In Parliament – Session 2022 - 2023

HS2

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Appendix TR-002-00006 – Report 1 of 7

Traffic and transport

Transport Assessment Part 2 Addendum
MA06: Hulseheath to Manchester Airport
MA07: Davenport Green to Ardwick
MA08: Manchester Piccadilly Station
(including MA04 and MA05)

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Department for Transport

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

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

Telephone: 08081 434 434

General email enquiries: HS2enquiries@hs2.org.uk

Website: www.hs2.org.uk

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

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

MWJV
Mott MacDonald | WSP

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8.1 Introduction

8.1.1 A number of changes to the original scheme reported in Section 8.2 of this report mean that Section 9 of the main Transport Assessment (main TA) and Section 8.3 of the Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement Transport Assessment (SES1 and AP1 ES TA) are generally replaced by Section 8.2 in this document. Where there is no replacement, the text in the main TA and the SES1 and AP1 ES TA (the AP1 revised scheme), remains valid.

8.1.2 The terms used in this report to differentiate between the original scheme assessed as part of the main ES and subsequent changes are set out in the SES2 and AP2 ES TA Part 1 Addendum (SES2 and AP2 ES Volume 5, Appendix: TR-001-00000).

8.1.3 This section provides an overview of the existing and forecast future baseline conditions for the section of the AP2 revised scheme that will pass through the Broomedge to Glazebrook (MA04) community area. It describes the transport infrastructure and operations that could potentially be affected by the construction or operation of the AP2 revised scheme.

8.1.4 The original scheme is described in Section 16.1 of the main TA and the SES1 changes and AP1 amendments are described in Section 8.2 of the SES1 and AP1 ES TA. The SES1 and AP1 ES reported that the SES1 design change to remove the HS2 West Coast Main Line (WCML) connection (SES1-004-001) would remove the requirement for all civil engineering and railway system compounds associated with construction activities, along with all changes to the highway network reported in the main ES in the Broomedge to Glazebrook (MA04) area. There are no SES2 changes or AP2 amendments in the Broomedge to Glazebrook (MA04) community area.

8.2 Existing and future baseline

Study area

8.2.1 The study area is reported in Section 9.1 of the main TA and Section 8.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Local land uses

8.2.2 Local land uses are reported in Section 9.2 of the main TA and Section 8.3 of the SES1 and AP1 ES TA.

8.2.3 Based on a review of recently consented, committed development, there are two additional committed developments that have been included in the future baseline for the AP2 revised scheme. These are a residential development comprising 452 dwellings at Heath Farm Lane,

Partington, and the erection of five buildings for use within Use Classes B1c, B2 and B8 at Voltage Park, Manchester Road, Manchester (both located within MA04, as set out in Planning data, SES2 and AP2 ES Volume 5, Appendix: CT-004-00000).

Baseline surveys

Traffic surveys

8.2.4 Traffic surveys are reported in Section 9.3 of the main TA. The year of collection for this baseline data at each junction is 2017 or 2018, as set out in the main TA.

8.2.5 Since the main TA and the SES1 and AP1 ES TA, additional traffic information has become available and been used in the development of updated baseline and future baseline models for the SES2 scheme and AP2 revised scheme in the MA04 area. This includes traffic data from National Highways and Transport for Greater Manchester (TfGM) and Trafficmaster journey time data from the Department for Transport (DfT), as set out in the Background Information and Data (BID)[1] report BID TR-004-00001 SES2 and AP2 ES.

Non-motorised user surveys

8.2.6 Non-motorised user surveys are reported in Section 9.3 of the main TA. This section of the main TA is unchanged.

Accident data

8.2.7 Accident data are reported in Section 9.3 of the main TA. This section of the main TA is unchanged.

Highway network

Strategic and primary 'A' road network

8.2.8 The strategic and primary 'A' road network are reported in Section 9.4 of the main TA. This section of the main TA is unchanged.

Local road network

8.2.9 The local road network is reported in Section 9.4 of the main TA. This section of the main TA is unchanged.

[1] High Speed Two Ltd (2023), High Speed Rail (Crewe – Manchester), *Background Information and Data accompanying Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement, Transport Assessment policy and data,* BID TR-004-00001 SES2 and AP2 ES. Available online at: https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-2-and-additional-provision-2-environmental-statement.

Growth in traffic

8.2.10 Growth in traffic is reported in Section 9.4 of the main TA.

8.2.11 Table 9-1 of the main TA summarises the overall growth factors across the MA04 area. Table 9-1 below replaces Table 9-1 of the main TA. Differences in growth factors compared to the main TA are due to changes to baseline demand, changes to growth assumptions in light of additional committed and planned developments, and the change in the future baseline forecast year from 2030 to 2031.

Table 9-1: MA04 traffic growth summary

Period years	AM peak hour	PM peak hour
2017 – 2031	8%	8%

Baseline traffic flows

8.2.12 Baseline traffic flows are reported in Section 9.4 of the main TA.

8.2.13 Table 9-2 of the main TA summarises the 2018 baseline traffic flows derived from the Greater Manchester Strategic Model (GMSM) and Warrington Western Link Model (WWLM) models for strategic, primary 'A' roads and local roads for the Broomedge to Glazebrook (MA04) community area for the weekday AM (08:00-09:00) and weekday PM (17:00-18:00) peak hours.

8.2.14 Table 9-2 below replaces Table 9-2 of the main TA. Due to the simplified way in which the road network is represented in the strategic transport models, the use of some local roads may not be precisely reflected in the baseline traffic flows. However, this is not expected to change the conclusions of the assessment.

8.2.15 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.

Table 9-2: MA04 strategic and local road network 2018 AM and PM peak hour baseline flows (vehicles)

Location	Direction	2018 baseline AM peak hour (08:00-09:00) – all vehicles	2018 baseline AM peak hour (08:00-09:00) – Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00-18:00) – all vehicles	2018 baseline PM peak hour (17:00-18:00) – HGV
B5159 High Legh Road (between Beechtree Lane and A56 Higher Lane)	NB	337	4	411	3
	SB	216	5	241	1
	EB	668	5	268	2

Location	Direction	2018 baseline AM peak hour (08:00-09:00) – all vehicles	2018 baseline AM peak hour (08:00-09:00) – Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00-18:00) – all vehicles	2018 baseline PM peak hour (17:00-18:00) – HGV
A56 Higher Lane (between B5159 Burford	WB	257	5	748	3
Crouchley Lane (between Mag Lane and A56 Higher Lane)	NB	27	0	51	2
	SB*	1	1	0	0
A56 Higher Lane (between Oughtrington Lane and B5159 Burford Lane)	EB	231	2	97	1
	WB	92	2	280	1
B5159 Burford Lane (between A56 Higher Lane and Stage Lane)	NB	186	0	149	0
	SB	114	0	163	0
Bradshaw Lane (between B5159 Burford Lane and Wet Gate Lane)	EB	4	0	3	0
	WB	3	0	3	0
Stage Lane (between B5159 Burford Lane and Sandy Lane)	EB	15	0	10	0
	WB	29	1	43	0
B5159 Mill Lane (between Bradshaw Lane and Wet Gate Lane)	NB	196	5	132	2
	SB	211	5	270	5
Wet Gate Lane (between B5159 Mill Lane and Bradshaw Lane)	EB	10	0	10	0
	WB	10	0	10	0
B5160 Station Road (between Barns Lane and B5160 Paddock Lane)	NB	156	3	265	6
	SB	195	3	202	3
B5159 Mill Lane (between Wet Gate Lane and A6144 Birch Brook Road)	NB	196	5	132	2
	SB	211	5	270	5
B5160 Paddock Lane (between Barns Lane and B5160 Station Road)	EB	286	4	223	3
	WB	157	3	265	6
B5160 Dunham Road (between Barns Lane and B5160 Paddock Lane)	NB	157	3	265	6
	SB	286	4	223	3
B5160 Dunham Road (between Gorsey Lane and Carrgreen Lane)	EB	286	4	223	3
	WB	157	3	265	6
A6144 Mill Lane (between B5159 Mill Lane and B5159 Townfield Lane)	NB	751	8	478	4
	SB	399	7	653	3
A6144 Bent Lane (between A6144 Paddock Lane and B5159 Townfield Lane)	NB	562	8	323	5
	SB	287	7	610	3
A57 Manchester Road (between Moat Lane and M6 junction 21)	EB	601	59	963	70
	WB	823	86	672	20
Red House Lane (between Sinderland Lane and Henshall Lane)	NB	542	10	460	4
	SB	476	5	353	1

Location	Direction	2018 baseline AM peak hour (08:00-09:00) – all vehicles	2018 baseline AM peak hour (08:00-09:00) – Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00-18:00) – all vehicles	2018 baseline PM peak hour (17:00-18:00) – HGV
A6144 Warburton Lane (between Paddock Lane realignment and Moss Lane)	NB	400	12	379	1
	SB	498	2	662	3
A57 Manchester Road (between Chapel Lane and Moat Lane)	EB	604	50	918	42
	WB	759	66	625	21
A57 Manchester Road (between Chapel Lane and Warburton Bridge Road)	EB	817	34	930	30
	WB	685	30	945	10
A57 Manchester Road (between Warburton Bridge Road and Manchester Road)	EB	693	31	793	29
	WB	527	29	661	7
A6144 Warburton Lane (between Moss Lane and Chapel Lane)	NB	304	14	287	3
	SB	392	4	441	5
Manchester Road (between A57 Manchester Road and Dam Lane)	NB	18	2	56	1
	SB	131	4	38	1
Dam Lane (between School Lane and Manchester Road)	EB	64	0	54	0
	WB	170	2	125	0
Manchester Road (between Dam Lane and B5212 Glazebrook Lane)	EB	60	2	64	0
	WB	224	5	156	0
A57 Manchester Road (between B5212 Glazebrook Lane and Liverpool Road)	EB	854	41	854	31
	WB	535	34	785	7
B5212 Glazebrook Lane (between Manchester Road and A57 Manchester Road)	NB	352	12	494	6
	SB	450	13	283	6
Dam Lane (between School Lane and Dam Head Lane)	EB	52	2	18	1
	WB	14	2	27	1
B5212 Glazebrook Lane (between Manchester Road and Bank Street)	NB	237	14	423	10
	SB	445	22	256	11
Dam Head Lane (between Dam Lane and Bank Street)	NB	15	1	22	0
	SB	49	0	16	0
A6144 Manchester Road (between B5158 Flixton Road and Moss Lane)	EB	930	54	1,015	28
	WB	1,024	37	744	39
B5212 Glazebrook Lane (between Dam Head Lane and Bank Street)	EB	445	22	256	11
	WB	237	14	423	10
Dam Head Lane (between B5212 Glazebrook Lane and Bank Street)	EB	15	1	22	0
	WB	49	0	16	0
	EB	671	42	665	19

Location	Direction	2018 baseline AM peak hour (08:00-09:00) – all vehicles	2018 baseline AM peak hour (08:00-09:00) – Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00-18:00) – all vehicles	2018 baseline PM peak hour (17:00-18:00) – HGV
A6144 Carrington Lane (between A6144	WB	812	31	793	34
B5212 Glazebrook Lane (between Dam Head Lane and Woolden Road)	NB	429	22	240	10
	SB	240	17	384	12
A6144 Carrington Spur (between A6144 Carrington Lane and M60 junction 8)	EB	1,070	41	607	31
	WB	743	35	1,184	32
Glaziers Lane (between A574 Warrington Road and Wigshaw Lane)	EB	136	1	42	1
	WB	40	2	132	2
A57 Cadishead Way (between Liverpool Road and B5311 Fairhills Road)	NB	644	40	668	22
	SB	629	29	593	45
A57 Liverpool Road (between B5320 Liverpool Road and M60 junction 11)	NB	1,117	96	1,218	38
	SB	1,013	55	1,197	62
Trafford Way (between Old Park Lane and B5214 Trafford Boulevard)	EB	199	3	627	2
	WB	74	2	204	0

**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.*

8.2.16 Table 9-3 of the main TA summarises the 2018 baseline Annual Average Daily Traffic (AADT) flows derived from the GMSM and WWLM models for strategic, primary 'A' roads and local roads for the MA04 area. Table 8-3 below replaces Table 9-3 of the main TA.

Table 9-3: MA04 strategic and local road network 2018 AADT baseline flows (vehicles)

Location	Direction	AADT – all vehicles	AADT – HGV
B5159 High Legh Road (between Beechtree Lane and A56 Higher Lane)	NB	5,147	49
	SB	3,144	41
A56 Higher Lane (between B5159 Burford Lane and Agden Park Lane)	EB	6,459	43
	WB	6,912	55
Crouchley Lane (between Mag Lane and A56 Higher Lane)	NB	534	14
	SB	7	7
A56 Higher Lane (between Oughtrington Lane and B5159 Burford Lane)	EB	2,264	18
	WB	2,553	25
B5159 Burford Lane (between A56 Higher Lane and Stage Lane)	NB	2,309	0
	SB	1,908	0
Bradshaw Lane (between B5159 Burford Lane and Wet Gate Lane)	EB	38	0
	WB	33	0
	EB	137	1

Location	Direction	AADT – all vehicles	AADT – HGV
Stage Lane (between B5159 Burford Lane and Sandy Lane)	WB	400	5
B5159 Mill Lane (between Bradshaw Lane and Wet Gate Lane)	NB	1,842	35
	SB	2,701	58
Wet Gate Lane (between B5159 Mill Lane and Bradshaw Lane)	EB	111	0
	WB	111	0
B5160 Station Road (between Barns Lane and B5160 Paddock Lane)	NB	2,773	60
	SB	2,613	42
B5159 Mill Lane (between Wet Gate Lane and A6144 Birch Brook Road)	NB	1,842	35
	SB	2,701	58
B5160 Paddock Lane (between Barns Lane and B5160 Station Road)	EB	3,353	47
	WB	2,784	62
B5160 Dunham Road (between Barns Lane and B5160 Paddock Lane)	NB	2,784	62
	SB	3,353	47
B5160 Dunham Road (between Gorsey Lane and Carrgreen Lane)	EB	3,353	47
	WB	2,784	62
A6144 Mill Lane (between B5159 Mill Lane and B5159 Townfield Lane)	NB	6,910	68
	SB	5,905	51
A6144 Bent Lane (between A6144 Paddock Lane and B5159 Townfield Lane)	NB	4,971	70
	SB	5,034	51
A57 Manchester Road (between Moat Lane and M6 junction 21)	EB	8,778	724
	WB	8,401	593
Red House Lane (between Sinderland Lane and Henshall Lane)	NB	6,596	90
	SB	5,455	42
A6144 Warburton Lane (between Paddock Lane realignment and Moss Lane)	NB	5,125	86
	SB	7,642	38
A57 Manchester Road (between Chapel Lane and Moat Lane)	EB	8,544	518
	WB	7,772	489
A57 Manchester Road (between Chapel Lane and Warburton Bridge Road)	EB	11,506	417
	WB	10,742	259
A57 Manchester Road (between Warburton Bridge Road and Manchester Road)	EB	9,787	399
	WB	7,829	239
A6144 Warburton Lane (between Moss Lane and Chapel Lane)	NB	3,890	109
	SB	5,489	62
Manchester Road (between A57 Manchester Road and Dam Lane)	NB	412	14
	SB	948	23
Dam Lane (between School Lane and Manchester Road)	EB	667	0
	WB	1,656	11
Manchester Road (between Dam Lane and B5212 Glazebrook Lane)	EB	698	11
	WB	2,138	28

Location	Direction	AADT – all vehicles	AADT – HGV
A57 Manchester Road (between B5212 Glazebrook Lane and Liverpool Road)	EB	11,243	475
	WB	8,699	270
B5212 Glazebrook Lane (between Manchester Road and A57 Manchester Road)	NB	4,749	101
	SB	4,117	104
Dam Lane (between School Lane and Dam Head Lane)	EB	395	15
	WB	230	16
B5212 Glazebrook Lane (between Manchester Road and Bank Street)	NB	3,703	134
	SB	3,944	183
Dam Head Lane (between Dam Lane and Bank Street)	NB	211	3
	SB	363	0
A6144 Manchester Road (between B5158 Flixton Road and Moss Lane)	EB	12,809	535
	WB	11,628	498
B5212 Glazebrook Lane (between Dam Head Lane and Bank Street)	EB	3,944	183
	WB	3,703	134
Dam Head Lane (between B5212 Glazebrook Lane and Bank Street)	EB	211	3
	WB	363	0
A6144 Carrington Lane (between A6144 Carrington Lane and B5158 Flixton Road)	EB	8,798	405
	WB	10,562	428
B5212 Glazebrook Lane (between Dam Head Lane and Woolden Road)	NB	3,760	178
	SB	3,503	165
A6144 Carrington Spur (between A6144 Carrington Lane and M60 junction 8)	EB	11,027	472
	WB	12,703	438
Glaziers Lane (between A574 Warrington Road and Wigshaw Lane)	EB	1,001	11
	WB	961	22
A57 Cadishead Way (between Liverpool Road and B5311 Fairhills Road)	NB	8,639	409
	SB	8,046	487
A57 Liverpool Road (between B5320 Liverpool Road and M60 junction 11)	NB	15,374	882
	SB	14,554	774
Trafford Way (between Old Park Lane and B5214 Trafford Boulevard)	EB	5,450	32
	WB	1,836	18

Future baseline traffic flows

8.2.17 Table 9-4 to Table 9-6 of the main TA summarised the 2030, 2038 and 2046 future baseline traffic flows for the weekday AM peak hour (08:00-09:00), weekday PM peak hour (17:00-18:00) and AADT.

8.2.18 Since the main TA and the SES1 and AP1 ES TA, the 2030 future baseline traffic forecasts have been updated to take account of the changes described in paragraphs 8.1.4 to 8.2.11 and the programme as set out in Section 6, Volume 1 of the SES2 and the AP2 ES. Consequently, the future baseline year for the SES2 and AP2 ES TA is 2031. These revised

traffic forecasts are referred to as the 'future baseline' traffic flows in the remainder of this report. Table 9-4 to Table 9-6 replace the 2030 future baseline flows in Table 9-4 to Table 9-6 of the main TA and include the change in assessment year.

8.2.19 Due to the simplified way in which the road network is represented in the strategic transport models, the use of some local roads may not be precisely reflected in the future baseline traffic flows, however, this is not expected to change the conclusions of the assessment.

Table 9-4: MA04 strategic and local road network future baseline flows AM peak hour 08:00-09:00

Location	Direction	AM peak hour 2031 – all vehicles	AM peak hour 2031 – HGV
B5159 High Legh Road (between Beechtree Lane and A56 Higher Lane)	NB	342	4
	SB	239	5
A56 Higher Lane (between B5159 Burford Lane and Agden Park Lane)	EB	693	4
	WB	233	4
Crouchley Lane (between Mag Lane and A56 Higher Lane)	NB	23	0
	SB	0	0
A56 Higher Lane (between Oughtrington Lane and B5159 Burford Lane)	EB	242	2
	WB	85	2
B5159 Burford Lane (between A56 Higher Lane and Stage Lane)	NB	183	0
	SB	136	0
Bradshaw Lane (between B5159 Burford Lane and Wet Gate Lane)	EB	5	0
	WB	3	0
Stage Lane (between B5159 Burford Lane and Sandy Lane)	EB	13	0
	WB	23	1
B5159 Mill Lane (between Bradshaw Lane and Wet Gate Lane)	NB	225	5
	SB	244	5
Wet Gate Lane (between B5159 Mill Lane and Bradshaw Lane)	EB	12	0
	WB	12	0
B5160 Station Road (between Barns Lane and B5160 Paddock Lane)	NB	206	3
	SB	428	3
B5159 Mill Lane (between Wet Gate Lane and A6144 Birch Brook Road)	NB	225	5
	SB	244	5
B5160 Paddock Lane (between Barns Lane and B5160 Station Road)	EB	594	4
	WB	220	4
B5160 Dunham Road (between Barns Lane and B5160 Paddock Lane)	NB	220	4
	SB	594	4
B5160 Dunham Road (between Gorsey Lane and Carrgreen Lane)	EB	594	4
	WB	220	4
A6144 Mill Lane (between B5159 Mill Lane and B5159 Townfield Lane)	NB	854	8
	SB	455	7
	NB	639	8

Location	Direction	AM peak hour 2031 – all vehicles	AM peak hour 2031 – HGV
A6144 Bent Lane (between A6144 Paddock Lane and B5159 Townfield Lane)	SB	327	7
A57 Manchester Road (between Moat Lane and M6 junction 21)	EB	689	60
	WB	939	87
Red House Lane (between Sinderland Lane and Henshall Lane)	NB	384	12
	SB	387	7
A6144 Warburton Lane (between Paddock Lane realignment and Moss Lane)	NB	266	11
	SB	803	4
A57 Manchester Road (between Chapel Lane and Moat Lane)	EB	684	51
	WB	859	68
A57 Manchester Road (between Chapel Lane and Warburton Bridge Road)	EB	863	42
	WB	818	51
A57 Manchester Road (between Warburton Bridge Road and Manchester Road)	EB	677	40
	WB	564	48
A6144 Warburton Lane (between Moss Lane and Chapel Lane)	NB	267	12
	SB	692	5
Manchester Road (between A57 Manchester Road and Dam Lane)	NB	20	2
	SB	149	4
Dam Lane (between School Lane and Manchester Road)	EB	74	0
	WB	193	2
Manchester Road (between Dam Lane and B5212 Glazebrook Lane)	EB	69	2
	WB	255	5
A57 Manchester Road (between B5212 Glazebrook Lane and Liverpool Road)	EB	825	49
	WB	559	53
B5212 Glazebrook Lane (between Manchester Road and A57 Manchester Road)	NB	400	12
	SB	511	13
Dam Lane (between School Lane and Dam Head Lane)	EB	60	2
	WB	16	2
B5212 Glazebrook Lane (between Manchester Road and Bank Street)	NB	271	14
	SB	513	22
Dam Head Lane (between Dam Lane and Bank Street)	NB	17	1
	SB	56	0
A6144 Manchester Road (between B5158 Flixton Road and Moss Lane)	EB	671	54
	WB	974	57
B5212 Glazebrook Lane (between Dam Head Lane and Bank Street)	EB	513	22
	WB	271	14
Dam Head Lane (between B5212 Glazebrook Lane and Bank Street)	EB	17	1
	WB	56	0
	EB	554	45

Location	Direction	AM peak hour 2031 – all vehicles	AM peak hour 2031 – HGV
A6144 Carrington Lane (between A6144 Carrington Lane and B5158 Flixton Road)	WB	989	52
B5212 Glazebrook Lane (between Dam Head Lane and Woolden Road)	NB	489	22
	SB	276	18
A6144 Carrington Spur (between A6144 Carrington Lane and M60 junction 8)	EB	1,174	62
	WB	1,255	56
Glaziers Lane (between A574 Warrington Road and Wigshaw Lane)	EB	154	1
	WB	45	2
A57 Cadishead Way (between Liverpool Road and B5311 Fairhills Road)	NB	655	49
	SB	674	46
A57 Liverpool Road (between B5320 Liverpool Road and M60 junction 11)	NB	1,268	106
	SB	1,128	71
Salford Western Gateway (between B5214 Trafford Boulevard and Trafford Way)	EB	921	40
	WB	546	32
Trafford Way (between Old Park Lane and B5214 Trafford Boulevard)	EB	306	9
	WB	24	6
Salford Western Gateway (between M60 junction 11 southbound link and Trafford Way)	NB	612	38
	SB	1,181	47
Salford Western Gateway (between M60 junction 11 northbound link and M60 junction 11 southbound link)	EB	690	33
	WB	1,222	74

Table 9-5: MA04 strategic and local road network future baseline flows PM peak hour 17:00-18:00

Location	Direction	PM peak hour 2031 – all vehicles	PM peak hour 2031 – HGV
B5159 High Legh Road (between Beechtree Lane and A56 Higher Lane)	NB	416	3
	SB	179	1
A56 Higher Lane (between B5159 Burford Lane and Agden Park Lane)	EB	302	3
	WB	746	3
Crouchley Lane (between Mag Lane and A56 Higher Lane)	NB	32	2
	SB	1	1
A56 Higher Lane (between Oughtrington Lane and B5159 Burford Lane)	EB	113	2
	WB	265	1
B5159 Burford Lane (between A56 Higher Lane and Stage Lane)	NB	184	0
	SB	104	0
Bradshaw Lane (between B5159 Burford Lane and Wet Gate Lane)	EB	3	0
	WB	3	0
Stage Lane (between B5159 Burford Lane and Sandy Lane)	EB	10	0
	WB	53	1
	NB	151	2

Location	Direction	PM peak hour 2031 – all vehicles	PM peak hour 2031 – HGV
B5159 Mill Lane (between Bradshaw Lane and Wet Gate Lane)	SB	312	5
Wet Gate Lane (between B5159 Mill Lane and Bradshaw Lane)	EB	11	0
	WB	11	0
B5160 Station Road (between Barns Lane and B5160 Paddock Lane)	NB	252	6
	SB	230	3
B5159 Mill Lane (between Wet Gate Lane and A6144 Birch Brook Road)	NB	151	2
	SB	312	5
B5160 Paddock Lane (between Barns Lane and B5160 Station Road)	EB	310	3
	WB	266	6
B5160 Dunham Road (between Barns Lane and B5160 Paddock Lane)	NB	266	6
	SB	310	3
B5160 Dunham Road (between Gorsey Lane and Carrgreen Lane)	EB	310	3
	WB	266	6
A6144 Mill Lane (between B5159 Mill Lane and B5159 Townfield Lane)	NB	543	4
	SB	739	3
A6144 Bent Lane (between A6144 Paddock Lane and B5159 Townfield Lane)	NB	365	5
	SB	691	3
A57 Manchester Road (between Moat Lane and M6 junction 21)	EB	1,106	71
	WB	771	20
Red House Lane (between Sinderland Lane and Henshall Lane)	NB	313	4
	SB	349	6
A6144 Warburton Lane (between Paddock Lane realignment and Moss Lane)	NB	366	3
	SB	736	3
A57 Manchester Road (between Chapel Lane and Moat Lane)	EB	1,038	43
	WB	706	21
A57 Manchester Road (between Chapel Lane and Warburton Bridge Road)	EB	943	30
	WB	953	11
A57 Manchester Road (between Warburton Bridge Road and Manchester Road)	EB	810	29
	WB	659	8
A6144 Warburton Lane (between Moss Lane and Chapel Lane)	NB	366	4
	SB	503	4
Manchester Road (between A57 Manchester Road and Dam Lane)	NB	63	1
	SB	43	1
Dam Lane (between School Lane and Manchester Road)	EB	62	0
	WB	142	0
Manchester Road (between Dam Lane and B5212 Glazebrook Lane)	EB	72	0
	WB	177	0
	EB	860	32

Location	Direction	PM peak hour 2031 – all vehicles	PM peak hour 2031 – HGV
A57 Manchester Road (between B5212 Glazebrook Lane and Liverpool Road)	WB	774	9
B5212 Glazebrook Lane (between Manchester Road and A57 Manchester Road)	NB	560	6
	SB	320	6
Dam Lane (between School Lane and Dam Head Lane)	EB	21	1
	WB	31	1
B5212 Glazebrook Lane (between Manchester Road and Bank Street)	NB	485	10
	SB	294	11
Dam Head Lane (between Dam Lane and Bank Street)	NB	25	0
	SB	18	0
A6144 Manchester Road (between B5158 Flixton Road and Moss Lane)	EB	569	41
	WB	558	41
B5212 Glazebrook Lane (between Dam Head Lane and Bank Street)	EB	294	11
	WB	485	10
Dam Head Lane (between B5212 Glazebrook Lane and Bank Street)	EB	25	0
	WB	18	0
A6144 Carrington Lane (between A6144 Carrington Lane and B5158 Flixton Road)	EB	742	30
	WB	665	37
B5212 Glazebrook Lane (between Dam Head Lane and Woolden Road)	NB	273	10
	SB	442	12
A6144 Carrington Spur (between A6144 Carrington Lane and M60 junction 8)	EB	1,023	41
	WB	1,146	52
Glaziers Lane (between A574 Warrington Road and Wigshaw Lane)	EB	48	1
	WB	149	2
A57 Cadishead Way (between Liverpool Road and B5311 Fairhills Road)	NB	597	23
	SB	631	46
A57 Liverpool Road (between B5320 Liverpool Road and M60 junction 11)	NB	1,328	40
	SB	1,325	66
Salford Western Gateway (between B5214 Trafford Boulevard and Trafford Way)	EB	823	12
	WB	519	38
Trafford Way (between Old Park Lane and B5214 Trafford Boulevard)	EB	272	17
	WB	135	4
Salford Western Gateway (between M60 junction 11 southbound link and Trafford Way)	NB	857	42
	SB	1,148	28
Salford Western Gateway (between M60 junction 11 northbound link and M60 junction 11 southbound link)	EB	510	18
	WB	1,577	59

Table 9-6: MA04 strategic and local road network future baseline flows AADT

Location	Direction	AADT 2031
B5159 High Legh Road (between Beechtree Lane and A56 Higher Lane)	NB	5,215
	SB	2,885
A56 Higher Lane (between B5159 Burford Lane and Agden Park Lane)	EB	6,865
	WB	6,723
Crouchley Lane (between Mag Lane and A56 Higher Lane)	NB	380
	SB	7
A56 Higher Lane (between Oughtrington Lane and B5159 Burford Lane)	EB	2,446
	WB	2,408
B5159 Burford Lane (between A56 Higher Lane and Stage Lane)	NB	2,532
	SB	1,655
Bradshaw Lane (between B5159 Burford Lane and Wet Gate Lane)	EB	44
	WB	38
Stage Lane (between B5159 Burford Lane and Sandy Lane)	EB	133
	WB	430
B5159 Mill Lane (between Bradshaw Lane and Wet Gate Lane)	NB	2,112
	SB	3,118
Wet Gate Lane (between B5159 Mill Lane and Bradshaw Lane)	EB	126
	WB	126
B5160 Station Road (between Barns Lane and B5160 Paddock Lane)	NB	3,015
	SB	4,323
B5159 Mill Lane (between Wet Gate Lane and A6144 Birch Brook Road)	NB	2,112
	SB	3,118
B5160 Paddock Lane (between Barns Lane and B5160 Station Road)	EB	5,946
	WB	3,204
B5160 Dunham Road (between Barns Lane and B5160 Paddock Lane)	NB	3,204
	SB	5,946
B5160 Dunham Road (between Gorsey Lane and Carrgreen Lane)	EB	5,946
	WB	3,204
A6144 Mill Lane (between B5159 Mill Lane and B5159 Townfield Lane)	NB	7,847
	SB	6,701
A6144 Bent Lane (between A6144 Paddock Lane and B5159 Townfield Lane)	NB	5,644
	SB	5,711
A57 Manchester Road (between Moat Lane and M6 junction 21)	EB	10,072
	WB	9,608
Red House Lane (between Sinderland Lane and Henshall Lane)	NB	4,586
	SB	4,845
A6144 Warburton Lane (between Paddock Lane realignment and Moss Lane)	NB	4,165
	SB	10,127
A57 Manchester Road (between Chapel Lane and Moat Lane)	EB	9,667

Location	Direction	AADT 2031
	WB	8,796
A57 Manchester Road (between Chapel Lane and Warburton Bridge Road)	EB	11,890
	WB	11,660
A57 Manchester Road (between Warburton Bridge Road and Manchester Road)	EB	9,796
	WB	8,053
A6144 Warburton Lane (between Moss Lane and Chapel Lane)	NB	4,171
	SB	7,860
Manchester Road (between A57 Manchester Road and Dam Lane)	NB	467
	SB	1,076
Dam Lane (between School Lane and Manchester Road)	EB	759
	WB	1,883
Manchester Road (between Dam Lane and B5212 Glazebrook Lane)	EB	792
	WB	2,428
A57 Manchester Road (between B5212 Glazebrook Lane and Liverpool Road)	EB	11,096
	WB	8,781
B5212 Glazebrook Lane (between Manchester Road and A57 Manchester Road)	NB	5,390
	SB	4,673
Dam Lane (between School Lane and Dam Head Lane)	EB	451
	WB	261
B5212 Glazebrook Lane (between Manchester Road and Bank Street)	NB	4,242
	SB	4,535
Dam Head Lane (between Dam Lane and Bank Street)	NB	240
	SB	413
A6144 Manchester Road (between B5158 Flixton Road and Moss Lane)	EB	8,162
	WB	10,074
B5212 Glazebrook Lane (between Dam Head Lane and Bank Street)	EB	4,535
	WB	4,242
Dam Head Lane (between B5212 Glazebrook Lane and Bank Street)	EB	240
	WB	413
A6144 Carrington Lane (between A6144 Carrington Lane and B5158 Flixton Road)	EB	8,538
	WB	10,877
B5212 Glazebrook Lane (between Dam Head Lane and Woolden Road)	NB	4,284
	SB	4,031
A6144 Carrington Spur (between A6144 Carrington Lane and M60 junction 8)	EB	14,463
	WB	15,805
Glaziers Lane (between A574 Warrington Road and Wigshaw Lane)	EB	1,136
	WB	1,087
A57 Cadishead Way (between Liverpool Road and B5311 Fairhills Road)	NB	8,238
	SB	8,586
A57 Liverpool Road (between B5320 Liverpool Road and M60 junction 11)	NB	17,088

Location	Direction	AADT 2031
	SB	16,160
Salford Western Gateway (between B5214 Trafford Boulevard and Trafford Way)	EB	11,475
	WB	7,014
Trafford Way (between Old Park Lane and B5214 Trafford Boulevard)	EB	3,800
	WB	1,049
Salford Western Gateway (between M60 junction 11 southbound link and Trafford Way)	NB	9,680
	SB	15,331
Salford Western Gateway (between M60 junction 11 northbound link and M60 junction 11 southbound link)	EB	7,893
	WB	18,440

Junction operation

8.2.20 Junction operation is reported in Section 9.4 of the main TA.

8.2.21 The operation of the key junctions has been assessed using the future baseline traffic flows. The results are summarised in the following tables where they differ from or are in addition to the main TA. Where there are changes to infrastructure compared to the main TA, these are highlighted. Where no updates to junction operation are provided, junction operation is as described in Section 9.4 of the main TA.

8.2.22 Where a junction will be affected by construction of the AP2 revised scheme, future baseline results are included for 2031. The results are presented in the same order as presented in the main TA.

8.2.23 The junction performance tables presented in this report use the following abbreviations: PCU = Passenger Car Unit; VoC = Volume over Capacity; DoS = Degree of Saturation; RFC = Ratio of Flow to Capacity; and Q = Queue.

M6 junction 21/A57 Manchester Road

8.2.24 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).

8.2.25 The two junctions are considered separately below.

M6 junction 21/A57 Manchester Road (eastern roundabout)

8.2.26 Table 9-7 of the main TA summarises the 2016 existing baseline performance and the results for the AM and PM peak hours. Table 9-7 replaces Table 9-7 of the main TA.

Table 9-7: 2016 baseline performance at the M6 junction 21/A57 Manchester Road (eastern roundabout) junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2016 AM peak hour (08:00–09:00) baseline results		
A57 Manchester Road (west)	829	0.86	6
Juniper Lane*	-	-	-
M6 off-slip	651	0.33	1
A57 Manchester Road (east)	1,071	0.50	1
Access Road*	-	-	-
	2016 PM peak hour (17:00–18:00) baseline results		
A57 Manchester Road (west)	633	0.41	1
Juniper Lane*	-	-	-
M6 off-slip	798	0.40	1
A57 Manchester Road (east)	639	0.30	0
Access Road*	-	-	-

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

8.2.27 The conclusions drawn in paragraph 9.4.17 of the main TA are replaced by:

"In the 2016 baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum RFC of 0.86 on the A57 Manchester Road (west) approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2016 baseline."

8.2.28 Table 9-8 of the main TA summarises the 2031 future baseline performance and the results for the AM and PM peak hours. Table 9-8 replaces Table 9-8 of the main TA.

Table 9-8: Future baseline performance at the M6 junction 21/A57 Manchester Road (eastern roundabout) junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A57 Manchester Road (west)	941	1.18	61
Juniper Lane*	-	-	-
M6 off-slip	726	0.37	1
A57 Manchester Road (east)	1,199	0.57	1
Access Road*	-	-	-
	2031 PM peak hour (17:00–18:00)		
A57 Manchester Road (west)	724	0.49	1
Juniper Lane*	-	-	-
M6 off-slip	891	0.45	1
A57 Manchester Road (east)	714	0.34	1
Access Road*	-	-	-

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

8.2.29 The conclusions drawn in paragraph 9.4.19 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum RFC of 1.18 on the A57 Manchester Road (west) approach with an associated queue length of 63 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline."

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

8.2.30 Table 9-9 of the main TA summarises the operation of the junction for the 2016 existing baseline AM and PM peak hours. Table 9-9 below replaces Table 9-9 of the main TA.

Table 9-9: 2016 baseline performance at M6 junction 21/A57 Manchester Road/B5210 Woolston Grange Avenue (western roundabout) junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2016 AM peak hour (08:00–09:00) baseline results		
B5210 Woolston Grange Avenue	825	0.33	1
A57 Manchester Road (east)	1,071	0.50	1
M6 off-slip	1,588	0.63	2
A57 Manchester Road (west)	829	0.86	6
	2016 PM peak hour (17:00–18:00) baseline results		
B5210 Woolston Grange Avenue	1,629	0.63	2
A57 Manchester Road (east)	639	0.30	0
M6 off-slip	936	0.38	1
A57 Manchester Road (west)	633	0.41	1

8.2.31 The conclusions drawn in paragraph 9.4.21 of the main TA are replaced by:

"In the 2016 baseline, the assessment shows that this junction operates close to capacity in the AM peak with a maximum RFC of 0.86 on the A57 Manchester Road (west) approach hour with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2016 baseline."

8.2.32 Table 9-10 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 9-10 below replaces Table 9-10 of the main TA.

Table 9-10: Future baseline performance at M6 junction 21/A57 Manchester Road/B5210 Woolston Grange Avenue (western roundabout) junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5210 Woolston Grange Avenue	920	0.37	1
A57 Manchester Road (east)	1,199	0.57	1
M6 off-slip	1,771	0.73	3
A57 Manchester Road (west)	943	1.18	63

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 PM peak hour (17:00–18:00)		
B5210 Woolston Grange Avenue	1,817	0.72	3
A57 Manchester Road (east)	716	0.34	1
M6 off-slip	1,044	0.44	1
A57 Manchester Road (west)	727	0.50	1

8.2.33 The conclusions drawn in paragraph 9.4.23 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates over capacity in the AM peak with a maximum RFC of 1.18 on the A57 Manchester Road (west) approach hour with an associated queue length of 63 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline."

M60 (junction 8)/A6144 Carrington Spur

8.2.34 Table 9-11 of the main TA summarises the operation of the junction for the 2019 existing baseline AM and PM peak hours. Table 9-11 below replaces Table 9-11 of the main TA.

Table 9-11: 2019 baseline performance at the M60 (junction 8)/A6144 Carrington Spur junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2019 AM peak hour (08:00–09:00) baseline results		
M60 southbound off-slip	453	0.22	0
A6144 Carrington Spur	1,340	0.53	1
M60 northbound off-slip	786	0.35	1
	2019 PM peak hour (17:00–18:00) baseline results		
M60 southbound off-slip	749	0.31	1
A6144 Carrington Spur	694	0.26	0
M60 northbound off-slip	954	0.50	1

8.2.35 The conclusions drawn in paragraph 9.4.26 of the main TA remain unchanged.

8.2.36 Table 9-12 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 9-12 below replaces Table 9-12 of the main TA.

Table 9-12: Future baseline performance at the M60 (junction 8)/A6144 Carrington Spur junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
M60 southbound off-slip	838	0.46	1
A6144 Carrington Spur	1,465	0.57	1
M60 northbound off-slip	916	0.50	1
	2031 PM peak hour (17:00–18:00)		
M60 southbound off-slip	788	0.38	1
A6144 Carrington Spur	1,119	0.41	1
M60 northbound off-slip	891	0.48	1

8.2.37 The conclusions drawn in paragraph 9.4.28 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031 future baseline."

M60 junction 10/B5214 Trafford Boulevard/B5214 Barton Road

8.2.38 Table 9-13 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 9-13 below replaces Table 9-13 of the main TA.

Table 9-13: 2018 baseline performance at the M60 junction 10/B5214 Trafford Boulevard/B5214 Barton Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
M60 southbound off-slip	1,581	54%	14
B5214 Trafford Boulevard	426	30%	4
M60 northbound off-slip	496	45%	5
B5214 Barton Road	1,581	103%	15
	2018 PM peak hour (17:00–18:00) baseline results		
M60 southbound off-slip	1,407	39%	13
B5214 Trafford Boulevard	1,538	54%	13
M60 northbound off-slip	657	79%	10
B5214 Barton Road	1,205	93%	16

8.2.39 The conclusions drawn in 9.4.30 of the main TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 103% on the B5214 Barton Road approach with an associated queue length of 15 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 93% on the B5214 Barton Road approach with an associated queue length of 16 PCU."

8.2.40 Table 9-14 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 9-14 below replaces Table 9-14 of the main TA.

Table 9-14: Future baseline performance at the M60 junction 10/B5214 Trafford Boulevard/B5214 Barton Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
M60 southbound off-slip	831	56%	9
B5214 Trafford Boulevard	564	40%	6
M60 northbound off-slip	948	86%	11
B5214 Barton Road	1,641	107%	15
	2031 PM peak hour (17:00–18:00)		
M60 southbound off-slip	570	43%	7
B5214 Trafford Boulevard	1,390	49%	12

Approach	Flow, PCU/hr	VoC	Q, PCU
M60 northbound off-slip	842	101%	12
B5214 Barton Road	1,255	97%	17

8.2.41 The conclusions drawn in 9.4.32 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum VoC of 107% on the B5214 Barton Road approach in the AM peak hour with an associated queue length of 15 PCU. In the PM peak hour, the maximum VoC of 101% is on the M60 northbound off-slip approach with a queue length of 12 PCU."

M60 junction 11/A57 Liverpool Road/Brookhouse Avenue

8.2.42 Table 9-15 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 9-15 below replaces Table 9-15 of the main TA.

Table 9-15: 2018 baseline performance at the M60 junction 11/A57 Liverpool Road/Brookhouse Avenue junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
M60 southbound off-slip	756	84%	9
A57 Liverpool Road (east)	977	76%	11
M60 northbound off-slip	-	-	-
A57 Liverpool Road (west)	1,188	59%	9
Brookhouse Avenue	508	81%	2
	2018 PM peak hour (17:00–18:00) baseline results		
M60 southbound off-slip	612	41%	6
A57 Liverpool Road (east)	909	94%	11
M60 northbound off-slip	-	-	-
A57 Liverpool Road (west)	1,234	71%	11
Brookhouse Avenue	263	44%	1

8.2.43 The conclusions drawn in paragraph 9.4.34 of the main TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 84% on the M60 southbound off-slip approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 94% on the A57 Liverpool Road (east) approach with an associated queue length of 11 PCU."

8.2.44 Table 9-16 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 9-16 below replaces Table 9-16 of the main TA.

Table 9-16: Future baseline performance at the M60 junction 11/A57 Liverpool Road/Brookhouse Avenue junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
M60 southbound off-slip	865	96%	10
A57 Liverpool Road (east)	883	68%	10
Western Gateway Infrastructure Scheme Link Road	-	-	-
A57 Liverpool Road (west)	10	1%	0
Brookhouse Avenue	544	62%	2
	2031 PM peak hour (17:00–18:00)		
M60 southbound off-slip	1,298	87%	13
A57 Liverpool Road (east)	903	93%	11
Western Gateway Infrastructure Scheme Link Road	-	-	-
A57 Liverpool Road (west)	12	1%	0
Brookhouse Avenue	287	35%	1

8.2.45 The conclusions drawn in paragraph 9.4.36 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 96% on the M60 southbound off-slip approach in the AM peak hour with an associated queue length of 10 PCU. In the PM peak hour, the maximum VoC of 93% is on the A57 Liverpool Road (east) approach with an associated queue length of 11 PCU."

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

8.2.46 Table 9-17 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 9-17 below replaces Table 9-17 of the main TA.

Table 9-17: 2018 baseline performance at A56 Higher Lane/B5159 Burford Lane/B5159 High Legh Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5159 Burford Lane	117	29%	2
A56 Higher Lane (east)	270	20%	2
B5159 High Legh Road	350	64%	6
A56 Higher Lane (west)	239	17%	2
	2018 PM peak hour (17:00–18:00) baseline results		
B5159 Burford Lane	163	54%	3
A56 Higher Lane (east)	751	54%	5
B5159 High Legh Road	414	80%	9
A56 Higher Lane (west)	98	7%	1

8.2.47 The conclusions drawn in paragraph 9.4.38 of the main TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates well within capacity the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 80% on the B5159 High Legh Road approach with an associated queue length of nine PCU."

8.2.48 Table 9-18 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 9-18 below replaces Table 9-18 of the main TA.

Table 9-18: Future baseline performance at A56 Higher Lane/B5159 Burford Lane/B5159 High Legh Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5159 Burford Lane	139	34%	2
A56 Higher Lane (east)	244	18%	2
B5159 High Legh Road	355	67%	6
A56 Higher Lane (west)	250	18%	2
	2031 PM peak hour (17:00–18:00)		
B5159 Burford Lane	104	35%	2
A56 Higher Lane (east)	749	54%	5
B5159 High Legh Road	419	81%	9
A56 Higher Lane (west)	116	8%	1

8.2.49 The conclusions drawn in paragraph 9.4.40 of the main TA are replaced by:

"In the 2031 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2031 future baseline with a maximum VoC of 81% on the B5159 High Legh Road approach with an associated queue length of nine PCU."

A6144 Birch Brook Road/A6144 Mill Lane/B5159 Mill Lane

8.2.50 Table 9-20 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 9-20 below replaces Table 9-20 of the main TA.

Table 9-20: Future baseline performance at the A6144 Birch Brook Road/A6144 Mill Lane/B5159 Mill Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5159 Mill Lane (left)	21	0.04	0
B5159 Mill Lane (right)	165	0.46	1
A6144 Birch Brook Road	747	0.21	1
A6144 Mill Lane (left)	180	-	-

Approach	Flow, PCU/hr	RFC	Q, PCU
A6144 Mill Lane (ahead)	227	-	-
	2031 PM peak hour (17:00–18:00)		
B5159 Mill Lane (left)	25	0.04	0
B5159 Mill Lane (right)	106	0.23	0
A6144 Birch Brook Road	263	0.07	0
A6144 Mill Lane (left)	110	-	-
A6144 Mill Lane (ahead)	244	-	-

8.2.51 The conclusions drawn in paragraph 9.4.44 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031 future baseline."

A6144 Warburton Lane/A6144 Paddock Lane/B5160 Dunham Road

8.2.52 Table 9-24, Table 9-25 and Table 9-26 of the main TA summarise the future year baseline performance and the results for the AM and PM peak hours. Table 9-24, Table 9-25 and Table 9-26 below replace Table 9-24, Table 9-25 and Table 9-26 of the main TA.

Table 9-24: Future baseline performance at A6144 Warburton Lane/A6144 Paddock Lane/B5160 Dunham Road junction, northern part of junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A6144 Warburton Lane (north) (ahead and left)	521	-	-
Dunham Road Slip (left and right)	36	0.14	0
A6144 Warburton Lane (south) (ahead and right)	869	0.00	0
	2031 PM peak hour (17:00–18:00)		
A6144 Warburton Lane (north) (ahead and left)	580	-	-
Dunham Road Slip (left and right)	70	0.27	0
A6144 Warburton Lane (south) (ahead and right)	529	0.00	0

Table 9-25: Future baseline performance at A6144 Warburton Lane/A6144 Paddock Lane/B5160 Dunham Road junction, eastern part of junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Dunham Road Slip (left and right)	92	0.17	0
B5160 Dunham Road (east) (ahead and right)	168	0.08	0
B5160 Dunham Road (west) (ahead and left)	372	-	-
	2031 PM peak hour (17:00–18:00)		
Dunham Road Slip (south) (left and right)	51	0.08	0
B5160 Dunham Road (east) (ahead and right)	403	0.17	0
B5160 Dunham Road (west) (ahead and left)	158	-	-

Table 9-26: Future baseline performance at A6144 Warburton Lane/A6144 Paddock Lane/B5160 Dunham Road junction, western part of junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A6144 Warburton Lane (north)	429	-	-
B5160 Dunham Road (east) (left and right)	132	0.23	0
A6144 Paddock Lane (west) (ahead and right)	1,241	1.32	209*
	2031 PM peak hour (17:00–18:00)		
A6144 Warburton Lane (north)	692	-	-
B5160 Dunham Road (east) (left and right)	333	0.68	2
A6144 Paddock Lane (west) (ahead and right)	687	0.58	3

**The reported queue length provides only an indication of the level of queuing likely to be experienced at this junction as in practice some drivers may choose to modify their route or the timing of their journey to avoid the congestion.*

8.2.53 The conclusions drawn in paragraph 9.4.48 of the main TA are replaced by:

"In the 2031 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum RFC of 1.32 on the A6144 Paddock Lane (west) (ahead and right) approach to the western part of the junction with an associated queue length of 209 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline."

A6144 Bent Lane/A6144 Paddock Lane/Paddock Lane

8.2.54 Table 9-28 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 9-28 below replaces Table 9-28 of the main TA.

Table 9-28: Future baseline performance at A6144 Bent Lane/A6144 Paddock Lane/Paddock Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A6144 Paddock Lane (ahead and right)	561	0.86	8
A6144 Bent Lane (left)	2	-	-
A6144 Bent Lane (ahead)	733	-	-
Paddock Lane (left)	517	1.09	33
Paddock Lane (right)	2	1.09	1
	2031 PM peak hour (17:00–18:00)		
A6144 Paddock Lane (ahead and right)	1,019	1.19	105
A6144 Bent Lane (left)	9	-	-
A6144 Bent Lane (ahead)	336	-	-
Paddock Lane (left)	358	0.61	2
Paddock Lane (right)	9	0.09	0

8.2.55 The conclusions drawn in paragraph 9.4.52 to 9.4.54 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum RFC of 1.09 on both the Paddock Lane (left) and the Paddock Lane (right) approaches in the AM peak hour with associated queue lengths of 33 PCU and one PCU respectively. In the PM peak hour, the maximum RFC of 1.19 is on the A6144 Paddock Lane (ahead and right) approach with an associated queue length of 105 PCU."

A57 Manchester Road/Manchester Road

8.2.56 Table 9-29 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 9-29 below replaces Table 9-29 of main TA.

Table 9-29: 2017 baseline performance at the A57 Manchester Road/Manchester Road junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
Manchester Road (left)	41	0.10	0
Manchester Road (right)	83	0.24	0
A57 Manchester Road (east) (ahead)	659	0	0
A57 Manchester Road (east) (right)	0	0	0
A57 Manchester Road (west) (left)	27	0	0
A57 Manchester Road (west) (ahead)	741	0	0
	2017 PM peak hour (17:00–18:00) baseline results		
Manchester Road (left)	21	0.05	0
Manchester Road (right)	14	0.07	0
A57 Manchester Road (east) (ahead)	742	0	0
A57 Manchester Road (east) (right)	0	0	0
A57 Manchester Road (west) (left)	48	0	0
A57 Manchester Road (west) (ahead)	998	0	0

8.2.57 The conclusions drawn in paragraph 9.4.56 of the main TA remain unchanged.

8.2.58 Table 9-30 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 9-30 below replaces Table 9-30 of the main TA.

Table 9-30: Future baseline performance at the A57 Manchester Road/Manchester Road junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Manchester Road (left)	46	0.12	0
Manchester Road (right)	93	0.31	0
A57 Manchester Road (east) (ahead)	736	0	0
A57 Manchester Road (east) (right)	0	0	0
A57 Manchester Road (west) (left)	30	0	0
A57 Manchester Road (west) (ahead)	827	0	0

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 PM peak hour (17:00–18:00)		
Manchester Road (left)	24	0.07	0
Manchester Road (right)	15	0.09	0
A57 Manchester Road (east) (ahead)	826	0	0
A57 Manchester Road (east) (right)	0	0	0
A57 Manchester Road (west) (left)	53	0	0
A57 Manchester Road (west) (ahead)	1,111	0	0

8.2.59 The conclusions drawn in paragraph 9.4.58 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031 future baseline."

A57 Manchester Road/B5212 Glazebrook Lane

8.2.60 Table 9-31 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 9-31 below replaces Table 9-31 of main TA.

Table 9-31: 2017 baseline performance at A57 Manchester Road/B5212 Glazebrook Lane junction

Approach	Flow, PCU/hr	DoS*	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
B5212 Glazebrook Lane (north) (nearside) (left)	292	62%	7
B5212 Glazebrook Lane (north) (offside) (right)	150	31%	3
A57 Manchester Road (east) (nearside) (ahead)	420	35%	5
A57 Manchester Road (east) (centre and offside) (ahead and right)	330	62%	8
A57 Manchester Road (west) (nearside) (left and ahead)	323	59%	8
A57 Manchester Road (west) (offside) (ahead)	340	61%	8
	2017 PM peak hour (17:00–18:00) baseline results		
B5212 Glazebrook Lane (north) (nearside) (left)	183	61%	5
B5212 Glazebrook Lane (north) (offside) (right)	111	36%	3
A57 Manchester Road (east) (nearside) (ahead)	655	48%	7
A57 Manchester Road (east) (centre and offside) (ahead and right)	263	61%	6
A57 Manchester Road (west) (nearside) (left and ahead)	499	62%	10
A57 Manchester Road (west) (offside) (ahead)	532	63%	11

**DoS = Degree of Saturation.*

8.2.61 The conclusions drawn in paragraph 9.4.61 of the main TA remain unchanged.

8.2.62 Table 9-32 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 9-32 below replaces Table 9-32 of the main TA.

Table 9-32: Future baseline performance at A57 Manchester Road/B5212 Glazebrook Lane junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5212 Glazebrook Lane (north) (nearside) (left)	327	70%	9
B5212 Glazebrook Lane (north) (offside) (right)	167	34%	4
A57 Manchester Road (east) (nearside) (ahead)	469	40%	6
A57 Manchester Road (east) (centre and offside) (ahead and right)	368	69%	10
A57 Manchester Road (west) (nearside) (left and ahead)	361	66%	9
A57 Manchester Road (west) (offside) (ahead)	379	67%	10
	2031 PM peak hour (17:00–18:00)		
B5212 Glazebrook Lane (north) (nearside) (left)	204	69%	6
B5212 Glazebrook Lane (north) (offside) (right)	124	40%	3
A57 Manchester Road (east) (nearside) (ahead)	729	53%	9
A57 Manchester Road (east) (centre and offside) (ahead and right)	294	68%	8
A57 Manchester Road (west) (nearside) (left and ahead)	556	69%	12
A57 Manchester Road (west) (offside) (ahead)	592	70%	13

8.2.63 The conclusions drawn in paragraph 9.4.63 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031 future baseline."

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

8.2.64 Table 9-35 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 9-35 below replaces Table 9-35 of the main TA.

Table 9-35: 2017 baseline performance at A6144 Manchester New Road/A6144 Manchester Road/Manchester Road/Moss Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
A6144 Manchester Road	383	0.46	1
Moss Lane	468	0.57	1
A6144 Manchester New Road	393	0.81	4
Manchester Road	-	-	-
	2017 PM peak hour (17:00–18:00) baseline results		
A6144 Manchester Road	821	0.99	19
Moss Lane	273	0.45	1
A6144 Manchester New Road	156	0.26	0
Manchester Road	-	-	-

8.2.65 The conclusions drawn in paragraph 9.4.73 of the main TA are replaced by:

"In the 2017 baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum RFC of 0.81 on the A6144 Manchester New Road approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2017 baseline with a maximum RFC of 0.99 on the A6144 Manchester Road approach with an associated queue length of 19 PCU."

8.2.66 Table 9-36 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 9-36 below replaces Table 9-36 of the main TA.

Table 9-36: Future baseline performance at A6144 Manchester New Road/A6144 Manchester Road/Manchester Road/Moss Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A6144 Manchester Road	427	0.52	1
Moss Lane	522	0.65	2
A6144 Manchester New Road	438	0.97	12
Manchester Road	-	-	-
	2031 PM peak hour (17:00–18:00)		
A6144 Manchester Road	915	1.11	59
Moss Lane	304	0.51	1
A6144 Manchester New Road	174	0.30	0
Manchester Road	-	-	-

8.2.67 The conclusions drawn in paragraph 9.4.75 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum RFC of 0.97 on the A6144 Manchester New Road approach with an associated queue length of 12 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2031 future baseline with a maximum RFC of 1.11 on the A6144 Manchester Road approach with an associated queue length of 59 PCU."

A6144 Carrington Lane/A6144 Carrington Spur/Banky Lane

8.2.68 Table 9-37 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 9-37 below replaces Table 9-37 of the main TA.

Table 9-37: 2017 baseline performance at the A6144 Carrington Lane/A6144 Carrington Spur/Banky Lane junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
A6144 Carrington Lane (west) (ahead, left and right)	832	121%	110
A6144 Carrington Spur (ahead, left and right)	848	120%	121
Banky Lane (left, right and ahead)	10	25%	1
A6144 Carrington Lane (south) (right, left and ahead)	1,326	121%	208*

Approach	Flow, PCU/hr	DoS	Q, PCU
	2017 PM peak hour (17:00–18:00) baseline results		
A6144 Carrington Lane (west) (ahead, left and right)	724	109%	53
A6144 Carrington Spur (ahead, left and right)	1,236	110%	116
Banky Lane (left, right and ahead)	10	24%	1
A6144 Carrington Lane (south) (right, left and ahead)	781	108%	52

**The reported queue length provides only an indication of the level of queuing likely to be experienced at this junction as in practice some drivers may choose to modify their route or the timing of their journey to avoid the congestion.*

8.2.69 The conclusions drawn in paragraph 9.4.77 of the main TA are replaced by:

"This junction operates over capacity in the 2017 baseline with a maximum DoS of 121% on both the A6144 Carrington Lane (west) and the A6144 Carrington Lane (south) approaches in the AM peak hour with an associated queue length of 110 PCU and 208 PCU respectively. In the PM peak hour, the maximum DoS of 110% is on the A6144 Carrington Spur approach with an associated queue length of 116 PCU."

8.2.70 Table 9-38 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 9-38 below replaces Table 9-38 of the main TA.

Table 9-38: Future baseline performance at the A6144 Carrington Lane/A6144 Carrington Spur/Banky Lane junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A6144 Carrington Lane (west) (ahead, left and right)	928	135%	180
A6144 Carrington Spur (ahead, left and right)	947	134%	199
Banky Lane (left, right and ahead)	11	27%	1
A6144 Carrington Lane (south) (right, left and ahead)	1,480	135%	323*
	2031 PM peak hour (17:00–18:00)		
A6144 Carrington Lane (west) (ahead, left and right)	806	126%	133
A6144 Carrington Spur (ahead, left and right)	1,377	127%	248*
Banky Lane (left, right and ahead)	12	29%	1
A6144 Carrington Lane (south) (right, left and ahead)	870	126%	137

**The reported queue length provides only an indication of the level of queuing likely to be experienced at this junction as in practice some drivers may choose to modify their route or the timing of their journey to avoid the congestion.*

8.2.71 The conclusions drawn in paragraph 9.4.79 of the main TA are replaced by:

"In the 2031 future baseline, this junction operates over capacity with a maximum DoS of 135% on both the A6144 Carrington Lane (west) and the A6144 Carrington Lane (south) approaches in the AM peak hour with associated queue lengths of 180 PCU and 323 PCU respectively. In the PM peak hour, the maximum DoS of 127% is on the A6144 Carrington Spur approach with an associated queue length of 248 PCU."

A6144 Carrington Lane/B5158 Flixton Road

8.2.72 Table 9-39 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 9-39 below replaces Table 9-39 of the main TA.

Table 9-39: 2017 baseline performance at A6144 Carrington Lane/B5158 Flixton Road junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
B5158 Flixton Road (left and right)	758	104%	40
A6144 Carrington Lane (ahead and right)	812	104%	34
Isherwood Road (left, ahead and right)	91	45%	2
A6144 Manchester Road (left, ahead and right)	923	105%	59
	2017 PM peak hour (17:00–18:00) baseline results		
B5158 Flixton Road (left and right)	691	104%	33
A6144 Carrington Lane (ahead and right)	924	108%	64
Isherwood Road (left, ahead and right)	208	58%	5
A6144 Manchester Road (left, ahead and right)	760	106%	52

8.2.73 The conclusions drawn in paragraph 9.4.81 of the main TA are replaced by:

"This junction operates over capacity in the 2017 baseline with a maximum DoS of 105% on the A6144 Manchester Road (left, ahead and right) approach in the AM peak hour with an associated queue length of 59 PCU. In the PM peak hour, the maximum DoS of 108% is on the A6144 Carrington Lane approach, with an associated queue length of 64 PCU."

8.2.74 Table 9-40 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 9-40 below replaces Table 9-40 of the main TA.

Table 9-40: Future baseline performance at A6144 Carrington Lane/B5158 Flixton Road junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5158 Flixton Road (left and right)	847	119%	100
A6144 Carrington Lane (ahead and right)	906	116%	87
Isherwood Road (left, ahead and right)	103	51%	3
A6144 Manchester Road (left, ahead and right)	1,031	118%	119
	2031 PM peak hour (17:00–18:00)		
B5158 Flixton Road (left and right)	768	121%	91
A6144 Carrington Lane (ahead and right)	1,030	119%	125
Isherwood Road (left, ahead and right)	231	65%	6
A6144 Manchester Road (left, ahead and right)	847	121%	105

8.2.75 The conclusions drawn in paragraph 9.4.83 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum DoS of 119% on the B5158 Flixton Road approach in the AM peak hour with an associated queue length of 100 PCU. In the PM peak hour, the maximum DoS of 121% is on both the B5158

Flixton Road (left and right) and the A6144 Manchester Road (left, ahead and right) approaches with associated queue lengths of 91 PCU and 105 PCU respectively."

A57 Liverpool Road/Salford Western Gateway

8.2.76 Table 9-41 of the main TA summarises the operation of the junction for the 2019 existing baseline AM and PM peak hours. Table 9-41 below replaces Table 9-41 of the main TA.

Table 9-41: 2019 baseline performance at A57 Liverpool Road/Salford Western Gateway junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2019 AM peak hour (08:00–09:00) baseline results		
A57 Link Road (nearside) (left)	28	6%	1
A57 Link Road (centre and offside) (ahead and right)	1,097	142%	199
Salford Western Gateway (nearside) (left and ahead)	121	31%	3
Salford Western Gateway (centre and offside) (ahead and right)	203	40%	4
Stadium Way (left, ahead and right)	27	10%	1
A57 Liverpool Road (nearside and centre 1) (left)	1,145	63%	11
A57 Liverpool Road (centre 2) (ahead)	291	82%	9
A57 Liverpool Road (centre 3 and offside) (ahead and right)	340	85%	11
	2019 PM peak hour (17:00–18:00) baseline results		
A57 Link Road (nearside) (left)	12	3%	0
A57 Link Road (centre and offside) (ahead and right)	906	125%	117
Salford Western Gateway (nearside) (left and ahead)	500	114%	48
Salford Western Gateway (centre and offside) (ahead and right)	507	116%	47
Stadium Way (left, ahead and right)	55	19%	1
A57 Liverpool Road (nearside and centre 1) (left)	1,181	66%	12
A57 Liverpool Road (centre 2) (ahead)	136	38%	3
A57 Liverpool Road (centre 3 and offside) (ahead and right)	213	52%	5

8.2.77 The conclusions drawn in paragraph 9.4.85 of the main TA are replaced by:

"This junction operates over capacity in the 2019 baseline with a maximum VoC of 142% on the centre and offside lanes of the A57 Link Road (ahead and right) approach in the AM peak hour with an associated queue length of 199 PCU. In the PM peak hour, the maximum VoC of 125% is on the centre and offside lanes of the A57 Link Road (ahead and right) approach with an associated queue length of 117 PCU."

8.2.78 Table 9-42 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 9-42 below replaces Table 9-42 of the main TA.

Table 9-42: Future baseline performance at A57 Liverpool Road/Salford Western Gateway junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A57 Link Road (nearside) (left)	21	11%	0
A57 Link Road (centre and offside) (ahead and right)	18	10%	1
Salford Western Gateway (nearside) (left and ahead)	565	76%	14
Salford Western Gateway (centre and offside) (ahead and right)	607	76%	15
Stadium Way (left, ahead and right)	27	8%	0
A57 Liverpool Road (nearside and centre 1) (left)	36	2%	0
A57 Liverpool Road (centre 2) (ahead)	632	89%	18
A57 Liverpool Road (centre 3 and offside) (ahead and right)	720	92%	22
	2031 PM peak hour (17:00–18:00)		
A57 Link Road (nearside) (left)	22	1%	0
A57 Link Road (centre and offside) (ahead and right)	21	12%	1
Salford Western Gateway (nearside) (left and ahead)	648	87%	18
Salford Western Gateway (centre and offside) (ahead and right)	698	87%	19
Stadium Way (left, ahead and right)	55	18%	1
A57 Liverpool Road (nearside and centre 1) (left)	15	1%	0
A57 Liverpool Road (centre 2) (ahead)	630	89%	18
A57 Liverpool Road (centre 3 and offside) (ahead and right)	709	91%	21

8.2.79 The conclusions drawn in paragraph 9.4.87 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 92% on the centre 3 and offside lanes of the A57 Liverpool Road (ahead and right) approach with an associated queue length of 22 PCU. In the PM peak hour, the maximum VoC of 91% is on the centre 3 and offside lanes of the A57 Liverpool Road (ahead and right) approach with an associated queue length of 21 PCU."

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

8.2.80 Table 9-43 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 9-43 below replaces Table 9-43 of the main TA.

Table 9-43: 2018 baseline performance at B5230 Barton Lane/B5211 Barton Road/B5211 Redclyffe Road/Peel Green Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5211 Barton Road	246	36%	4
B5230 Barton Lane	536	95%	10
B5211 Redclyffe Road	431	31%	6
Peel Green Road	189	102%	3

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
B5211 Barton Road	55	13%	1
B5230 Barton Lane	507	60%	7
B5211 Redclyffe Road	847	72%	14
Peel Green Road	141	37%	2

8.2.81 The conclusions drawn in paragraph 9.4.89 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 102% on the Peel Green Road approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline."

8.2.82 Table 9-44 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 9-44 below replaces Table 9-44 of the main TA.

Table 9-44: Future baseline performance at B5230 Barton Lane/B5211 Barton Road/B5211 Redclyffe Road/Peel Green Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5211 Barton Road	552	85%	10
B5230 Barton Lane	558	101%	10
B5211 Redclyffe Road	477	41%	7
Peel Green Road	38	80%	1
	2031 PM peak hour (17:00–18:00)		
B5211 Barton Road	93	22%	2
B5230 Barton Lane	564	67%	8
B5211 Redclyffe Road	904	80%	15
Peel Green Road	165	56%	3

8.2.83 The conclusions drawn in paragraph 9.4.91 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on the B5230 Barton Lane approach with an associated queue length of 10 PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2031 future baseline with a maximum VoC of 80% on the B5211 Redclyffe Road approach with an associated queue length of 15 PCU."

A57 Liverpool Road/Hardy Street/Peel Green Road

8.2.84 Table 9-45 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 9-45 below replaces Table 9-45 of the main TA.

Table 9-45: 2018 baseline performance at A57 Liverpool Road/Hardy Street/Peel Green Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Hardy Street*	-	-	-
A57 Liverpool Road (east)	806	95%	10
Peel Green Road	0	0%	0
A57 Liverpool Road (west)	541	64%	7
	2018 PM peak hour (17:00–18:00) baseline results		
Hardy Street*	-	-	-
A57 Liverpool Road (east)	743	67%	8
Peel Green Road	0	0%	0
A57 Liverpool Road (west)	670	61%	7

** Minor approach arm not represented within strategic traffic model.*

8.2.85 The conclusions drawn in paragraph 9.4.93 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 95% on the A57 Liverpool Road (east) approach with an associated queue length of 10 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline."

8.2.86 Table 9-46 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 9-46 below replaces Table 9-46 of main TA.

Table 9-46: Future baseline performance at A57 Liverpool Road/Hardy Street/Peel Green Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Hardy Street*	-	-	-
A57 Liverpool Road (east)	706	83%	9
Peel Green Road	0	0	0
A57 Liverpool Road (west)	463	55%	6
	2031 PM peak hour (17:00–18:00)		
Hardy Street*	-	-	-
A57 Liverpool Road (east)	731	66%	8
Peel Green Road	0	0	0
A57 Liverpool Road (west)	640	58%	7

**Minor approach arm not represented within strategic traffic model.*

8.2.87 The conclusions drawn in paragraph 9.4.95 of the main TA are replaced by:

"In the 2031 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 83% on the A57 Liverpool Road (east)

approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline."

Accidents and safety

8.2.88 Accidents and safety are reported in Section 9.3 of the main TA. This section of the main TA is unchanged.

8.2.89 No issues have been identified for the operation of the future baseline network as a result of changes to the highway network or travel demands, and the accident and safety records for the existing baseline are assumed to provide a relevant basis for assessment.

Parking and loading

8.2.90 Parking and loading are reported in Section 9.4 of the main TA. This section of the main TA is unchanged.

Public transport

Rail network

8.2.91 The rail network is reported in Section 9.5 of the main TA. This section of the main TA and is unchanged.

Local bus network

8.2.92 Local bus services are reported in Section 9.5 of the main TA.

8.2.93 Since the main TA and the SES1 and AP1 ES TA there have been minor changes to local bus services and routes. However, since it is not possible to forecast how services may change in the future, it has been assumed that bus services for the future years of assessment will be the same as those reported in the main TA.

Public transport interchanges

8.2.94 Public transport interchanges are reported in Section 9.5 of the main TA. This section of the main TA is unchanged.

Pedestrians, cyclists and equestrians

8.2.95 Pedestrian, cyclist and equestrian facilities are reported in Section 9.6 of the main TA and Section 8.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Waterways and canals

8.2.96 Waterways and canals are reported in Section 9.7 of the main TA and Section 8.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Air transport

8.2.97 Air transport is reported in Section 9.8 of the main TA and Section 8.3 of the SES1 and AP1 TA. This section of the main TA and the SES1 and AP1 TA is unchanged.

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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