

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement

Volume 5: Appendix TR-003-00005

Traffic and transport

Transport Assessment Part 3 Addendum

MA05: Risley to Bamfurlong

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Department for Transport

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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 | TYPESA | COSTAIN

MWJV

Mott MacDonald | WSP

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14 Risley to Bamfurlong (MA05)

14.1 AP1 revised scheme construction description

Introduction

- 14.1.1 A number of changes to the original scheme reported in Section 9.2 of this report mean that Section 15.2 of the main Transport Assessment (TA) is generally replaced by Section 14.1 in this document. Where there is no replacement the text in the main TA remains valid.
- 14.1.2 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 Addendum.
- 14.1.3 This section provides an overview of the construction traffic and transport impacts of the AP1 revised scheme for the MA05 area.
- 14.1.4 The SES1 design change to remove the HS2 West Coast Main Line (WCML) connection (SES-004-001) will remove the requirement for all construction compounds and associated construction activities reported in the main TA within the MA05 area.
- 14.1.5 The remaining temporary traffic and transport impacts in this area will be caused by construction and workforce vehicle movements to and from other community areas.
- 14.1.6 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

- 14.1.7 The AP1 revised scheme removes all construction activities within the MA05 area.

Compounds and construction sites

- 14.1.8 The AP1 revised scheme removes the requirement for construction compounds and construction sites within the MA05 area. As a result, the assumed workforce and vehicle trip generation for construction compounds reported in the main TA within the MA05 area are removed.

Construction HGV routes

- 14.1.9 The AP1 revised scheme removes the requirement for all construction compounds and the associated construction Heavy Goods Vehicle (HGV) routes within the MA05 area. However,

construction traffic routes will continue to be used within the MA05 area by construction traffic serving other community areas.

Traffic management, road closures and diversions

- 14.1.10 The approach to traffic management, road closures and diversions as reported in the main TA are no longer required within the MA05 area in the AP1 revised scheme.

Public Rights of Way, closures and diversions

- 14.1.11 The Public Rights of Way (PRoW) closures and diversions reported in the main TA are no longer required within the MA05 area in the AP1 revised scheme.

14.2 AP1 revised scheme assessment of construction impacts

- 14.2.1 A number of changes to the original scheme reported in Section 9.2 of this report mean that Section 17.3 of the main TA is generally replaced by Section 14.2 in this document. Where there is no replacement the text in the main TA remains valid.

Key construction transport issues

- 14.2.2 The construction assessment takes account of all of the impacts of the AP1 revised scheme in the MA05 area.
- 14.2.3 The AP1 revised scheme will no longer provide a connection to the WCML. As a result, the AP1 revised scheme removes the requirement for all construction compounds and the associated construction HGV routes within the MA05 area. This generally results in reduced construction and workforce traffic on the road network in the MA05 area compared with the original scheme.
- 14.2.4 All physical works in the MA05 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 and blockades on the conventional rail network.
- 14.2.5 The remaining temporary traffic and transport impacts in this area relate predominantly to construction and workforce traffic movements to and from other community areas.

Highway network

Highway diversions, realignments and closures

- 14.2.6 The AP1 revised scheme removes the requirement for all temporary diversions, realignments and closures within the MA05 area.

Strategic and local road network traffic flows

- 14.2.7 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 serving other community areas 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.
- 14.2.8 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.
- 14.2.9 Table 17-5 and Table 17-6 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 17-5 and Table 17-6 below replace Table 17-5 and Table 17-6 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.
- 14.2.10 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.
- 14.2.11 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.
- 14.2.12 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 17-5: 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
Daten Avenue (between A574 Warrington Road and Faraday Street)	EB	1,197	15	1,267	15	6%	0%
	WB	467	12	467	12	0%	0%
A574 Warrington Road (between A574 Birchwood Park Avenue and Cross Lane)	NB	411	13	411	13	0%	0%
	SB	1,459	21	1,529	21	5%	0%
A574 Warrington Road (between Cross Lane and A574 Warrington Road realignment)	NB	371	11	371	11	0%	0%
	SB	1,079	19	1,149	19	6%	0%
A574 Warrington Road (between A574 Warrington Road realignment and Glaziers Lane)	NB	318	9	318	9	0%	0%
	SB	1,247	19	1,318	19	6%	0%
B5207 Kenyon Lane (between A572 Newton Road and B5207 Wilton Lane)	EB	594	9	594	9	0%	0%
	WB	249	9	249	9	0%	0%
B5207 Church Lane (between A572 Newton Road and A580 East Lancashire Road)	NB	53	1	53	1	0%	0%
	SB	51	1	51	1	0%	0%
A573 Warrington Road (between A580 East Lancashire Road and Park Road)	NB	438	17	438	17	0%	0%
	SB	647	27	653	27	1%	0%
A573 Bridge Street/High Street (between Park Road and Heath Street)	NB	421	19	421	19	0%	0%
	SB	512	19	518	19	1%	0%
A573 High Street/Church Street (between Heath Street and B5207 Lowton Road)	NB	400	13	400	13	0%	0%
	SB	467	19	473	19	1%	0%
Slag Lane (between B5207 Church Lane and Byrom Lane)	NB	414	5	414	5	0%	0%
	SB	694	9	694	9	0%	0%
	NB	628	16	628	16	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
A573 Ashton Road (between B5207 Ashton Road and B5207 Lowton Road)	SB	744	24	751	24	1%	0%
A573 Wigan Road realignment (between B5207 Ashton Road and A573 Aye Bridge Road)	EB	387	16	387	16	0%	0%
	WB	1,070	32	1,070	32	0%	0%
B5232 Newearth Road (between Guided Busway and Hilton Lane)	NB	651	11	654	16	0%	45%
	SB	677	12	691	23	2%	92%
B5232 Bridgewater Road (between B5232 Westminster Road and A6 High Street)	SB	231	7	238	15	3%	114%

Table 17-6: 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
Daten Avenue (between A574 Warrington Road and Faraday Street)	EB	325	6	325	6	0%	0%
	WB	1,063	7	1,063	7	0%	0%
A574 Warrington Road (between A574 Birchwood Park Avenue and Cross Lane)	NB	1,218	10	1,244	10	2%	0%
	SB	471	7	471	7	0%	0%
A574 Warrington Road (between Cross Lane and A574 Warrington Road realignment)	NB	890	9	916	9	3%	0%
	SB	438	6	438	6	0%	0%
A574 Warrington Road (between A574 Warrington Road realignment and Glaziers Lane)	NB	890	7	916	7	3%	0%
	SB	452	7	452	7	0%	0%
B5207 Kenyon Lane (between A572 Newton Road and B5207 Wilton Lane)	EB	210	2	210	2	0%	0%
	WB	388	2	388	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
B5207 Church Lane (between A572 Newton Road and A580 East Lancashire Road)	NB	55	0	55	0	0%	0%
	SB	84	1	84	1	0%	0%
A573 Warrington Road (between A580 East Lancashire Road and Park Road)	NB	766	15	772	15	1%	0%
	SB	664	13	664	13	0%	0%
A573 Bridge Street/High Street (between Park Road and Heath Street)	NB	567	12	572	12	1%	0%
	SB	837	19	837	19	0%	0%
A573 High Street/Church Street (between Heath Street and B5207 Lowton Road)	NB	583	16	589	16	1%	0%
	SB	430	12	430	12	0%	0%
Slag Lane (between B5207 Church Lane and Byrom Lane)	NB	890	1	890	1	0%	0%
	SB	515	3	515	3	0%	0%
A573 Ashton Road (between B5207 Ashton Road and B5207 Lowton Road)	NB	904	15	911	15	1%	0%
	SB	679	9	679	9	0%	0%
A573 Wigan Road realignment (between B5207 Ashton Road and A573 Aye Bridge Road)	EB	903	17	903	17	0%	0%
	WB	430	11	430	11	0%	0%
B5232 Newearth Road (between Guided Busway and Hilton Lane)	NB	933	4	907	5	-3%	25%
	SB	399	4	432	4	8%	0%
B5232 Bridgewater Road (between B5232 Westminster Road and A6 High Street)	SB	409	4	422	4	3%	0%

Junction performance

- 14.2.13 Junction capacity analysis is reported in Section 17.3 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.
- 14.2.14 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.
- 14.2.15 The results are presented from south to north through the MA05 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.
- 14.2.16 The results are presented in the same order as presented in the main TA. The following junctions 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 these locations are not presented within the following section:
- B5207 Kenyon Lane/B5207 Wilton Lane/Kenyon Lane;
 - A580 East Lancashire Road/Newton Lane (north);
 - M6 junction 24/A58 Liverpool Road;
 - A58 Liverpool Road/A58 Gerard Street/A49 Warrington Road/A49 Bryn Street;
 - A58 Gerard Street/A58 Bolton Road/A5062 Wigan Road/Princess Road;
 - A58 Bolton Road/Bryn Road South;
 - A58 Bolton Road/B5207 Bryn Road;
 - A58 Bolton Road/B5207 Golborne Road; and
 - A58 Bolton Road/Riding Lane.

M62 junction 11/A574 Birchwood Way/Silver Lane (Birchwood Interchange)

- 14.2.17 Table 17-8 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. The main TA reported that M62 junction 11/A574 Birchwood Way/Silver Lane (Birchwood Interchange) would be modified as part of the original scheme. However, this change is no longer required in the AP1 revised scheme due to the removal of the HS2 WCML connection. As a result, the junction layout will remain unchanged from the future baseline in the AP1 revised scheme. Table 17-8 of the main TA is replaced by Table 17-8 below.

Table 17-8: M62 junction 11/A574 Birchwood Way/Silver Lane (Birchwood Interchange) with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	2030 future baseline			AP1 revised scheme		
Birchwood Way (north)	2	0.00	0	2	0.00	0
M62 off-slip (east)	1,078	0.55	1	1,078	0.55	1.2
Silver Lane	3	0.00	0	3	0.00	0
A574 Birchwood Way (south)	1,461	0.52	1	1,462	0.52	1.2
M62 off-slip (west)	382	0.29	0	382	0.29	0.4
17:00–18:00	2030 future baseline			AP1 revised scheme		
Birchwood Way (north)	7	0.00	0	7	0.00	0
M62 off-slip (east)	584	0.29	0	587	0.29	0.4
Silver Lane	2	0.00	0	2	0.00	0
A574 Birchwood Way (south)	2,006	0.73	3	2,006	0.73	2.7
M62 off-slip (west)	319	0.21	0	319	0.21	0.3

14.2.18 The conclusions drawn in paragraph 17.3.18 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 23/A580 East Lancashire Road (Haydock Island)

14.2.19 Table 17-9 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-9 of the main TA is replaced by Table 17-9 below.

Table 17-9: M6 junction 23/A580 East Lancashire Road (Haydock Island) 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
M6 (north) off-slip (nearside and centre) (left and ahead)	722	104%	42	739	107%	51
M6 (north) off-slip (offside) (ahead)	36	7%	1	36	7%	1
A49 Lodge Lane (north) (nearside) (ahead)	179	30%	4	182	31%	4
A49 Lodge Lane (north) (centre) (ahead)	287	50%	7	298	52%	7
A49 Lodge Lane (north) (offside) (ahead)	26	5%	1	26	5%	1
A580 East Lancashire Road (east) (nearside) (left)	191	30%	4	197	31%	4
A580 East Lancashire Road (east) (offside) (left)	82	13%	2	82	13%	2

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A580 East Lancashire Road (east) (nearside) (ahead)	816	121%	109	816	121%	109
A580 East Lancashire Road (east) (offside) (ahead)	814	122%	109	814	122%	109
M6 (south) off-slip (nearside and centre) (left and ahead)	917	121%	101	917	121%	102
M6 (south) off-slip (offside) (ahead)	245	63%	7	245	63%	7
A49 Lodge Lane (south) (nearside) (ahead)	105	24%	2	105	24%	2
A49 Lodge Lane (south) (centre) (ahead)	300	69%	8	300	69%	8
A49 Lodge Lane (south) (offside) (ahead)	112	25%	3	112	25%	3
A580 East Lancashire Road (west) (nearside) (left and ahead)	93	13%	2	93	13%	2
A580 East Lancashire Road (west) (centre) (ahead)	836	114%	87	897	122%	123
A580 East Lancashire Road (west) (offside) (ahead)	841	114%	88	902	122%	124
Shell Garage exit (left and ahead)	116	17%	1	116	17%	1
17:00–18:00	2030 future baseline			AP1 revised scheme		
M6 (north) off-slip (nearside and centre) (left and ahead)	1,138	126%	170	1,138	125%	169
M6 (north) off-slip (offside) (ahead)	95	14%	2	95	14%	2
A49 Lodge Lane (north) (nearside) (ahead)	185	47%	5	185	47%	5
A49 Lodge Lane (north) (centre) (ahead)	276	72%	8	276	72%	8
A49 Lodge Lane (north) (offside) (ahead)	56	15%	1	56	15%	1
A580 East Lancashire Road (east) (nearside) (left)	136	22%	3	136	22%	3
A580 East Lancashire Road (east) (offside) (left)	58	9%	1	58	9%	1
A580 East Lancashire Road (east) (nearside) (ahead)	817	124%	118	831	126%	127
A580 East Lancashire Road (east) (offside) (ahead)	816	124%	119	829	126%	127
M6 (south) off-slip (nearside and centre) (left and ahead)	1,379	113%	114	1,531	125%	205
M6 (south) off-slip (offside) (ahead)	415	67%	10	468	75%	12
A49 Lodge Lane (south) (nearside) (ahead)	233	58%	6	233	58%	6
A49 Lodge Lane (south) (centre) (ahead)	257	65%	7	257	65%	7
A49 Lodge Lane (south) (offside) (ahead)	131	32%	3	131	32%	3
A580 East Lancashire Road (west) (nearside) (left and ahead)	162	30%	4	162	30%	4
A580 East Lancashire Road (west) (centre) (ahead)	668	124%	98	668	124%	98
A580 East Lancashire Road (west) (offside) (ahead)	672	124%	99	672	124%	99
Shell Garage exit (left and ahead)	86	13%	0	86	13%	0

14.2.20 The conclusions drawn in paragraphs 17.3.20 to 17.3.22 of the main TA are replaced by:

“The assessment shows that in the AM and 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 DoS on the A580 East Lancashire Road (west) (centre) (ahead) from 114% in the future baseline to 122% in the AM peak hour, with a corresponding change in queue length from 87 PCU in the future baseline to 123 PCU. In the PM peak hour, the change in traffic due to construction of the AP1 revised scheme will increase the DoS on the M6 (south) off-slip (nearside and centre) (left and ahead) approach from 113% in the future baseline to 125%, with a corresponding change in queue length from 114 PCU in the future baseline to 205 PCU."

A574 Birchwood Way/A574 Birchwood Park Avenue/Oakwood Gate (George Duckworth Roundabout)

- 14.2.21 Table 17-12 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-12 of the main TA is replaced by Table 17-12 below.

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Table 17-12: A574 Birchwood Way/A574 Birchwood Park Avenue/Oakwood Gate (George Duckworth Roundabout) 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
Birchwood Park Avenue (nearside) (left and ahead)	641	85%	8	641	85%	8
Birchwood Park Avenue (offside) (ahead)	430	99%	16	430	99%	16
A574 Birchwood Way (east) (nearside) (left and ahead)	307	108%	22	347	109%	25
A574 Birchwood Way (east) (offside) (ahead)	308	109%	22	348	109%	25
Oakwood Gate (nearside) (left)	536	29%	0	536	29%	0
Oakwood Gate (centre and offside) (ahead)	393	28%	0	393	28%	1
A574 Birchwood Way (west) (nearside) (left)	995	86%	15	995	86%	15
A574 Birchwood Way (west) (centre and offside) (ahead)	1,847	96%	21	1,847	96%	21
Circulatory link (internal past Birchwood Park Avenue entry) (nearside)	892	45%	0	892	45%	0
Circulatory link (internal past Birchwood Park Avenue entry) (offside)	1,080	55%	1	1,080	55%	1
Circulatory link (internal past Birchwood Way (east) entry) (nearside)	1,516	119%	156	1,516	122%	173
Circulatory link (internal past Birchwood Way (east) entry) (offside)	430	35%	3	430	35%	4
Circulatory link (internal past Oakwood Gate entry) (nearside)	88	4%	0	128	6%	0
Circulatory link (internal past Oakwood Gate entry) (offside)	738	35%	0	778	37%	0
Circulatory link (internal past Birchwood Way (west) entry) (nearside)	312	78%	6	312	78%	6
Circulatory link (internal past Birchwood Way (west) entry) (offside)	125	30%	2	125	30%	2
17:00–18:00	2030 future baseline			AP1 revised scheme		
Birchwood Park Avenue (nearside) (left and ahead)	781	70%	3	778	69%	3
Birchwood Park Avenue (offside) (ahead)	560	84%	7	563	84%	7
A574 Birchwood Way (east) (nearside) (left and ahead)	311	92%	9	316	93%	9
A574 Birchwood Way (east) (offside) (ahead)	316	92%	9	315	92%	9
Oakwood Gate (nearside) (left)	641	34%	0	641	34%	0
Oakwood Gate (centre and offside) (ahead)	554	40%	1	554	40%	1
A574 Birchwood Way (west) (nearside) (left)	397	41%	4	423	44%	4
A574 Birchwood Way (west) (centre and offside) (ahead)	876	56%	6	876	56%	6

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
Circulatory link (internal past Birchwood Park Avenue entry) (nearside)	353	18%	0	353	18%	0
Circulatory link (internal past Birchwood Park Avenue entry) (offside)	738	37%	0	738	37%	0
Circulatory link (internal past Birchwood Way (east) entry) (nearside)	1,088	92%	19	1,085	92%	19
Circulatory link (internal past Birchwood Way (east) entry) (offside)	560	48%	5	563	48%	5
Circulatory link (internal past Oakwood Gate entry) (nearside)	461	23%	0	461	23%	0
Circulatory link (internal past Oakwood Gate entry) (offside)	876	43%	0	878	43%	0
Circulatory link (internal past Birchwood Way (west) entry) (nearside)	365	64%	5	365	64%	5
Circulatory link (internal past Birchwood Way (west) entry) (offside)	215	36%	3	215	36%	3

14.2.22 The conclusions drawn in paragraphs 17.3.32 to 17.3.34 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 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 increase the DoS on the nearside lane of the Circulatory link (internal past Birchwood Way (east) entry) (nearside) approach from 119% in the future baseline to 122% in the AM peak hour, with a corresponding change in queue length from 156 PCU in the future baseline to 173 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 DoS and queue lengths.”

A574 Birchwood Way/Moss Gate/Daten Avenue

14.2.23 Table 17-13 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-13 of the main TA is replaced by Table 17-13 below.

Table 17-13: A574 Birchwood Way/Moss Gate/Daten Avenue 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
08:00-09:00	2030 future baseline			AP1 revised scheme		
A574 Birchwood Way (north) (nearside and centre 1) (ahead and left)	760	65%	12	760	65%	12
A574 Birchwood Way (north) (centre 2 and offside) (right)	719	72%	12	719	72%	12

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
Moss Gate (left, ahead and right)	496	73%	10	496	73%	10
A574 Birchwood Way (south) (nearside) (left and ahead)	314	70%	11	314	70%	11
A574 Birchwood Way (south) (centre and offside) (ahead and right)	349	72%	12	349	72%	12
Daten Avenue (nearside and centre) (left)	526	61%	8	526	61%	8
Daten Avenue (offside) (right and ahead)	63	15%	2	63	15%	2
17:00-18:00	2030 future baseline			AP1 revised scheme		
A574 Birchwood Way (north) (nearside and centre 1) (ahead and left)	488	40%	6	491	40%	6
A574 Birchwood Way (north) (centre 2 and offside) (right)	309	29%	4	309	29%	4
Moss Gate (left, ahead and right)	379	89%	13	379	89%	13
A574 Birchwood Way (south) (nearside) (left and ahead)	469	87%	19	469	87%	19
A574 Birchwood Way (south) (centre and offside) (ahead and right)	508	88%	19	508	88%	19
Daten Avenue (nearside and centre) (left)	831	90%	23	831	90%	23
Daten Avenue (offside) (right and ahead)	55	17%	2	55	17%	2

14.2.24 The conclusions drawn in paragraphs 17.3.36 to 17.3.38 of the main TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates well within 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 DoS and queue lengths at this junction.”

A574 Warrington Road/A574 Birchwood Park Avenue/Daten Avenue/Warrington Road

14.2.25 Table 17-14 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-14 of the main TA is replaced by Table 17-14 below.

Table 17-14: A574 Warrington Road/A574 Birchwood Park Avenue/Daten Avenue/Warrington Road 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
08:00-09:00	2030 future baseline			AP1 revised scheme		
Warrington Road (north)	1,485	0.87	6	1,555	0.91	9
Daten Avenue	450	0.28	0	450	0.28	0
Warrington Road (south)	20	0.02	0	20	0.02	0

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Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
Birchwood Park Avenue	888	0.37	1	888	0.37	1
17:00–18:00	2030 future baseline			AP1 revised scheme		
Warrington Road (north)	482	0.23	0	482	0.23	0
Daten Avenue	1,013	0.45	1	1,013	0.45	1
Warrington Road (south)	345	0.53	1	345	0.53	1
Birchwood Park Avenue	740	0.50	1	766	0.52	1

14.2.26 The conclusions drawn in paragraphs 17.3.40 to 17.3.42 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 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 increase the RFC on the Warrington Road (north) approach from 0.87 in the future baseline to 0.91 in the AM peak hour, with a corresponding change in queue length from six PCU in the future baseline to nine 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.”

A574 Warrington Road/Cross Lane/Silver Lane

14.2.27 Table 17-15 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-15 of the main TA is replaced by Table 17-15 below.

Table 17-15: A574 Warrington Road/Cross Lane/Silver 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
A574 Warrington Road (north) (left, ahead and right)	1,161	0.04	0	1,231	0.05	0
Silver Lane (left, ahead and right)	8	0.02	0	8	0.02	0
A574 Warrington Road (south) (left, ahead and right)	444	0.01	0	444	0.01	0
Cross Lane (left, ahead and right)	378	1.67	107	378	1.76	117
17:00–18:00	2030 future baseline			AP1 revised scheme		
A574 Warrington Road (north) (left, ahead and right)	480	0.14	0	480	0.14	0
Silver Lane (left, ahead and right)	12	0.03	0	12	0.03	0
A574 Warrington Road (south) (left, ahead and right)	1,312	0.05	0	1,338	0.06	0
Cross Lane (left, ahead and right)	38	0.20	0	38	0.21	0

14.2.28 The conclusions drawn in paragraphs 17.3.44 to 17.3.46 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 increase the RFC on the Cross Lane (left, ahead and right) approach from 1.67 in the future baseline to 1.76 in the AM peak hour, with a corresponding change in queue length from 107 PCU in the future baseline to 117 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.”

Local network changes in the Culcheth area

14.2.29 The main TA reported that there would be a number of temporary and permanent changes to the local road network in the Culcheth 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 Culcheth area will remain unchanged from the future baseline in the AP1 revised scheme.

A574 Warrington Road/New Hall Lane (southern junction)

14.2.30 Table 17-17 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-17 of the main TA is replaced by Table 17-17 below.

Table 17-17: A574 Warrington Road/New Hall Lane (southern 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
A574 Warrington Road (north) (ahead and left)	1,412	-	-	1,482	-	-
A574 Warrington Road (south) (ahead and right)	340	0.33	1	340	0.36	1
17:00–18:00	2030 future baseline			AP1 revised scheme		
A574 Warrington Road (north) (ahead and left)	424	-	-	424	-	-
A574 Warrington Road (south) (ahead and right)	1,098	0.19	1	1,124	0.20	4

14.2.31 The conclusions drawn in paragraphs 17.3.52 and 17.3.53 of the main TA remain unchanged.

A574 Warrington Road/Glaziers Lane

14.2.32 Table 17-18 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-18 of the main TA is replaced by Table 17-18 below.

Table 17-18: A574 Warrington Road/Glaziers 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
A574 Warrington Road (north) (ahead and right)	1,330	0.23	1	1,394	0.29	2
A574 Warrington Road (south) (left)	16	0.00	0	16	0.00	0
A574 Warrington Road (south) (ahead)	291	0.00	0	291	0.00	0
Glaziers Lane (left)	7	0.09	0	7	0.95	1
Glaziers Lane (right)	172	0.87	5	179	0.95	8
17:00–18:00	2030 future baseline			AP1 revised scheme		
A574 Warrington Road (north) (ahead and right)	451	0.18	1	451	0.19	1
A574 Warrington Road (south) (left)	120	0.00	0	127	0.00	0
A574 Warrington Road (south) (ahead)	955	0.00	0	974	0.00	0
Glaziers Lane (left)	19	0.05	0	19	0.05	0
Glaziers Lane (right)	34	0.21	0	34	0.22	0

14.2.33 The conclusions drawn in paragraphs 17.3.55 to 17.3.57 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 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 increase the RFC on the Glaziers Lane (left) approach from 0.09 in the future baseline to 0.95 in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to one 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.”

A574 Warrington Road/New Hall Lane (northern junction)

14.2.34 Table 17-19 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-19 of the main TA is replaced by Table 17-19 below.

Table 17-19: A574 Warrington Road/New Hall Lane (northern 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
A574 Warrington Road (north) (ahead and left)	1,250	0.00	0	1,314	0.00	0
New Hall Lane (left)	37	0.12	0	37	0.13	0
New Hall Lane (right)	7	0.05	0	7	0.05	0
A574 Warrington Road (south) (ahead and right)	250	0.00	0	269	0.00	0

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Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
17:00–18:00	2030 future baseline			AP1 revised scheme		
A574 Warrington Road (north) (ahead and left)	359	0.00	0	359	0.00	0
New Hall Lane (left)	116	0.23	0	116	0.23	0
New Hall Lane (right)	57	0.21	0	57	0.21	0
A574 Warrington Road (south) (ahead and right)	864	0.00	0	864	0.00	0

14.2.35 The conclusions drawn in paragraphs 17.3.59 and 17.3.60 of the main TA remain unchanged.

Wigshaw Lane/Glaziers Lane

14.2.36 Table 17-22 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-22 of the main TA is replaced by Table 17-22 below.

Table 17-22: Wigshaw Lane/Glaziers Lane 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
Wigshaw Lane (north) (ahead)	280	0.00	0	280	0.00	0
Wigshaw Lane (north) (left)	70	0.00	0	77	0.00	0
Glaziers Lane (left and right)	25	0.05	0	25	0.05	0
Wigshaw Lane (west) (ahead and right)	258	0.13	0	258	0.13	0
17:00–18:00	2030 future baseline			AP1 revised scheme		
Wigshaw Lane (north) (ahead)	243	0.00	0	243	0.00	0
Wigshaw Lane (north) (left)	23	0.00	0	23	0.00	0
Glaziers Lane (left and right)	172	0.35	1	179	0.35	1
Wigshaw Lane (west) (ahead and right)	260	0.03	0	260	0.03	0

14.2.37 The conclusions drawn in paragraphs 17.3.66 and 17.3.67 of the main TA remain unchanged.

A574 Warrington Road/B5207 Common Lane

14.2.38 Table 17-24 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-24 of the main TA is replaced by Table 17-24 below.

Table 17-24: A574 Warrington Road/B5207 Common Lane junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Queue, PCU	Flow, PCU/hr	RFC	Queue, PCU
08:00–09:00	2030 future baseline			AP1 revised scheme		
B5207 Common Lane	725	1.33	121	725	1.33	121
A574 Warrington Road (east)	909	0.75	3	973	0.79	3

Approach	Flow, PCU/hr	RFC	Queue, PCU	Flow, PCU/hr	RFC	Queue, PCU
A574 Warrington Road (west)	333	0.53	1	335	0.57	1
17:00–18:00	2030 future baseline			AP1 revised scheme		
B5207 Common Lane	494	1.05	25	513	1.09	34
A574 Warrington Road (east)	646	0.50	1	648	0.50	1
A574 Warrington Road (west)	745	1.43	158	745	1.43	158

14.2.39 The conclusions drawn in paragraphs 17.3.71 to 17.3.73 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 in the AM peak hour.

The change in traffic due to construction of the AP1 revised scheme in the PM peak hour will increase the RFC on the B5207 Common Lane approach from 1.05 in the future baseline to 1.09, with a corresponding change in queue length from 25 PCU in the future baseline to 34 PCU.”

A580/A572/B5207 Lane Head network

14.2.40 The A580/A572/B5207 Lane Head network incorporates three signal controlled junctions located in proximity. The network comprises:

- A572 Newton Road/B5207 Church Lane/B5207 Kenyon Lane;
- A580 East Lancashire Road/B5207 Church Lane; and
- A580 East Lancashire Road/A572 Newton Road.

14.2.41 The three junctions have been assessed as a single network and are reported separately below.

A572 Newton Road/B5207 Church Lane/B5207 Kenyon Lane

14.2.42 Table 17-25 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-25 of the main TA is replaced by Table 17-25 below.

Table 17-25: A572 Newton Road/B5207 Church Lane/B5207 Kenyon 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
A572 Newton Road (north) (left, ahead and right)	926	107%	71	948	114%	100
Kenyon Lane (left, ahead and right)	156	104%	13	198	110%	20

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
Newton Road (south) (left, ahead and right)	706	127%	62	739	105%	29
B5207 Church Lane (left, ahead and right)	582	109%	50	605	113%	62
17:00–18:00	2030 future baseline			AP1 revised scheme		
A572 Newton Road (north) (left, ahead and right)	646	68%	17	661	75%	20
Kenyon Lane (left, ahead and right)	379	91%	16	414	95%	20
Newton Road (south) (left, ahead and right)	859	91%	31	865	99%	40
B5207 Church Lane (left, ahead and right)	193	92%	10	247	98%	15

14.2.43 The conclusions drawn in paragraph 17.3.77 to 17.3.79 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 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 increase the DoS on the A572 Newton Road (north) (left, ahead and right) approach from 107% in the future baseline to 114% in the AM peak hour, with a corresponding change in queue length from 71 PCU in the future baseline to 100 PCU.

In the PM peak hour, the change in traffic due to construction of the AP1 revised scheme will increase the DoS on the Newton Road (south) (left, ahead and right) approach from 91% in the future baseline to 99%, with a corresponding change in queue length from 31 PCU in the future baseline to 40 PCU.”

A580 East Lancashire Road/B5207 Church Lane

14.2.44 Table 17-26 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-26 of the main TA is replaced by Table 17-26 below.

Table 17-26: A580 East Lancashire Road/B5207 Church 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
B5207 Church Lane (north) (left, ahead and right)	351	120%	47	361	117%	44
A580 (east) (nearside) (left and ahead)	696	62%	11	704	74%	5
A580 (east) (centre) (ahead)	893	73%	19	885	85%	26
A580 (east) (offside) (right)	111	63%	4	111	79%	5
B5207 Church Lane (south) (left, ahead and right)	308	107%	29	251	67%	8
A580 (west) (nearside) (left and ahead)	876	82%	26	913	85%	29
A580 (west) (centre and offside) (ahead and right)	1,093	110%	35	1,056	97%	21
17:00–18:00	2030 future baseline			AP1 revised scheme		

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
B5207 Church Lane (north) (left, ahead and right)	274	91%	13	281	74%	10
A580 (east) (nearside) (left and ahead)	907	75%	12	913	79%	13
A580 (east) (centre) (ahead)	1,010	77%	19	1,004	81%	21
A580 (east) (offside) (right)	214	96%	12	214	86%	9
B5207 Church Lane (south) (left, ahead and right)	379	178%	44	345	91%	15
A580 (west) (nearside) (left and ahead)	1,043	104%	67	1,062	118%	125
A580 (west) (centre and offside) (ahead and right)	1,116	98%	46	1,097	106%	79

14.2.45 The conclusions drawn in paragraphs 17.3.81 and 17.3.82 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 DoS on the A580 (east) (centre) (ahead) approach from 73% in the future baseline to 85% in the AM peak hour, with a corresponding change in queue length from 19 PCU in the future baseline to 26 PCU. In the PM peak hour, the change in traffic due to construction of the AP1 revised scheme will increase the DoS on the nearside lane of the A580 (west) (nearside) (left and ahead) approach from 104% in the future baseline to 118%, with a corresponding change in queue length from 67 PCU in the future baseline to 125 PCU.”

A580 East Lancashire Road/A572 Newton Road

14.2.46 Table 17-27 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-27 of the main TA is replaced by Table 17-27 below.

Table 17-27: A580 East Lancashire Road/A572 Newton 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
08:00-09:00	2030 future baseline			AP1 revised scheme		
A572 Newton Road (north) (left, ahead and right)	926	121%	123	936	125%	136
A580 (east) (nearside) (left and ahead)	13	9%	1	32	19%	1
A580 (east) (centre and offside) (ahead and right)	143	66%	4	215	85%	8
A572 Newton Road (south) (nearside) (ahead and left)	630	119%	77	640	125%	91
A572 Newton Road (south) (offside) (right)	76	15%	2	102	20%	3
A580 (west) (nearside and centre) (left and ahead)	187	117%	23	228	115%	26
A580 (west) (offside) (ahead)	185	118%	24	221	115%	26
17:00-18:00	2030 future baseline			AP1 revised scheme		
A572 Newton Road (north) (left, ahead and right)	646	116%	75	665	122%	92
A580 (east) (nearside) (left and ahead)	51	33%	2	61	33%	2

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A580 (east) (centre and offside) (ahead and right)	328	110%	22	392	120%	45
A572 Newton Road (south) (nearside) (ahead and left)	828	115%	91	842	120%	106
A572 Newton Road (south) (offside) (right)	31	4%	1	45	7%	1
A580 (west) (nearside and centre) (left and ahead)	65	33%	2	124	44%	3
A580 (west) (offside) (ahead)	48	28%	2	75	36%	3

14.2.47 The conclusions drawn in paragraphs 17.3.84 to 17.3.86 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 DoS on the A572 Newton Road (south) (nearside) (ahead and left) approach from 119% in the future baseline to 125% in the AM peak hour, with a corresponding change in queue length from 77 PCU in the future baseline to 91 PCU.

The change in traffic due to construction of the AP1 revised scheme will increase the DoS on the A580 (east) (centre and offside) (ahead and right) approach from 110% in the future baseline to 120% in the PM peak hour, with a corresponding change in queue length from 22 PCU in the future baseline to 45 PCU.”

A580 East Lancashire Road/Stone Cross Lane North/Stone Cross Lane South

14.2.48 Table 17-28 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-28 of the main TA is replaced by Table 17-28 below.

Table 17-28: A580 East Lancashire Road/Stone Cross Lane North/Stone Cross Lane South 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
Stone Cross Lane North (left and right)	968	130%	152	980	123%	132
A580 East Lancashire Road (east) (nearside and centre) (left and ahead)	626	103%	38	630	116%	70
A580 East Lancashire Road (east) (offside) (ahead)	616	103%	39	612	116%	69
Stone Cross Lane South (left and right)	209	41%	4	209	37%	4
A580 East Lancashire Road (west) (nearside and centre) (left and ahead)	1,188	131%	245	1,055	124%	196
A580 East Lancashire Road (west) (offside) (ahead)	482	55%	13	625	77%	20
17:00–18:00	2030 future baseline			AP1 revised scheme		
Stone Cross Lane North (left and right)	546	94%	16	546	94%	16

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A580 East Lancashire Road (east) (nearside and centre) (left and ahead)	742	96%	31	748	96%	33
A580 East Lancashire Road (east) (offside) (ahead)	771	96%	32	778	96%	34
Stone Cross Lane South (left and right)	446	97%	21	446	97%	21
A580 East Lancashire Road (west) (nearside and centre) (left and ahead)	977	85%	24	972	84%	24
A580 East Lancashire Road (west) (offside) (ahead)	817	78%	24	822	79%	24

14.2.49 The conclusions drawn in paragraph 17.3.88 and 17.3.89 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 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 increase the DoS on the A580 East Lancashire Road (east) (nearside and centre) (left and ahead) approach from 103% in the future baseline to 116% in the AM peak hour, with a corresponding change in queue length from 38 PCU to 70 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 DoS and queue lengths.”

A580 East Lancashire Road/A573 Warrington Road

14.2.50 Table 17-29 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-29 of the main TA is replaced by Table 17-29 below.

Table 17-29: A580 East Lancashire Road/A573 Warrington Road 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
A573 Warrington Road (north)	651	1.85	196	671	1.91	214
A580 East Lancashire Road (east)	1,645	0.92	11	1,647	0.92	10
A573 Warrington Road (south)	254	1.10	19	254	1.12	20
A580 East Lancashire Road (west)	2,186	1.02	46	2,186	1.02	44
17:00–18:00	2030 future baseline			AP1 revised scheme		
A573 Warrington Road (north)	673	1.49	138	673	1.49	137
A580 East Lancashire Road (east)	2,016	1.05	68	2,016	1.05	68
A573 Warrington Road (south)	318	2.19	127	339	2.34	146
A580 East Lancashire Road (west)	2,160	1.04	61	2,160	1.04	60

14.2.51 The conclusions drawn in paragraph 17.3.91 to 17.3.93 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 A573 Warrington Road (north) approach from 1.85 in the future baseline to 1.91 in the AM peak hour, with a corresponding change in queue length from 196 PCU in the future baseline to 214 PCU.

In the PM peak hour, the change in traffic due to construction of the AP1 revised scheme will increase the RFC on the A573 Warrington Road (south) approach from 2.19 in the future baseline to 2.34, with a corresponding change in queue length from 127 PCU in the future baseline to 146 PCU.”

A580 East Lancashire Road/A579 Atherleigh Way

- 14.2.52 Table 17-31 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-31 of the main TA is replaced by Table 17-31 below.

Table 17-31: A580 East Lancashire Road/A579 Atherleigh Way 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
A579 Atherleigh Way (nearside and centre) (left and right)	1,145	112%	98	1,038	106%	68
A579 Atherleigh Way (offside) (right)	343	77%	11	469	106%	33
A580 East Lancashire Road (east) (nearside) (ahead)	619	47%	9	559	43%	8
A580 East Lancashire Road (east) (centre) (ahead)	402	29%	5	607	44%	9
A580 East Lancashire Road (east) (offside) (right)	217	72%	7	243	81%	9
A580 East Lancashire Road (west) (nearside) (left)	587	41%	7	587	41%	7
A580 East Lancashire Road (west) (centre) (ahead)	425	50%	9	715	84%	20
A580 East Lancashire Road (west) (offside) (ahead)	1,011	112%	88	780	86%	23
17:00–18:00	2030 future baseline			AP1 revised scheme		
A579 Atherleigh Way (nearside and centre) (left and right)	686	119%	73	686	119%	73
A579 Atherleigh Way (offside) (right)	356	118%	43	356	118%	43
A580 East Lancashire Road (east) (nearside) (ahead)	1,012	69%	17	724	50%	10
A580 East Lancashire Road (east) (centre) (ahead)	432	28%	5	720	46%	9
A580 East Lancashire Road (east) (offside) (right)	580	120%	70	581	120%	70
A580 East Lancashire Road (west) (nearside) (left)	679	55%	12	689	56%	12
A580 East Lancashire Road (west) (centre) (ahead)	336	42%	7	643	81%	18

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A580 East Lancashire Road (west) (offside) (ahead)	1,014	120%	120	707	83%	21

14.2.53 The conclusions drawn in paragraphs 17.3.99 to 17.3.100 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 DoS on the offside lane of the A579 Atherleigh Way (offside) (right) approach from 77% in the future baseline to 106% in the AM peak hour, with a corresponding change in queue length from 11 PCU in the future baseline to 33 PCU.

In the PM peak hour, the change in traffic due to construction of the AP1 revised scheme will decrease the DoS on the A580 East Lancashire Road (west) (offside) (ahead) approach from 120% in the future baseline to 83%, with a corresponding change in queue length from 120 PCU in the future baseline to 21 PCU.”

B5207 Church Lane/B5207 Golborne Road/Stone Cross Lane North/Slag Lane

14.2.54 Table 17-32 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-32 of the main TA is replaced by Table 17-32 below.

Table 17-32: B5207 Church Lane/B5207 Golborne Road/Stone Cross Lane North/Slag 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
Slag Lane (left, ahead and right)	840	121%	108	858	124%	119
Church Lane (right, left and ahead)	310	60%	8	329	62%	9
Stone Cross Lane North (ahead, right and left)	242	122%	33	242	122%	33
Golborne Road (left, ahead and right)	461	119%	59	468	121%	63
17:00–18:00	2030 future baseline			AP1 revised scheme		
Slag Lane (left, ahead and right)	510	118%	60	528	123%	71
Church Lane (right, left and ahead)	538	122%	62	678	122%	83
Stone Cross Lane North (ahead, right and left)	564	119%	70	564	123%	78
Golborne Road (left, ahead and right)	411	119%	53	412	119%	53

14.2.55 The conclusions drawn in paragraphs 17.3.102 to 17.3.104 of the main TA remain unchanged.

A573 High Street/Heath Street

14.2.56 Table 17-33 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-33 of the main TA is replaced by Table 17-33 below.

Table 17-33: A573 High Street/Heath Street 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
A573 High Street (north) (ahead and right)	588	0.25	1	607	0.25	1
A573 High Street (south) (ahead and left)	560	0.35	1	560	0.35	1
Heath Street (left and right)	271	0.88	6	271	0.89	6
17:00–18:00	2030 future baseline			AP1 revised scheme		
A573 High Street (north) (ahead and right)	612	0.29	1	612	0.29	1
A573 High Street (south) (ahead and left)	841	0.55	1	862	0.56	1
Heath Street (left and right)	233	0.89	6	233	0.91	7

14.2.57 The conclusions drawn in paragraphs 17.3.106 to 17.3.108 of the main TA are replaced by:

“The assessment shows that in the AM and PM peak hours 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 RFC and queue lengths in the AM peak hour.

In the PM peak hour, the change in traffic due to construction of the AP1 revised scheme will increase the RFC on the Heath Street (left and right) approach from 0.89 in the future baseline to 0.91, with a corresponding change in queue length from six PCU in the future baseline to seven PCU.”

A580 East Lancashire Road/A574 Warrington Road

14.2.58 Table 17-34 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-34 of the main TA is replaced by Table 17-34 below.

Table 17-34: A580 East Lancashire Road/A574 Warrington Road 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
A574 Warrington Road (north)	628	1.48	112	641	1.48	112
A580 East Lancashire Road (east)	1,553	0.65	2	1,572	0.65	2
A574 Warrington Road (south)	384	0.33	1	384	0.33	1

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Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
A580 East Lancashire Road (west)	2,136	0.88	7	2,150	0.88	7
17:00–18:00	2030 future baseline			AP1 revised scheme		
A574 Warrington Road (north)	748	0.97	15	748	0.97	15
A580 East Lancashire Road (east)	1,882	0.76	3	1,884	0.76	3
A574 Warrington Road (south)	927	1.45	161	965	1.45	161
A580 East Lancashire Road (west)	1,642	0.77	4	1,642	0.77	4

14.2.59 The conclusions drawn in paragraphs 17.3.110 to 17.3.112 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.”

A573 Ashton Road/A573 Church Street/B5207 Lowton Road

14.2.60 Table 17-35 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-35 of the main TA is replaced by Table 17-35 below.

Table 17-35: A573 Ashton Road/A573 Church Street/B5207 Lowton Road 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
A573 Ashton Road	861	0.92	9	880	0.94	11
B5207 Lowton Road	290	0.57	1	290	0.58	1
A573 Church Street	384	0.66	2	384	0.66	2
17:00–18:00	2030 future baseline			AP1 revised scheme		
A573 Ashton Road	688	0.73	3	688	0.73	3
B5207 Lowton Road	378	0.65	2	378	0.65	2
A573 Church Street	601	1.13	46	622	1.17	58

14.2.61 The conclusions drawn in paragraphs 17.3.114 to 17.3.116 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 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 A573 Ashton Road approach from 0.92 in the future baseline to 0.94 in the AM peak hour, with a corresponding change in queue length from nine PCU in the future baseline to 11 PCU.

In the PM peak hour, the change in traffic due to construction of the AP1 revised scheme will increase the RFC on the A573 Church Street approach from 1.13 in the future baseline to 1.17, with a corresponding change in queue length from 46 PCU in the future baseline to 58 PCU.”

A573 Wigan Road/B5207 Ashton Road

- 14.2.62 Table 17-36 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-36 of the main TA is replaced by Table 17-36 below.

Table 17-36: A573 Wigan Road/B5207 Ashton Road 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
A573 Wigan Road (ahead and right)	791	0.26	0	810	0.26	0
A573 Ashton Road (ahead and left)	610	0.00	0	610	0.00	0
B5207 Ashton Road (left)	31	0.13	0	31	0.13	4
B5207 Ashton Road (right)	236	0.78	4	236	0.79	0
17:00–18:00	2030 future baseline			AP1 revised scheme		
A573 Wigan Road (ahead and right)	446	0.21	0	446	0.21	0
A573 Ashton Road (ahead and left)	924	0.00	0	945	0.00	0
B5207 Ashton Road (left)	92	1.05	7	92	1.08	7
B5207 Ashton Road (right)	316	1.04	17	316	1.07	20

- 14.2.63 The conclusions drawn in paragraphs 17.3.118 to 17.3.120 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 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 in the AM peak hour.

In the PM peak hour, the change in traffic due to construction of the AP1 revised scheme will increase the RFC on the B5207 Ashton Road (left) approach from 1.05 in the future baseline to 1.08, with no corresponding change in queue length.”

Slag Lane/Byrom Lane

- 14.2.64 Table 17-38 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-38 of the main TA is replaced by Table 17-38 below.

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Table 17-38: Slag Lane/Byrom 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
Slag Lane (north) (ahead and left)	498	0.00	0	503	0.00	0
Byrom Lane (left)	121	0.23	0	121	0.23	0
Byrom Lane (right)	32	0.13	0	32	0.13	0
Slag Lane (south) (ahead and right)	494	0.60	2	494	0.60	2
17:00–18:00	2030 future baseline			AP1 revised scheme		
Slag Lane (north) (ahead and left)	357	0.00	0	357	0.00	0
Byrom Lane (left)	223	0.42	1	223	0.42	1
Byrom Lane (right)	67	0.25	0	67	0.25	0
Slag Lane (south) (ahead and right)	512	0.36	1	512	0.36	1

14.2.65 The conclusions drawn in paragraphs 17.3.123 to 17.3.125 of the main TA remain unchanged.

A580 East Lancashire Road/Higher Green Lane

14.2.66 Table 17-43 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-43 of the main TA is replaced by Table 17-43 below.

Table 17-43: A580 East Lancashire Road/Higher Green 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
Higher Green Lane (north) (left, ahead and right)	131	24%	3	144	26%	3
A580 East Lancashire Road (east) (nearside) (left and ahead)	575	68%	14	656	77%	18
A580 East Lancashire Road (east) (centre and offside) (ahead and right)	652	70%	16	747	81%	20
Higher Green Lane (south) (left, ahead and right)	656	109%	51	665	110%	56
A580 East Lancashire Road (west) (nearside) (left and ahead)	966	110%	79	999	113%	96
A580 East Lancashire Road (west) (centre and offside) (ahead and right)	885	109%	70	911	112%	83
17:00–18:00	2030 future baseline			AP1 revised scheme		
Higher Green Lane (north) (left, ahead and right)	181	56%	5	181	59%	5
A580 East Lancashire Road (east) (nearside) (left and ahead)	867	80%	21	893	80%	22
A580 East Lancashire Road (east) (centre and offside) (ahead and right)	996	91%	23	1,032	91%	25
Higher Green Lane (south) (left, ahead and right)	329	91%	13	329	96%	16

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A580 East Lancashire Road (west) (nearside) (left and ahead)	968	91%	29	978	98%	39
A580 East Lancashire Road (west) (centre and offside) (ahead and right)	884	91%	27	1,072	99%	43

14.2.67 The conclusions drawn in paragraphs 17.3.143 and 17.3.144 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 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 increase the DoS on the A580 East Lancashire Road (west) (nearside) (left and ahead) approach from 110% in the future baseline to 113% in the AM peak hour, with a corresponding change in queue length from 79 PCU in the future baseline to 96 PCU. In the PM peak hour, the change in traffic due to construction of the AP1 revised scheme will increase the DoS on the A580 East Lancashire Road (west) (centre and offside) (ahead and right) approach from 91% in the future baseline to 99%, with a corresponding change in queue length from 27 PCU in the future baseline to 43 PCU.”

A580 East Lancashire Road/A572 Chaddock Lane

14.2.68 Table 17-45 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-45 of the main TA is replaced by Table 17-45.

Table 17-45: A580 East Lancashire Road/A572 Chaddock 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
A572 Chaddock Lane (north) (give-way) (left)	705	57%	1	674	37%	0
A580 East Lancashire Road (east) (nearside) (left and ahead)	1,284	87%	16	1,292	87%	16
A580 East Lancashire Road (east) (offside) (ahead)	454	41%	8	593	52%	11
A572 Chaddock Lane (south) (left)	691	53%	1	31	2%	0
A580 East Lancashire Road (west) (nearside) (left and ahead)	1,098	93%	29	1,033	85%	21
A580 East Lancashire Road (west) (offside) (ahead)	572	51%	11	697	61%	14
A572 Chaddock Lane (internal past A580 East Lancashire Road (east) entry) (nearside) (left)	31	5%	1	31	5%	1
A572 Chaddock Lane (internal past A580 East Lancashire Road (east) entry) (centre) (ahead)	333	57%	8	333	59%	9

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A572 Chaddock Lane (internal past A580 East Lancashire Road (east) entry) (offside) (right)	341	62%	8	341	70%	10
A572 Chaddock Lane (internal past A580 East Lancashire Road (west) entry) (nearside) (left)	7	1%	0	7	1%	0
A572 Chaddock Lane (internal past A580 East Lancashire Road (west) entry) (centre) (ahead)	217	36%	5	217	37%	5
A572 Chaddock Lane (internal past A580 East Lancashire Road (west) entry) (offside) (right)	497	92%	18	497	95%	20
A580 East Lancashire Road (internal eastbound) (nearside) (ahead)	855	74%	1	790	67%	1
A580 East Lancashire Road (internal eastbound link) (offside) (ahead)	1,069	88%	32	1,194	97%	43
A580 East Lancashire Road (internal westbound) (nearside) (ahead)	658	57%	1	666	56%	1
A580 East Lancashire Road (internal westbound) (offside) (ahead)	766	63%	19	934	75%	25
17:00–18:00	2030 future baseline			AP1 revised scheme		
A572 Chaddock Lane (north) (give-way) (left)	596	52%	1	575	31%	0
A580 East Lancashire Road (east) (nearside) (left and ahead)	1,351	93%	27	1,353	92%	25
A580 East Lancashire Road (east) (offside) (ahead)	700	59%	14	757	62%	15
A572 Chaddock Lane (south) (left)	742	59%	13	21	1%	0
A580 East Lancashire Road (west) (nearside) (left and ahead)	1,301	95%	33	1,329	95%	32
A580 East Lancashire Road (west) (offside) (ahead)	696	58%	13	853	70%	18
A572 Chaddock Lane (internal past A580 East Lancashire Road (east) entry) (nearside) (left)	21	4%	1	21	4%	1
A572 Chaddock Lane (internal past A580 East Lancashire Road (east) entry) (centre) (ahead)	249	48%	6	249	50%	7
A572 Chaddock Lane (internal past A580 East Lancashire Road (east) entry) (offside) (right)	326	72%	10	326	76%	10
A572 Chaddock Lane (internal past A580 East Lancashire Road (west) entry) (nearside) (left)	21	4%	0	21	4%	0
A572 Chaddock Lane (internal past A580 East Lancashire Road (west) entry) (centre) (ahead)	342	65%	10	342	67%	10
A572 Chaddock Lane (internal past A580 East Lancashire Road (west) entry) (offside) (right)	450	95%	18	450	98%	21
A580 East Lancashire Road (internal eastbound) (nearside) (ahead)	864	70%	1	862	69%	1
A580 East Lancashire Road (internal eastbound link) (offside) (ahead)	1,146	89%	35	21	1%	0
A580 East Lancashire Road (internal westbound) (nearside) (ahead)	771	62%	1	773	62%	1

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A580 East Lancashire Road (internal westbound) (offside) (ahead)	1,023	79%	27	1,083	82%	30

14.2.69 The conclusions drawn in paragraphs 17.3.148 and 17.3.149 of the main TA are replaced by:

“The assessment shows that in the AM and PM peak hours 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 increase the DoS on the A580 East Lancashire Road (internal eastbound link) (offside) (ahead) approach from 88% in the future baseline to 97% in the AM peak hour, with a corresponding change in queue length from 32 PCU in the future baseline to 43 PCU. In the PM Peak hour, the change in traffic due to construction of the AP1 revised scheme will increase the DoS on the A572 Chaddock Lane (internal past A580 East Lancashire Road (west) entry) (offside) (right) approach from 95% in the future baseline to 98%, with a corresponding change in queue length from 18 PCU in the future baseline to 21 PCU.”

A580 East Lancashire Road/A577 Mosley Common Road

14.2.70 Table 17-46 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-46 of the main TA is replaced by Table 17-46.

Table 17-46: A580 East Lancashire Road/A577 Mosley Common 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
A577 Mosley Common Road (north) (left, ahead and right)	406	113%	43	411	121%	57
A580 East Lancashire Road (east) (nearside) (left and ahead)	434	42%	9	465	45%	9
A580 East Lancashire Road (east) (centre and offside) (ahead and right)	558	53%	10	530	53%	9
A577 Mosley Common Road (south) (left, ahead and right)	368	62%	11	368	64%	11
A580 East Lancashire Road (west) (nearside) (left and ahead)	992	117%	113	1,036	120%	128
A580 East Lancashire Road (west) (offside) (ahead)	1,079	117%	122	1,036	110%	90
17:00–18:00	2030 future baseline			AP1 revised scheme		
A577 Mosley Common Road (north) (left, ahead and right)	513	113%	53	513	113%	54
A580 East Lancashire Road (east) (nearside) (left and ahead)	862	92%	31	878	94%	33

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A580 East Lancashire Road (east) (centre and offside) (ahead and right)	1,114	109%	42	1,098	118%	49
A577 Mosley Common Road (south) (left, ahead and right)	363	53%	7	365	53%	10
A580 East Lancashire Road (west) (nearside) (left and ahead)	742	120%	71	789	116%	88
A580 East Lancashire Road (west) (offside) (ahead)	822	112%	78	788	105%	53

14.2.71 The conclusions drawn in paragraphs 17.3.151 and 17.3.152 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 DoS on the A577 Mosley Common Road (north) (left, ahead and right) approach from 113% in the future baseline to 121% in the AM peak hour, with a corresponding change in queue length from 43 PCU in the future baseline to 57 PCU.

In the PM peak hour, the change in traffic due to construction of the AP1 revised scheme will increase the DoS on the A580 East Lancashire Road (east) (centre and offside) (ahead and right) approach from 109% in the future baseline to 118%, with a corresponding change in queue length from 42 PCU in the future baseline to 49 PCU.”

A580 East Lancashire Road/B5232 Newearth Road/Ellenbrook Road

14.2.72 Table 17-47 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-47 of the main TA is replaced by Table 17-47.

Table 17-47: A580 East Lancashire Road/B5232 Newearth Road/Ellenbrook 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
B5232 Newearth Road (nearside) (left)	544	71%	15	544	71%	15
B5232 Newearth Road (centre and offside) (ahead and right)	479	63%	8	480	63%	8
A580 East Lancashire Road (east) (nearside and centre 1) (left and ahead)	371	43%	9	377	43%	9
A580 East Lancashire Road (east) (centre 2 and offside) (ahead and right)	419	45%	9	415	45%	9
Ellenbrook Road (left, ahead and right)	237	101%	16	237	101%	16
A580 East Lancashire Road (west) (nearside and centre 1) (left and ahead)	1,020	108%	80	990	104%	64

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A580 East Lancashire Road (west) (centre 2 and offside) (ahead and right)	1,089	108%	83	1,120	111%	101
17:00–18:00	2030 future baseline			AP1 revised scheme		
B5232 Newearth Road (nearside) (left)	240	30%	5	240	30%	5
B5232 Newearth Road (centre and offside) (ahead and right)	421	59%	8	421	59%	8
A580 East Lancashire Road (east) (nearside and centre 1) (left and ahead)	1,000	107%	75	984	105%	66
A580 East Lancashire Road (east) (centre 2 and offside) (ahead and right)	1,061	107%	73	1,077	109%	80
Ellenbrook Road (left, ahead and right)	345	107%	29	345	107%	29
A580 East Lancashire Road (west) (nearside and centre 1) (left and ahead)	765	78%	20	773	79%	20
A580 East Lancashire Road (west) (centre 2 and offside) (ahead and right)	711	76%	20	709	76%	20

14.2.73 The conclusions drawn in paragraphs 17.3.154 and 17.3.155 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 DoS on the centre 2 and offside (ahead and right) lanes of the A580 East Lancashire Road (west) approach from 108% to 111%, with a corresponding change in queue length from 83 PCU in the future baseline to 101 PCU.

In the PM peak hour, the change in traffic due to construction of the AP1 revised scheme will increase the DoS on the centre 2 and offside (ahead and right) lanes of the A580 East Lancashire Road (east) approach from 107% in the future baseline to 109%, with a corresponding change in queue length from 73 PCU in the future baseline to 80 PCU.”

A580 East Lancashire Road/A575 Walkden Road

14.2.74 Table 17-48 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-48 of the main TA is replaced by Table 17-48.

Table 17-48: A580 East Lancashire Road/A575 Walkden Road 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
A575 Walkden Road (north) (nearside and centre) (left and ahead)	580	92%	30	589	83%	2
A575 Walkden Road (north) (offside) (right)	43	36%	2	45	29%	27

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A580 East Lancashire Road (east) (nearside and centre 1) (ahead and left)	265	43%	10	381	65%	16
A580 East Lancashire Road (east) (centre 2) (ahead)	234	40%	9	367	64%	16
A580 East Lancashire Road (east) (centre 3 and offside) (ahead and right)	471	90%	13	212	84%	10
A575 Walkden Road (south) (nearside) (left and ahead)	508	78%	23	508	70%	21
A575 Walkden Road (south) (offside) (right)	134	22%	5	134	20%	4
A580 East Lancashire Road (west) (nearside and centre 1) (left and ahead)	905	92%	43	745	83%	32
A580 East Lancashire Road (west) (centre 2) (ahead)	896	91%	42	742	83%	32
A580 East Lancashire Road (west) (centre 3 and offside) (ahead and right)	460	75%	20	674	84%	22
17:00–18:00	2030 future baseline			AP1 revised scheme		
A575 Walkden Road (north) (nearside and centre) (left and ahead)	661	86%	28	661	89%	29
A575 Walkden Road (north) (offside) (right)	68	48%	2	68	54%	2
A580 East Lancashire Road (east) (nearside and centre 1) (ahead and left)	575	73%	22	734	88%	31
A580 East Lancashire Road (east) (centre 2) (ahead)	546	70%	20	721	87%	31
A580 East Lancashire Road (east) (centre 3 and offside) (ahead and right)	916	86%	25	584	82%	15
A575 Walkden Road (south) (nearside) (left and ahead)	616	78%	24	620	81%	25
A575 Walkden Road (south) (offside) (right)	89	12%	3	91	13%	3
A580 East Lancashire Road (west) (nearside and centre 1) (left and ahead)	412	66%	15	401	65%	15
A580 East Lancashire Road (west) (centre 2) (ahead)	385	62%	15	387	61%	15
A580 East Lancashire Road (west) (centre 3 and offside) (ahead and right)	615	84%	16	622	89%	17

14.2.75 The conclusions drawn in paragraphs 17.3.157 to 17.3.159 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 within capacity 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 DoS and queue lengths at this junction in the AM peak hour.

The change in traffic due to construction of the AP1 revised scheme in the PM peak hour will increase the DoS on the centre 2 (ahead) lane of the A580 East Lancashire Road (east) approach from 70% in the future baseline to 87%, with a corresponding change in queue length from 20 PCU in the future baseline to 31 PCU.”

A58 Warrington Road/A573 Warrington Road/A58 Lily Lane

- 14.2.76 Table 17-49 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-49 of the main TA is replaced Table 17-49.

Table 17-49: A58 Warrington Road/A573 Warrington Road/A58 Lily Lane 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
08:00–09:00	2030 future baseline			AP1 revised scheme		
A58 Warrington Road (north) (ahead and right)	1,109	101%	27	1,121	101%	27
A573 Warrington Road (south) (ahead and left)	1,004	102%	47	1,004	102%	47
A58 Lily Lane (left)	547	99%	24	547	99%	24
A58 Lily Lane (right)	252	97%	12	252	97%	12
A58 Lily Lane (ahead)	799	39%	0	799	39%	0
17:00–18:00	2030 future baseline			AP1 revised scheme		
A58 Warrington Road (north) (ahead and right)	1,118	95%	16	1,118	100%	25
A573 Warrington Road (south) (ahead and left)	99	99%	37	965	99%	36
A58 Lily Lane (left)	508	89%	16	508	92%	17
A58 Lily Lane (right)	233	96%	11	233	96%	11
A58 Lily Lane (ahead)	741	36%	0	741	36%	0

- 14.2.77 The conclusions drawn in paragraph 17.3.161 and 17.3.162 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 close to capacity in the future baseline and over 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 DoS and queue length in the AM peak hour.

In the PM Peak hour, the change in traffic due to construction of the AP1 revised scheme will increase the DoS on the A58 Warrington Road (north) (ahead and right) approach from 95% in the future baseline to 100%, with a corresponding change in queue length from 16 PCU in the future baseline to 25 PCU.”

Accidents and safety

- 14.2.78 The impacts on accidents and safety during construction are reported in Section 17.3 of the main TA. This section of the main TA is unchanged.

Parking and loading

- 14.2.79 The AP1 revised scheme removes the requirement for all temporary loss of parking spaces during construction in the MA05 area as reported in Section 17.3 of the main TA.

Public transport

Local bus services

- 14.2.80 The AP1 revised scheme removes the requirement for all temporary bus route diversions during construction in the MA05 area as reported in Section 17.3 of the main TA.

Rail network

- 14.2.81 The AP1 revised scheme removes all interfaces with the existing rail network and associated rail possessions during construction in the MA05 area as reported in Section 17.3 of the main TA.

Public transport interchanges

- 14.2.82 The impacts on public transport interchanges during construction are reported in Section 17.3 of the main TA. This section of the main TA is unchanged.

Pedestrians, cyclists and equestrians

- 14.2.83 The AP1 revised scheme removes the requirement for all temporary diversions, realignments or reinstatements of PRoW and roads used by pedestrians, cyclists and equestrians during construction in the MA05 area as reported in Table 17-50 of the main TA.

Waterways and canals

- 14.2.84 The impacts on waterways and canals during construction is reported in Section 17.3 of the main TA. This section of the main TA is unchanged.

14.3 AP1 revised scheme operation description

- 14.3.1 The MA05 operation description for the original scheme is reported in Section 17.4 of the main TA.
- 14.3.2 The AP1 revised scheme removes the 12.7km section of the HS2 WCML connection through the MA05 area.

14.4 AP1 revised scheme assessment of operation impacts

- 14.4.1 The AP1 revised scheme removes all impacts during operation in the MA05 area as reported in Section 17.5 of the main TA.

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