

# **High Speed Rail (Crewe – Manchester)**

## **Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement**

### **Volume 5: Appendix TR-003-00004**

#### **Traffic and transport**

Transport Assessment Part 3 Addendum

MA04: Broome Edge to Glazebrook

## **High Speed Rail (Crewe – Manchester)**

### **Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement**

#### **Volume 5: Appendix TR-003-00004**

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Transport Assessment Part 3 Addendum

MA04: Broomedge to Glazebrook



Department  
for Transport

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## 13 Broomeedge to Glazebrook (MA04)

### 13.1 AP1 revised scheme construction description

#### Introduction

- 13.1.1 A number of changes to the original scheme reported in Section 8.2 of this report mean that Section 16.2 of the main Transport Assessment (TA) is generally replaced by Section 13.1 in this document. Where there is no replacement the text in the main TA remains valid.
- 13.1.2 The terms used in this report to differentiate between the original proposals assessed as part of the main ES and subsequent changes are set out in the SES1 and AP1 ES Volume 5, Appendix: TR-001-00000 Transport Assessment Part 1.
- 13.1.3 This section provides an overview of the transport impacts of the AP1 revised scheme for the MA04 area.
- 13.1.4 The SES1 design change to remove the HS2 West Coast Main Line (WCML) connection (SES1-004-001) will remove the requirement for all construction compounds and associated construction activities reported in the main TA within the MA04 area.
- 13.1.5 The remaining temporary traffic and transport impacts in this area will be caused by construction and workforce vehicle movements associated with the wetland habitat creation at Little Woolden Moss and construction and workforce traffic travelling to and from construction compounds in other community areas.
- 13.1.6 Construction of the AP1 revised scheme is expected to commence in 2025 with construction activity continuing to 2038 (although activity in 2038 will be limited to testing and commissioning). Construction activities have been assessed against 2030 baseline traffic flows, irrespective of when they occur during the construction period.

#### Construction activities and phasing

- 13.1.7 The AP1 revised scheme removes all construction activities within the MA04 area.

#### Compounds and construction sites

- 13.1.8 The AP1 revised scheme removes the requirement for all construction compounds and construction sites within the MA04 area. As a result, the assumed workforce and vehicle trip generation for construction compounds reported in the main TA within the MA04 area are removed.



## **Construction HGV routes**

- 13.1.9 The AP1 revised scheme removes the requirement for all construction compounds and the associated construction HGV routes within the MA04 area. However, construction traffic routes will continue to be used within the MA04 area by construction traffic associated with the wetland habitat creation at Little Woolden Moss, via the B5212 Glazebrook Lane and A57 Manchester Road, and construction traffic serving other community areas.

## **Traffic management, road closures and diversions**

- 13.1.10 The approach to traffic management, road closures and diversions as reported in the main TA are no longer required within the MA04 area in the AP1 revised scheme.

## **Public Rights of Way, closures and diversions**

- 13.1.11 The approach to PRoW, closures and diversions as reported in the main TA are no longer required within the MA04 area in the AP1 revised scheme.

## **13.2 AP1 revised scheme assessment of construction impacts**

- 13.2.1 A number of changes to the original scheme reported in Section 8.2 of this report mean that Section 16.3 of the main TA is generally replaced by Section 13.2 in this document. Where there is no replacement the text in the main TA remains valid.

### **Key construction transport issues**

- 13.2.2 The construction assessment takes account of all of the impacts of the AP1 revised scheme in the MA04 area.
- 13.2.3 The AP1 revised scheme will no longer provide a connection to the WCML between the Pickmere to Agden and Hulseheath area (MA03) and the Risley to Bamfurlong area (MA05). As a result, the AP1 revised scheme removes the requirement for all construction compounds and the associated construction HGV routes within the MA04 area. This generally results in reduced construction and workforce traffic on the road network in the MA04 area compared with the original scheme.
- 13.2.4 All physical works in the MA04 area reported in the main TA are also removed as a result of the AP1 revised scheme, including road closures, realignments and diversions, alternate routes for PRoW and roadside footways, and possessions on the conventional rail network.
- 13.2.5 The remaining temporary traffic and transport impacts in this area relate predominantly to construction and workforce traffic movements associated with the wetland habitat creation at Little Woolden Moss and construction and workforce traffic movements to and from other community areas.

## Highway network

### Highway diversions, realignments and closures

- 13.2.6 The AP1 revised scheme removes the requirement for all temporary diversions, realignments and closures within the MA04 area.

### Strategic and local road network traffic flows

- 13.2.7 During the construction period a number of roads will be affected by the construction of the AP1 revised scheme. An assessment of the impact of construction related vehicle movements has been undertaken and is detailed below. The flows outlined in the following sections will not necessarily occur concurrently, as impacts on different parts of the network will occur at different times.
- 13.2.8 Traffic flows during construction of the AP1 revised scheme have been derived by overlaying forecasts of construction traffic flows on the 2030 future baseline traffic flows.
- 13.2.9 Table 16-6 and Table 16-7 in the main TA set out the traffic flows for the 2030 future baseline and the original scheme on the roads most affected by construction of the original scheme for the AM and PM peak hour. Table 16-6 and Table 16-7 below replace Table 16-6 and Table 16-7 of the main TA respectively. In both time periods, the percentage changes in HGV flows are generally higher than the percentage changes in all traffic flows as a result of the relatively low number of HGV movements in the future baseline. Due to the simplified way in which the road network is represented in the strategic models, the use of some local roads may not be precisely reflected in the forecast traffic flows during construction of the AP1 revised scheme, however, this is not expected to change the conclusions of the assessment.
- 13.2.10 Traffic flows on all other roads are either unaffected from the future baseline or there are only small changes in traffic flows (HGV or all vehicles of less than 10%) compared to the future baseline daily flow.
- 13.2.11 It should be noted that, unless identified in the next section of this report relating to junction impacts, these changes in traffic will not result in material increases in congestion or delay.
- 13.2.12 The forecast traffic flow tables presented in this report use the following abbreviations for road direction: NB = northbound; SB = southbound; EB = eastbound; and WB = westbound.

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**Table 16-6: 2030 future baseline and AP1 revised scheme construction traffic (vehicles), AM peak hour (08:00–09:00)**

Location	Direction	2030 baseline flows		AP1 revised scheme flows		AP1 revised scheme - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Crouchley Lane (between Mag Lane and A56 Higher Lane)*	NB	17	0	8	0	-53%	0%
	SB	0	0	5	0	0%	0%
B5159 Burford Lane (between A56 Higher Lane and Stage Lane)	NB	124	0	137	0	10%	0%
	SB	121	0	340	0	181%	0%
Bradshaw Lane (between B5159 Burford Lane and Wet Gate Lane)	EB	5	0	5	0	0%	0%
	WB	3	0	3	0	0%	0%
Stage Lane (between B5159 Burford Lane and Sandy Lane)	EB	13	0	13	0	0%	0%
	WB	24	1	24	1	0%	0%
B5159 Mill Lane (between Bradshaw Lane and Wet Gate Lane)	NB	223	5	223	5	0%	0%
	SB	241	5	254	5	5%	0%
Wet Gate Lane (between B5159 Mill Lane and Bradshaw Lane)	EB	11	0	11	0	0%	0%
	WB	11	0	11	0	0%	0%
B5160 Station Road (between Barns Lane and B5160 Paddock Lane)	NB	205	4	239	14	17%	250%
	SB	192	2	341	7	78%	250%
B5159 Mill Lane (between Wet Gate Lane and A6144 Birch Brook Road)	NB	223	5	223	5	0%	0%
	SB	241	5	254	5	5%	0%
B5160 Paddock Lane (between Barns Lane and B5160 Station Road)	EB	274	3	391	7	43%	133%
	WB	211	5	245	15	16%	200%
B5160 Dunham Road (between Barns Lane and B5160 Paddock Lane)	NB	211	5	245	15	16%	200%
	SB	274	3	391	7	43%	133%

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Location	Direction	2030 baseline flows		AP1 revised scheme flows		AP1 revised scheme - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A6144 Mill Lane (between B5159 Mill Lane and B5159 Townfield Lane)	NB	847	8	847	8	0%	0%
	SB	451	7	464	7	3%	0%
B5160 Dunham Road (between Gorsey Lane and Carrgreen Lane)	EB	274	3	391	7	43%	133%
	WB	211	5	245	15	16%	200%
B5160 Dunham Road (between A6144 Warburton Lane and Gorsey Lane)	EB	274	3	391	7	43%	133%
	WB	211	5	245	15	16%	200%
A6144 Paddock Lane (between A6144 Bent Lane and B5160 Dunham Road)	EB	1,137	9	1,159	9	2%	0%
	WB	548	7	560	7	2%	0%
A6144 Warburton Lane (between Paddock Lane realignment and Moss Lane)	NB	767	6	767	6	0%	0%
	SB	485	6	485	6	0%	0%
A6144 Warburton Lane (between Moss Lane and Chapel Lane)	NB	867	6	867	6	0%	0%
	SB	517	11	531	11	3%	0%
Dam Lane (between School Lane and Manchester Road)	EB	73	0	73	0	0%	0%
	WB	192	2	192	2	0%	0%
Manchester Road (between Dam Lane and B5212 Glazebrook Lane)	NB	68	2	68	2	0%	0%
	SB	253	5	253	5	0%	0%
B5212 Glazebrook Lane (between Manchester Road and A57 Manchester Road)	NB	397	12	397	12	0%	0%
	SB	507	13	508	13	0%	0%
A6144 Warburton Lane (between Chapel Lane and Moss Lane)	EB	941	12	945	12	0%	0%
	WB	703	15	703	15	0%	0%
Dam Lane (between School Lane and Dam Head Lane)	EB	59	2	59	2	0%	0%

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Location	Direction	2030 baseline flows		AP1 revised scheme flows		AP1 revised scheme - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
	WB	15	2	15	2	0%	0%
A6144 Manchester Road (between B5158 Flixton Road and Moss Lane)	EB	950	12	955	12	1%	0%
	WB	689	15	689	15	0%	0%
Dam Head Lane (between B5212 Glazebrook Lane and Bank Street)	EB	17	1	17	1	0%	0%
	WB	55	0	55	0	0%	0%
Salford Western Gateway (between B5214 Trafford Boulevard and Trafford Way)	EB	932	69	926	76	-1%	10%
	WB	504	30	622	124	23%	313%
Trafford Way (between Old Park Lane and B5214 Trafford Boulevard)	EB	401	38	379	31	-5%	-18%
	WB	34	9	37	15	9%	67%
Salford Western Gateway (between M60 junction 11 southbound link and Trafford Way)	NB	579	40	700	139	21%	248%
	SB	1,278	103	1,250	104	-2%	1%
Salford Western Gateway (between M60 junction 11 northbound link and M60 junction 11 southbound link)	EB	787	88	777	90	-1%	2%
	WB	1,221	81	1,396	266	14%	228%

\* Some traffic movements may not be precisely reflected due to the simplified way in which the road network is represented in the strategic traffic models, however, this is not expected to change the conclusions of the assessment.

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**Table 16-7: 2030 future baseline and AP1 revised scheme construction traffic (vehicles), PM peak hour (17:00–18:00)**

Location	Direction	2030 baseline flows		AP1 revised scheme flows		AP1 revised scheme - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Crouchley Lane (between Mag Lane and A56 Higher Lane)*	NB	15	2	23	2	53%	0%
	SB	0	0	0	0	0%	0%
B5159 Burford Lane (between A56 Higher Lane and Stage Lane)	NB	200	0	388	0	94%	0%
	SB	92	0	88	0	-4%	0%
Bradshaw Lane (between B5159 Burford Lane and Wet Gate Lane)	EB	3	0	3	0	0%	0%
	WB	3	0	3	0	0%	0%
Stage Lane (between B5159 Burford Lane and Sandy Lane)	EB	10	0	10	0	0%	0%
	WB	52	1	52	1	0%	0%
B5159 Mill Lane (between Bradshaw Lane and Wet Gate Lane)	NB	149	2	166	2	11%	0%
	SB	309	5	309	5	0%	0%
Wet Gate Lane (between B5159 Mill Lane and Bradshaw Lane)	EB	11	0	11	0	0%	0%
	WB	11	0	11	0	0%	0%
B5160 Station Road (between Barns Lane and B5160 Paddock Lane)	NB	324	7	324	9	0%	29%
	SB	209	3	303	12	45%	300%
B5159 Mill Lane (between Wet Gate Lane and A6144 Birch Brook Road)	NB	149	2	166	2	11%	0%
	SB	309	5	309	5	0%	0%
B5160 Paddock Lane (between Barns Lane and B5160 Station Road)	EB	241	3	322	12	34%	300%
	WB	338	9	326	11	-4%	22%
B5160 Dunham Road (between Barns Lane and B5160 Paddock Lane)	NB	338	9	326	11	-4%	22%
	SB	241	3	322	12	34%	300%

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Location	Direction	2030 baseline flows		AP1 revised scheme flows		AP1 revised scheme - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A6144 Mill Lane (between B5159 Mill Lane and B5159 Townfield Lane)	NB	538	4	554	4	3%	0%
	SB	734	3	734	3	0%	0%
B5160 Dunham Road (between Gorsey Lane and Carrgreen Lane)	EB	241	3	322	12	34%	300%
	WB	338	9	326	11	-4%	22%
B5160 Dunham Road (between A6144 Warburton Lane and Gorsey Lane)	EB	241	3	322	12	34%	300%
	WB	338	9	326	11	-4%	22%
A6144 Paddock Lane (between A6144 Bent Lane and B5160 Dunham Road)	EB	720	4	733	4	2%	0%
	WB	984	3	985	3	0%	0%
A6144 Warburton Lane (between Paddock Lane realignment and Moss Lane)	NB	637	2	637	2	0%	0%
	SB	688	2	688	2	0%	0%
A6144 Warburton Lane (between Moss Lane and Chapel Lane)	NB	684	6	698	6	2%	0%
	SB	861	4	862	4	0%	0%
Dam Lane (between School Lane and Manchester Road)	EB	61	0	67	0	10%	0%
	WB	141	0	141	0	0%	0%
Manchester Road (between Dam Lane and B5212 Glazebrook Lane)	NB	72	0	78	0	8%	0%
	SB	176	0	176	0	0%	0%
B5212 Glazebrook Lane (between Manchester Road and A57 Manchester Road)	NB	556	6	556	6	0%	0%
	SB	318	6	324	6	2%	0%
A6144 Warburton Lane (between Chapel Lane and Moss Lane)	EB	760	7	760	7	0%	0%
	WB	959	4	963	4	0%	0%
Dam Lane (between School Lane and Dam Head Lane)	EB	20	1	20	1	0%	0%

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Location	Direction	2030 baseline flows		AP1 revised scheme flows		AP1 revised scheme - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
	WB	31	1	31	1	0%	0%
A6144 Manchester Road (between B5158 Flixton Road and Moss Lane)	EB	747	7	747	7	0%	0%
	WB	956	4	961	4	1%	0%
Dam Head Lane (between B5212 Glazebrook Lane and Bank Street)	EB	25	0	25	0	0%	0%
	WB	18	0	18	0	0%	0%
Salford Western Gateway (between B5214 Trafford Boulevard and Trafford Way)	EB	830	14	826	19	0%	36%
	WB	503	27	552	47	10%	74%
Trafford Way (between Old Park Lane and B5214 Trafford Boulevard)	EB	306	42	314	55	3%	31%
	WB	156	14	174	34	12%	143%
Salford Western Gateway (between M60 junction 11 southbound link and Trafford Way)	NB	846	41	911	81	8%	98%
	SB	1,116	53	1,123	71	1%	34%
Salford Western Gateway (between M60 junction 11 northbound link and M60 junction 11 southbound link)	EB	501	22	507	28	1%	27%
	WB	1,606	69	1,655	121	3%	75%

\* Some traffic movements may not be precisely reflected due to the simplified way in which the road network is represented in the strategic traffic models, however, this is not expected to change the conclusions of the assessment.



## Junction performance

- 13.2.13 Junction capacity analysis is reported in Section 16.3 of the main TA. Updated junction capacity analysis has been undertaken for the AM and PM peak hours comparing junction operation in the 2030 future baseline scenario with the modelled scenarios for the AP1 revised scheme.
- 13.2.14 The following tables and commentary set out the performance at junctions where there is the potential for the AP1 revised scheme to have substantial impacts.
- 13.2.15 The results are presented from south to north through the MA04 area, firstly for junctions on the strategic road network, followed by junctions on other roads. The 2030 future baseline results are included for comparison. The models developed to assess the existing and future baseline have been used, except where otherwise stated.
- 13.2.16 The results are presented in the same order as presented in the main TA. The Dam Lane/Dam Head Lane junction will no longer experience a change in traffic associated with the AP1 revised scheme. As a result, traffic forecasts will remain unchanged from those reported in the main TA for the 2030 future baseline. As such, junction capacity results at this location are not presented within the following section.

### M6 junction 21/A57 Manchester Road

- 13.2.17 The M6 junction 21/A57 Manchester Road is a grade-separated junction, comprising two dumbbell roundabouts:
- M6 junction 21/A57 Manchester Road (eastern roundabout); and
  - M6 junction 21/A57 Manchester Road/B5210 Woolston Grange Avenue (western roundabout).
- 13.2.18 The two junctions are considered separately below.

### M6 junction 21/A57 Manchester Road (eastern roundabout)

- 13.2.19 Table 16-8 (eastern roundabout) of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 16-8 (eastern roundabout) of the main TA is replaced by Table 16-8 (eastern roundabout) below.

**Table 16-8: M6 junction 21/A57 Manchester Road (eastern roundabout) 2030 future baseline and with the AP1 revised scheme junction capacity assessment results**

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
<b>08:00–09:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
A57 Manchester Road (west)	1,280	0.52	1	1,302	0.54	1
Juniper Lane*	-	-	-	-	-	-
M6 Off Slip	723	0.37	1	739	0.38	1
A57 Manchester Road (east)	1,190	0.57	1	1,217	0.58	1

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Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
<b>08:00–09:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
Access Road	-	-	-	-	-	-
<b>17:00–18:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
A57 Manchester Road (west)	1,714	0.62	2	1,737	0.63	2
Juniper Lane*	-	-	-	-	-	-
M6 Off Slip	884	0.45	1	884	0.45	1
A57 Manchester Road (east)	709	0.34	1	712	0.34	1
Access Road	-	-	-	-	-	-

\* Minor approach arm not represented within the Junctions 9 model

13.2.20 The conclusions drawn in paragraphs 16.3.20 and 16.3.21 of the main TA are replaced by:

“The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction.”

**M6 junction 21/A57 Manchester Road/B5210 Woolston Grange Avenue (western roundabout)**

13.2.21 Table 16-8 (western roundabout) of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 16-8 (western roundabout) of the main TA is replaced by Table 16-8 (western roundabout) below.

**Table 16-8: M6 junction 21/A57 Manchester Road/B5210 Woolston Grange Avenue (western roundabout) junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results**

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
<b>08:00–09:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
B5210 Woolston Grange Avenue	916	0.37	1	1,019	0.41	1
A57 Manchester Road (Bridge W)	1,126	0.43	1	1,130	0.43	1
M6 Off Slip	1,763	0.72	3	1,763	0.72	3
A57 Manchester Road (west)	920	1.14	49	957	1.20	68
<b>17:00–18:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
B5210 Woolston Grange Avenue	1,806	0.71	3	1,806	0.71	3
A57 Manchester Road (Bridge W)	1,070	0.44	1	1,073	0.45	1
M6 Off Slip	1,039	0.43	1	1,138	0.48	1
A57 Manchester Road (west)	703	0.48	1	724	0.51	1

13.2.22 The conclusions drawn in paragraphs 16.3.23 to 16.3.25 of the main TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the AP1 revised scheme.

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The change in traffic due to construction of the AP1 revised scheme will increase the RFC on the A57 Manchester Road (west) approach from 1.14 in the future baseline to 1.20 in the AM peak hour, with a corresponding change in queue length from 49 PCU in the future baseline to 68 PCU.

In the PM peak hour, the change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths.”

### M60 junction 8/A6144 Carrington Spur

13.2.23 Table 16-9 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 16-9 of the main TA is replaced by Table 16-9 below.

**Table 16-9: M60 junction 8/A6144 Carrington Spur junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results**

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
<b>08:00–09:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
M60 southbound off-slip	493	0.24	0	493	0.24	0
A6144 Carrington Spur	1,459	0.59	2	1,472	0.60	2
M60 northbound off-slip	856	0.39	1	856	0.39	1
<b>17:00–18:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
M60 southbound off-slip	815	0.35	1	815	0.35	1
A6144 Carrington Spur	755	0.28	0	755	0.28	0
M60 northbound off-slip	1,038	0.57	1	1,041	0.57	1

13.2.24 The conclusions drawn in paragraphs 16.3.27 and 16.3.28 of the main TA are replaced by:  
 “The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction.”

### M60 junction 10/B5214 Trafford Boulevard/B5214 Barton Road

13.2.25 Table 16-10 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 16-10 of the main TA is replaced by Table 16-10 below.

**Table 16-10: M60 junction 10/B5214 Trafford Boulevard/B5214 Barton Road junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
<b>08:00–09:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
M60 southbound off-slip	792	53%	9	806	54%	9
B5214 Trafford Boulevard	661	46%	7	693	49%	7

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Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
M60 northbound off-slip	897	82%	10	987	90%	11
B5214 Barton Road	1,621	105%	15	1,623	106%	15
<b>17:00–18:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
M60 southbound off-slip	643	48%	8	623	47%	8
B5214 Trafford Boulevard	1,334	47%	12	1,340	47%	12
M60 northbound off-slip	839	101%	12	842	101%	12
B5214 Barton Road	1,215	94%	17	1,252	97%	17

13.2.26 The conclusions drawn in paragraphs 16.3.30 to 16.3.32 of the main TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will increase the VoC on the M60 northbound off-slip approach from 82% in the future baseline to 90% in the AM peak hour, with a corresponding change in queue length from 10 PCU in the future baseline to 11 PCU.

The change in traffic due to construction of the AP1 revised scheme will increase the VoC on the B5214 Barton Road approach from 94% in the future baseline to 97% in the PM peak hour, with no change in corresponding queue length.”

**M60 junction 11/A57 Liverpool Road/Brookhouse Avenue**

13.2.27 Table 16-11 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 16-11 of the main TA is replaced by Table 16-11 below.

**Table 16-11: M60 junction 11/A57 Liverpool Road/Brookhouse Avenue junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
<b>08:00–09:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
M60 southbound off-slip	869	96%	10	881	97%	11
A57 Liverpool Road (east)	1,026	79%	11	1,072	83%	12
WGIS Link Road	726	47%	6	732	47%	6
A57 Liverpool Road (west)	10	1%	0	10	1%	0
Brookhouse Avenue	568	65%	2	551	63%	2
<b>17:00–18:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
M60 southbound off-slip	1,395	94%	14	1,385	93%	13
A57 Liverpool Road (east)	930	96%	11	928	96%	11
WGIS Link Road	1,049	68%	8	1,040	67%	8
A57 Liverpool Road (west)	12	1%	0	12	1%	0

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
<b>17:00–18:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
Brookhouse Avenue	296	36%	1	290	35%	1

13.2.28 The conclusions drawn in paragraphs 16.3.35 to 16.3.37 of the main TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction.”

### A56 Higher Lane/B5159 Burford Lane/B5159 High Legh Road

13.2.29 Table 16-12 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 16-12 of the main TA is replaced by Table 16-12 below.

**Table 16-12: A56 Higher Lane/B5159 Burford Lane/B5159 High Legh Road junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
<b>08:00–09:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
B5159 Burford Lane	124	30%	2	344	85%	5
A56 Higher Lane (east)	257	19%	2	276	20%	2
B5159 High Legh Road	338	53%	6	286	71%	5
A56 Higher Lane (west)	255	18%	2	285	21%	2
<b>17:00–18:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
B5159 Burford Lane	92	31%	2	88	30%	2
A56 Higher Lane (east)	800	58%	4	1,030	75%	6
B5159 High Legh Road	403	78%	7	466	95%	8
A56 Higher Lane (west)	128	9%	1	125	9%	1

13.2.30 The conclusions drawn in paragraphs 16.3.39 to 16.3.41 of the main TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates within capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates within capacity in the future baseline and close to capacity with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak.

In the PM peak hour, the change in traffic due to construction of the AP1 revised scheme will increase the VoC on the B5159 High Legh Road approach from 78% in the future baseline to

95% in the AM peak hour, with a corresponding change in queue length from seven PCU in the future baseline to eight PCU.”

## A6144 Birch Brook Road/A6144 Mill Lane/B5169 Mill Lane junction

- 13.2.31 Table 16-13 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 16-13 of the main TA is replaced by Table 16-13 below.

**Table 16-13: A6144 Birch Brook Road/A6144 Mill Lane/B5159 Mill Lane junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results**

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
<b>08:00–09:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
B5169 Mill Lane (left)	21	0.04	0	21	0.04	0
B5169 Mill Lane (right)	164	0.45	1	164	0.45	1
A6144 Birch Brook Road	744	0.21	1	744	0.21	1
A6144 Mill Lane (left)	179	0.00	0	191	0.00	0
A6144 Mill Lane (ahead)	226	0.00	0	226	0.00	0
<b>17:00–18:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
B5169 Mill Lane (left)	25	0.04	0	25	0.04	0
B5169 Mill Lane (right)	105	0.23	0	121	0.26	0
A6144 Birch Brook Road	262	0.07	0	262	0.07	0
A6144 Mill Lane (left)	110	0.00	0	110	0.00	0
A6144 Mill Lane (ahead)	243	0.00	0	243	0.00	0

- 13.2.32 The conclusions drawn in paragraphs 16.3.43 and 16.3.44 of the main TA are replaced by:  
 “The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction.”

## Local network change in the Warburton area

- 13.2.33 There are no longer any permanent changes to the local road network in the Warburton area as reported in the main TA as part of the AP1 revised scheme.
- 13.2.34 The main TA reported that there would be a number of permanent changes to the local road network in the Warburton area as part of the original scheme. However, these changes are no longer required in the AP1 revised scheme due to the removal of the HS2 WCML connection. As a result, junction layouts in the Warburton area will remain unchanged from the future baseline in the AP1 revised scheme.

## A6144 Warburton Lane/A6144 Paddock Lane/B5160 Dunham Road

13.2.35 Table 16-14 to Table 16-16 of the main TA summarise the results of the changes in performance of the junction as a result of the original scheme. Table 16-14 to Table 16-16 of the main TA are replaced by Table 16-14 to Table 16-16 below.

**Table 16-14: A6144 Warburton Lane/A6144 Paddock Lane/B5160 Dunham Road junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results, northern part of the junction**

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
<b>08:00-09:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
A6144 Warburton Lane (north) (ahead and left)	519	0.00	0	531	0.00	0
Dunham Road Slip (left and right)	36	0.14	0	36	0.14	0
A6114 Warburton Lane (south) (ahead and right)	865	0.00	0	865	0.00	0
<b>17:00-18:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
A6144 Warburton Lane (north) (ahead and left)	-	-	-	-	-	-
Dunham Road Slip (left and right)	70	0.27	0	70	0.27	0
A6114 Warburton Lane (south) (ahead and right)	689	0.00	0	689	0.00	0

**Table 16-15: A6144 Warburton Lane/A6144 Paddock Lane/B5160 Dunham Road junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results, eastern part of the junction**

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
<b>08:00-09:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
Dunham Road Slip (south) (left and right)	92	0.17	0	92	0.17	0
B5160 Dunham Road (east) (ahead and right)	168	0.08	0	168	0.08	0
B5160 Dunham Road (west) (ahead and left)	370	0.00	0	375	0.00	0
<b>17:00-18:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
Dunham Road Slip (south) (left and right)	51	0.08	0	51	0.08	0
B5160 Dunham Road (east) (ahead and right)	402	0.17	0	406	0.17	0
B5160 Dunham Road (west) (ahead and left)	157	0.00	0	157	0.00	0

**Table 16-16: A6144 Warburton Lane/A6144 Paddock Lane/B5160 Dunham Road junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results, western part of the junction**

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
<b>08:00-09:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
A6144 Warburton Lane (north)	427	0.00	0	439	0.00	0
B5160 Dunham Road (east) (left and right)	132	0.23	0	132	0.23	0
A6144 Paddock Lane (west) (ahead and right)	1,235	1.31	202	1,240	1.32	214
<b>17:00-18:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
A6144 Warburton Lane (north)	689	0.00	0	689	0.00	0
B5160 Dunham Road (east) (left and right)	332	0.68	2	336	0.69	2

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Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
<b>17:00–18:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
A6144 Paddock Lane (west) (ahead and right)	684	0.57	3	684	0.57	3

13.2.36 The conclusions drawn in paragraphs 16.3.48 to 16.3.51 of the main TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial change in capacity indicators such as RFC and queue lengths at this junction.”

### A6144 Bent Lane/A6144 Paddock Lane/Paddock Lane

13.2.37 Table 16-18 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 16-18 of the main TA is replaced by Table 16-18 below.

**Table 16-18: A6144 Bent Lane/A6144 Paddock Lane/Paddock Lane junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results**

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
<b>08:00–09:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
Paddock Lane (Left)	515	1.08	31	515	1.10	34
Paddock Lane (Right)	2	1.08	1	2	1.10	1
A6144 Paddock Lane (Ahead and Right)	558	0.86	7	570	0.88	8
A6144 Bent Lane (Left)	2	0.00	0	2	0.00	0
A6144 Bent Lane (Ahead)	730	0.00	0	752	0.00	0
<b>17:00–18:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
Paddock Lane (Left)	356	0.61	2	356	0.61	2
Paddock Lane (Right)	9	0.09	0	9	0.09	0
A6144 Paddock Lane (Ahead and Right)	1,014	1.18	102	1,016	1.19	105
A6144 Bent Lane (Left)	9	0.00	0	9	0.00	0
A6144 Bent Lane (Ahead)	334	0.00	0	346	0.00	0

13.2.38 The conclusions drawn in paragraphs 16.3.54 to 16.3.56 of the main TA are replaced by:

“The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will increase the RFC on the Paddock Lane (left) approach from 1.08 in the future baseline to 1.10 in the AM peak hour, with a corresponding change in queue length from 31 PCU in the future baseline to 34 PCU. The change in traffic will also increase the RFC on the Paddock Lane (right) from 1.08 in the future baseline to 1.10, with no corresponding change in queue length. In the PM peak



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hour, the change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths.”

## A6144 Manchester New Road/A6144 Manchester Road/Manchester Road/Moss Lane

13.2.39 Table 16-27 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 16-27 of the main TA is replaced by Table 16-27 below.

**Table 16-27: A6144 Manchester New Road/A6144 Manchester Road/Manchester Road/Moss Lane junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results**

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
<b>08:00–09:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
A6144 Manchester Road	425	0.51	1	437	0.53	1
Moss Lane	520	0.64	2	520	0.65	2
A6144 Manchester New Road	436	0.96	11	436	0.96	11
Manchester Road*	-	-	-	-	-	-
<b>17:00–18:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
A6144 Manchester Road	911	1.10	57	911	1.10	57
Moss Lane	303	0.51	1	346	0.58	1
A6144 Manchester New Road	173	0.30	0	173	0.31	0
Manchester Road*	-	-	-	-	-	-

\* Minor approach arm not represented within the strategic traffic model

13.2.40 The conclusions drawn in paragraphs 16.3.83 and 16.3.84 of the main TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates close to capacity in both the 2030 future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction.”

## A6144 Carrington Lane/A6144 Carrington Spur/Banky Lane

13.2.41 Table 16-28 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 16-28 of the main TA is replaced by Table 16-28 below.

**Table 16-28: A6144 Carrington Lane/A6144 Carrington Spur/Banky Lane junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results**

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
<b>08:00–09:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
A6144 Carrington Lane (west) (ahead, left and right)	924	134%	176	932	134%	177

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
<b>08:00–09:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
A6144 Carrington Spur (ahead, left and right)	942	133%	195	942	133%	194
Banky Lane (left, right and ahead)	11	27%	1	11	27%	1
A6144 Carrington Lane (south) (right, left and ahead)	1,473	134%	317	1,481	135%	323
<b>17:00–18:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
A6144 Carrington Lane (west) (ahead, left and right)	803	121%	113	803	121%	113
A6144 Carrington Spur (ahead, left and right)	1,370	122%	213	1,373	122%	214
Banky Lane (left, right and ahead)	12	29%	1	12	29%	1
A6144 Carrington Lane (south) (right, left and ahead)	866	120%	109	866	120%	109

13.2.42 The conclusions drawn in paragraphs 16.3.86 to 16.3.90 of the main TA are replaced by:

“The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction.”

### A6144 Carrington Lane/B5158 Flixton Road

13.2.43 Table 16-29 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 16-29 of the main TA is replaced by Table 16-29 below.

**Table 16-29: A6144 Carrington Lane/B5158 Flixton Road junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results**

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
<b>08:00–09:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
B5158 Flixton Road (left and right)	842	119%	97	852	119%	101
A6144 Carrington Lane (ahead and right)	902	117%	90	905	117%	90
Isherwood Road (left, ahead and right)	102	50%	3	102	50%	3
A6144 Manchester Road (left, ahead and right)	1,025	119%	123	1,026	119%	122
<b>17:00–18:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
B5158 Flixton Road (left and right)	766	120%	90	766	120%	90
A6144 Carrington Lane (ahead and right)	1,025	121%	134	1,026	126%	151
Isherwood Road (left, ahead and right)	231	65%	6	231	65%	6
A6144 Manchester Road (left, ahead and right)	843	123%	111	878	125%	122

13.2.44 The conclusions drawn in paragraphs 16.3.92 to 16.3.94 of the main TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as DoS and queue length in the AM peak hour.

The change in traffic due to construction of the AP1 revised scheme will increase the DoS on the A6144 Carrington Lane (ahead and right) approach from 121% in the future baseline to 126% in the PM peak hour, with a corresponding change in queue length from 134 PCU in the future baseline to 151 PCU.”

## A57 Liverpool Road/Salford Western Gateway

- 13.2.45 Table 16-30 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 16-30 of the main TA are replaced by Table 16-30 below.

**Table 16-30: A57 Liverpool Road/Salford Western Gateway junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
<b>08:00–09:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
A57 Link Road (nearside) (left)	2	1%	0	0	0%	0
A57 Link Road (centre and offside) (ahead and right)	34	9%	1	52	15%	1
Salford Western Gateway (nearside) (left and ahead)	583	78%	15	796	107%	53
Salford Western Gateway (centre and offside) (ahead and right)	632	78%	16	856	107%	58
Stadium Way (left, ahead and right)	27	10%	1	26	10%	1
A57 Liverpool Road (nearside and centre 1) (left)	42	2%	0	46	3%	0
A57 Liverpool Road (centre 2) (ahead)	691	97%	26	701	99%	28
A57 Liverpool Road (centre 3 and offside) (ahead and right)	762	98%	29	768	99%	31
<b>17:00–18:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
A57 Link Road (nearside) (left)	1	1%	0	1	1%	0
A57 Link Road (centre and offside) (ahead and right)	45	12%	1	54	15%	1
Salford Western Gateway (nearside) (left and ahead)	681	91%	21	754	101%	35
Salford Western Gateway (centre and offside) (ahead and right)	738	91%	22	813	101%	38
Stadium Way (left, ahead and right)	56	16%	1	53	17%	1
A57 Liverpool Road (nearside and centre 1) (left)	20	1%	0	28	2%	0
A57 Liverpool Road (centre 2) (ahead)	607	85%	17	631	89%	18
A57 Liverpool Road (centre 3 and offside) (ahead and right)	671	86%	18	704	91%	21

- 13.2.46 The conclusions drawn in paragraphs 16.3.96 to 16.3.98 of the main TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity with the AP1 revised scheme. In the PM peak hour, the junction operates close to capacity in the future baseline and over capacity with the AP1 revised scheme.

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The change in traffic due to construction of the AP1 revised scheme will increase the VoC on the Salford Western Gateway (centre and offside) (ahead and right) approach from 78% in the future baseline to a DoS of 107% in the AM peak hour, with a corresponding change in queue length from 16 PCU in the future baseline to 58 PCU.

In the PM peak hour, the change in traffic due to construction of the AP1 revised scheme will increase the VoC on the Salford Western Gateway (nearside) (left and ahead) approach from 91% in the future baseline to a DoS of 101%, with a corresponding change in queue length from 21PCU in the future baseline to 35 PCU.”

### **B5230 Barton Lane/B5211 Barton Road/B5211 Redclyffe Road/Peel Green Road**

13.2.47 Table 16-31 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 16-31 of the main TA is replaced by Table 16-31 below.

**Table 16-31: B5230 Barton Lane/B5211 Barton Road/B5211 Redclyffe Road/Peel Green Road junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results**

<b>Approach</b>	<b>Flow, PCU/hr</b>	<b>VoC</b>	<b>Q, PCU</b>	<b>Flow, PCU/hr</b>	<b>VoC</b>	<b>Q, PCU</b>
<b>08:00-09:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
B5211 Barton Road	485	72%	9	521	77%	9
B5230 Barton Lane	546	99%	10	550	100%	10
B5211 Redclyffe Road	499	42%	7	459	39%	7
Peel Green Road	33	74%	1	30	76%	1
<b>17:00-18:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
B5211 Barton Road	100	24%	2	99	23%	2
B5230 Barton Lane	565	67%	8	567	67%	8
B5211 Redclyffe Road	869	77%	15	897	80%	15
Peel Green Road	160	55%	3	160	55%	3

13.2.48 The conclusions drawn in paragraphs 16.3.100 and 16.3.101 of the main TA are replaced by:  
 “The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity with the AP1 revised scheme. In the PM peak hour, the junction operates within capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction.”

### **A57 Liverpool Road/Hardy Street/Peel Green Road**

13.2.49 Table 16-32 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 16-32 of the main TA are replaced by Table 16-32 below.

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**Table 16-32: A57 Liverpool Road/Hardy Street/Peel Green Road junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
<b>08:00–09:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
Hardy Street*	-	-	-	-	-	-
A57 Liverpool Road (west)	462	54%	6	452	53%	6
A57 Liverpool Road (east)	789	93%	10	821	97%	10
Peel Green Road	0	0%	0	0	0%	0
<b>17:00–18:00</b>	<b>2030 future baseline</b>			<b>AP1 revised scheme</b>		
Hardy Street*	-	-	-	-	-	-
A57 Liverpool Road (west)	659	60%	7	634	57%	7
A57 Liverpool Road (east)	730	66%	8	729	66%	8
Peel Green Road	0	0%	0	0	0%	0

\* Minor approach arm not represented within the strategic traffic model

13.2.50 The conclusions drawn in paragraphs 16.3.103 to 16.3.105 of the main TA remain unchanged.

## Accidents and safety

13.2.51 The impacts on accidents and safety during construction are reported in Section 16.3 of the main TA. This section of the main TA is unchanged.

## Parking and loading

13.2.52 The AP1 revised scheme removes the requirement for all temporary loss of parking spaces during construction in the MA04 area as reported in Section 16.3 of the main TA.

## Public transport

### Local bus services

13.2.53 The AP1 revised scheme removes the requirement for all temporary bus route diversions during construction in the MA04 area as reported in Table 16-33 of the main TA.

### Rail network

13.2.54 The AP1 revised scheme removes all interfaces with the existing rail network and associated rail possessions during construction in the MA04 area as reported in Section 16.3 of the main TA.

## **Public transport interchanges**

- 13.2.55 The impacts on public transport interchanges during construction are reported in Section 16.3 of the main TA. This section of the main TA is unchanged.

## **Pedestrians, cyclists and equestrians**

- 13.2.56 The AP1 revised scheme removes the requirement for all temporary diversions, realignments or reinstatements of PRow and roads used by pedestrians, cyclists and equestrians in the MA04 area as reported in in Table 16-34 of the main TA.

## **Waterways and canals**

- 13.2.57 The AP1 revised scheme removes the requirement for all temporary short-term closures of canals in the MA04 area as reported in Section 16.3 of the main TA.

## **13.3 AP1 revised scheme operation description**

- 13.3.1 The MA04 operation description for the original scheme is reported in Section 16.4 of the main TA.
- 13.3.2 The AP1 revised scheme removes the 7.3km section of the HS2 WCML connection through the MA04 area.

## **13.4 AP1 revised scheme assessment of operation impacts**

- 13.4.1 The AP1 revised scheme removes all impacts during operation in the MA04 area as reported in Section 16.5 of the main TA.









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