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-003-00006 – Report 1 of 12

Traffic and transport

Transport Assessment Part 3 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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14.1 AP2 revised scheme construction description

Introduction

14.1.1 A number of changes to the original scheme reported in Section 8 of SES2 and AP2 ES Volume 5, Appendix: TR-002-00006 mean that Section 16.2 of the main Transport Assessment (main TA) and Section 13.2 of the Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement TA (SES1 and AP1 ES TA) are generally replaced by Section 14.1 in this document. Where there is no replacement, the text in the main TA and SES1 and AP1 ES TA (the AP1 revised scheme) remains valid.

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

14.1.3 This section provides an overview of the construction traffic and transport impacts of the AP2 revised scheme, including AP1 amendments, for the Broomedge to Glazebrook (MA04) community area.

14.1.4 The SES1 and AP1 ES TA reported that the SES1 design change to remove the HS2 West Coast Mainline (WCML) connection 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 TA in the Broomedge to Glazebrook (MA04) area. There are no SES2 design changes or AP2 amendments in the Broomedge to Glazebrook area. As a result, changes to the traffic and transport impacts in this area will be caused by changes to construction traffic to and from other community areas. Changes to traffic and transport impacts within the Broomedge to Glazebrook area (MA04) as a result of the AP2 revised scheme are described in this report.

14.1.5 Construction of the AP2 revised scheme is expected to commence in 2026 with construction activity continuing to 2039 (although activity in 2039 will be limited to testing and commissioning). Construction activities have been assessed against 2031 baseline traffic flows, irrespective of when they occur during the construction period.

Construction activities and phasing

14.1.6 Construction activities and phasing are reported in Section 16.2 of the main TA and Section 13.1 in the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Compounds and construction sites

14.1.7 Compounds and construction sites are reported in Section 16.2 of the main TA and Section 13.1 in the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Construction traffic routes

14.1.8 Construction traffic routes are reported in Section 16.2 of the main TA and Section 13.1 in the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Traffic management, road closures and diversions

14.1.9 The approach to traffic management, road closures and diversions is reported in Section 16.2 of the main TA and Section 13.1 in the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Public Rights of Way, closures and diversions

14.1.10 The approach to PRoW closures and diversions is reported in Section 16.2 of the main TA and Section 13.1 in the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

14.2 AP2 revised scheme assessment of construction impacts

14.2.1 The MA04 construction assessment (for the original scheme) is reported in Section 16.3 of the main TA and Section 13.2 of the SES1 and AP1 ES TA (for the AP1 revised scheme).

14.2.2 The SES2 changes and AP2 amendments reported in other community areas mean that Section 16.3 of the main TA and Section 13.2 of the SES1 and AP1 ES TA are generally replaced by Section 13.2 in this document. Where there is no replacement the text in the main TA and the SES1 and AP1 ES TA remains valid.

Key construction transport issues

14.2.3 The construction assessment takes account of all of the impacts of the AP2 revised scheme in the MA04 area.

14.2.4 The SES1 and AP1 ES TA reported that the SES1 design change to remove the HS2 WCML connection would remove the requirement for all construction compounds and the associated construction traffic routes within the MA04 area.

14.2.5 All physical works in the MA04 area reported in the main TA were removed as a result of the AP1 revised scheme, including road closures, realignments and diversions, alternate routes for PRoW and roadside footways, and possessions on the conventional rail network.

14.2.6 There are no SES2 design changes or AP2 amendments in the MA04 area. As a result, the remaining temporary traffic and transport impacts in this area relate predominantly to construction and workforce traffic movements to and from other community areas.

Highway network

Highway diversions, realignments and closures

14.2.7 Highway diversions, realignments and closures are reported in Section 16.2 of the main TA and Section 13.1 in the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Strategic and local road network traffic flows

14.2.8 During the construction period a number of roads will be affected by the construction of the AP2 revised scheme. An assessment of the impact of construction related vehicle movements serving other community areas has been undertaken and is detailed below. The flows outlined in the following sections will not necessarily occur concurrently, as impacts on different parts of the network will occur at different times.

14.2.9 Traffic flows during construction of the AP2 revised scheme have been derived by overlaying forecasts of construction traffic flows on the 2031 future baseline traffic flows.

14.2.10 Table 16-6 and Table 16-7 in the SES1 and AP1 ES TA replaced Table 16-6 and Table 16-7 in the main TA and set out the traffic flows for the 2030 future baseline and the AP1 revised scheme on the roads most affected by construction of the AP1 revised scheme for the AM and PM peak hours respectively. Table 16-6 and Table 16-7 below replace Table 16-6 and Table 16-7 of the SES1 and AP1 ES TA, with the 2030 baseline replaced by 2031. In both time periods, the percentage changes in HGV flows are generally higher than the percentage changes in all traffic flows as a result of the relatively low number of HGV movements in the future baseline. Due to the simplified way in which the road network is represented in the strategic models, the use of some local roads may not be precisely reflected in the forecast traffic flows during construction of the AP2 revised scheme, however, this is not expected to change the conclusions of the assessment.

14.2.11 Traffic flows on all other roads are either unaffected from the future baseline or there are only small changes in traffic flows (HGV or all vehicles of less than 10%) compared to the future baseline daily flow.

14.2.12 It should be noted that, unless identified in the next section of this report relating to junction impacts, these changes in traffic will not result in material increases in congestion or delay.

14.2.13 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 16-6: 2031 future baseline and AP2 revised scheme construction traffic (vehicles), AM peak hour (08:00–09:00)

Location	Direction	2031 baseline flows		AP2 revised scheme flows		AP2 revised scheme - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Crouchley Lane (between Mag Lane and A56 Higher Lane)*	NB	23	0	24	0	4%	0%
	SB	0	0	0	0	0%	0%
B5159 Burford Lane (between A56 Higher Lane and Stage Lane)	NB	183	0	187	0	2%	0%
	SB	136	0	228	0	68%	0%
Bradshaw Lane (between B5159 Burford Lane and Wet Gate Lane)	EB	5	0	5	0	0%	0%
	WB	3	0	3	0	0%	0%
Stage Lane (between B5159 Burford Lane and Sandy Lane)	EB	13	0	13	0	0%	0%
	WB	23	1	23	1	0%	0%
B5159 Mill Lane (between Bradshaw Lane and Wet Gate Lane)	NB	225	5	225	5	0%	0%
	SB	244	5	255	5	5%	0%
Wet Gate Lane (between B5159 Mill Lane and Bradshaw Lane)	EB	12	0	12	0	0%	0%
	WB	12	0	12	0	0%	0%
B5160 Station Road (between Barns Lane and B5160 Paddock Lane)	NB	206	3	177	3	-14%	0%
	SB	428	3	451	3	5%	0%
B5159 Mill Lane (between Wet Gate Lane and A6144 Birch Brook Road)	NB	225	5	225	5	0%	0%
	SB	244	5	255	5	5%	0%
B5160 Paddock Lane (between Barns Lane and B5160 Station Road)	EB	594	4	623	4	5%	0%
	WB	220	4	194	4	-12%	0%
B5160 Dunham Road (between Barns Lane and B5160 Paddock Lane)	NB	220	4	194	4	-12%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows		AP2 revised scheme - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
	SB	594	4	623	4	5%	0%
A6144 Mill Lane (between B5159 Mill Lane and B5159 Townfield Lane)	NB	854	8	854	8	0%	0%
	SB	455	7	466	7	2%	0%
B5160 Dunham Road (between Gorsey Lane and Carrgreen Lane)	EB	594	4	623	4	5%	0%
	WB	220	4	194	4	-12%	0%
B5160 Dunham Road (between A6144 Warburton Lane and Gorsey Lane)	EB	594	4	603	4	2%	0%
	WB	220	4	194	4	-12%	0%
A6144 Paddock Lane (between A6144 Bent Lane and B5160 Dunham Road)	EB	600	14	610	14	2%	0%
	WB	762	8	794	9	4%	13%
A6144 Warburton Lane (between Paddock Lane realignment and Moss Lane)	NB	266	11	266	11	0%	0%
	SB	803	4	858	5	7%	25%
A6144 Warburton Lane (between Moss Lane and Chapel Lane)	NB	267	12	267	12	0%	0%
	SB	692	5	722	7	4%	40%
Dam Lane (between School Lane and Manchester Road)	EB	74	0	74	0	0%	0%
	WB	193	2	193	2	0%	0%
Manchester Road (between Dam Lane and B5212 Glazebrook Lane)	NB	69	2	69	2	0%	0%
	SB	255	5	255	5	0%	0%
B5212 Glazebrook Lane (between Manchester Road and A57 Manchester Road)	NB	400	12	400	12	0%	0%
	SB	511	13	512	13	0%	0%
A6144 Warburton Lane (between Chapel Lane and Moss Lane)	EB	464	18	459	18	-1%	0%
	WB	493	6	514	8	4%	33%

Location	Direction	2031 baseline flows		AP2 revised scheme flows		AP2 revised scheme - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Dam Lane (between School Lane and Dam Head Lane)	EB	60	2	60	2	0%	0%
	WB	16	2	16	2	0%	0%
A6144 Manchester Road (between B5158 Flixton Road and Moss Lane)	EB	568	25	557	25	-2%	0%
	WB	286	11	317	11	11%	0%
Dam Head Lane (between B5212 Glazebrook Lane and Bank Street)	EB	17	1	17	1	0%	0%
	WB	56	0	56	0	0%	0%
Salford Western Gateway (between B5214 Trafford Boulevard and Trafford Way)	EB	921	40	901	40	-2%	0%
	WB	546	32	552	31	1%	-3%
Trafford Way (between Old Park Lane and B5214 Trafford Boulevard)	EB	306	9	293	5	-4%	-44%
	WB	24	6	26	6	8%	0%
Salford Western Gateway (between M60 junction 11 southbound link and Trafford Way)	NB	612	38	621	38	1%	0%
	SB	1,181	47	1,148	43	-3%	-9%
Salford Western Gateway (between M60 junction 11 northbound link and M60 junction 11 southbound link)	EB	690	33	678	29	-2%	-12%
	WB	1,222	74	1,360	79	11%	7%

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

Table 16-7: 2031 future baseline and AP2 revised scheme construction traffic (vehicles), PM peak hour (17:00–18:00)

Location	Direction	2031 baseline flows		AP2 revised scheme flows		AP2 revised scheme - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Crouchley Lane (between Mag Lane and A56 Higher Lane)*	NB	32	2	70	2	119%	0%
	SB	1	1	1	1	0%	0%
B5159 Burford Lane (between A56 Higher Lane and Stage Lane)	NB	184	0	276	0	50%	0%
	SB	104	0	128	0	23%	0%
Bradshaw Lane (between B5159 Burford Lane and Wet Gate Lane)	EB	3	0	3	0	0%	0%
	WB	3	0	3	0	0%	0%
Stage Lane (between B5159 Burford Lane and Sandy Lane)	EB	10	0	10	0	0%	0%
	WB	53	1	53	1	0%	0%
B5159 Mill Lane (between Bradshaw Lane and Wet Gate Lane)	NB	151	2	165	2	9%	0%
	SB	312	5	312	5	0%	0%
Wet Gate Lane (between B5159 Mill Lane and Bradshaw Lane)	EB	11	0	11	0	0%	0%
	WB	11	0	11	0	0%	0%
B5160 Station Road (between Barns Lane and B5160 Paddock Lane)	NB	252	6	297	4	18%	-33%
	SB	230	3	253	3	10%	0%
B5159 Mill Lane (between Wet Gate Lane and A6144 Birch Brook Road)	NB	151	2	165	2	9%	0%
	SB	312	5	312	5	0%	0%
B5160 Paddock Lane (between Barns Lane and B5160 Station Road)	EB	310	3	329	3	6%	0%
	WB	266	6	316	6	19%	0%
B5160 Dunham Road (between Barns Lane and B5160 Paddock Lane)	NB	266	6	316	6	19%	0%
	SB	310	3	329	3	6%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows		AP2 revised scheme - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A6144 Mill Lane (between B5159 Mill Lane and B5159 Townfield Lane)	NB	543	4	557	4	3%	0%
	SB	739	3	739	3	0%	0%
B5160 Dunham Road (between Gorsey Lane and Carrgreen Lane)	EB	310	3	329	3	6%	0%
	WB	266	6	316	6	19%	0%
B5160 Dunham Road (between A6144 Warburton Lane and Gorsey Lane)	EB	310	3	329	3	6%	0%
	WB	266	6	316	6	19%	0%
A6144 Paddock Lane (between A6144 Bent Lane and B5160 Dunham Road)	EB	542	5	535	5	-1%	0%
	WB	868	9	934	9	8%	0%
A6144 Warburton Lane (between Paddock Lane realignment and Moss Lane)	NB	366	3	351	2	-4%	-33%
	SB	736	3	767	3	4%	0%
A6144 Warburton Lane (between Moss Lane and Chapel Lane)	NB	366	4	352	3	-4%	-25%
	SB	503	4	522	4	4%	0%
Dam Lane (between School Lane and Manchester Road)	EB	62	0	66	0	6%	0%
	WB	142	0	142	0	0%	0%
Manchester Road (between Dam Lane and B5212 Glazebrook Lane)	NB	72	0	78	0	8%	0%
	SB	177	0	177	0	0%	0%
B5212 Glazebrook Lane (between Manchester Road and A57 Manchester Road)	NB	560	6	560	6	0%	0%
	SB	320	6	325	6	2%	0%
A6144 Warburton Lane (between Chapel Lane and Moss Lane)	EB	316	6	311	6	-2%	0%
	WB	593	17	623	17	5%	0%
Dam Lane (between School Lane and Dam Head Lane)	EB	21	1	21	1	0%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows		AP2 revised scheme - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
	WB	31	1	31	1	0%	0%
A6144 Manchester Road (between B5158 Flixton Road and Moss Lane)	EB	203	9	235	9	16%	0%
	WB	736	21	741	21	1%	0%
Dam Head Lane (between B5212 Glazebrook Lane and Bank Street)	EB	25	0	25	0	0%	0%
	WB	18	0	18	0	0%	0%
Salford Western Gateway (between B5214 Trafford Boulevard and Trafford Way)	EB	823	12	825	12	0%	0%
	WB	519	38	546	38	5%	0%
Trafford Way (between Old Park Lane and B5214 Trafford Boulevard)	EB	272	17	279	23	3%	35%
	WB	135	4	138	4	2%	0%
Salford Western Gateway (between M60 junction 11 southbound link and Trafford Way)	NB	857	42	874	42	2%	0%
	SB	1,148	28	1,135	34	-1%	21%
Salford Western Gateway (between M60 junction 11 northbound link and M60 junction 11 southbound link)	EB	510	18	512	18	0%	0%
	WB	1,577	59	1,610	59	2%	0%

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

Junction performance

14.2.14 Junction capacity analysis was reported in Section 16.3 of the main TA which was undertaken for the 2030 weekday AM and PM peak hours and compared junction operation for the future baseline and original scheme. Updated junction capacity analysis was reported in Section 13.2 of the SES1 and AP1 ES TA.

14.2.15 Updated junction capacity analysis has been undertaken for the AP2 revised scheme taking account of the revised baseline traffic, changes in traffic flows associated with the SES2 changes and AP2 amendments and associated traffic reassignment. Junction capacity analysis has been undertaken for the weekday AM and PM peak hours comparing junction operation in the 2031 future baseline with the AP2 revised scheme.

14.2.16 The following tables and commentary set out the performance at junctions where there is the potential for the AP2 revised scheme to have substantial impacts.

14.2.17 The results are presented from south to north through the MA04 area, firstly for junctions on the strategic road network, followed by junctions on other roads. The 2031 future baseline results are included for comparison. The models developed to assess the existing and future baseline have been used, except where otherwise stated.

14.2.18 The results are presented in the same order as presented in the main TA and SES1 and AP1 ES TA. Where no updates to junction operation are provided, junction operation is as described in Section 13.2 of the SES1 and AP1 ES TA.

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

M6 junction 21/A57 Manchester Road

14.2.20 The M6 junction 21/A57 Manchester Road is a grade-separated junction, comprising two dumbbell roundabouts:

- M6 junction 21/A57 Manchester Road (eastern roundabout); and
- M6 junction 21/A57 Manchester Road/B5210 Woolston Grange Avenue (western roundabout).

14.2.21 The two junctions are considered separately below.

M6 junction 21/A57 Manchester Road (eastern roundabout)

14.2.22 Table 16-8 in the SES1 and AP1 ES TA replaced Table 16-8 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 16-8 below replaces Table 16-8 in the SES1 and AP1 ES TA.

Table 16-8: M6 junction 21/A57 Manchester Road (eastern roundabout) 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A57 Manchester Road (west)	1,288	0.53	1	1,288	0.58	1
Juniper Lane*	0	0	0	0	0	0
M6 off-slip	726	0.37	1	726	0.38	1
A57 Manchester Road (east)	1,199	0.57	1	1,199	0.58	1
Access Road	0	0	0	0	0	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A57 Manchester Road (west)	1,725	0.63	2	1,742	0.63	2
Juniper Lane*	0	0	0	0	0	0
M6 off-slip	889	0.45	1	890	0.45	1
A57 Manchester Road (east)	714	0.34	1	714	0.34	1
Access Road	0	0	0	0	0	0

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

14.2.23 The conclusions drawn in paragraph 13.2.20 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction."

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

14.2.24 Table 16-8 in the SES1 and AP1 ES TA replaced Table 16-8 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 16-8.1 below replaces Table 16-8 in the SES1 and AP1 ES TA.

Table 16-8.1: M6 junction 21/A57 Manchester Road/B5210 Woolston Grange Avenue (western roundabout) junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
B5210 Woolston Grange Avenue	920	0.37	1	1,010	0.40	1
A57 Manchester Road (Bridge W)	1,135	0.43	1	1,135	0.43	1
M6 off-slip	1,771	0.73	3	1,771	0.73	3
A57 Manchester Road (west)	941	1.18	61	957	1.21	70
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
B5210 Woolston Grange Avenue	1,814	0.71	3	1,814	0.72	3
A57 Manchester Road (Bridge W)	1,077	0.45	1	1,078	0.45	1

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
M6 off-slip	1,043	0.44	1	1,111	0.47	1
A57 Manchester Road (west)	724	0.49	1	723	0.51	1

14.2.25 The conclusions drawn in paragraph 13.2.22 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will increase the RFC on the A57 Manchester Road (west) approach from 1.18 in the future baseline to 1.21 in the AM peak hour, with a corresponding change in queue length from 61 PCU in the future baseline to 70 PCU.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths."

M60 junction 8/A6144 Carrington Spur

14.2.26 Table 16-9 in the SES1 and AP1 ES TA replaced Table 16-9 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 16-9 below replaces Table 16-9 in the SES1 and AP1 ES TA.

Table 16-9: M60 junction 8/A6144 Carrington Spur junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
M60 southbound off-slip	837	0.46	1	854	0.47	1
A6144 Carrington Spur	1464	0.57	1	1468	0.57	1
M60 northbound off-slip	916	0.50	1	916	0.50	1
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
M60 southbound off-slip	788	0.38	1	788	0.38	1
A6144 Carrington Spur	1118	0.41	1	1119	0.41	1
M60 northbound off-slip	891	0.48	1	891	0.48	1

14.2.27 The conclusions drawn in paragraph 13.2.24 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction."

M60 junction 10/B5214 Trafford Boulevard/B5214 Barton Road

14.2.28 Table 16-10 in the SES1 and AP1 ES TA replaced Table 16-10 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 16-10 below replaces Table 16-10 in the SES1 and AP1 ES TA.

Table 16-10: M60 junction 10/B5214 Trafford Boulevard/B5214 Barton Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
M60 southbound off-slip	831	56%	9	827	55%	9
B5214 Trafford Boulevard	1,098	43%	9	1,087	43%	9
M60 northbound off-slip	564	40%	6	589	41%	6
B5214 Barton Road	870	30%	7	870	30%	7
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
M60 southbound off-slip	570	43%	7	569	43%	7
B5214 Trafford Boulevard	1,390	49%	12	1,393	49%	12
M60 northbound off-slip	842	101%	12	842	101%	12
B5214 Barton Road	1,255	97%	17	1,261	97%	17

14.2.29 The conclusions drawn in paragraph 13.2.26 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

The changes in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction."

M60 junction 11/A57 Liverpool Road/Brookhouse Avenue

14.2.30 Table 13-7 in the SES1 and AP1 ES TA replaced Table 16-11 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 16-11 below replaces Table 13-7 in the SES1 and AP1 ES TA.

Table 16-11: M60 junction 11/A57 Liverpool Road/Brookhouse Avenue junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
M60 southbound off-slip	866	96%	10	903	100%	11
A57 Liverpool Road (east)	893	69%	10	906	70%	10
WGIS Link Road	749	48%	6	724	47%	6
A57 Liverpool Road (west)	10	1%	0	10	1%	0
Brookhouse Avenue	544	62%	2	543	61%	2

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
M60 southbound off-slip	1,297	87%	13	1,304	88%	13
A57 Liverpool Road (east)	904	93%	11	900	93%	11
WGIS Link Road	1,095	71%	9	1,089	70%	9
A57 Liverpool Road (west)	12	1%	0	12	1%	0
Brookhouse Avenue	287	35%	1	287	35%	1

14.2.31 The conclusions drawn in paragraph 13.2.28 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will increase the VoC on the M60 southbound off-slip approach from 96% in the future baseline to 100% in the AM peak hour, with a corresponding change in queue length from 10 PCU in the future baseline to 11 PCU.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths."

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

14.2.32 Table 16-12 in the SES1 and AP1 ES TA replaced Table 16-12 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 16-12 below replaces Table 16-12 in the SES1 and AP1 ES TA.

Table 16-12: A56 Higher Lane/B5159 Burford Lane/B5159 High Legh Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
B5159 Burford Lane	139	34%	2	231	57%	4
A56 Higher Lane (east)	244	18%	2	218	16%	1
B5159 High Legh Road	355	67%	6	370	79%	6
A56 Higher Lane (west)	250	18%	2	291	21%	2
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
B5159 Burford Lane	104	35%	2	128	42%	3
A56 Higher Lane (east)	749	54%	5	779	56%	5
B5159 High Legh Road	419	81%	9	458	99%	10
A56 Higher Lane (west)	116	8%	1	118	9%	1

14.2.33 The conclusions drawn in paragraph 13.2.30 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and within capacity with the AP2 revised scheme. In the PM peak hour, the junction operates within capacity in the future baseline and close to capacity with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak.

The change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the B5159 High Legh Road approach from 81% in the future baseline to 99%, with a corresponding change in queue length from nine PCU in the future baseline to 10 PCU."

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

14.2.34 Table 16-13 in the SES1 and AP1 ES TA replaced Table 16-13 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 16-13 below replaces Table 16-13 in the SES1 and AP1 ES TA.

Table 16-13: A6144 Birch Brook Road/A6144 Mill Lane/B5159 Mill Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
B5169 Mill Lane (left)	21	0.04	0	21	0.04	0
B5169 Mill Lane (right)	165	0.46	1	165	0.46	1
A6144 Birch Brook Road	747	0.21	1	747	0.21	1
A6144 Mill Lane (left)	180	-	-	191	-	-
A6144 Mill Lane (ahead)	227	-	-	227	-	-
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
B5169 Mill Lane (left)	25	0.04	0	25	0.04	0
B5169 Mill Lane (right)	106	0.23	0	121	0.26	0
A6144 Birch Brook Road	263	0.07	0	263	0.07	0
A6144 Mill Lane (left)	110	-	-	110	-	-
A6144 Mill Lane (ahead)	244	-	-	244	-	-

14.2.35 The conclusions drawn in paragraph 13.2.32 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction."

Local network change in the Warburton area

14.2.36 There are no longer any permanent changes to the local road network in the Warburton area as reported in the main TA.

14.2.37 The main TA reported that there would be a number of permanent changes to the local road network in the Warburton area as part of the original scheme. However, these changes were removed in the AP1 revised scheme due to the removal of the HS2 WCML connection. As a result, junction layouts in the Warburton area will continue to remain unchanged from the future baseline in the AP2 revised scheme.

A6144 Warburton Lane/A6144 Paddock Lane/B5160 Dunham Road

14.2.38 Table 16-14 to Table 16-16 in the SES1 and AP1 ES TA replaced Table 16-14 to Table 16-16 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 16-14 to Table 16-16 below replace Table 16-14 to Table 16-16 in the SES1 and AP1 ES TA.

Table 16-14: A6144 Warburton Lane/A6144 Paddock Lane/B5160 Dunham Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results, northern part of the junction

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A6144 Warburton Lane (north) (ahead and left)	521	-	-	531	-	-
Dunham Road Slip (left and right)	36	0.14	0	36	0.14	0
A6114 Warburton Lane (south) (ahead and right)	869	0	0	869	0	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A6144 Warburton Lane (north) (ahead and left)	580	-	-	580	-	-
Dunham Road Slip (left and right)	70	0.27	0	70	0.23	0
A6114 Warburton Lane (south) (ahead and right)	529	0	0	529	0	0

Table 16-15: A6144 Warburton Lane/A6144 Paddock Lane/B5160 Dunham Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results, eastern part of the junction

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
Dunham Road Slip (south) (left and right)	92	0.17	0	92	0.17	0
B5160 Dunham Road (east) (ahead and right)	168	0.08	0	168	0.08	0
B5160 Dunham Road (west) (ahead and left)	372	-	-	389	-	-
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
Dunham Road Slip (south) (left and right)	51	0.08	0	51	0.08	0
B5160 Dunham Road (east) (ahead and right)	403	0.17	0	489	0.18	0

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
B5160 Dunham Road (west) (ahead and left)	158	-	-	158	-	-

Table 16-16: A6144 Warburton Lane/A6144 Paddock Lane/B5160 Dunham Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results, western part of the junction

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A6144 Warburton Lane (north)	429	-	-	439	-	-
B5160 Dunham Road (east) (left and right)	132	0.23	0	132	0.23	0
A6144 Paddock Lane (west) (ahead and right)	1,241	1.32	209	1,258	1.36	240
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A6144 Warburton Lane (north)	692	-	-	692	-	-
B5160 Dunham Road (east) (left and right)	333	0.68	2	419	0.86	5
A6144 Paddock Lane (west) (ahead and right)	687	0.58	3	687	0.58	3

14.2.39 The conclusions drawn in paragraph 13.2.36 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and close to capacity with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will increase the RFC on the A6144 Paddock Lane (west) (ahead and right) approach from 1.32 in the future baseline to 1.36 in the AM peak hour, with a corresponding change in queue length from 209 PCU in the future baseline to 240 PCU. In the PM Peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the RFC on the B5160 Dunham Road (east) (left and right) approach from 0.68 in the future baseline to 0.86, with a corresponding change in queue length from two PCU in the future baseline to five PCU."

A6144 Bent Lane/A6144 Paddock Lane/Paddock Lane

14.2.40 Table 16-18 in the SES1 and AP1 ES TA replaced Table 16-18 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 16-18 below replaces Table 16-18 in the SES1 and AP1 ES TA.

Table 16-18: A6144 Bent Lane/A6144 Paddock Lane/Paddock Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
Paddock Lane (Left)	517	1.09	33	517	1.11	36
Paddock Lane (Right)	2	1.09	1	2	1.10	1
A6144 Paddock Lane (Ahead and Right)	561	0.86	8	572	0.88	9

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
A6144 Bent Lane (Left)	2	-	-	2	-	-
A6144 Bent Lane (Ahead)	733	-	-	755	-	-
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
Paddock Lane (Left)	358	0.61	2	358	0.62	2
Paddock Lane (Right)	9	0.09	0	9	0.09	0
A6144 Paddock Lane (Ahead and Right)	1,019	1.19	105	1,021	1.20	108
A6144 Bent Lane (Left)	9	-	-	9	-	-
A6144 Bent Lane (Ahead)	336	-	-	347	-	-

14.2.41 The conclusions drawn in paragraph 13.2.38 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will increase the RFC on the Paddock Lane (Left) approach from 1.09 in the future baseline to 1.11 in the AM peak hour, with a corresponding change in queue length from 33 PCU in the future baseline to 36 PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths."

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

14.2.42 Table 16-27 in the SES1 and AP1 ES TA replaced Table 16-27 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 16-27 below replaces Table 16-27 in the SES1 and AP1 ES TA.

Table 16-27: A6144 Manchester New Road/A6144 Manchester Road/Manchester Road/Moss Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A6144 Manchester Road	427	0.52	1	435	0.53	1
Moss Lane	522	0.65	2	522	0.65	2
A6144 Manchester New Road	438	0.97	12	438	0.97	12
Manchester Road*	-	-	-	-	-	-
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A6144 Manchester Road	915	1.11	59	915	1.11	59
Moss Lane	304	0.51	1	312	0.52	1
A6144 Manchester New Road	174	0.30	0	174	0.30	0
Manchester Road*	-	-	-	-	-	-

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

14.2.43 The conclusions drawn in paragraph 13.2.40 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction."

A6144 Carrington Lane/A6144 Carrington Spur/Banky Lane

14.2.44 Table 16-28 in the SES1 and AP1 ES TA replaced Table 16-28 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 16-28 below replaces Table 16-28 in the SES1 and AP1 ES TA.

Table 16-28: A6144 Carrington Lane/A6144 Carrington Spur/Banky Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A6144 Carrington Lane (west) (ahead, left and right)	928	135%	180	930	133%	175
A6144 Carrington Spur (ahead, left and right)	947	134%	199	951	134%	201
Banky Lane (left, right and ahead)	11	27%	1	11	27%	1
A6144 Carrington Lane (south) (right, left and ahead)	1,480	135%	323	1,480	135%	329
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A6144 Carrington Lane (west) (ahead, left and right)	806	126%	133	806	126%	133

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A6144 Carrington Spur (ahead, left and right)	1377	126%	248	1377	126%	245
Banky Lane (left, right and ahead)	12	29%	1	12	29%	1
A6144 Carrington Lane (south) (right, left and ahead)	870	124%	137	871	124%	129

14.2.45 The conclusions drawn in paragraph 13.2.42 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will decrease the DoS on the A6144 Carrington Lane (west) (ahead, left and right) approach from 135% in the future baseline to 133% in the AM peak hour, with a corresponding change in queue length from 180 PCU in the future baseline to 175 PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as DoS and queue lengths."

A6144 Carrington Lane/B5158 Flixton Road

14.2.46 Table 16-29 in the SES1 and AP1 ES TA replaced Table 16-29 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 16-29 below replaces Table 16-29 in the SES1 and AP1 ES TA.

Table 16-29: A6144 Carrington Lane/B5158 Flixton Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
B5158 Flixton Road (left and right)	847	119%	100	859	119%	100
A6144 Carrington Lane (ahead and right)	906	116%	87	907	116%	87
Isherwood Road (left, ahead and right)	103	51%	3	103	51%	3
A6144 Manchester Road (left, ahead and right)	1,031	118%	119	1,031	120%	125
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
B5158 Flixton Road (left and right)	768	121%	91	768	121%	91
A6144 Carrington Lane (ahead and right)	1,030	119%	125	1,030	119%	125
Isherwood Road (left, ahead and right)	231	65%	6	257	74%	8
A6144 Manchester Road (left, ahead and right)	847	121%	105	847	120%	104

14.2.47 The conclusions drawn in paragraph 13.2.44 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will increase the DoS on the A6144 Manchester Road (left, ahead and right) approach from 118% in the future

baseline to 120% in the AM peak hour, with a corresponding change in queue length from 119 PCU in the future baseline to 125 PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as DoS and queue lengths."

A57 Liverpool Road/Salford Western Gateway

14.2.48 Table 16-30 in the SES1 and AP1 ES TA replaced Table 16-30 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 16-30 below replaces Table 16-30 in the SES1 and AP1 ES TA.

Table 16-30: A57 Liverpool Road/Salford Western Gateway junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A57 Link Road (nearside) (left)	21	11%	0	1	1%	0
A57 Link Road (centre and offside) (ahead and right)	18	10%	1	38	11%	1
Salford Western Gateway (nearside) (left and ahead)	565	76%	14	563	75%	14
Salford Western Gateway (centre and offside) (ahead and right)	607	76%	15	615	77%	15
Stadium Way (left, ahead and right)	27	8%	0	27	8%	0
A57 Liverpool Road (nearside and centre 1) (left)	36	2%	0	36	2%	0
A57 Liverpool Road (centre 2) (ahead)	632	89%	18	636	89%	19
A57 Liverpool Road (centre 3 and offside) (ahead and right)	720	92%	22	717	91%	21
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A57 Link Road (nearside) (left)	22	1%	0	1	1%	0
A57 Link Road (centre and offside) (ahead and right)	21	12%	1	42	12%	1
Salford Western Gateway (nearside) (left and ahead)	648	87%	18	645	86%	18
Salford Western Gateway (centre and offside) (ahead and right)	698	87%	19	703	87%	19
Stadium Way (left, ahead and right)	55	18%	1	55	18%	1
A57 Liverpool Road (nearside and centre 1) (left)	15	1%	0	25	1%	0
A57 Liverpool Road (centre 2) (ahead)	630	89%	18	630	89%	18
A57 Liverpool Road (centre 3 and offside) (ahead and right)	709	91%	21	709	91%	21

14.2.49 The conclusions drawn in paragraph 13.2.46 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM and PM peak hours the junction operates close to capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as DoS and queue lengths at this junction."

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

14.2.50 Table 16-31 in the SES1 and AP1 ES TA replaced Table 16-31 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 16-31 below replaces Table 16-31 in the SES1 and AP1 ES TA.

Table 16-31: B5230 Barton Lane/B5211 Barton Road/B5211 Redclyffe Road/Peel Green Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
B5211 Barton Road (north)	552	85%	10	548	84%	10
B5230 Barton Lane	558	101%	10	560	102%	10
B5211 Redclyffe Road	477	41%	7	464	40%	7
Peel Green Road	38	80%	1	70	93%	2
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
B5211 Barton Road (north)	93	22%	2	94	22%	2
B5230 Barton Lane	564	67%	8	570	68%	8
B5211 Redclyffe Road	904	80%	15	916	81%	16
Peel Green Road	165	56%	3	163	57%	3

14.2.51 The conclusions drawn in paragraph 13.2.48 of the SES1 and AP1 TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates within capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Peel Green Road approach from 80% in the future baseline to 93% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to two PCU.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths."

A57 Liverpool Road/Hardy Street/Peel Green Road

14.2.52 Table 16-32 in the SES1 and AP1 ES TA replaced Table 16-32 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 16-32 below replaces Table 16-32 in the SES1 and AP1 ES TA.

Table 16-32: A57 Liverpool Road/Hardy Street/Peel Green Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
Hardy Street*	-	-	-	-	-	-
A57 Liverpool Road (west)	463	55%	6	443	52%	5
A57 Liverpool Road (east)	706	83%	9	719	85%	9
Peel Green Road	0	0%	0	0	0%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
Hardy Street*	-	-	-	-	-	-
A57 Liverpool Road (west)	640	58%	7	650	59%	7
A57 Liverpool Road (east)	731	66%	8	729	66%	8
Peel Green Road	0	0%	0	0	0%	0

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

14.2.53 The conclusions drawn in paragraph 13.2.50 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and close to capacity with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A57 Liverpool Road (east) approach from 83% in the future baseline to 85% in the AM peak hour, with no change in corresponding queue length.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths."

Accidents and safety

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

Parking and loading

14.2.55 The impacts on parking and loading during construction are reported in Section 16.3 of the main TA and Section 13.2 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

14.2.56 The impacts on local bus services during construction are reported in Section 16.3 of the main TA and Section 13.2 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Rail network

14.2.57 The impacts on the rail network during construction are reported in Section 16.3 of the main TA and Section 13.2 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

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

Pedestrians, cyclists and equestrians

14.2.59 The impacts on pedestrians, cyclists and equestrians during construction are reported in Section 16.3 of the main TA and Section 13.2 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

14.2.60 The impacts on waterways and canals during construction are reported in Section 16.3 of the main TA and Section 13.2 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

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