lancaster	347269, 461698	Car park	02/07/19
LanIOC3	Lancaster	347173, 461752	Car park	02/07/19
LanMCC1	Lancaster	347147, 461782	MCTC	02/07/19
LanMCC2	Lancaster	347187, 461639	MCTC	02/07/19
LanMCC3	Lancaster	347456, 461703	MCTC	02/07/19
LanMCC4	Lancaster	347174, 461689	MCTC	02/07/19
LanPU1	Lancaster	347180, 461715	Pick-up	02/07/19

Figure 4-52: Lancaster off-route station survey locations

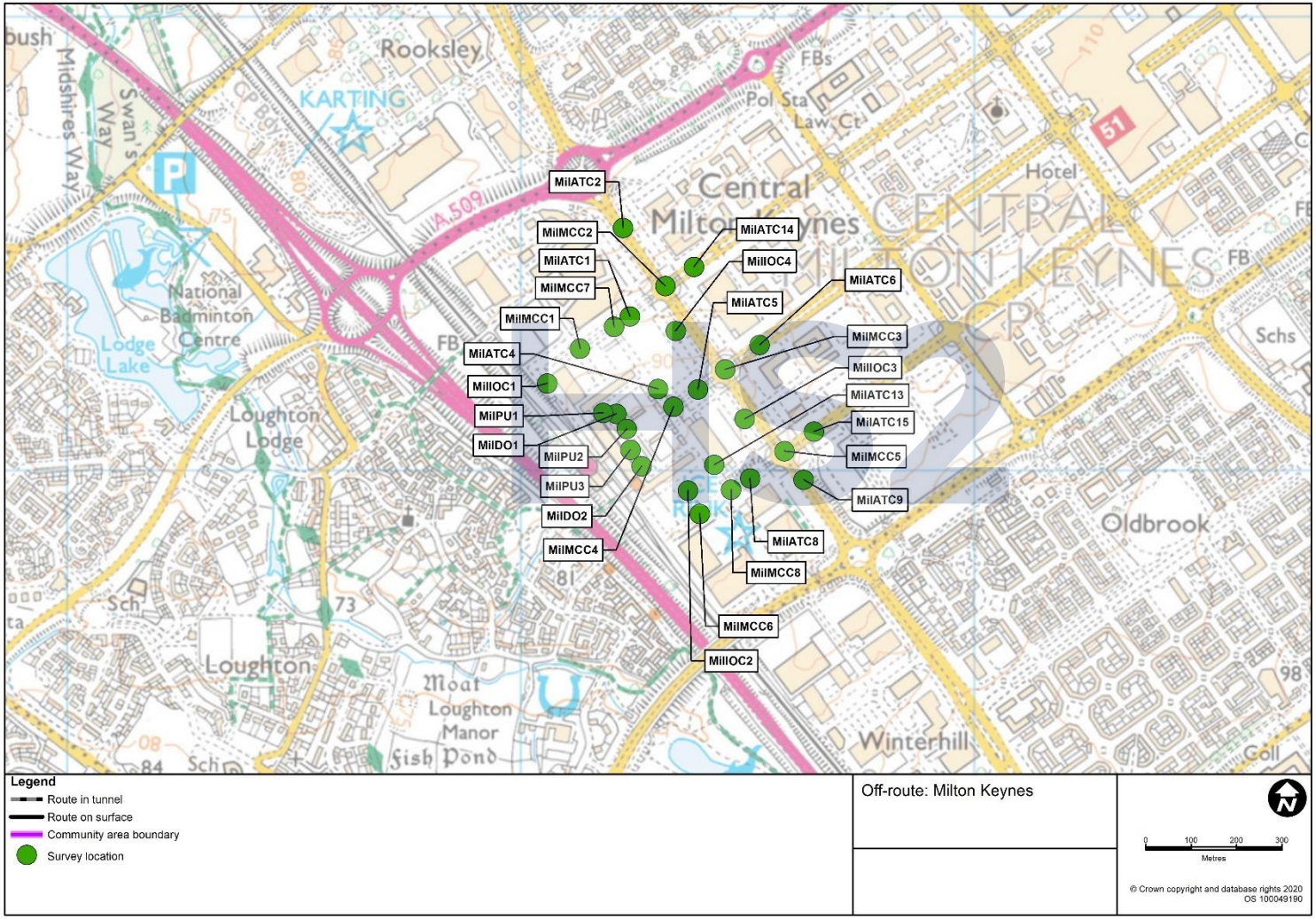


Milton Keynes central off-route station

Table 4-33: Survey schedule – Milton Keynes off-route station surveys

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
MilATC1	Milton Keynes Central	484241, 238339	ATC	19/03/19 – 25/03/19
MilATC13	Milton Keynes Central	484427, 238012	ATC	19/03/19 – 25/03/19
MilATC14	Milton Keynes Central	484382, 238448	ATC	19/03/19 – 25/03/19
MilATC15	Milton Keynes Central	484647, 238085	ATC	19/03/19 – 25/03/19
MilATC2	Milton Keynes Central	484226, 238534	ATC	19/03/19 – 25/03/19
MilATC4	Milton Keynes Central	484303, 238179	ATC	19/03/19 – 25/03/19
MilATC5	Milton Keynes Central	484391, 238178	ATC	19/03/19 – 25/03/19
MilATC6	Milton Keynes Central	484527, 238276	ATC	19/03/19 – 25/03/19
MilATC8	Milton Keynes Central	484506, 237982	ATC	19/03/19 – 25/03/19
MilATC9	Milton Keynes Central	484624, 237979	ATC	19/03/19 – 25/03/19
MilDO1	Milton Keynes Central	484211, 238124	Drop-off	19/03/19
MilDO2	Milton Keynes Central	484267, 238009	Drop-off	19/03/19
MilIOC1	Milton Keynes Central	484059, 238191	Car park	19/03/19
MilIOC2	Milton Keynes Central	484369, 237955	Car park	19/03/19
MilIOC3	Milton Keynes Central	484494, 238113	Car park	19/03/19
MilIOC4	Milton Keynes Central	484342, 238307	Car park	19/03/19
MilMCC1	Milton Keynes Central	484131, 238268	MCTC	19/03/19
MilMCC2	Milton Keynes Central	484319, 238406	MCTC	19/03/19
MilMCC3	Milton Keynes Central	484451, 238222	MCTC	19/03/19
MilMCC4	Milton Keynes Central	484337, 238140	MCTC	19/03/19
MilMCC5	Milton Keynes Central	484582, 238042	MCTC	19/03/19
MilMCC6	Milton Keynes Central	484395, 237904	MCTC	19/03/19
MilMCC7	Milton Keynes Central	484206, 238316	MCTC	19/03/19
MilMCC8	Milton Keynes Central	484464, 237957	MCTC	19/03/19
MilPU1	Milton Keynes Central	484182, 238126	Pick-up	19/03/19
MilPU2	Milton Keynes Central	484234, 238091	Pick-up	19/03/19
MilPU3	Milton Keynes Central	484242, 238045	Pick-up	19/03/19

Figure 4-53: Milton Keynes central off-route station survey locations

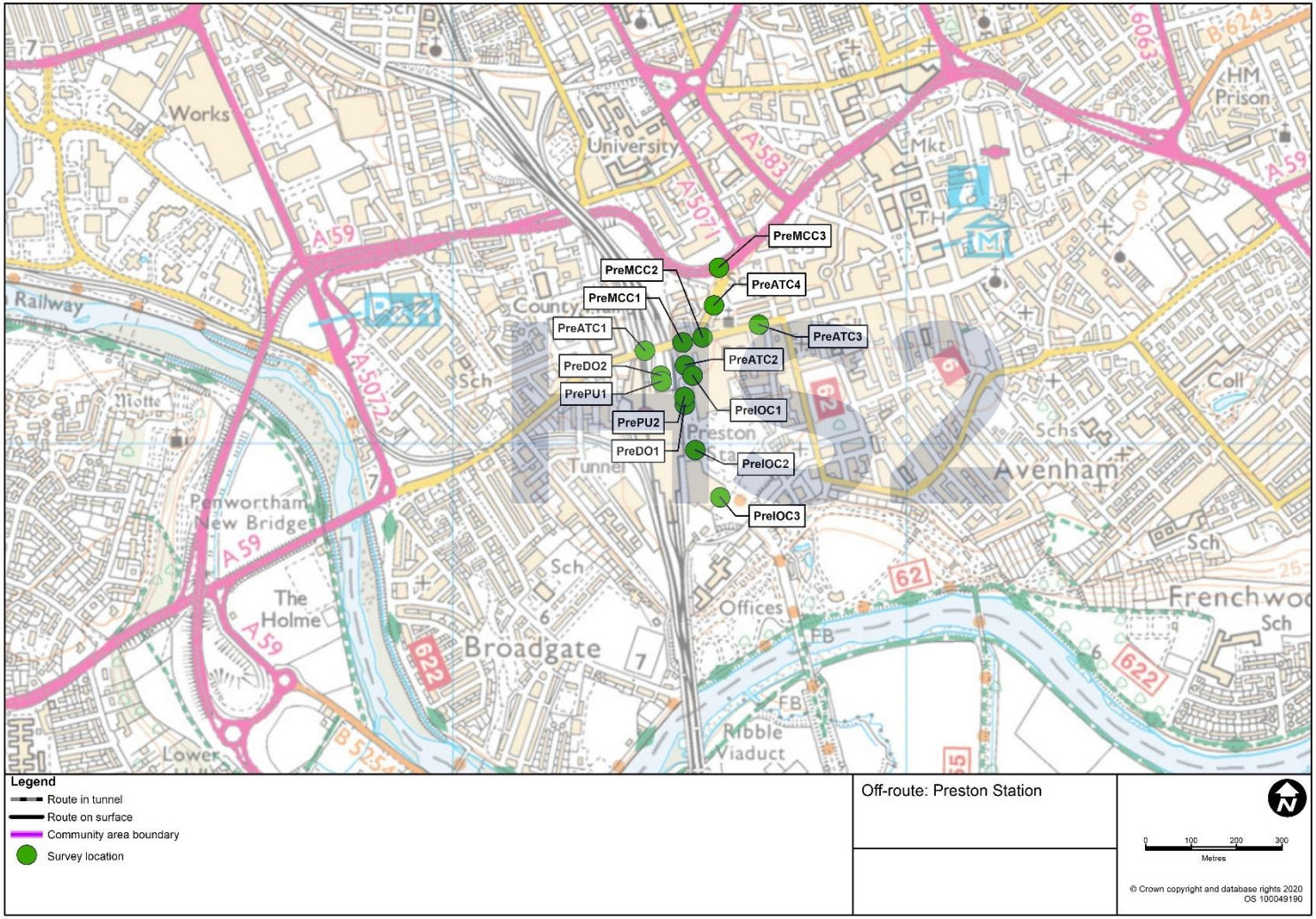


Preston (Lancs.) Off-Route Station

Table 4-34: Survey schedule – Preston off-route station surveys

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
PreATC1	Preston (Lancs.)	353424, 429204	ATC	02/07/19 – 08/07/19
PreATC2	Preston (Lancs.)	353512, 429172	ATC	02/07/19 – 08/07/19
PreATC3	Preston (Lancs.)	353675, 429261	ATC	02/07/19 – 08/07/19
PreATC4	Preston (Lancs.)	353576, 429304	ATC	02/07/19 – 08/07/19
PreDO1	Preston (Lancs.)	518711, 298865	Drop-off	02/07/19
PreDO2	Preston (Lancs.)	518736, 298769	Drop-off	02/07/19
PreIOC1	Preston (Lancs.)	353529, 429061	Car park	02/07/19
PreIOC2	Preston (Lancs.)	353535, 428985	Car park	02/07/19
PreIOC3	Preston (Lancs.)	353590, 428881	Car park	02/07/19
PreMCC1	Preston (Lancs.)	353507, 429222	MCTC	02/07/19
PreMCC2	Preston (Lancs.)	353551, 429233	MCTC	02/07/19
PreMCC3	Preston (Lancs.)	353587, 429387	MCTC	02/07/19
PrePU1	Preston (Lancs.)	353461, 429136	Pick-up	02/07/19
PrePU2	Preston (Lancs.)	353511, 429102	Pick-up	02/07/19

Figure 4-54: Preston off-route station survey locations



Appendix J: Preston off-route area traffic and transport survey information

Traffic survey schedules and location maps per community area

4.7.36 Link flow surveys and junction count surveys were undertaken in March 2019 and July 2019 in the Preston off-route area. The locations of the surveys are set out in Table and Table , respectively, and presented in Figure 4-55.

4.7.37 Accident data for the Preston off-route area is presented in Figure 4-56.

Table 4-35: Link flow counts survey schedule

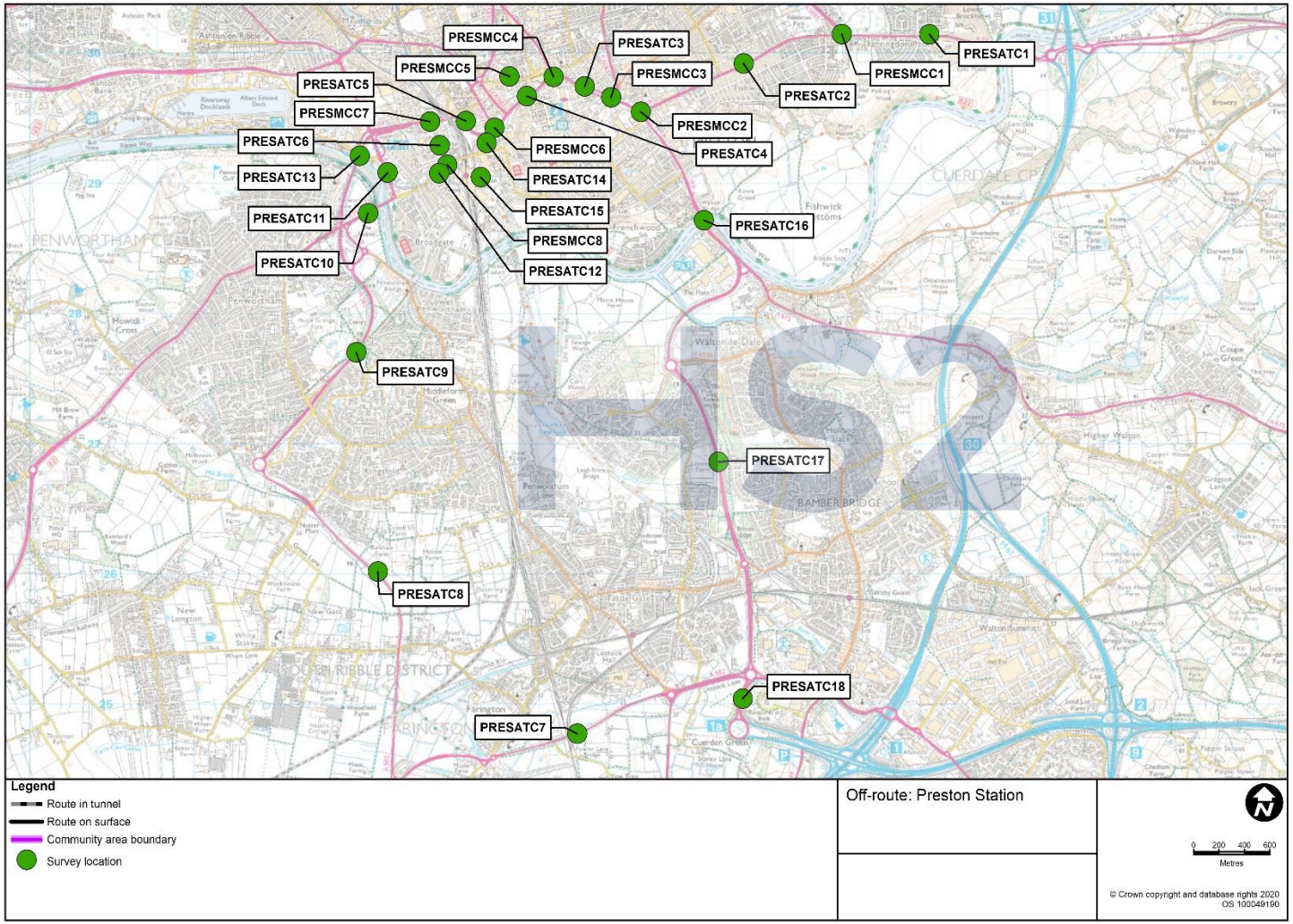
Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
PRESATC1	A59 Newhall Lane	357062, 430143	ATC	16/03/19 – 22/03/19
PRESATC2	A59 Newhall Lane	355602, 429920	ATC	16/03/19 – 22/03/19
PRESATC3	A59 Ringway	354354, 429744	ATC	16/03/19 – 22/03/19
PRESATC4	A59 Ringway	353898, 429670	ATC	16/03/19 – 22/03/19
PRESATC5	A59 Ringway	353419, 429477	ATC	16/03/19 – 22/03/19
PRESATC6	Bow Lane	353215, 429290	ATC	16/03/19 – 22/03/19
PRESATC7	A582 Between Fowler Avenue and the rail tracks	354295, 424775	ATC	03/07/19 – 10/07/19
PRESATC8	A582 Penwortham Way	352728, 426018	ATC	03/07/19 – 10/07/19
PRESATC9	A582 Golden Way	352558, 427702	ATC	03/07/19 – 10/07/19
PRESATC10	A59 Liverpool Road	352650, 428770	ATC	03/07/19 – 10/07/19
PRESATC11	A507 Strand Road	352804, 429083	ATC	03/07/19 – 10/07/19
PRESATC12	Fishergate Hill	353209, 429078	ATC	03/07/19 – 10/07/19
PRESATC13	A59 Ringway	352585, 429210	ATC	03/07/19 – 10/07/19
PRESATC14	Corporation Street	353582, 429310	ATC	03/07/19 – 10/07/19
PRESATC15	Butler Street	353536, 429048	ATC	03/07/19 – 10/07/19
PRESATC16	A6 London Road (at river crossing)	355290, 428716	ATC	03/07/19 – 10/07/19

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
PRESATC17	A6 London Way	355404, 426862	ATC	03/07/19 – 10/07/19
PRESATC18	Unnamed Road (between M65 and A582 roundabout)	355595, 425043	ATC	03/07/19 – 10/07/19

Table 4-36: Junction counts survey schedule

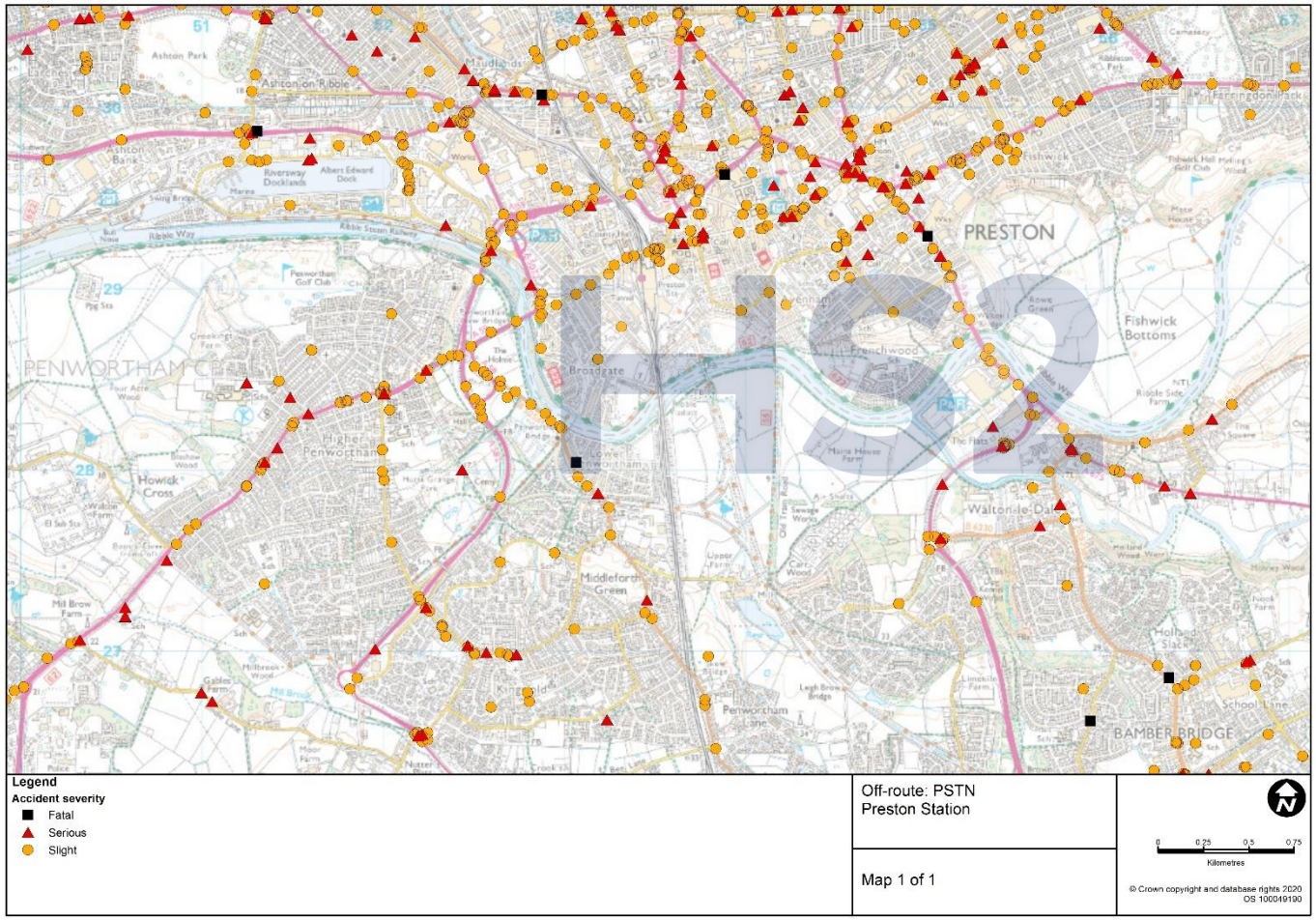
Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
PRESMCC1	A59 Newhall Lane/A5085	356374, 430145	MCC	19/03/19
PRESMCC2	A59 Newhall Lane/Ringway	354794, 429549	MCC	19/03/19
PRESMCC3	A59 Ring Way/A6063	354561, 429661	MCC	19/03/19
PRESMCC4	A59 Ringway/A6	354108, 429817	MCC	19/03/19
PRESMCC5	A59 Ringway/A583 Friargate	353762, 429820	MCC	19/03/19
PRESMCC6	A59 Ringway/A5071	353644, 429426	MCC	19/03/19
PRESMCC7	A59/Marsh Lane	353137, 429474	MCC	19/03/19
PRESMCC8	Bow Lane/Fishergate	353272, 429141	MCC	19/03/19

Figure 4-55: Link flow and junction counts survey location map in the Preston off-route area



Road traffic accident location maps per community area

Figure 4-56: Road traffic accident location map in the Preston off-route area



Appendix K: Annandale off-route area traffic and transport survey information

Traffic survey schedules and location maps per community area

4.7.38 Link flow surveys and junction count surveys were undertaken in November and December 2020 in the Annandale off-route area. The locations of the surveys are set out in Table and Table , respectively, and presented in Figure 4-57.

4.7.39 Non-motorised user surveys were undertaken in November 2020 in the Annandale off-route area. The locations of the surveys and the recorded daily usage of PRoW are set out in Table 4-39Table .

4.7.40 Accident data for the Annandale off-route area is presented in Figure 4-58.

Table 4-37: Link flow counts survey schedule

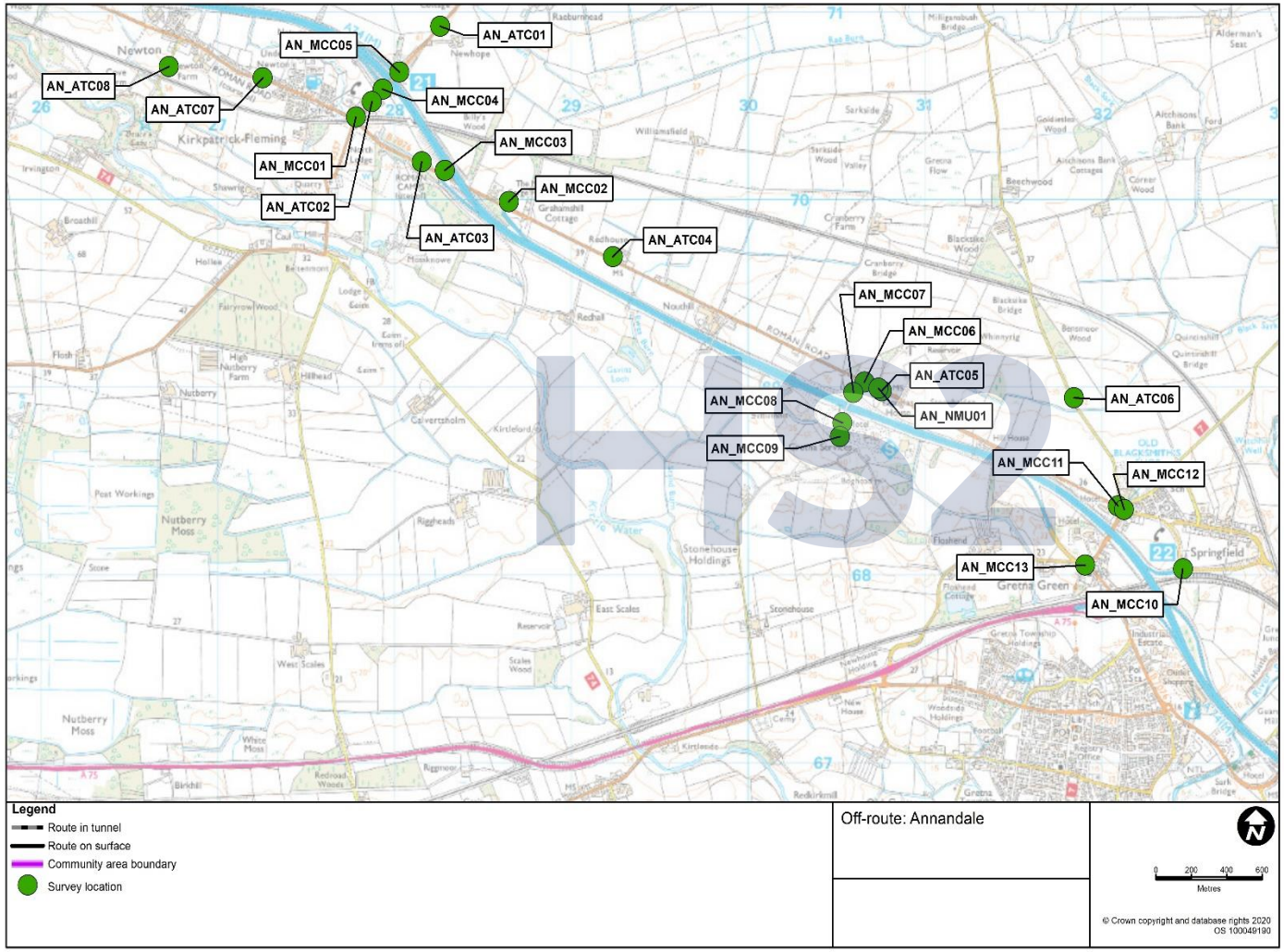
Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
AN_ATC01	B6357 unnamed road (north of junction with A74(M) southbound off-slip)	328252, 570923	ATC	24/11/20 - 07/12/20
AN_ATC02	B6357 unnamed road (south of junction with A74(M) southbound on-slip)	327866, 570523	ATC	24/11/20 - 07/12/20
AN_ATC03	B7076 unnamed road (north of junction with A74(M) northbound off-slip)	328147, 570201	ATC	24/11/20 - 07/12/20
AN_ATC04	B7076 unnamed road (west of Redhouse Farm)	329229, 569696	ATC	24/11/20 - 07/12/20
AN_ATC05	B7076 unnamed road (adjacent to The Douglas Farm House)	330750, 568981	ATC	24/11/20 - 07/12/20
AN_ATC06	Unnamed road (south of West Coast Main Line rail bridge)	331838, 568945	ATC	24/11/20 - 07/12/20
AN_ATC07	B7076 unnamed road (in Kikpatrick-Fleming village)	327248, 570648	ATC	24/11/20 - 07/12/20
AN_ATC08	Access road to Cove Caravan & Camping Park	326718, 570708	ATC	24/11/20 - 07/12/20

Table 4-38: Junction counts survey schedule

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
AN_MCC01	B7076 unnamed road / B6357 unnamed road	327775, 570440	MCC	24/11/20
AN_MCC02	B7076 / A74(M) j21 northbound off-slip	328641, 569989	MCC	24/11/20
AN_MCC03	B7076 / A74(M) j21 southbound on-slip	328278, 570156	MCC	24/11/20
AN_MCC04	B6357 unnamed road / A74(M) j21 northbound on-slip	327926, 570588	MCC	24/11/20

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
AN_MCC05	B6357 unnamed road / A74(M) j21 southbound off-slip	328022, 570679	MCC	24/11/20
AN_MCC06	B7076 unnamed road / Gretna Service Area access road	330652, 569028	MCC	24/11/20
AN_MCC07	A74(M) southbound off-slip / Gretna Service Area access road	330590, 568972	MCC	09/12/20
AN_MCC08	Gretna Service Area access road / Gretna Service Area entry	330528, 568812	MCC	09/12/20
AN_MCC09	Gretna Service Area access road / Gretna Service Area exit	330513, 568738	MCC	09/12/20
AN_MCC10	A74(M) j22 southbound off-slip / unnamed road	332454, 568033	MCC	24/11/20
AN_MCC11	B7076 unnamed road / unnamed road (to Quintins Hill)	332086, 568367	MCC	24/11/20
AN_MCC12	B7076 unnamed road / B7076 Gretna Loaning / Bensmoor Road	332120, 568348	MCC	24/11/20
AN_MCC13	B7076 Gretna Loaning / Glasgow Road	331900, 568054	MCC	24/11/20

Figure 4-57: Link flow and junction counts survey location map in the Annandale off-route area



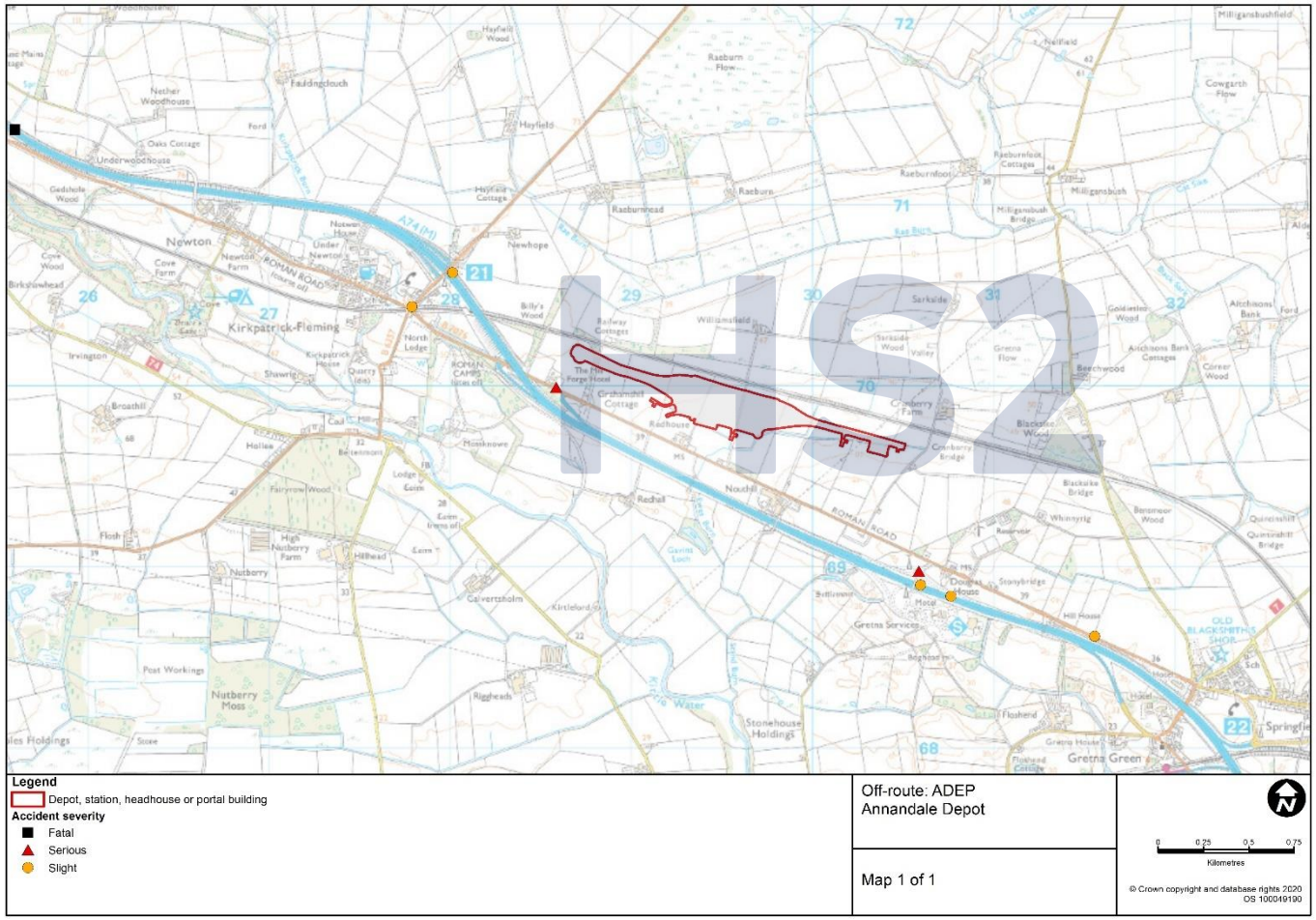
Non-motorised user survey schedules per community area

Table 4-39: Non-motorised users surveys in the Annandale off-route area

Unique reference	PRoW or road name	Status	Route description	Daily usage (07:00–10:00 and 16:00–19:00)	Survey date
AN_NMU01	B7076 unnamed road/Bensmoor Wood	330731, 568995	Core Path connecting B7076 unnamed road (adjacent to The Douglas Farm) and Bensmoor Wood.	10	24/11/20 and 28/11/20

Road traffic accident location maps per community area

Figure 4-58: Road traffic accident location map in the Annandale off-route area



Appendix L: Carlisle off-route area traffic and transport survey information

Traffic survey schedules and location maps per community area

4.7.41 Link flow surveys and junction count surveys were undertaken in March 2020 and July 2020 in the Carlisle off-route area. The locations of the surveys are set out in Table and Table , respectively, and presented in Figure 4-59.

4.7.42 Accident data for the Carlisle off-route area is presented in Figure 4-60.

Table 4-40: Link flow counts survey schedule

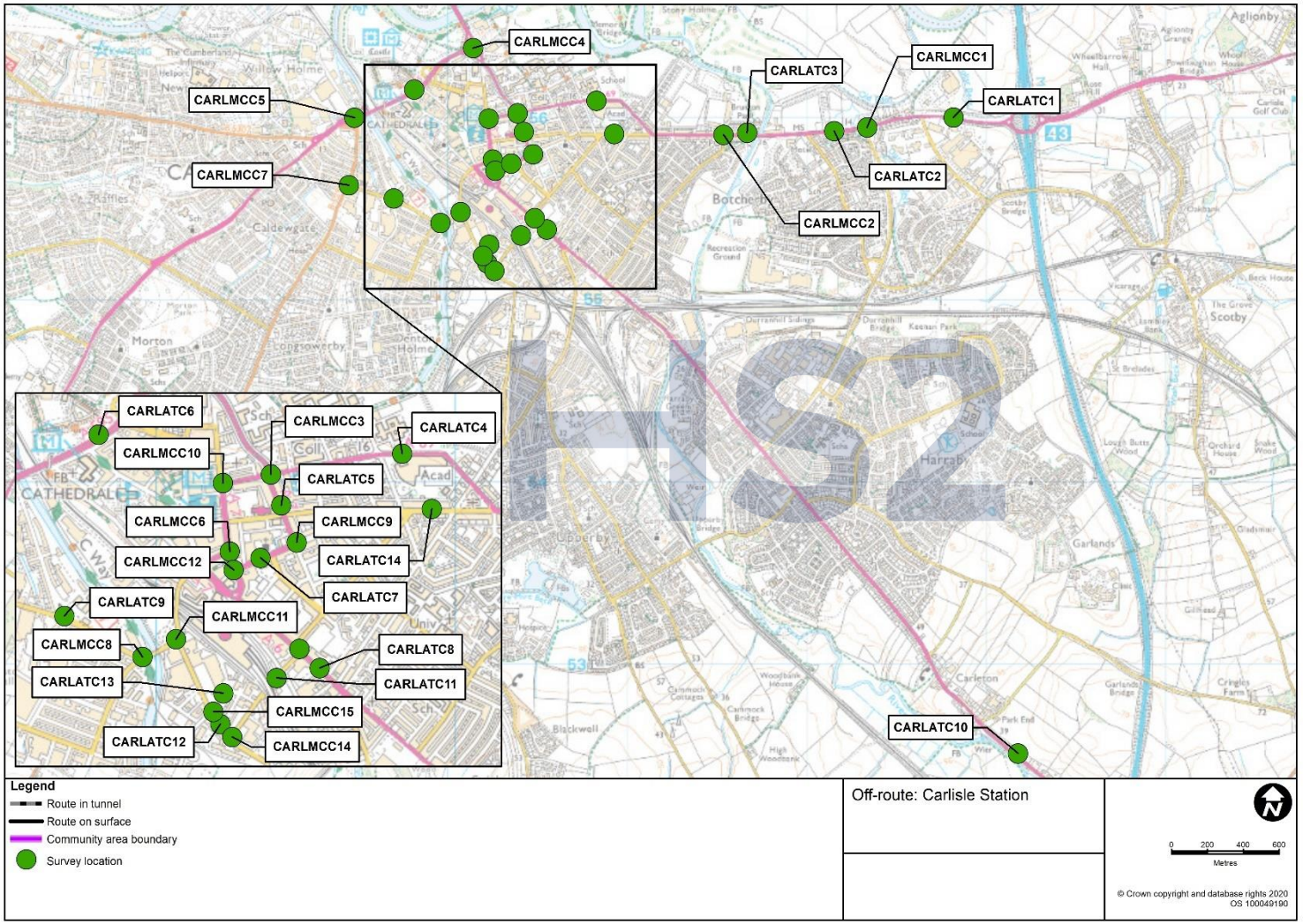
Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
CARLATC1	A69 Rotary Way	343171, 552510	ATC	16/03/20 - 22/03/20
CARLATC2	A69 Warwick Road	342147, 555925	ATC	16/03/20 - 22/03/20
CARLATC3	A69 Warwick Road	341662, 555917	ATC	16/03/30 - 22/03/20
CARLATC4	A69 Victoria Place	340821, 556092	ATC	16/03/20 - 22/03/20
CARLATC5	Spencer Street	340417, 555922	ATC	16/03/20 - 22/03/20
CARLATC6	Castle Way	339806, 556154	ATC	16/03/20 - 22/03/20
CARLATC7	Warwick Road	340348, 555747	ATC	16/03/20 - 22/03/20
CARLATC8	Botchergate	340545, 555386	ATC	16/03/20 - 22/03/20
CARLATC9	Charlotte Street	339691, 555557	ATC	16/03/20 - 22/03/20
CARLATC10	A6 London Road	343172, 552511	ATC	03/07/20 - 10/07/20
CARLATC11	Crown Street	340402, 555353	ATC	03/07/20 - 10/07/20
CARLATC12	Currock Street (between Water Street and Crown Street)	340214, 555201	ATC	03/07/20 - 10/07/20
CARLATC13	Water Street	340224, 555303	ATC	03/07/20 - 10/07/20
CARLATC14	Warwick Road	340921, 555910	ATC	03/07/20 - 10/07/20

Table 4-41: Junction counts survey schedule

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
CARLMCC1	A69 Warwick Road/Eastern Way	340478, 555449	MCC	19/03/19
CARLMCC2	A69 Warwick Road/Greystone Road	341531, 555905	MCC	19/03/19
CARLMCC3	A69 Victoria Place/A7 Georgian Way	340383, 556023	MCC	19/03/19
CARLMCC4	A7 Georgian Way/A595 Castle Way	340135, 556381	MCC	19/03/19
CARLMCC5	Bridge Street/B5299	339473, 556000	MCC	19/03/19
CARLMCC6	Lowther Street/Devonshire Street	340245, 555770	MCC	19/03/19
CARLMCC7	B299/Junction Street	339442, 555629	MCC	19/03/19
CARLMCC8	Charlotte Street/Denton Street	339953, 555422	MCC	19/03/19

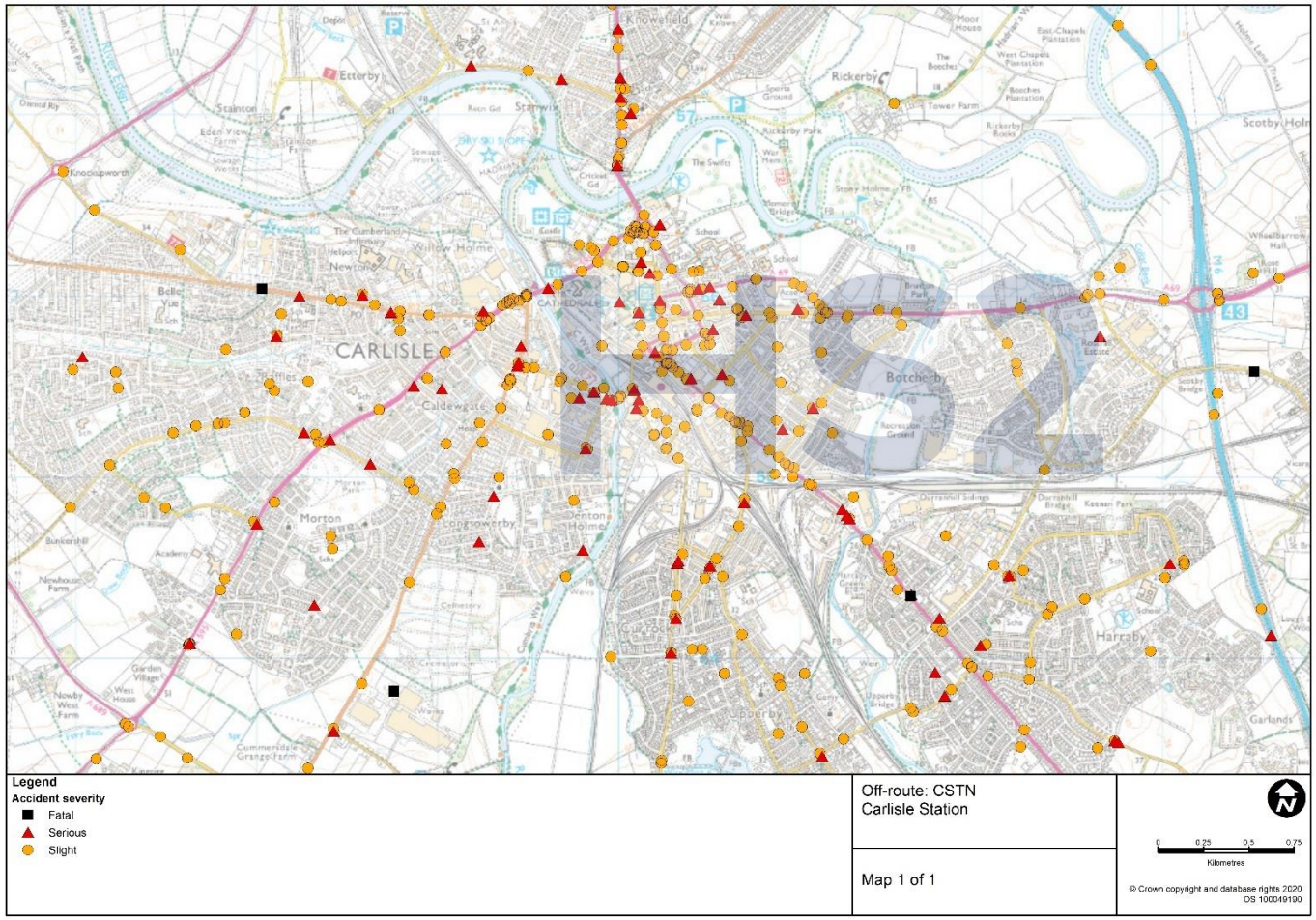
Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
CARLMCC9	Spencer Street/Warwick Road	340469, 555799	MCC	19/03/19
CARLMCC10	A7/Lowther Street	340222, 555995	MCC	19/03/19
CARLMCC11	Nelson Bridge/James Street	340065, 555481	MCC	21/03/19
CARLMCC12	Warwick Road/The Crescent/Lowther Street	340258, 555709	MCC	19/03/19
CARLMCC13	A6 Botchergate/Tait Street/Crown Street	340478, 555449	MCC	03/07/19
CARLMCC14	Crown Street/Currock Street	340253, 555159	MCC	03/07/19
CARLMCC15	James Street/Water Street/Currock Street/Rome Street	340190, 555242	MCC	03/07/19

Figure 4-59: Link flow and junction counts survey location map in the Carlisle off-route area



Road traffic accident location maps per community area

Figure 4-60: Road traffic accident location map in the Carlisle off-route area



References

Congleton Borough Local Plan First Review Carlisle City Council (2015), *Carlisle District Local Plan 2015-2030*. Available online at: https://www.carlisle.gov.uk/planning-policy/Adopted-Plans/Carlisle-District-Local-Plan-2015-2030.

Cheshire East Council (2004), *Saved policies of the adopted Macclesfield Borough Local Plan*. Available online at: https://www.cheshireeast.gov.uk/planning/spatial-planning/saved_and_other_policies/macclesfield_local_plan/macclesfield_local_plan.aspx.

Cheshire East Council (2005), *Borough of Crewe and Nantwich Replacement Local Plan*. Available online at: https://www.cheshireeast.gov.uk/planning/spatial-planning/saved_and_other_policies/crewe_and_nantwich_local_plan/crewe_and_nantwich_local_plan.aspx.

Cheshire East Council (2005), *Congleton Borough Local Plan First Review*. Available online at**:** https://www.cheshireeast.gov.uk/planning/spatial-planning/saved_and_other_policies/congleton_local_plan/congleton_local_plan.aspx.

Cheshire East Council (2017), *Adopted Cheshire East Local Plan Strategy 2010 – 2030*. Available online at: https://www.cheshireeast.gov.uk/pdf/planning/local-plan/local-plan-strategy-web-version-1.pdf.

Cheshire East Council (2019), *Cheshire East Local Transport Plan 2019-2024*. Available online at: https://moderngov.cheshireeast.gov.uk/ecminutes/documents/s72327/Local%20Transport%20Plan%20-%20app%201.pdf.

Cheshire West and Chester Council (2015), *Adopted Cheshire West and Chester Local Plan (Part One) Strategic Policies*. Available online at: http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/lp_1_adopted?tab=files.

Cheshire West and Chester Council (2017), *Cheshire West and Chester Local Transport Plan 2017-2030*. Available online at: https://www.cheshirewestandchester.gov.uk/residents/transport-and-roads/public-transport/transport-strategy/transport-strategy.aspx.

Cumbria County Council (2011), *Cumbria Transport Plan Strategy 2011-2026*. Available online at: https://www.cumbria.gov.uk/eLibrary/Content/Internet/544/942/41075102846.pdf.

Department for Communities and Local Government (2014), *Travel Plans, Transport Assessments and Statements*. Available online at: https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements.

Department for Transport (2007), *Guidance on Transport Assessment*. Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/263054/guidance-transport-assessment.pdf.

Department for Transport (2007), *Planning and the Strategic Road Network*. Available online at: http://webarchive.nationalarchives.gov.uk/+/dft.gov.uk/pgr/regional/strategy/policy/circular207planningandstrategic.html.

Department for Transport (2013), *The Strategic Road Network and the Delivery of Sustainable Development.* Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/237412/dft-circular-strategic-road.pdf.

Department for Transport (2014), *HS2 Plus A report by David Higgins*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/374695/HS2_Plus_-_A_report_by_David_Higgins.pdf.

Department for Transport (2014), *National Policy Statement for National Networks*. Available online at: https://www.gov.uk/government/publications/national-policy-statement-for-national-networks.

Department for Transport (2014), *Rebalancing Britain – from HS2 towards a national transport strategy*. Available online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/374709/Rebalancing_Britain_-_From_HS2_towards_a_national_transport_strategy.pdf.

Department for Transport (2019), *Department for Transport single departmental plan June 2019*. Available online at: https://www.gov.uk/government/publications/department-for-transport-single-departmental-plan/department-for-transport-single-departmental-plan--2.

Department for Transport and Highways Agency (2014), *Road investment strategy: 2015 to 2020*. Available online at: https://www.gov.uk/government/collections/road-investment-strategy.

Department for Transport and HS2 Ltd (2015), *HS2 Phase Two: east and west, the next steps to Crewe and beyond*. Available online at: https://www.gov.uk/government/publications/hs2-phase-two-east-and-west-the-next-steps-to-crewe-and-beyond.

Dumfries and Galloway Council (2019), *Local Development Plan 2*. Available online at: https://dumgal.gov.uk/ldp2.

European Union (2014), *EU Infrastructure Policy*. Available online at: https://ec.europa.eu/transport/themes/infrastructure/news/ten-t-corridors_en.

Highways England (2015), *The Strategic Road Network - Planning for the Future*, Available online at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/461023/N150227_-_Highways_England_Planning_Document_FINAL-lo.pdf.

Highways England 2020, *Strategic business plan 2020-2025*. Available online at: https://highwaysengland.co.uk/media/3i5c454q/strategic-business-plan-2020-25.pdf.

High Speed Two Ltd (2022),High Speed Rail (*Crewe – Manchester) Environmental Statement*. Available online at: https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-environmental-statement.

Lancashire County Council (2011), *Local Transport Plan 2011-2021*. Available online at: https://www.lancashire.gov.uk/media/191267/LTP3_through_full_council.pdf.

Liverpool City Region Combined Authority (2015), *A Transport Plan for Growth*. Available online at: https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/Item_5a_Transport_Plan_for_Growth_App1.pdf.

Manchester City Council (1995), *Saved policies of the adopted Unitary Development Plan for the City of Manchester*. Available online at: https://www.manchester.gov.uk/info/500207/planning_and_regeneration/2148/unitary_development_plan_udp.

Manchester City Council (2012), *Adopted Manchester Core Strategy Development Plan*. Available online at: https://secure.manchester.gov.uk/info/200074/planning/6573/core_strategy_2012-2027.

Ministry of Housing, Communities & Local Government (2018), *Revised National Planning Policy Framework*. Available online at: https://www.gov.uk/government/collections/revised-national-planning-policy-framework.

Network Rail (2012), *Route Utilisation Strategies*. Available online at: https://www.networkrail.co.uk/running-the-railway/long-term-planning/.

Network Rail (2013), *Better Connections - Options for the integration of High Speed 2.* Available online at: https://cdn.prgloo.com/media/download/2e3c0e022cb84b7aafbc6f0a9f6bdf9c.

Network Rail (2017), *Our Upgrade Plan, High-speed rail*. Available online at: https://cdn.networkrail.co.uk/wp-content/uploads/2017/08/Railway-Upgrade-Plan-Update-2017-2018.pdf.

Network Rail (2021); *Long term planning*. Available online at: https://www.networkrail.co.uk/running-the-railway/long-term-planning/.

Oldham Council (2006), *Adopted Oldham Unitary Development Plan (saved policies)*. Available online at: https://www.oldham.gov.uk/downloads/file/1419/council_report_%E2%80%93_oldham_unitary_development_plan_24_may_2006.

Oldham Council (2011), *Oldham joint Core Strategy and Development Management Policies Development Plan Document.* Available online at: https://www.oldham.gov.uk/downloads/file/1445/development_plan_document-joint_core_strategy_and_development_management_policies.

Preston City Council (2019), *Preston City Transport Plan*. Available online at: https://www.preston.gov.uk/media/2300/Preston-City-Transport-Plan-2019-/pdf/preston-ctp.pdf?m=637079473620800000.

Salford City Council (2006), *Salford Unitary Development Plan (saved policies) (Adopted 2006)*. Available online at: https://www.salford.gov.uk/planning-building-and-regeneration/planning-policies/local-planning-policy/salfords-development-plan/saved-unitary-development-plan-policies/.

Salford City Council (2013), *Transport in Salford 2025*. Available online at: http://services.salford.gov.uk/solar_documents/transport%20in%20salford%202025.pdf.

St Helens Council, (2007), *St Helens Unitary Development Plan*. Available online at: https://www.sthelens.gov.uk/media/3391/sthelens-unitary-development-plan-saved-policies-2013-addendum.pdf.

St Helens Council, (2012), *St Helens Local Plan Core Strategy*. Available online at: https://www.sthelens.gov.uk/media/3385/sthelens-local-plan-core-strategy-october-2012.pdf.

Stockport Council (2006), *Adopted Stockport Unitary Development Plan Review (saved policies)*. Available online at: https://www.stockport.gov.uk/development-plan/unitary-development-plan.

Stockport Metropolitan Borough Council (2011), *Adopted Stockport Core Strategy Development Plan Document*. Available online at: https://www.stockport.gov.uk/development-plan.

Tameside Metropolitan Borough Council (2004), *Adopted Tameside Unitary Development Plan (saved policies)*. Available online at: https://www.tameside.gov.uk/udp/writtenstatement.pdf.

Trafford Council (2012), *Adopted Trafford Local Plan: Core Strategy*. Available online at: https://www.trafford.gov.uk/planning/strategic-planning/docs/core-strategy-adopted-final.pdf.

Transport for Greater Manchester (2017), *Greater Manchester Transport Strategy to 2040*. Available online at: https://downloads.ctfassets.net/nv7y93idf4jq/7FiejTsJ68eaa8wQw8MiWw/bc4f3a45f6685148eba2acb618c2424f/03._GM_2040_TS_Full.pdf.

Transport for Greater Manchester (2017), *Greater Manchester Transport Strategy 2040: Draft Delivery Plan (2020-2025)*. Available online at: https://tfgm.com/2040/delivery-plan-2020-2025.

Transport for the North (2018), *Strategic Transport Plan*. Available online at: https://transportforthenorth.com/wp-content/uploads/TfN-final-strategic-transport-plan-2019.pdf.

Warrington Borough Council (2014), *Warrington Local Plan Core Strategy 2012-2027 (Adopted 2014)*. Available online at**:** https://www.warrington.gov.uk/adopted-local-plan-2014.

Warrington Borough Council (2019), *Warrington Local Transport Plan 4*. Available online at: https://www.warrington.gov.uk/LTP4.

Wigan Metropolitan Borough Council (2006), *Wigan Replacement Unitary Development Plan.* Available online at: https://www.wigan.gov.uk/Docs/PDF/Council/Strategies-Plans-and-Policies/Planning/Latest-Remaining-Policies-UDP-April-2006.pdf.

Wigan Metropolitan Borough Council (2013), *Wigan Local Plan: Core Strategy*. Available online at: https://www.wigan.gov.uk/Docs/PDF/Council/Strategies-Plans-and-Policies/Planning/Adopted-Core-Strategy.pdf.

High Speed Two (HS2) Limited
Two Snowhill
Snow Hill Queensway
Birmingham B4 6GA
Freephone: 08081 434 434
Minicom: 08081 456 472
Email: HS2enquiries@hs2.org.uk