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 2 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.

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9.1 Introduction

9.1.1 A number of changes to the original scheme reported in Section 9.2 this report mean that Section 10 of the main Transport Assessment (main TA) and Section 9.3 of the Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement Transport Assessment (SES1 and AP1 ES TA) are generally replaced by Section 9.2 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.

9.1.2 The terms used in this report to differentiate between the original scheme assessed as part of the main Environmental Statement (ES) and subsequent changes are set out in the Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement Transport Assessment (SES2 and AP2 ES TA) Part 1 (see SES2 and AP2 ES Volume 5, Appendix: TR-001-00000).

9.1.3 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 Risley to Bamfurlong (MA05) community area. It describes the transport infrastructure and operations that could potentially be affected by the construction or operation of the AP2 revised scheme.

9.1.4 The original scheme is described in Section 17.1 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 Risley to Bamfurlong (MA05) area. There are no SES2 changes or AP2 amendments in the Risley to Bamfurlong (MA05) community area.

9.2 Existing and future baseline

Study area

9.2.1 The study area is reported in Section 10.1 of the main TA and Section 9.3 of the SES1 and AP1 TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Local land uses

9.2.2 Local land uses are reported in Section 10.2 of the main TA and Section 9.3 of the SES1 and AP1 TA.

9.2.3 Based on a review of recently consented, committed development, there are two additional committed development to be included in the future baseline for the AP2 revised scheme. These are a change of use at 1-4 Raglan Court, Risley Industrial Estate, Birchwood from Class E to Class E and/or Class B2 and/or Class B8 and a residential development comprising 154 dwellings at Rothwells Farm, Lowton Road, Golborne (both located within MA05, as set out in Planning data, SES2 and AP2 ES Volume 5, Appendix: CT-004-00000).

Baseline surveys

Traffic surveys

9.2.4 Traffic surveys are reported in Section 10.3 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.

9.2.5 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 MA05 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

9.2.6 Non-motorised user surveys are reported in Section 10.3 of the main TA. This section of the main TA is unchanged.

Accident data

9.2.7 Accident data are reported in Section 10.3 of the main TA. This section of the main TA is unchanged.

Highway network

Strategic and primary 'A' road network

9.2.8 The strategic and primary 'A' road network are reported in Section 10.4 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.

Local road network

9.2.9 The local road network is reported in Section 10.4 of the main TA. This section of the main TA is unchanged.

Growth in traffic

9.2.10 Growth in traffic is reported in Section 10.4 of the main TA.

9.2.11 Table 10-1 of the main TA summarises the overall growth factors across the MA05 area. Table 10-1 below replaces Table 10-1 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 10-1: MA05 traffic growth summary

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

Baseline traffic flows

9.2.12 Baseline traffic flows are reported in Section 10.4 of the main TA.

9.2.13 Table 10-2 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 Risley to Bamfurlong (MA05) community area for the weekday AM (08:00-09:00) and weekday PM (17:00-18:00) peak hours.

9.2.14 Table 10-2 below replaces Table 10-2 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.

9.2.15 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 10-2: MA05 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
A574 Birchwood Way (between A547 Birchwood Park Avenue and Faraday Street)	EB	957	30	649	12
	WB	524	26	605	5
A574 Birchwood Park Avenue (between A574 Birchwood Way and Garrett Field)	NB	1,182	9	644	6
	SB	956	16	1,055	7
A574 Birchwood Park Avenue (between Garrett Field and Glover Road (north))	NB	1,182	9	644	6
	SB	956	16	1,055	7
A574 Birchwood Way (between Faraday Street and Daten Avenue)	NB	512	20	788	9
	SB	726	22	300	6
Daten Avenue (between A574 Warrington Road and Faraday Street)	EB	1,062	15	289	6
	WB	414	12	946	7
A574 Birchwood Park Avenue (between Glover Road and A574 Warrington Road)	EB	1,182	9	644	6
	WB	956	16	1,055	7
Daten Avenue (between Risley Road and A574 Birchwood Way)	NB	805	33	298	26
	SB	442	43	775	20
Daten Avenue (between Faraday Street and Risley Road)	EB	442	43	775	20
	WB	805	33	298	26
A574 Birchwood Way (between Daten Avenue and M62 junction 11)	EB	1,091	61	1,685	25
	WB	1,321	46	711	32
A574 Warrington Road (between A574 Birchwood Park Avenue and Cross Lane)	NB	365	13	1,084	10
	SB	1,295	21	419	7
A574 Warrington Road (between Cross Lane and Glaziers Lane)	NB	329	11	792	9
	SB	958	19	390	6
A574 Warrington Road (between Glaziers Lane and B5207 Common Lane)	NB	295	10	785	6
	SB	931	13	336	4
Wigshaw Lane / Mustard Lane (between Lady Lane and Glaziers Lane)	EB	679	6	566	2
	WB	430	6	612	2
B5207 Wilton Lane (between B5207 Kenyon Lane and B5207 Broseley Lane)	EB	843	12	664	7
	WB	611	15	851	4
B5207 Kenyon Lane (between A572 Newton Road and B5207 Wilton Lane)	EB	527	9	187	2
	WB	221	9	345	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
B5207 Church Lane (between A572 Newton Road and A580 East Lancashire Road)	NB	47	1	49	
	SB	45	1	75	1
A572 Newton Road (between B5207 Church Lane and A580 East Lancashire Road)	NB	554	37	633	23
	SB	737	61	670	21
A580 East Lancashire Road (between A573 Warrington Road and Stone Cross Lane South)	EB	1,390	127	1,501	74
	WB	1,260	104	1,519	61
A580 East Lancashire Road (between A572 Newton Road and A579 Atherleigh Way)	EB	1,576	141	1,578	74
	WB	1,148	118	1,610	65
A573 Warrington Road (between A580 East Lancashire Road and Park Road)	NB	389	17	682	15
	SB	575	27	591	13
A580 East Lancashire Road (between A573 Warrington Road and M6 junction 23 (Haydock Island))	EB	1,463	141	2,095	91
	WB	1,537	105	1,523	71
B5207 Church Lane (between A580 East Lancashire Road and Slag Lane)	EB	340	15	271	10
	WB	204	16	457	10
A572 Newton Road (between A580 East Lancashire Road and Sandy Lane)	EB	405	24	684	22
	WB	622	51	506	16
A573 Bridge Street/High Street (between Park Road and Heath Street)	NB	372	19	500	11
	SB	450	19	735	19
A580 East Lancashire Road (between A574 Warrington Road and A579 Atherleigh Way)	EB	1,580	120	1,337	72
	WB	918	99	1,641	61
A573 High Street/Church Street (between Heath Street and B5207 Lowton Road)	NB	355	13	518	16
	SB	415	19	383	12
Slag Lane (between B5207 Church Lane and Byrom Lane)	NB	366	5	790	1
	SB	615	9	458	3
Byrom Lane/Sandy Lane (between A572 Newton Road and Slag Lane)	NB	150	4	247	2
	SB	272	5	166	4
A49 Lodge Lane/Warrington Road (between A58 Liverpool Road and A599 Penny Lane)	NB	264	27	535	9
	SB	416	31	328	8
A573 Ashton Road (between B5207 Ashton Road and B5207 Lowton Road)	NB	558	16	803	15
	SB	660	24	604	9

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
A58 Liverpool Road (between M6 junction 24 and A49 Warrington Road)	EB	288	30	393	29
	WB	250	32	262	14
A58 Gerard Street (between A49 Bryn Street and A5062 Wigan Road)	NB	316	40	514	15
	SB	383	43	392	14
A580 East Lancashire Road (between Higher Green Lane and A574 Warrington Road)	EB	1,116	108	1,441	62
	WB	1,178	92	1,265	34
A58 Bolton Road (between A5062 Wigan Road and Bryn Road South)	NB	552	38	770	17
	SB	575	46	580	20
A58 Bolton Road (between Bryn Road South and B5207 Bryn Road)	EB	417	21	647	14
	WB	1,071	59	988	22
A573 Wigan Road (between B5207 Ashton Road and A573 Aye Bridge Road)	NB	341	16	790	16
	SB	938	31	379	11
A58 Bolton Road (between B5207 Bryn Road and B5207 Golborne Road)	EB	986	34	1,174	15
	WB	966	46	918	18
A58 Bolton Road (between B5207 Golborne Road and Riding Lane)	NB	511	24	706	9
	SB	569	32	526	9
A580 East Lancashire Road (between A572 Chaddock Lane and Higher Green Lane)	EB	1,327	103	1,296	64
	WB	945	85	1,386	36
A580 East Lancashire Road (between A577 Mosley Common Road and A572 Chaddock Lane)	EB	1,477	93	1,394	64
	WB	834	83	1,370	38
A580 East Lancashire Road (between B5232 Newearth Road and A577 Mosley Common Road)	EB	1,553	89	1,346	66
	WB	810	96	1,634	41
A575 Walkden Road (between Greenleach Lane and A572 Leigh Road (M60 junction 13))	NB	544	43	915	30
	SB	693	32	702	6
A573 Wigan Road/Warrington Road (between B5207 Ashton Road and A58 Lily Lane)	NB	365	13	1,084	10
	SB	1,295	21	419	7
A58 Bolton Road/Lily Lane (between Riding Lane and A573 Warrington Road)	NB	610	21	669	8
	SB	455	22	547	8
A580 East Lancashire Road (between B5232 Newearth Road and A575 Walkden Road)	EB	1,688	104	1,147	72
	WB	707	102	1,593	44
	NB	604	48	978	34

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
A575 Walkden Road (between A580 East	SB	768	35	731	9
B5232 Newearth Road (between Guided Busway and Hilton Lane)	NB	532	3	796	1
	SB	350	2	431	2
A580 East Lancashire Road (between A575 Walkden Road and Old Clough Lane)	EB	1,812	121	1,213	87
	WB	835	95	1,745	49
B5232 Bridgewater Road (between B5232 Westminster Road and A6 High Street)	SB	63	1	151	1

9.2.16 Table 10-3 of the main TA summarises the 2018 baseline Annual Average Daily Traffic (AADT) flows derived from the GMSM and WWLM model for strategic, primary 'A' roads and local roads for the MA05 area. Table 10-3 below replaces Table 10-3 of the main TA.

Table 10-3: MA05 strategic and local road network 2018 AADT baseline flows (vehicles)

Location	Direction	AADT – all vehicles	AADT – HGV
A574 Birchwood Way (between A547 Birchwood Park Avenue and Faraday Street)	EB	9,026	234
	WB	6,340	169
A574 Birchwood Park Avenue (between A574 Birchwood Way and Garrett Field)	NB	10,264	82
	SB	11,291	124
A574 Birchwood Park Avenue (between Garrett Field and Glover Road (north))	NB	10,264	82
	SB	11,291	124
A574 Birchwood Way (between Faraday Street and Daten Avenue)	NB	7,294	158
	SB	5,769	158
Daten Avenue (between A574 Warrington Road and Faraday Street)	EB	7,603	115
	WB	7,631	104
A574 Birchwood Park Avenue (between Glover Road and A574 Warrington Road)	EB	10,264	82
	WB	11,291	124
Daten Avenue (between Risley Road and A574 Birchwood Way)	NB	6,204	332
	SB	6,828	352
Daten Avenue (between Faraday Street and Risley Road)	EB	6,828	352
	WB	6,204	332
A574 Birchwood Way (between Daten Avenue and M62 junction 11)	EB	15,580	481
	WB	11,421	441
A574 Warrington Road (between A574 Birchwood Park Avenue and Cross Lane)	NB	8,126	127
	SB	9,643	158

Location	Direction	AADT – all vehicles	AADT – HGV
A574 Warrington Road (between Cross Lane and Glaziers Lane)	NB	6,290	112
	SB	7,582	138
A574 Warrington Road (between Glaziers Lane and B5207 Common Lane)	NB	6,059	90
	SB	7,124	93
Wigshaw Lane / Mustard Lane (between Lady Lane and Glaziers Lane)	EB	6,993	45
	WB	5,845	40
B5207 Wilton Lane (between B5207 Kenyon Lane and B5207 Broseley Lane)	EB	8,463	104
	WB	8,204	104
B5207 Kenyon Lane (between A572 Newton Road and B5207 Wilton Lane)	EB	3,724	54
	WB	3,163	51
B5207 Church Lane (between A572 Newton Road and A580 East Lancashire Road)	NB	523	2
	SB	674	11
A572 Newton Road (between B5207 Church Lane and A580 East Lancashire Road)	NB	6,536	321
	SB	7,663	428
A580 East Lancashire Road (between A573 Warrington Road and Stone Cross Lane South)	EB	16,233	1,125
	WB	15,341	881
A580 East Lancashire Road (between A572 Newton Road and A579 Atherleigh Way)	EB	17,262	1,144
	WB	15,336	978
A573 Warrington Road (between A580 East Lancashire Road and Park Road)	NB	6,013	172
	SB	6,389	209
A580 East Lancashire Road (between A573 Warrington Road and M6 junction 23 (Haydock Island))	EB	19,969	1,306
	WB	17,182	990
B5207 Church Lane (between A580 East Lancashire Road and Slag Lane)	EB	3,305	129
	WB	3,751	134
A572 Newton Road (between A580 East Lancashire Road and Sandy Lane)	EB	6,107	248
	WB	6,111	345
A573 Bridge Street/High Street (between Park Road and Heath Street)	NB	4,840	160
	SB	6,637	208
A580 East Lancashire Road (between A574 Warrington Road and A579 Atherleigh Way)	EB	16,390	1,081
	WB	14,358	894
A573 High Street/Church Street (between Heath Street and B5207 Lowton Road)	NB	4,864	160
	SB	4,351	166
Slag Lane (between B5207 Church Lane and Byrom Lane)	NB	6,553	28
	SB	5,783	63
Byrom Lane/Sandy Lane (between A572 Newton Road and Slag Lane)	NB	2,226	34
	SB	2,340	44
A49 Lodge Lane/Warrington Road (between A58 Liverpool Road and A599 Penny Lane)	NB	4,480	200
	SB	4,182	214

Location	Direction	AADT – all vehicles	AADT – HGV
A573 Ashton Road (between B5207 Ashton Road and B5207 Lowton Road)	NB	7,636	171
	SB	7,100	186
A58 Liverpool Road (between M6 junction 24 and A49 Warrington Road)	EB	3,824	332
	WB	2,875	259
A58 Gerard Street (between A49 Bryn Street and A5062 Wigan Road)	NB	4,654	307
	SB	4,350	321
A580 East Lancashire Road (between Higher Green Lane and A574 Warrington Road)	EB	16,843	1,122
	WB	16,088	828
A58 Bolton Road (between A5062 Wigan Road and Bryn Road South)	NB	7,346	290
	SB	6,322	342
A58 Bolton Road (between Bryn Road South and B5207 Bryn Road)	EB	5,943	188
	WB	11,222	422
A573 Wigan Road (between B5207 Ashton Road and A573 Aye Bridge Road)	NB	6,342	181
	SB	7,409	239
A58 Bolton Road (between B5207 Bryn Road and B5207 Golborne Road)	EB	12,130	273
	WB	10,583	355
A58 Bolton Road (between B5207 Golborne Road and Riding Lane)	NB	6,764	173
	SB	5,966	212
A580 East Lancashire Road (between A572 Chaddock Lane and Higher Green Lane)	EB	17,269	1,095
	WB	15,355	793
A580 East Lancashire Road (between A577 Mosley Common Road and A572 Chaddock Lane)	EB	18,900	1,031
	WB	14,527	791
A580 East Lancashire Road (between B5232 Newearth Road and A577 Mosley Common Road)	EB	19,080	1,020
	WB	16,111	903
A575 Walkden Road (between Greenleach Lane and A572 Leigh Road (M60 junction 13))	NB	9,614	483
	SB	9,179	250
A573 Wigan Road/Warrington Road (between B5207 Ashton Road and A58 Lily Lane)	NB	8,126	127
	SB	9,643	158
A58 Bolton Road/Lily Lane (between Riding Lane and A573 Warrington Road)	NB	7,031	150
	SB	5,529	154
A580 East Lancashire Road (between B5232 Newearth Road and A575 Walkden Road)	EB	18,652	1,160
	WB	15,172	964
A575 Walkden Road (between A580 East Lancashire Road and Greenleach Lane)	NB	10,427	539
	SB	9,867	289
B5232 Newearth Road (between Guided Busway and Hilton Lane)	NB	8,752	28
	SB	5,142	26
A580 East Lancashire Road (between A575 Walkden Road and Old Clough Lane)	EB	19,892	1,363
	WB	17,014	945

Location	Direction	AADT – all vehicles	AADT – HGV
B5232 Bridgewater Road (between B5232 Westminster Road and A6 High Street)	SB	1,411	19

Future baseline traffic flows

9.2.17 Table 10-4 to Table 10-6 of the main TA summarise 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.

9.2.18 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 9.2.1 to 9.2.11 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 10-4 to Table 10-6 replace the 2030 future baseline flows in Table 10-4 to Table 10-6 of the main TA and include the change in assessment year.

9.2.19 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 10-4: MA05 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
A574 Birchwood Way (between A547 Birchwood Park Avenue and Faraday Street)	EB	1,085	30
	WB	595	26
A574 Birchwood Park Avenue (between A574 Birchwood Way and Garrett Field)	NB	1,343	9
	SB	1,085	16
A574 Birchwood Park Avenue (between Garrett Field and Glover Road (north))	NB	1,343	9
	SB	1,085	16
A574 Birchwood Way (between Faraday Street and Daten Avenue)	NB	581	20
	SB	824	22
Daten Avenue (between A574 Warrington Road and Faraday Street)	EB	1,207	15
	WB	470	12
A574 Birchwood Park Avenue (between Glover Road and A574 Warrington Road)	EB	1,343	9
	WB	1,085	16
Daten Avenue (between Risley Road and A574 Birchwood Way)	NB	912	34
	SB	500	44
Daten Avenue (between Faraday Street and Risley Road)	EB	500	44
	WB	912	34
A574 Birchwood Way (between Daten Avenue and M62 junction 11)	EB	1,238	62
	WB	1,497	47

Location	Direction	AM peak hour 2031 – all vehicles	AM peak hour 2031 – HGV
A574 Warrington Road (between A574 Birchwood Park Avenue and Cross Lane)	NB	414	13
	SB	1,470	21
A574 Warrington Road (between Cross Lane and Glaziers Lane)	NB	374	11
	SB	1,087	19
A574 Warrington Road (between Glaziers Lane and B5207 Common Lane)	NB	335	10
	SB	1,057	13
Wigshaw Lane (between Wigshaw Lane and Glaziers Lane)	EB	773	6
	WB	489	6
B5207 Wilton Lane (between B5207 Kenyon Lane and B5207 Broseley Lane)	EB	958	12
	WB	694	15
B5207 Kenyon Lane (between A572 Newton Road and B5207 Wilton Lane)	EB	598	9
	WB	251	9
B5207 Church Lane (between A572 Newton Road and A580 East Lancashire Road)	NB	53	1
	SB	51	1
A572 Newton Road (between B5207 Church Lane and A580 East Lancashire Road)	NB	628	38
	SB	833	62
A580 East Lancashire Road (between A573 Warrington Road and Stone Cross Lane South)	EB	1,571	129
	WB	1,426	106
A580 East Lancashire Road (between A572 Newton Road and A579 Atherleigh Way)	EB	1,783	144
	WB	1,298	121
A573 Warrington Road (between A580 East Lancashire Road and Park Road)	NB	441	17
	SB	652	27
A580 East Lancashire Road (between A573 Warrington Road and M6 junction 23 (Haydock Island))	EB	1,653	144
	WB	1,740	107
B5207 Church Lane (between A580 East Lancashire Road and Slag Lane)	EB	386	15
	WB	231	16
A572 Newton Road (between A580 East Lancashire Road and Sandy Lane)	EB	459	24
	WB	703	52
A573 Bridge Street/High Street (between Park Road and Heath Street)	NB	425	19
	SB	517	19
A580 East Lancashire Road (between A574 Warrington Road and A579 Atherleigh Way)	EB	1,790	122
	WB	1,038	100
A573 High Street/Church Street (between Heath Street and B5207 Lowton Road)	NB	403	13
	SB	471	19
Slag Lane (between B5207 Church Lane and Byrom Lane)	NB	417	5
	SB	699	9
Byrom Lane/Sandy Lane (between A572 Newton Road and Slag Lane)	NB	173	4
	SB	313	5

Location	Direction	AM peak hour 2031 – all vehicles	AM peak hour 2031 – HGV
A49 Lodge Lane/Warrington Road (between A58 Liverpool Road and A599 Penny Lane)	NB	297	27
	SB	471	31
A573 Ashton Road (between B5207 Ashton Road and B5207 Lowton Road)	NB	633	16
	SB	750	24
A58 Liverpool Road (between M6 junction 24 and A49 Warrington Road)	EB	323	31
	WB	280	33
A58 Gerard Street (between A49 Bryn Street and A5062 Wigan Road)	NB	355	40
	SB	431	44
A580 East Lancashire Road (between Higher Green Lane and A574 Warrington Road)	EB	1,212	115
	WB	1,318	94
A58 Bolton Road (between A5062 Wigan Road and Bryn Road South)	NB	623	39
	SB	649	46
A58 Bolton Road (between Bryn Road South and B5207 Bryn Road)	EB	472	21
	WB	1,213	59
A573 Wigan Road realignment (between B5207 Ashton Road and A573 Aye Bridge Road)	NB	391	16
	SB	1,079	32
A58 Bolton Road (between B5207 Bryn Road and B5207 Golborne Road)	EB	1,120	35
	WB	1,094	46
A58 Bolton Road (between B5207 Golborne Road and Riding Lane)	NB	580	24
	SB	644	32
A580 East Lancashire Road (between A572 Chaddock Lane and Higher Green Lane)	EB	1,416	109
	WB	1,052	84
A580 East Lancashire Road (between A577 Mosley Common Road and A572 Chaddock Lane)	EB	1,596	105
	WB	924	81
A580 East Lancashire Road (between B5232 Newearth Road and A577 Mosley Common Road)	EB	1,583	102
	WB	951	93
A575 Walkden Road (between Greenleach Lane and A572 Leigh Road (M60 junction 13))	NB	527	44
	SB	748	40
A573 Wigan Road/Warrington Road (between B5207 Ashton Road and A58 Lily Lane)	NB	414	13
	SB	1,470	21
A58 Bolton Road/Lily Lane (between Riding Lane and A573 Warrington Road)	NB	693	21
	SB	516	22
A580 East Lancashire Road (between B5232 Newearth Road and A575 Walkden Road)	EB	1,682	113
	WB	787	101
A575 Walkden Road (between A580 East Lancashire Road and Greenleach Lane)	NB	601	48
	SB	834	43
B5232 Newearth Road (between Guided Busway and Hilton Lane)	NB	559	7
	SB	396	6

Location	Direction	AM peak hour 2031 – all vehicles	AM peak hour 2031 – HGV
A580 East Lancashire Road (between A575 Walkden Road and Old Clough Lane)	EB	2,018	133
	WB	906	94
B5232 Bridgewater Road (between B5232 Westminster Road and A6 High Street)	SB	95	5

Table 10-5: MA05 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
A574 Birchwood Way (between A547 Birchwood Park Avenue and Faraday Street)	EB	734	12
	WB	685	5
A574 Birchwood Park Avenue (between A574 Birchwood Way and Garrett Field)	NB	728	6
	SB	1,193	7
A574 Birchwood Park Avenue (between Garrett Field and Glover Road (north))	NB	728	6
	SB	1,193	7
A574 Birchwood Way (between Faraday Street and Daten Avenue)	NB	891	9
	SB	340	6
Daten Avenue (between A574 Warrington Road and Faraday Street)	EB	327	6
	WB	1,071	7
A574 Birchwood Park Avenue (between Glover Road and A574 Warrington Road)	EB	728	6
	WB	1,193	7
Daten Avenue (between Risley Road and A574 Birchwood Way)	NB	336	27
	SB	875	20
Daten Avenue (between Faraday Street and Risley Road)	EB	875	20
	WB	336	27
A574 Birchwood Way (between Daten Avenue and M62 junction 11)	EB	1,904	25
	WB	804	33
A574 Warrington Road (between A574 Birchwood Park Avenue and Cross Lane)	NB	1,227	10
	SB	475	7
A574 Warrington Road (between Cross Lane and Glaziers Lane)	NB	896	9
	SB	441	6
A574 Warrington Road (between Glaziers Lane and B5207 Common Lane)	NB	889	6
	SB	380	4
Wigshaw Lane (between Wigshaw Lane and Glaziers Lane)	EB	642	2
	WB	693	2
B5207 Wilton Lane (between B5207 Kenyon Lane and B5207 Broseley Lane)	EB	752	7
	WB	964	4
B5207 Kenyon Lane (between A572 Newton Road and B5207 Wilton Lane)	EB	211	2
	WB	391	2
	NB	55	

Location	Direction	PM peak hour 2031 - all vehicles	PM peak hour 2031 - HGV
B5207 Church Lane (between A572 Newton Road and A580 East Lancashire Road)	SB	85	1
A572 Newton Road (between B5207 Church Lane and A580 East Lancashire Road)	NB	716	23
	SB	758	21
A580 East Lancashire Road (between A573 Warrington Road and Stone Cross Lane South)	EB	1,696	75
	WB	1,716	62
A580 East Lancashire Road (between A572 Newton Road and A579 Atherleigh Way)	EB	1,782	76
	WB	1,819	67
A573 Warrington Road (between A580 East Lancashire Road and Park Road)	NB	772	15
	SB	670	13
A580 East Lancashire Road (between A573 Warrington Road and M6 junction 23 (Haydock Island))	EB	2,369	93
	WB	1,721	72
B5207 Church Lane (between A580 East Lancashire Road and Slag Lane)	EB	306	10
	WB	518	10
A572 Newton Road (between A580 East Lancashire Road and Sandy Lane)	EB	774	22
	WB	572	16
A573 Bridge Street/High Street (between Park Road and Heath Street)	NB	571	12
	SB	845	20
A580 East Lancashire Road (between A574 Warrington Road and A579 Atherleigh Way)	EB	1,511	74
	WB	1,856	62
A573 High Street/Church Street (between Heath Street and B5207 Lowton Road)	NB	588	16
	SB	433	12
Slag Lane (between B5207 Church Lane and Byrom Lane)	NB	897	1
	SB	519	3
Byrom Lane/Sandy Lane (between A572 Newton Road and Slag Lane)	NB	284	2
	SB	192	4
A49 Lodge Lane/Warrington Road (between A58 Liverpool Road and A599 Penny Lane)	NB	607	9
	SB	371	8
A573 Ashton Road (between B5207 Ashton Road and B5207 Lowton Road)	NB	912	15
	SB	684	9
A58 Liverpool Road (between M6 junction 24 and A49 Warrington Road)	EB	441	30
	WB	294	14
A58 Gerard Street (between A49 Bryn Street and A5062 Wigan Road)	NB	582	15
	SB	443	14
A580 East Lancashire Road (between Higher Green Lane and A574 Warrington Road)	EB	1,480	60
	WB	1,346	30
A58 Bolton Road (between A5062 Wigan Road and Bryn Road South)	NB	872	17
	SB	656	20

Location	Direction	PM peak hour 2031 - all vehicles	PM peak hour 2031 - HGV
A58 Bolton Road (between Bryn Road South and B5207 Bryn Road)	EB	734	14
	WB	1,118	22
A573 Wigan Road realignment (between B5207 Ashton Road and A573 Aye Bridge Road)	NB	912	17
	SB	434	11
A58 Bolton Road (between B5207 Bryn Road and B5207 Golborne Road)	EB	1,332	15
	WB	1,040	18
A58 Bolton Road (between B5207 Golborne Road and Riding Lane)	NB	802	9
	SB	596	9
A580 East Lancashire Road (between A572 Chaddock Lane and Higher Green Lane)	EB	1,335	61
	WB	1,431	32
A580 East Lancashire Road (between A577 Mosley Common Road and A572 Chaddock Lane)	EB	1,391	65
	WB	1,452	34
A580 East Lancashire Road (between B5232 Newearth Road and A577 Mosley Common Road)	EB	1,266	66
	WB	1,716	38
A575 Walkden Road (between Greenleach Lane and A572 Leigh Road (M60 junction 13))	NB	754	32
	SB	794	6
A573 Wigan Road/Warrington Road (between B5207 Ashton Road and A58 Lily Lane)	NB	1,227	10
	SB	475	7
A58 Bolton Road/Lily Lane (between Riding Lane and A573 Warrington Road)	NB	759	8
	SB	619	8
A580 East Lancashire Road (between B5232 Newearth Road and A575 Walkden Road)	EB	1,144	72
	WB	1,699	46
A575 Walkden Road (between A580 East Lancashire Road and Greenleach Lane)	NB	828	36
	SB	838	8
B5232 Newearth Road (between Guided Busway and Hilton Lane)	NB	858	4
	SB	396	4
A580 East Lancashire Road (between A575 Walkden Road and Old Clough Lane)	EB	1,279	84
	WB	1,927	50
B5232 Bridgewater Road (between B5232 Westminster Road and A6 High Street)	SB	333	3

Table 10-6: MA05 strategic and local road network future baseline flows AADT

Location	Direction	AADT 2031
A574 Birchwood Way (between A547 Birchwood Park Avenue and Faraday Street)	EB	10,224
	WB	7,187
A574 Birchwood Park Avenue (between A574 Birchwood Way and Garrett Field)	NB	11,642
	SB	12,791
A574 Birchwood Park Avenue (between Garrett Field and Glover Road (north))	NB	11,642
	SB	12,791

Location	Direction	AADT 2031
A574 Birchwood Way (between Faraday Street and Daten Avenue)	NB	8,259
	SB	6,542
Daten Avenue (between A574 Warrington Road and Faraday Street)	EB	8,628
	WB	8,643
A574 Birchwood Park Avenue (between Glover Road and A574 Warrington Road)	EB	11,642
	WB	12,791
Daten Avenue (between Risley Road and A574 Birchwood Way)	NB	7,018
	SB	7,717
Daten Avenue (between Faraday Street and Risley Road)	EB	7,717
	WB	7,018
A574 Birchwood Way (between Daten Avenue and M62 junction 11)	EB	17,635
	WB	12,935
A574 Warrington Road (between A574 Birchwood Park Avenue and Cross Lane)	NB	9,201
	SB	10,937
A574 Warrington Road (between Cross Lane and Glaziers Lane)	NB	7,126
	SB	8,594
A574 Warrington Road (between Glaziers Lane and B5207 Common Lane)	NB	6,864
	SB	8,081
Wigshaw Lane (between Wigshaw Lane and Glaziers Lane)	EB	7,946
	WB	6,636
B5207 Wilton Lane (between B5207 Kenyon Lane and B5207 Broseley Lane)	EB	9,607
	WB	9,307
B5207 Kenyon Lane (between A572 Newton Road and B5207 Wilton Lane)	EB	4,227
	WB	3,586
B5207 Church Lane (between A572 Newton Road and A580 East Lancashire Road)	NB	594
	SB	763
A572 Newton Road (between B5207 Church Lane and A580 East Lancashire Road)	NB	7,399
	SB	8,667
A580 East Lancashire Road (between A573 Warrington Road and Stone Cross Lane South)	EB	18,347
	WB	17,343
A580 East Lancashire Road (between A572 Newton Road and A579 Atherleigh Way)	EB	19,508
	WB	17,329
A573 Warrington Road (between A580 East Lancashire Road and Park Road)	NB	6,814
	SB	7,242
A580 East Lancashire Road (between A573 Warrington Road and M6 junction 23 (Haydock Island))	EB	22,574
	WB	19,441
B5207 Church Lane (between A580 East Lancashire Road and Slag Lane)	EB	3,743
	WB	4,248
	EB	6,915

Location	Direction	AADT 2031
A572 Newton Road (between A580 East Lancashire Road and Sandy Lane)	WB	6,905
A573 Bridge Street/High Street (between Park Road and Heath Street)	NB	5,530
	SB	7,623
A580 East Lancashire Road (between A574 Warrington Road and A579 Atherleigh Way)	EB	18,546
	WB	16,238
A573 High Street/Church Street (between Heath Street and B5207 Lowton Road)	NB	5,518
	SB	4,929
Slag Lane (between B5207 Church Lane and Byrom Lane)	NB	7,443
	SB	6,569
Byrom Lane/Sandy Lane (between A572 Newton Road and Slag Lane)	NB	2,556
	SB	2,699
A49 Lodge Lane/Warrington Road (between A58 Liverpool Road and A599 Penny Lane)	NB	5,070
	SB	4,731
A573 Ashton Road (between B5207 Ashton Road and B5207 Lowton Road)	NB	8,671
	SB	8,057
A58 Liverpool Road (between M6 junction 24 and A49 Warrington Road)	EB	4,290
	WB	3,225
A58 Gerard Street (between A49 Bryn Street and A5062 Wigan Road)	NB	5,254
	SB	4,910
A580 East Lancashire Road (between Higher Green Lane and A574 Warrington Road)	EB	17,733
	WB	17,538
A58 Bolton Road (between A5062 Wigan Road and Bryn Road South)	NB	8,316
	SB	7,143
A58 Bolton Road (between Bryn Road South and B5207 Bryn Road)	EB	6,737
	WB	12,705
A573 Wigan Road realignment (between B5207 Ashton Road and A573 Aye Bridge Road)	NB	7,309
	SB	8,510
A58 Bolton Road (between B5207 Bryn Road and B5207 Golborne Road)	EB	13,765
	WB	11,988
A58 Bolton Road (between B5207 Golborne Road and Riding Lane)	NB	7,676
	SB	6,759
A580 East Lancashire Road (between A572 Chaddock Lane and Higher Green Lane)	EB	18,111
	WB	16,360
A580 East Lancashire Road (between A577 Mosley Common Road and A572 Chaddock Lane)	EB	19,658
	WB	15,657
A580 East Lancashire Road (between B5232 Newearth Road and A577 Mosley Common Road)	EB	18,741
	WB	17,581
	NB	8,436

Location	Direction	AADT 2031
A575 Walkden Road (between Greenleach Lane and A572 Leigh Road (M60 junction 13))	SB	10,156
A573 Wigan Road/Warrington Road (between B5207 Ashton Road and A58 Lily Lane)	NB	9,201
	SB	10,937
A58 Bolton Road/Lily Lane (between Riding Lane and A573 Warrington Road)	NB	7,976
	SB	6,264
A580 East Lancashire Road (between B5232 Newearth Road and A575 Walkden Road)	EB	18,586
	WB	16,394
A575 Walkden Road (between A580 East Lancashire Road and Greenleach Lane)	NB	9,412
	SB	11,007
B5232 Newearth Road (between Guided Busway and Hilton Lane)	NB	9,335
	SB	5,214
A580 East Lancashire Road (between A575 Walkden Road and Old Clough Lane)	EB	21,678
	WB	18,682
B5232 Bridgewater Road (between B5232 Westminster Road and A6 High Street)	SB	2,824

Junction operation

9.2.20 Junction operation is reported in Section 10.4 of the main TA.

9.2.21 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 10.4 of the main TA.

9.2.22 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.

9.2.23 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.

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

9.2.24 Table 10-8 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 10-8 below replaces Table 10-8 of the main TA.

Table 10-8: Future baseline performance at M62 junction 11/A574 Birchwood Way/Silver Lane (Birchwood Interchange) junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Birchwood Way (north)	3	0	0
M62 off-slip (east)	1,083	0.54	1
Silver Lane	3	0	0
Birchwood Way (south)	1,468	0.52	1
M62 off-slip (west)	384	0.31	1
	2031 PM peak hour (17:00–18:00)		
Birchwood Way (north)	7	0	0
M62 off-slip (east)	587	0.28	0
Silver Lane	3	0	0
Birchwood Way (south)	2,016	0.73	3
M62 off-slip (west)	321	0.23	0

9.2.25 The conclusions drawn in paragraph 10.4.17 of the main TA are replaced by:

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

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

9.2.26 Table 10-16 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 10-16 below replaces Table 10-16 of the main TA.

Table 10-16: Future baseline performance at A574 Birchwood Way/A574 Birchwood Park Avenue/Oakwood Gate (George Duckworth Roundabout) junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Birchwood Park Avenue (nearside) (left and ahead)	644	85%	9
Birchwood Park Avenue (offside) (ahead)	432	100%	17
A574 Birchwood Way (east) (nearside) (left and ahead)	309	109%	22
A574 Birchwood Way (east) (offside) (ahead)	308	109%	22
Oakwood Gate (nearside) (left)	538	29%	0
Oakwood Gate (centre and offside) (ahead)	395	28%	0
A574 Birchwood Way (west) (nearside) (left)	1,000	86%	16
A574 Birchwood Way (west) (centre and offside) (ahead)	1,855	96%	22
Circulatory link (internal past Birchwood Park Avenue entry) (nearside)	896	45%	0
Circulatory link (internal past Birchwood Park Avenue entry) (offside)	1,085	55%	1

Approach	Flow, PCU/hr	DoS	Q, PCU
Circulatory link (internal past Birchwood Way (east) entry) (nearside)	1,523	120%	160
Circulatory link (internal past Birchwood Way (east) entry) (offside)	432	35%	3
Circulatory link (internal past Oakwood Gate entry) (nearside)	89	4%	0
Circulatory link (internal past Oakwood Gate entry) (offside)	740	35%	0
Circulatory link (internal past Birchwood Way (west) entry) (nearside)	313	78%	6
Circulatory link (internal past Birchwood Way (west) entry) (offside)	126	31%	2
	2031 PM peak hour (17:00–18:00)		
Birchwood Park Avenue (nearside) (left and ahead)	782	70%	3
Birchwood Park Avenue (offside) (ahead)	566	85%	8
A574 Birchwood Way (east) (nearside) (left and ahead)	315	93%	9
A574 Birchwood Way (east) (offside) (ahead)	314	91%	9
Oakwood Gate (nearside) (left)	644	34%	0
Oakwood Gate (centre and offside) (ahead)	557	40%	1
A574 Birchwood Way (west) (nearside) (left)	399	42%	4
A574 Birchwood Way (west) (centre and offside) (ahead)	880	57%	6
Circulatory link (internal past Birchwood Park Avenue entry) (nearside)	355	18%	0
Circulatory link (internal past Birchwood Park Avenue entry) (offside)	741	37%	0
Circulatory link (internal past Birchwood Way (east) entry) (nearside)	1,090	92%	19
Circulatory link (internal past Birchwood Way (east) entry) (offside)	566	49%	5
Circulatory link (internal past Oakwood Gate entry) (nearside)	463	23%	0
Circulatory link (internal past Oakwood Gate entry) (offside)	880	43%	0
Circulatory link (internal past Birchwood Way (west) entry) (nearside)	367	64%	6
Circulatory link (internal past Birchwood Way (west) entry) (offside)	216	37%	3

9.2.27 The conclusions drawn in paragraph 10.4.37 of the main TA are replaced by:

"In the 2031 baseline the assessment shows that this junction operates over capacity in the 2031 future baseline with a maximum DoS of 120% on the nearside lane of the circulatory link (internal past Birchwood Way (east) entry) approach in the AM peak hour with an associated queue length of 160 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum DoS of 93% on the nearside lane of the A574 Birchwood Way (east) approach with an associated queue length of nine PCU."

A574 Birchwood Way/Moss Gate/Daten Avenue

9.2.28 Table 10-18 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 10-18 below replaces Table 10-18 of the main TA.

Table 10-18: Future baseline performance at A574 Birchwood Way/Moss Gate/Daten Avenue junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A574 Birchwood Way (north) (nearside and centre 1) (ahead and left)	765	65%	12
A574 Birchwood Way (north) (centre 2 and offside) (right)	722	72%	12
Moss Gate (left, ahead and right)	497	73%	10
A574 Birchwood Way (south) (nearside) (left and ahead)	315	70%	11
A574 Birchwood Way (south) (centre and offside) (ahead and right)	350	72%	12
Daten Avenue (nearside and centre) (left)	528	61%	8
Daten Avenue (offside) (right and ahead)	63	15%	2
	2031 PM peak hour (17:00–18:00)		
A574 Birchwood Way (north) (nearside and centre 1) (ahead and left)	490	40%	6
A574 Birchwood Way (north) (centre 2 and offside) (right)	311	30%	4
Moss Gate (left, ahead and right)	382	90%	13
A574 Birchwood Way (south) (nearside) (left and ahead)	471	88%	19
A574 Birchwood Way (south) (centre and offside) (ahead and right)	510	89%	20
Daten Avenue (nearside and centre) (left)	835	90%	24
Daten Avenue (offside) (right and ahead)	55	17%	2

9.2.29 The conclusions drawn in paragraph 10.4.41 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 close to capacity in the 2031 future baseline with a maximum DoS of 90% on both the Moss Gate (left, ahead and right) approach and the Daten Avenue (nearside and centre) (left) approach with associated queue lengths of 13 PCU and 24 PCU respectively."

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

9.2.30 Table 10-20 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 10-20 below replaces Table 10-20 of the main TA.

Table 10-20: Future baseline performance at A574 Warrington Road/A574 Birchwood Park Avenue/Daten Avenue/Warrington Road junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00) baseline results		
Warrington Road (north)	1,491	0.87	6
Daten Avenue	452	0.28	0
Warrington Road (south)	20	0.02	0

Approach	Flow, PCU/hr	RFC	Q, PCU
Birchwood Park Avenue	892	0.37	1
	2031 PM peak hour (17:00–18:00) baseline results		
Warrington Road (north)	484	0.23	0
Daten Avenue	1,018	0.45	1
Warrington Road (south)	347	0.53	1
Birchwood Park Avenue	744	0.50	1

9.2.31 The conclusions drawn in paragraph 10.4.45 of the main TA are replaced by:

"In the 2031 future baseline the assessment shows that this junction is at capacity in the AM peak hour with a maximum RFC of 0.87 on the Warrington Road (north) approach with an associated queue length of 6 PCU. In the PM peak hour, the assessment shows that this junction operations well within capacity in the 2031 future baseline."

A574 Warrington Road/Cross Lane/Silver Lane

9.2.32 Table 10-22 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 10-22 below replaces Table 10-22 of the main TA.

Table 10-22: Future baseline performance at A574 Warrington Road/Cross Lane/Silver Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Silver Lane	8	0.02	0
A573 Warrington Road (north)	1,166	0.04	0
Cross Lane	380	1.69	110
A573 Warrington Road (south)	446	0.01	0
	2031 PM peak hour (17:00–18:00)		
Silver Lane	12	0.03	0
A573 Warrington Road (north)	482	0.14	0
Cross Lane	38	0.20	0
A573 Warrington Road (south)	1,317	0.05	0

9.2.33 The conclusions drawn in paragraph 10.4.49 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum RFC of 1.69 on the Cross Lane approach in the AM peak hour with an associated queue length of 110 PCU. In the PM peak hour, the assessment shows that this junction operates well within capacity in the 2031 future baseline."

A574 Warrington Road/New Hall Lane (southern junction)

9.2.34 Table 10-24 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 10-24 below replaces Table 10-24 of the main TA.

Table 10-24: Future baseline performance at A574 Warrington Road/New Hall Lane southern junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A574 Warrington Road (north) (ahead and left)	1,388	-	-
A574 Warrington Road (south) (ahead and right)	369	0.32	1
	2031 PM peak hour (17:00–18:00)		
A574 Warrington Road (north) (ahead and left)	438	-	-
A574 Warrington Road (south) (ahead and right)	1,027	0.14	0

9.2.35 The conclusions drawn in paragraph 10.4.53 of the main TA are replaced by:

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

A574 Warrington Road/Glaziers Lane

9.2.36 Table 10-26 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 10-26 below replaces Table 10-26 of the main TA.

Table 10-26: Future baseline performance at A574 Warrington Road/Glaziers junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A574 Warrington Road (north) (ahead and right)	1,335	0.23	1
A574 Warrington Road (south) (left)	16	0.00	0
A574 Warrington Road (south) (ahead)	293	0.00	0
Glaziers Lane (left)	7	0.12	0
Glaziers Lane (right)	173	0.88	5
	2031 PM peak hour (17:00–18:00)		
A574 Warrington Road (north) (ahead and right)	497	0.26	1
A574 Warrington Road (south) (left)	117	0.00	0
A574 Warrington Road (south) (ahead)	897	0.00	0
Glaziers Lane (left)	18	0.05	0
Glaziers Lane (right)	30	0.18	0

9.2.37 The conclusions drawn in paragraph 10.4.57 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 0.88 on the Glaziers Lane (right) approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline."

A574 Warrington Road/New Hall Lane (northern junction)

9.2.38 Table 10-28 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 10-28 below replaces Table 10-28 of the main TA.

Table 10-28: Future baseline performance at A574 Warrington Road/New Hall Lane northern junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A574 Warrington Road (north) (ahead and left)	1,171	-	-
New Hall Lane (left)	39	0.12	0
New Hall Lane (right)	7	0.04	0
A574 Warrington Road (south) (ahead and right)	304	0	0
	2031 PM peak hour (17:00–18:00)		
A574 Warrington Road (north) (ahead and left)	369	-	-
New Hall Lane (left)	105	0.2	0
New Hall Lane (right)	49	0.18	0
A574 Warrington Road (south) (ahead and right)	840	0	0

9.2.39 The conclusions drawn in paragraph 10.4.61 of the main TA are replaced by:

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

Wigshaw Lane/Glaziers Lane

9.2.40 Table 10-30 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 10-30 below replaces Table 10-30 of the main TA.

Table 10-30: Future baseline performance at Wigshaw Lane/Glaziers Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Wigshaw Lane (north) (ahead)	281	-	-
Wigshaw Lane (north) (left)	71	-	-
Glaziers Lane (left and right)	25	0.05	0
Wigshaw Lane (west) (ahead and right)	259	0.13	0

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 PM peak hour (17:00–18:00)		
Wigshaw Lane (north) (ahead)	244	-	-
Wigshaw Lane (north) (left)	23	-	-
Glaziers Lane (left and right)	172	0.33	1
Wigshaw Lane (west) (ahead and right)	261	0.03	0

9.2.41 The conclusions drawn in paragraph 10.4.65 of the main TA are replaced by:

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

A574 Warrington Road/B5207 Common Lane

9.2.42 Table 10-32 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 10-32 below replaces Table 10-32 of the main TA.

Table 10-32: Future baseline performance at A574 Warrington Road/B5207 Common Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5207 Common Lane	729	1.33	125
A574 Warrington Road (east)	913	0.75	3
A574 Warrington Road (west)	334	0.53	1
	2031 PM peak hour (17:00–18:00)		
B5207 Common Lane	496	1.05	25
A574 Warrington Road (east)	649	0.50	1
A574 Warrington Road (west)	748	1.44	162

9.2.43 The conclusions drawn in paragraph 10.4.69 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum RFC of 1.33 on the B5207 Common Lane (left and right) approach in the AM peak hour with an associated queue length of 125 PCU. In the PM peak hour, the maximum RFC of 1.44 is on the A574 Warrington Road (west) (left and ahead) approach with a queue length of 162 PCU."

A580/A572/B5207 Lane Head Network

9.2.44 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.

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

A572 Newton Road/B5207 Church Lane/B5207 Kenyon Lane

9.2.46 Table 10-34 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 10-34 below replaces Table 10-34 of the main TA.

Table 10-34: Future baseline performance at A572 Newton Road/B5207 Church Lane/B5207 Kenyon Lane junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A572 Newton Road (north) (left, ahead and right)	910	88%	31
Kenyon Lane (left, ahead and right)	256	114%	29
Newton Road (south) (left, ahead and right)	725	103%	38
B5207 Church Lane (left, ahead and right)	441	115%	44
	2031 PM peak hour (17:00–18:00)		
A572 Newton Road (north) (left, ahead and right)	738	80%	20
Kenyon Lane (left, ahead and right)	399	111%	38
Newton Road (south) (left, ahead and right)	638	70%	18
B5207 Church Lane (left, ahead and right)	215	76%	7

9.2.47 The conclusions drawn in paragraph 10.4.75 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum DoS of 115% on the B5207 Church Lane (left, ahead and right) approach in the AM peak hour with an associated queue length of 44 PCU. In the PM peak hour, the maximum DoS of 111% is on Kenyon Lane (left, ahead and right) approach with an associated queue length of 38 PCU."

9.2.48 The junction analysis indicates that the junction will be operating above its capacity in the 2031 future baseline. However, as the signals timings are determined by the baseline traffic flow, it is possible that the delays could to a degree be reduced by signal optimisation.

A580 East Lancashire Road/B5207 Church Lane

9.2.49 Table 10-36 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 10-36 below replaces Table 10-36 of the main TA.

Table 10-36: Future baseline performance at A580 East Lancashire Road/B5207 Church Lane junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5207 Church Lane (north) (left, ahead and right)	393	115%	46
A580 (east) (nearside) (left and ahead)	560	58%	6
A580 (east) (centre) (ahead)	667	64%	8
A580 (east) (offside) (right)	110	79%	5
B5207 Church Lane (south) (left, ahead and right)	194	53%	6
A580 (west) (nearside) (left and ahead)	901	87%	29
A580 (west) (centre and offside) (ahead and right)	1,021	105%	27
	2031 PM peak hour (17:00–18:00)		
B5207 Church Lane (north) (left, ahead and right)	310	97%	17
A580 (east) (nearside) (left and ahead)	763	68%	15
A580 (east) (centre) (ahead)	811	68%	11
A580 (east) (offside) (right)	209	94%	12
B5207 Church Lane (south) (left, ahead and right)	256	73%	7
A580 (west) (nearside) (left and ahead)	1,002	104%	62
A580 (west) (centre and offside) (ahead and right)	990	90%	28

9.2.50 The conclusions drawn in paragraph 10.4.80 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum DoS of 115% on the B5207 Church Lane (north) (left, ahead and right) approach in the AM peak hour with an associated queue length of 46 PCU. In the PM peak hour, the maximum DoS of 104% is on the A580 (west) (nearside) (left and ahead) approach with an associated queue length of 62 PCU."

A580 East Lancashire Road/A572 Newton Road

9.2.51 Table 10-38 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 10-38 below replaces Table 10-38 of the main TA.

Table 10-38: Future baseline performance at A580 East Lancashire Road/A572 Newton Road junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A572 Newton Road (north) (left and ahead)	424	117%	51
A572 Newton Road (north) (right)	337	98%	19

Approach	Flow, PCU/hr	DoS	Q, PCU
A580 (east) (nearside) (left and ahead)	727	78%	22
A580 (east) (centre and offside) (ahead and right)	792	78%	23
A572 Newton Road (south) (nearside) (ahead and left)	333	107%	29
A572 Newton Road (south) (offside) (right)	318	107%	27
A580 (west) (nearside and centre) (left and ahead)	968	103%	51
A580 (west) (offside) (ahead)	815	102%	45
	2031 PM peak hour (17:00–18:00)		
A572 Newton Road (north) (left and ahead)	277	84%	11
A572 Newton Road (north) (right)	330	106%	26
A580 (east) (nearside) (left and ahead)	951	102%	52
A580 (east) (centre and offside) (ahead and right)	1,055	102%	58
A572 Newton Road (south) (nearside) (ahead and left)	380	110%	36
A572 Newton Road (south) (offside) (right)	367	110%	35
A580 (west) (nearside and centre) (left and ahead)	1,107	101%	54
A580 (west) (offside) (ahead)	874	109%	74

9.2.52 The conclusions drawn in paragraph 10.4.84 and 10.4.85 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum DoS of 117% on the A572 Newton Road (north) (left and ahead) approach with an associated queue length of 51 PCU. In the PM peak hour, the maximum DoS of 110% is on both the A572 Newton Road (south) (nearside) (ahead and left) and the A572 Newton Road (south) (offside) (right) approaches with associated queue lengths of 36 PCU and 35 PCU respectively.

The junction analysis indicates that the junction will be operating above its capacity in the 2031 future baseline. However, as the signals timings are determined by the baseline traffic flow, it is possible that the delays could to a degree be reduced by signal optimisation."

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

9.2.53 Table 10-40 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 10-40 below replaces Table 10-40 of the main TA.

Table 10-40: Future baseline performance at A580 East Lancashire Road/Stone Cross Lane North/Stone Cross Lane South junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Stone Cross Lane North (left and right)	972	123%	130
A580 East Lancashire Road (east) (nearside and centre) (left and ahead)	633	117%	72
A580 East Lancashire Road (east) (offside) (ahead)	615	117%	71
Stone Cross Lane South (left and right)	211	38%	4
A580 East Lancashire Road (west) (nearside and centre) (left and ahead)	1,035	121%	154
A580 East Lancashire Road (west) (offside) (ahead)	643	79%	21
	2031 PM peak hour (17:00–18:00)		
Stone Cross Lane North (left and right)	547	95%	17
A580 East Lancashire Road (east) (nearside and centre) (left and ahead)	745	96%	32
A580 East Lancashire Road (east) (offside) (ahead)	776	96%	33
Stone Cross Lane South (left and right)	448	97%	21
A580 East Lancashire Road (west) (nearside and centre) (left and ahead)	976	84%	24
A580 East Lancashire Road (west) (offside) (ahead)	826	79%	25

9.2.54 The conclusions drawn in paragraphs 10.4.89 to 10.4.90 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 DoS of 123% on the Stone Cross Lane North (left and right) approach with an associated queue length of 130 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum DoS of 97% on the Stone Cross Lane South (left and right) approach with an associated queue length of 21 PCU."

A580 East Lancashire Road/A573 Warrington Road

9.2.55 Table 10-42 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 10-42 below replaces Table 10-42 of the main TA.

Table 10-42: Future baseline performance at A580 East Lancashire Road/A573 Warrington Road junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A573 Warrington Road (north)	655	1.88	204
A580 East Lancashire Road (east)	1,653	0.93	11
A573 Warrington Road (south)	257	1.13	21
A580 East Lancashire Road (west)	2,194	1.02	48
	2031 PM peak hour (17:00–18:00)		
A573 Warrington Road (north)	675	1.50	143
A580 East Lancashire Road (east)	2,025	1.05	72
A573 Warrington Road (south)	319	2.22	131
A580 East Lancashire Road (west)	2,169	1.04	64

9.2.56 The conclusions drawn in paragraph 10.4.94 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum RFC of 1.88 on the Warrington Road (north) approach in the AM peak hour with an associated queue length of 204 PCU. In the PM peak hour, the maximum RFC of 2.22 is on the Warrington Road (south) approach with an associated queue length of 131 PCU."

A580 East Lancashire Road/A579 Atherleigh Way

9.2.57 Table 10-46 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 10-46 below replaces Table 10-46 of the main TA.

Table 10-46: Future baseline performance at A580 East Lancashire Road/A579 Atherleigh Way junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A579 Atherleigh Way (nearside and centre) (left and right)	1,030	96%	33
A579 Atherleigh Way (offside) (right)	465	83%	15
A580 East Lancashire Road (east) (nearside) (ahead)	490	41%	8
A580 East Lancashire Road (east) (centre) (ahead)	536	42%	9
A580 East Lancashire Road (east) (offside) (right)	218	77%	7
A580 East Lancashire Road (west) (nearside) (left)	590	40%	7
A580 East Lancashire Road (west) (centre) (ahead)	687	92%	23

Approach	Flow, PCU/hr	DoS	Q, PCU
A580 East Lancashire Road (west) (offside) (ahead)	755	94%	27
	2031 PM peak hour (17:00–18:00)		
A579 Atherleigh Way (nearside and centre) (left and right)	689	105%	35
A579 Atherleigh Way (offside) (right)	357	99%	19
A580 East Lancashire Road (east) (nearside) (ahead)	727	52%	10
A580 East Lancashire Road (east) (centre) (ahead)	723	48%	10
A580 East Lancashire Road (east) (offside) (right)	583	102%	32
A580 East Lancashire Road (west) (nearside) (left)	682	60%	13
A580 East Lancashire Road (west) (centre) (ahead)	646	101%	33
A580 East Lancashire Road (west) (offside) (ahead)	710	104%	43

9.2.58 The conclusions drawn in paragraph 10.4.102 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 DoS of 96% on the A579 Atherleigh Way (nearside and centre) (left and right) approach with an associated queue length of 33 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2031 future baseline with a maximum DoS of 105% on A579 Atherleigh Way (nearside and centre) (left and right) approach with an associated queue length of 35 PCU."

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

9.2.59 Table 10-48 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 10-48 below replaces Table 10-48 of the main TA.

Table 10-48: Future baseline performance at B5207 Church Lane/B5207 Golborne Road/Stone Cross Lane/Slag Lane junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Slag Lane (left, ahead and right)	844	121%	110
Church Lane (right, left and ahead)	311	60%	8
Stone Cross Lane North (ahead, right and left)	243	123%	34
Golborne Road (left, ahead and right)	463	119%	60

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 PM peak hour (17:00–18:00)		
Slag Lane (left, ahead and right)	511	122%	68
Church Lane (right, left and ahead)	541	105%	39
Stone Cross Lane North (ahead, right and left)	567	120%	72
Golborne Road (left, ahead and right)	412	119%	53

9.2.60 The conclusions drawn in paragraph 10.4.106 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum DoS of 123% on the Stone Cross Lane North (ahead, right and left) approach in the AM peak hour with an associated queue length of 34 PCU. In the PM peak hour, the maximum DoS of 122% is on the Slag Lane (left, ahead and right) approach with an associated queue length of 68 PCU."

A573 High Street/Heath Street

9.2.61 Table 10-50 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 10-50 below replaces Table 10-50 of the main TA.

Table 10-50: Future baseline performance at A573 High Street/Heath Street junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A573 High Street (north) (ahead and right)	590	0.25	1
A573 High Street (south) (ahead and left)	562	0.35	1
Heath Street (left and right)	273	0.89	6
	2031 PM peak hour (17:00–18:00)		
A573 High Street (north) (ahead and right)	615	0.3	1
A573 High Street (south) (ahead and left)	845	0.55	1
Heath Street (left and right)	233	0.9	6

9.2.62 The conclusions drawn in paragraph 10.4.110 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 RFC of 0.89 on the Heath Street (left and right) approach with an associated queue length of six PCU. In the PM peak hour, the maximum RFC of 0.9 is on the Heath Street (left and right) approach with an associated queue length of six PCU."

A580 East Lancashire Road/A574 Warrington Road

9.2.63 Table 10-52 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 10-52 below replaces Table 10-52 of the main TA.

Table 10-52: Future baseline performance at A580 East Lancashire Road/Newton Lane (north) junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A574 Warrington Road (north)	630	1.5	117
A580 East Lancashire Road (east)	1,559	0.65	2
A574 Warrington Road (south)	385	0.33	1
A580 East Lancashire Road (west)	2,145	0.88	7
	2031 PM peak hour (17:00–18:00)		
A574 Warrington Road (north)	751	0.98	16
A580 East Lancashire Road (east)	1,891	0.76	3
A574 Warrington Road (south)	931	1.47	166
A580 East Lancashire Road (west)	1,649	0.77	3

9.2.64 The conclusions drawn in paragraph 10.4.114 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum RFC of 1.5 on the A574 Warrington Road (north) approach in the AM peak hour with an associated queue length of 117 PCU. In the PM peak hour, the maximum RFC of 1.47 is on the A574 Warrington Road (south) approach with an associated queue length of 166 PCU."

A573 Ashton Road/A573 Church Street/B5207 Lowton Road

9.2.65 Table 10-54 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 10-54 below replaces Table 10-54 of the main TA.

Table 10-54: Future baseline performance at A573 Ashton Road/A573 Church Street/B5207 Lowton Road junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A573 Ashton Road	864	0.92	5
B5207 Lowton Road	291	0.57	1
A573 Church Street	386	0.67	1
	2031 PM peak hour (17:00–18:00)		
A573 Ashton Road	692	0.73	3
B5207 Lowton Road	379	0.65	2
A573 Church Street	603	1.13	48

9.2.66 The conclusions drawn in paragraph 10.4.118 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 0.92 on the A573 Ashton Road approach with an associated queue length of five 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 1.13 on the A573 Church Street approach with an associated queue length of 48 PCU."

A573 Wigan Road/B5207 Ashton Road

9.2.67 Table 10-56 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 10-56 below replaces Table 10-56 of the main TA.

Table 10-56: Future baseline performance at A573 Wigan Road/B5207 Ashton Road junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A573 Wigan Road (ahead and right)	794	0.26	0
A573 Ashton Road (ahead and left)	613	-	-
B5207 Ashton Road (left)	31	0.13	0
B5207 Ashton Road (right)	237	0.79	3
	2031 PM peak hour (17:00–18:00)		
A573 Wigan Road (ahead and right)	448	0.21	0
A573 Ashton Road (ahead and left)	929	-	-
B5207 Ashton Road (left)	93	1.06	7
B5207 Ashton Road (right)	317	1.05	18

9.2.68 The conclusions drawn in paragraph 10.4.122 of the main TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2031 future baseline with a maximum RFC of 0.79 on the B5207 Ashton Road (right) approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction operates over capacity in the 2031 future baseline with a maximum RFC of 1.06 on the B5207 Ashton Road (left) approach with an associated queue length of seven PCU."

Slag Lane/Byrom Lane

9.2.69 Table 10-58 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 10-58 below replaces Table 10-58 of the main TA.

Table 10-58: Future baseline performance at Slag Lane/Byrom Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Slag Lane (north) (ahead and left)	500	-	-
Byrom Lane (left)	121	0.23	0
Byrom Lane (right)	32	0.13	0
Slag Lane (south) (ahead and right)	496	0.60	2
	2031 PM peak hour (17:00–18:00)		
Slag Lane (north) (ahead and left)	359	-	-
Byrom Lane (left)	224	0.42	1
Byrom Lane (right)	67	0.25	0
Slag Lane (south) (ahead and right)	514	0.36	1

9.2.70 The conclusions drawn in paragraph 10.4.126 of the main TA are replaced by:

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

A58 Liverpool Road/A58 Gerard Street/A49 Warrington Road/A49 Bryn Street

9.2.71 Table 10-60 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 10-60 below replaces Table 10-60 of the main TA.

Table 10-60: Future baseline performance at A58 Liverpool Road/A58 Gerard Street/A49 Warrington Road/A49 Bryn Street junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A58 Liverpool Road (east)	812	83%	25
A49 Warrington Road	283	110%	29
A58 Liverpool (west)	399	114%	42
A49 Bryn Street	305	115%	35
	2031 PM peak hour (17:00–18:00)		
A58 Liverpool Road (east)	478	84%	17
A49 Warrington Road	607	102%	36
A58 Liverpool (west)	428	102%	28
A49 Bryn Street	247	99%	15

9.2.72 The conclusions drawn in paragraph 10.4.130 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum DoS of 115% on the A49 Bryn Street approach in the AM peak hour with an associated queue length of 35 PCU. In the PM peak hour, the maximum DoS of 102% is on both the A49 Warrington Road and the A58 Liverpool (west) approaches with associated queue lengths of 36 PCU and 28 PCU respectively."

M6 junction 23/A580 East Lancashire Road (Haydock Island)

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

Table 10-10: Future baseline performance at M6 junction 23/A580 East Lancashire Road (Haydock Island) junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
M6 (north) off-slip (nearside and centre) (left and ahead)	725	99%	25
M6 (north) off-slip (offside) (ahead)	36	7%	1
A49 Lodge Lane (north) (nearside) (ahead)	180	32%	4
A49 Lodge Lane (north) (centre) (ahead)	289	53%	7
A49 Lodge Lane (north) (offside) (ahead)	26	5%	1
A580 East Lancashire Road (east) (nearside) (left)	192	30%	4
A580 East Lancashire Road (east) (offside) (left)	83	13%	2
A580 East Lancashire Road (east) (nearside) (ahead)	820	122%	112
A580 East Lancashire Road (east) (offside) (ahead)	818	122%	112
M6 (south) off-slip (nearside and centre) (left and ahead)	922	146%	180
M6 (south) off-slip (offside) (ahead)	246	76%	7
A49 Lodge Lane (south) (nearside) (ahead and left)	106	17%	2
A49 Lodge Lane (south) (centre) (ahead)	302	49%	7
A49 Lodge Lane (south) (offside) (ahead)	113	18%	2
A580 East Lancashire Road (west) (nearside) (left and ahead)	94	15%	2
A580 East Lancashire Road (west) (middle) (ahead)	840	137%	158
A589 East Lancashire Road (west) (offside) (ahead)	844	137%	159
Shell Garage Exit (left and ahead)	116	17%	1
	2031 PM peak hour (17:00–18:00)		
M6 (north) off-slip (nearside and centre) (left and ahead)	1,143	126%	173
M6 (north) off-slip (offside) (ahead)	95	14%	2
A49 Lodge Lane (north) (nearside) (ahead)	185	45%	5
A49 Lodge Lane (north) (centre) (ahead)	278	70%	8
A49 Lodge Lane (north) (offside) (ahead)	56	14%	1
A580 East Lancashire Road (east) (nearside) (left)	137	22%	3
A580 East Lancashire Road (east) (offside) (left)	59	9%	1
A580 East Lancashire Road (east) (nearside) (ahead)	821	126%	125

Approach	Flow, PCU/hr	DoS	Q, PCU
A580 East Lancashire Road (east) (offside) (ahead)	820	127%	126
M6 (south) off-slip (nearside and centre) (left and ahead)	1,385	132%	216
M6 (south) off-slip (offside) (ahead)	416	77%	11
A49 Lodge Lane (south) (nearside) (ahead and left)	234	45%	5
A49 Lodge Lane (south) (centre) (ahead)	259	51%	6
A49 Lodge Lane (south) (offside) (ahead)	131	25%	3
A580 East Lancashire Road (west) (nearside) (left and ahead)	162	32%	4
A580 East Lancashire Road (west) (middle) (ahead)	670	133%	118
A589 East Lancashire Road (west) (offside) (ahead)	675	133%	120
Shell Garage Exit (left and ahead)	87	14%	1

9.2.74 The conclusions drawn in paragraphs 10.4.19 to 10.4.20 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum DoS of 146% on the M6 (south) off-slip (nearside and centre) (left and ahead) approach in the AM peak hour with an associated queue length of 180 PCU. In the PM peak hour, the maximum DoS of 132% is on the M6 (south) off-slip (nearside and centre) (left and ahead) approach with an associated queue length of 216 PCU."

A58 Gerard Street/A58 Bolton Road/A5062 Wigan Road/Princess Road

9.2.75 Table 10-62 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 10-62 below replaces Table 10-62 of the main TA.

Table 10-62: Future baseline performance at A58 Gerard Street/A58 Bolton Road/A5062 Wigan Road/Princess Road junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A58 Bolton Road (left, ahead and right)	800	100%	41
Princess Road (ahead, left and right)	318	100%	19
A58 Gerard Street (left, ahead and right)	431	60%	12
Wigan Road (left, ahead and right)	283	96%	14
	2031 PM peak hour (17:00–18:00)		
A58 Bolton Road (left, ahead and right)	675	106%	50
Princess Road (ahead, left and right)	325	107%	27
A58 Gerard Street (left, ahead and right)	618	106%	44

Approach	Flow, PCU/hr	DoS	Q, PCU
Wigan Road (left, ahead and right)	360	103%	24

9.2.76 The conclusions drawn in paragraph 10.4.132 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum DoS of 100% on both the A58 Bolton Road (left, ahead and right) and the Princess Road (ahead, left and right) approaches in the AM peak hour with an associated queue length of 41 PCU and 19 PCU respectively. In the PM peak hour, the maximum DoS of 107% is on the Princess Road (ahead, left and right) approach with an associated queue length of 27 PCU."

A58 Bolton Road/B5207 Bryn Road

9.2.77 Table 10-64 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 10-64 below replaces Table 10-64 of the main TA.

Table 10-64: Future baseline performance at A58 Bolton Road/B5207 Bryn Road junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A58 Bolton Road (north) (ahead and right)	1,172	71%	18
A58 Bolton Road (south) (ahead and left)	516	67%	15
B5207 Bryn Road (nearside) (left)	660	67%	16
B5207 Bryn Road (offside) (right)	110	69%	5
	2031 PM peak hour (17:00–18:00)		
A58 Bolton Road (north) (ahead and right)	1,086	69%	17
A58 Bolton Road (south) (ahead and left)	684	75%	20
B5207 Bryn Road (nearside) (left)	633	74%	18
B5207 Bryn Road (offside) (right)	145	64%	5

9.2.78 The conclusions drawn in paragraph 10.4.138 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 DoS of 75% on the A58 Bolton (south) (ahead and left) approach with an associated queue length of 20 PCU."

A58 Bolton Road/B5207 Golborne Road

9.2.79 Table 10-66 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 10-66 below replaces Table 10-66 of the main TA.

Table 10-66 Future baseline performance at A58 Bolton Road/B5207 Golborne Road junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A58 Bolton Road (north) (ahead and left)	699	-	-

Approach	Flow, PCU/hr	RFC	Q, PCU
B5207 Golborne Road (left)	469	1.34	57
B5207 Golborne Road (right)	3	N/A*	5
A58 Bolton Road (south) (ahead and right)	1,192	1.22	131
	2031 PM peak hour (17:00–18:00)		
A58 Bolton Road (north) (ahead and left)	632	-	-
B5207 Golborne Road (left)	477	1.31	50
B5207 Golborne Road (right)	16	3.52	4
A58 Bolton Road (south) (ahead and right)	1,285	1.10	83

**This RFC is not reported due to the model reaching its upper limit. 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.*

9.2.80 The conclusions drawn in paragraph 10.4.142 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum RFC on the B5207 Golborne Road (right) approach in the AM peak hour which is in excess of the upper limit of the software and is not reported. This is due to the high opposing traffic flows on the A58 Bolton Road, which means that the right turn from the B5207 Golborne Road has an effective capacity of zero, although the number of vehicles that are affected is small. In the PM peak hour, the maximum RFC of 3.52 is on the B5207 Golborne Road (right) approach with a queue length of four PCU."

A580 East Lancashire Road/Higher Green Lane

9.2.81 Table 10-68 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 10-68 below replaces Table 10-68 of the main TA.

Table 10-68: Future baseline performance at A580 East Lancashire Road/Higher Green Lane junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A580 East Lancashire Road (east) (left and ahead)	578	68%	14
A580 East Lancashire Road (east) (ahead and right)	654	71%	16
Higher Green Lane (south) (right, left and ahead)	131	24%	3
A580 East Lancashire Road (west) (ahead and left)	890	110%	72
A580 East Lancashire Road (west) (ahead and right)	968	110%	80
Higher Green Lane (north) (left, ahead and right)	659	109%	53

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 PM peak hour (17:00–18:00)		
A580 East Lancashire Road (east) (left and ahead)	877	80%	22
A580 East Lancashire Road (east) (ahead and right)	995	91%	23
Higher Green Lane (south) (right, left and ahead)	181	56%	5
A580 East Lancashire Road (west) (ahead and left)	886	91%	27
A580 East Lancashire Road (west) (ahead and right)	973	92%	30
Higher Green Lane (north) (left, ahead and right)	330	91%	13

9.2.82 The conclusions drawn in paragraph 10.4.146 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 DoS of 110% on both the A580 East Lancashire Road (west) (ahead and right) and the A580 East Lancashire Road (west) (ahead and left) approaches with an associated queue length of 80 PCU and 72 PCU respectively. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum DoS of 92% on the A580 East Lancashire Road (west) (ahead and right) approach with an associated queue length of 30 PCU."

A580 East Lancashire Road/A572 Chaddock Lane

9.2.83 Table 10-70 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 10-70 below replaces Table 10-70 of the main TA.

Table 10-70: Future baseline performance at A580 East Lancashire Road/A572 Chaddock Lane junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00) baseline results		
A580 East Lancashire Road (east) (nearside) (left and ahead)	1,292	87%	16
A580 East Lancashire Road (east) (offside) (ahead)	454	41%	8
A580 East Lancashire Road (internal westbound) (nearside) (ahead)	663	57%	1
A580 East Lancashire Road (internal westbound) (offside) (ahead)	767	63%	19
A580 East Lancashire Road (internal eastbound) (nearside) (ahead)	872	75%	2

Approach	Flow, PCU/hr	DoS	Q, PCU
A580 East Lancashire Road (internal eastbound link) (offside) (ahead)	1,062	87%	32
A580 East Lancashire Road (west) (nearside) (left and ahead)	1,117	94%	31
A580 East Lancashire Road (west) (offside) (ahead)	562	50%	11
A572 Chaddock Lane (internal past A580 East Lancashire Road (west) entry) (nearside) (left)	7	1%	0
A572 Chaddock Lane (internal past A580 East Lancashire Road (west) entry) (centre) (ahead)	218	36%	5
A572 Chaddock Lane (internal past A580 East Lancashire Road (west) entry) (offside) (right)	500	93%	18
A572 Chaddock Lane (south) (left)	694	53%	1
Chaddock Lane (north priority entry)	678	57%	1
A572 Chaddock Lane (internal past A580 East Lancashire Road (east) entry) (nearside) (left)	31	5%	1
A572 Chaddock Lane (internal past A580 East Lancashire Road (east) entry) (centre) (ahead)	334	57%	9
Chaddock Lane (north internal link) (right)	313	62%	8
	2031 PM peak hour (17:00–18:00) baseline results		
A580 East Lancashire Road (east) (left and ahead)	1,358	93%	28
A580 East Lancashire Road (ahead)	701	59%	14
A580 East Lancashire Road (westbound internal link) (ahead)	776	63%	1
A580 East Lancashire Road (westbound internal link) (ahead)	1,025	79%	28
A580 East Lancashire Road (eastbound internal link) (ahead)	872	71%	1
A580 East Lancashire Road (eastbound internal link) (ahead)	1,147	89%	35
A580 East Lancashire Road (west) (ahead and left)	1,311	96%	35
A580 East Lancashire Road (west) (ahead)	695	58%	13
Chaddock Lane (south internal link) (left)	21	4%	0
Chaddock Lane (south internal link) (ahead)	343	65%	10
Chaddock Lane (south internal link) (right)	452	95%	19
Chaddock Lane (south priority entry)	745	60%	13
Chaddock Lane (north priority entry)	595	52%	1

Approach	Flow, PCU/hr	DoS	Q, PCU
Chaddock Lane (north internal link) (left)	21	4%	1
Chaddock Lane (north internal link) (ahead)	250	49%	6
Chaddock Lane (north internal link) (right)	324	72%	10

9.2.84 The conclusions drawn in paragraph 10.4.150 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 DoS of 94% on the A580 East Lancashire Road (west) (nearside) (left and ahead) approach in the AM peak hour with an associated queue length of 31 PCU. In the PM peak hour, the maximum DoS of 96% is on the A580 East Lancashire Road (west) (ahead and left) approach with an associated queue length of 35 PCU."

A580 East Lancashire Road/A577 Mosley Common Road

9.2.85 Table 10-72 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 10-72 below replaces Table 10-72 of the main TA.

Table 10-72: Future baseline performance at A580 East Lancashire Road/A577 Mosley Common Road junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A577 Mosley Common Road (north) (left, ahead and right)	409	121%	56
A580 East Lancashire Road (east) (nearside) (left and ahead)	466	45%	9
A580 East Lancashire Road (east) (centre and offside) (ahead and right)	531	53%	9
A577 Mosley Common Road (south) (left, ahead and right)	369	64%	11
A580 East Lancashire Road (west) (nearside) (left and ahead)	1,041	120%	131
A580 East Lancashire Road (west) (offside) (ahead)	1,040	111%	92
	2031 PM peak hour (17:00–18:00)		
A577 Mosley Common Road (north) (left, ahead and right)	515	114%	55
A580 East Lancashire Road (east) (nearside) (left and ahead)	882	94%	34
A580 East Lancashire Road (east) (centre and offside) (ahead and right)	1,102	110%	41
A577 Mosley Common Road (south) (left, ahead and right)	365	53%	10
A580 East Lancashire Road (west) (nearside) (left and ahead)	786	118%	94

Approach	Flow, PCU/hr	DoS	Q, PCU
A580 East Lancashire Road (west) (offside) (ahead)	785	107%	59

9.2.86 The conclusions drawn in paragraph 10.4.155 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum DoS of 121% on the A577 Mosley Common Road (north) (left, ahead and right) approach in the AM peak hour with an associated queue length of 56 PCU. In the PM peak hour, the maximum DoS of 118% is on the A580 East Lancashire Road (west) (nearside) (left and ahead) approach with an associated queue length of 94 PCU."

A580 East Lancashire Road/B5232 Newearth Road/Ellenbrook Road

9.2.87 Table 10-74 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 10-74 below replaces Table 10-74 of the main TA.

Table 10-74: Future baseline performance at A580 East Lancashire Road/ B5232 Newearth Road/Ellenbrook Road junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5232 Newearth Road (nearside) (left)	547	71%	16
B5232 Newearth Road (centre and offside) (ahead and right)	481	63%	8
A580 East Lancashire Road (east) (nearside and centre 1) (left and ahead)	378	44%	9
A580 East Lancashire Road (east) (centre 2 and offside) (ahead and right)	416	45%	9
Ellenbrook Road (left, ahead and right)	238	104%	18
A580 East Lancashire Road (west) (nearside and centre 1) (left and ahead)	994	105%	66
A580 East Lancashire Road (west) (centre 2 and offside) (ahead and right)	1,125	112%	104
	2031 PM peak hour (17:00–18:00)		
B5232 Newearth Road (nearside) (left)	241	31%	5
B5232 Newearth Road (centre and offside) (ahead and right)	423	59%	8
A580 East Lancashire Road (east) (nearside and centre 1) (left and ahead)	988	106%	68
A580 East Lancashire Road (east) (centre 2 and offside) (ahead and right)	1,082	109%	83
Ellenbrook Road (left, ahead and right)	347	109%	31
A580 East Lancashire Road (west) (nearside and centre 1) (left and ahead)	773	79%	20

Approach	Flow, PCU/hr	DoS	Q, PCU
A580 East Lancashire Road (west) (centre 2 and offside) (ahead and right)	709	76%	20

9.2.88 The conclusions drawn in paragraph 10.4.149 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum DoS of 112% on the A580 East Lancashire Road (west) (centre 2 and offside) (ahead and right) approach in the AM peak hour with an associated queue length of 104 PCU. In the PM peak hour, the maximum DoS of 109% is on both the A580 East Lancashire Road (east) (centre 2 and offside) (ahead and right) and the Ellenbrook Road (left, ahead and right) approaches with an associated queue length of 83 PCU and 31 PCU respectively."

A580 East Lancashire Road/A575 Walkden Road

9.2.89 Table 10-76 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 10-76 below replaces Table 10-76 of the main TA.

Table 10-76: Future baseline performance at A580 East Lancashire Road/A575 Walkden Road

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A575 Walkden Road (north) (nearside and centre) (left and ahead)	769	89%	27
A575 Walkden Road (north) (offside) (right)	50	18%	1
A580 East Lancashire Road (east) (nearside and centre 1) (ahead and left)	365	78%	13
A580 East Lancashire Road (east) (centre 2) (ahead)	353	77%	13
A580 East Lancashire Road (east) (centre 3 and offside) (ahead and right)	187	93%	10
A575 Walkden Road (south) (nearside) (left and ahead)	469	53%	12
A575 Walkden Road (south) (offside) (right)	132	87%	5
A580 East Lancashire Road (west) (nearside and centre 1) (left and ahead)	530	84%	19
A580 East Lancashire Road (west) (centre 2) (ahead)	525	83%	19
A580 East Lancashire Road (west) (centre 3 and offside) (ahead and right)	927	92%	22
	2031 PM peak hour (17:00–18:00)		
A575 Walkden Road (north) (nearside and centre) (left and ahead)	739	87%	26
A575 Walkden Road (north) (offside) (right)	67	29%	2

Approach	Flow, PCU/hr	DoS	Q, PCU
A580 East Lancashire Road (east) (nearside and centre 1) (ahead and left)	562	83%	20
A580 East Lancashire Road (east) (centre 2) (ahead)	547	82%	19
A580 East Lancashire Road (east) (centre 3 and offside) (ahead and right)	907	85%	20
A575 Walkden Road (south) (nearside) (left and ahead)	522	60%	14
A575 Walkden Road (south) (offside) (right)	78	51%	2
A580 East Lancashire Road (west) (nearside and centre 1) (left and ahead)	375	83%	14
A580 East Lancashire Road (west) (centre 2) (ahead)	360	82%	14
A580 East Lancashire Road (west) (centre 3 and offside) (ahead and right)	533	85%	13

9.2.90 The conclusions drawn in paragraph 10.4.163 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 DoS of 93% on the A580 East Lancashire Road (east) (centre 3 and offside) (ahead and right) approach in the AM peak hour with an associated queue length of 10 PCU. In the PM peak hour, the maximum DoS of 87% is on the A575 Walkden Road (north) (nearside and centre) (left and ahead) approach with an associated queue length of 26 PCU."

A58 Warrington Road/A573 Warrington Road/A58 Lily Lane

9.2.91 Table 10-78 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 10-78 below replaces Table 10-78 of the main TA.

Table 10-78: Future baseline performance at A58 Warrington Road/A573 Warrington Road/A58 Lily Lane junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A58 Warrington Road (north) (ahead and right)	1,114	101%	29
A573 Warrington Road (south) (ahead and left)	1,008	103%	49
A58 Lily Lane (left)	549	99%	24
A58 Lily Lane (right)	254	97%	13
Lily Lane (ahead)	803	39%	0
	2031 PM peak hour (17:00–18:00)		
A58 Warrington Road (north) (ahead and right)	1,122	96%	16
A573 Warrington Road (south) (ahead and left)	955	100%	38
A58 Lily Lane (left)	510	89%	16

Approach	Flow, PCU/hr	DoS	Q, PCU
A58 Lily Lane (right)	234	97%	12
Lily Lane (ahead)	744	36%	0

9.2.92 The conclusions drawn in paragraph 10.4.167 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum DoS of 103% on the A573 Warrington Road (south) (ahead and left) approach in the AM peak hour with an associated queue length of 49 PCU. In the PM peak hour, the maximum DoS of 100% is on the A573 Warrington Road (south) (ahead and left) approach with an associated queue length of 38 PCU."

A666 Bolton Road/A667 Stoneclough Road

9.2.93 This junction is a three-arm signal-controlled T-junction with signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 10-79.

Table 10-79: Baseline performance at A666 Bolton Road/A667 Stoneclough Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00)		
A667 Stoneclough Road	592	52%	7
A666 Bolton Road (east)	836	39%	8
A666 Bolton Road (west)	1,265	65%	12
	2018 PM peak hour (17:00–18:00)		
A667 Stoneclough Road	465	43%	6
A666 Bolton Road (east)	1,064	51%	10
A666 Bolton Road (west)	1,299	69%	13

9.2.94 The assessment shows that this junction operates well within capacity in the 2018 baseline.

9.2.95 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 10-79.1. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 10-79.1: Future baseline performance at A666 Bolton Road/A667 Stoneclough Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A667 Stoneclough Road	535	63%	10
A666 Bolton Road (east)	827	45%	12
A666 Bolton Road (west)	1,446	85%	21
	2031 PM peak hour (17:00–18:00)		
A667 Stoneclough Road	409	48%	8
A666 Bolton Road (east)	939	51%	14
A666 Bolton Road (west)	1,493	89%	22

9.2.96 The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 85% on the A666 Bolton Road (west) approach in the AM peak hour with an associated queue length of 21 PCU. In the PM peak hour, the maximum VoC of 89% is on the A666 Bolton Road (west) approach with an associated queue length of 22 PCU.

Accidents and safety

9.2.97 Accidents and safety are reported in Section 10.4 of the main TA. This section of the main TA is unchanged.

9.2.98 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

9.2.99 Parking and loading are reported in Section 10.4 of the main TA. This section of the main TA is unchanged.

Public transport

Rail network

9.2.100 The rail network is reported in Section 10.5 of the main TA. This section of the main TA is unchanged.

Local bus network

9.2.101 Local bus services are reported in Section 10.5 of the main TA.

9.2.102 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

9.2.103 Public transport interchanges are reported in Section 10.5 of the main TA. This section of the main TA is unchanged.

Pedestrians, cyclists and equestrians

9.2.104 Pedestrian, cyclist and equestrian facilities are reported in Section 10.6 of the main TA and Section 9.3 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

9.2.105 Waterways and canals are reported in Section 10.7 of the main TA and Section 9.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Air transport

9.2.106 Air transport is reported in Section 10.8 of the main TA and Section 9.3 of the SES1 and AP1 TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

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