

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Appendix TR-003-00001 – Report 2 of 2

Traffic and transport

Transport Assessment Part 3 Addendum

MA01: Hough to Walley's Green

High Speed Rail (Crewe – Manchester)

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Transport Assessment Part 3 Addendum

MA01: Hough to Walley's Green



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 | TYPISA | COSTAIN

MWJV

Mott MacDonald | WSP

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11.3 AP2 revised scheme operation description

- 11.3.1 The MA01 operation description (for the original scheme) is reported in Section 13.4 of the main TA and Section 10.3 of the SES1 and AP1 ES TA (for the AP1 revised scheme). This section of the main TA and the SES1 and AP1 ES TA is unchanged.

11.4 AP2 revised scheme assessment of operation impacts

- 11.4.1 The SES2 changes and AP2 amendments reported in Section 5.2 of this report mean that Section 13.5 of the main TA and Section 10.4 of the SES1 and AP1 ES TA are replaced by Section 11.4 in this document. Where there is no replacement the text in the main TA and the SES1 and AP1 ES TA remains valid.
- 11.4.2 This section provides an overview of the impacts resulting from the operation of the AP2 revised scheme.
- 11.4.3 In the main TA the future baseline traffic volumes were calculated for 2030, 2038 and 2046. In the SES1 and AP1 ES TA the 2046 future baseline was updated to 2051 in order to give the assessment greater resilience to long-term growth in travel demand. For the SES2 and AP2 ES TA, the 2030 and 2038 future baselines have been updated to 2031 and 2039 to reflect the revised programme reported in SES2 and AP2 ES Volume 2, Community Area report: Hough to Walley's Green (MA01), Section 6. Consequently, the operational assessment of the AP2 revised scheme has been undertaken for the anticipated opening year of 2039 and a further assessment year of 2051.
- 11.4.4 Operation of the AP2 revised scheme will not have any cumulative impacts resulting from the operation of the AP2 revised scheme with HS2 Phase 2a.

Key operation transport issues

- 11.4.5 The key operation transport issues (for the original scheme) are reported in Section 13.5 of the main TA and Section 10.4 of the SES1 and AP1 ES TA (for the AP1 revised scheme). This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Highway network

Highway diversions, realignments and closures

- 11.4.6 Table 13-50 in the main TA and Table 13-50a of the SES1 and AP1 ES TA summarise the permanent road diversions, realignments and closures and any new or altered junctions required to accommodate the AP1 revised scheme. This section of the main TA and SES1 and AP1 ES TA is unchanged.

Network traffic flows

- 11.4.7 Traffic flows on roads in the MA01 area are either unchanged from the future baseline or the AP2 revised scheme results in only small changes due to maintenance traffic or reassignment as a result of the realignments and closures in 2039 and 2051.

Junction performance

- 11.4.8 Junction capacity analysis was reported in Section 13.5 of the main TA. Updated junction capacity analysis was reported in section 10.4 of the SES1 and AP1 ES TA.
- 11.4.9 In the MA01 area there were no junctions affected by operation of the original scheme or AP1 revised scheme. This section of the main TA and SES1 and AP1 ES TA is unchanged.

Accidents and safety

- 11.4.10 The impacts on accidents and safety during operation are reported in Section 13.5 of the main TA and Section 10.4 of the SES1 and AP1 ES TA.
- 11.4.11 The baseline analysis of accidents and safety identified one location which had experienced an accident cluster over the three-year period from July 2016 to June 2019.
- 11.4.12 In the MA01 area, there are no locations with substantial forecast changes in traffic flows due to the operation of the AP1 revised scheme and, consequently, no unacceptable impacts on accident and safety risks are expected. This represents no change to the conclusions of the analysis of accidents of safety for the original scheme reported in Section 13.5 of the main TA and Section 10.4 of the SES1 and AP1 ES TA.
- 11.4.13 New highway links and junctions will be constructed to current standards and/or in keeping with the existing infrastructure. The AP2 revised scheme is unlikely to create any new safety concerns.

Parking and loading

- 11.4.14 The impacts on parking and loading during operation are reported in Section 13.5 of the main TA and Section 10.4 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Public transport

Local bus services

- 11.4.15 The impacts on local bus services during operation are reported in Section 13.5 of the main TA and Section 10.4 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Rail network

- 11.4.16 The impacts on the rail network during operation are reported in Section 13.5 of the main TA and Section 10.4 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Public transport interchanges

- 11.4.17 The impacts on public transport interchanges during operation are reported in Section 13.5 of the main TA and Section 10.4 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Pedestrians, cyclists and equestrians

- 11.4.18 The impacts on pedestrians, cyclists and equestrians during operation are reported in Section 13.5 of the main TA and Section 10.4 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

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