

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Appendix TR-003-00006 – Report 12 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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Accidents and safety

- 16.5.843 The impacts on accidents and safety during operation are reported in Section 18.5 of the main TA.
- 16.5.844 The baseline analysis of accidents and safety identified no locations which had experienced an accident cluster over the three-year period from July 2016 to June 2019 in the MA06 area. In the MA07 area, the baseline analysis of accidents and safety identified 15 locations which had experienced an accident cluster over the three-year period, while 12 locations were identified in the MA08 area.
- 16.5.845 Whilst there are locations in the MA06, MA07 and MA08 areas where there are substantial forecast increases in traffic flows due to the operation of the AP2 revised scheme, these will not affect locations with known safety concerns 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 18.5 of the main TA.
- 16.5.846 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

MA06

- 16.5.847 The impacts on parking and loading during operation in the MA06 area are reported in Section 18.5 of the main TA.
- 16.5.848 The AP2 revised scheme includes changes to the Manchester Airport High Speed station car parks. Additional car parking spaces will be added to the roof on the northern multi-storey car park which will increase the total capacity to 3,992 spaces. The AP2 revised scheme will include the addition of three private hire pick-up bays, two taxi holding bays and one taxi pick-up bay to the western forecourt. Staff parking bays remain the same as the original scheme.
- 16.5.849 In addition, the AP2 revised scheme also includes permanent changes to the The Hut Group (THG) Overspill car park (future resource) and the Amazon Fulfilment Centre car park associated with M56 junction 6 changes. The AP2 revised scheme prevents 163 car parking spaces being implemented at the THG overspill car park (future resource) and results in a permanent loss of 15 HGV parking spaces at the Amazon Fulfilment Centre car park.

MA07

- 16.5.850 The impacts on parking and loading during operation in the MA07 area are reported in Section 18.5 of the main TA.

- 16.5.851 The AP2 revised scheme includes changes to the Manchester Islamic Trust car park. There will be a permanent loss of 54 car parking spaces due to the Palatine Road vent shaft relocation.

MA08

- 16.5.852 The impacts on parking and loading during operation in the MA08 area are reported in Section 18.5 of the main TA.
- 16.5.853 The AP2 revised scheme will result in changes for off-street parking in MA08.
- 16.5.854 The main TA reported two partially above-ground multi-storey car parks, adjacent to the Manchester Piccadilly High Speed station on Adair Street and accessed via Adair Street. The AP2 revised scheme will involve the relocation of multi-storey car park 2 from the north side of New Sheffield Street to between the Manchester Piccadilly High Speed station and the Network Rail viaduct, with the number of car parking spaces remaining unchanged. Multi-storey car park 2 will be accessed from New Sheffield Street, south of the junction with Helmet Street. The location of multi-storey car park 1 will remain in the location proposed in the original scheme.
- 16.5.855 The AP2 revised scheme will include the introduction of 37 blue badge parking spaces in the existing short-stay parking area off Fairfield Street to replace the 42 blue badge parking spaces removed from the Network Rail ramp adjacent to the Manchester Piccadilly Station concourse. The amendment will result in a negligible journey length change for pedestrians using the blue badge parking bays, compared to an increase of 650m as reported in the main TA. The introduction of 37 blue badge parking spaces in this area will result in a loss of 45 standard parking spaces. These spaces will not be re-provided; however, alternative parking will be available in the multi-storey car parks. Although the additional journey length will reduce substantially for some blue badge parking users, there will be an increase in journey length of up to 764m for users of the standard bays in the existing short-stay parking area off Fairfield Street.

Pedestrians, cyclists and equestrians

MA06

- 16.5.856 The impacts on pedestrians, cyclists and equestrians during operation in the MA06 area are reported in Section 18.5 of the main TA.
- 16.5.857 Table 18-409 and Table 18-410 in the main TA summarise the locations where PRow and roads used by pedestrians, cyclists and equestrians are permanently diverted, realigned or reinstated. Table 18-409.1 and Table 18-410.1 below summarise the amendments associated with the AP2 revised scheme and are in addition to or replace the associated changes noted in Table 18-409 and Table 18-410 in the main TA. Those not listed in Table 18-409.1 and Table 18-410.1 remain unchanged to those identified in Table 18-409 and Table 18-410 of the main TA.

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MA06, MA07 and MA08

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Table 18-409.1: MA06 AP2 revised scheme permanent changes to PRoW for non-motorised users

PRoW name	Change in length	Comments
Footpath Hale 16 Map reference CT-06-357a and CT-06-357b ¹	Permanent diversion of Footpath Hale 16. This will result in an increase in journey length of up to 264m (AP2-006-019).	Permanent diversion
Footpath Ringway 7 Map reference CT-06-357a and CT-06-357b ¹	Permanent diversion of Footpath Ringway 7. This will result in an increase in journey length of up to 264m (AP2-006-019).	Permanent diversion
Footpath Ashley 3/1 Map reference: CT-06-353 and CT-06-354 ¹	Permanent diversion of Footpath Ashley 3/1. This will result in a decrease in journey length of 153m for users travelling between Footpath Ashley 3/1 and Ashley Road north of the HS2 route. For users travelling between Footpath Ashley 3/1 and Ashley Road south of the HS2 route, there will be an increase in journey length of 624m (AP2-006-007).	Permanent diversion
Footpath Ashley 6/5 Map reference CT-06-354 ¹	Permanent diversion of Footpath Ashley 6/5. This will result in an increase in journey length of up to 994m (AP2-006-008).	Permanent diversion
Footpath Ringway 11 Map reference CT-06-356 ¹	Permanent closure of Footpath Ringway 11. Users will be diverted via Sunbank Lane, a new PRoW, Sunbank Lane and the A538 Wilmslow Road, resulting in an increase in journey length of 801m (AP2-006-014).	Permanent closure
Footpath Ringway 10 Map reference CT-06-356 ¹	Permanent closure of Footpath Ringway 10. Users will be diverted via Sunbank Lane, a new PRoW, Sunbank Lane and the A538 Wilmslow Road, resulting in an increase in journey length of 801m (AP2-006-014).	Permanent closure
Footpath Ringway 12 Map reference CT-06-356 ¹	Permanent closure of Footpath Ringway 12 due to the realignment of Sunbank Lane and associated access roads. Users will be diverted via the realigned Sunbank Lane and the new PRoW, resulting in an increase in journey length of 96m (AP2-006-014).	Permanent closure
Footpath Ringway 9 Map reference CT-06-356 ¹	Permanent closure of a section of Footpath Ringway 9. Users will be diverted north-west of its current alignment, increasing journey length by up to 33m (AP2-006-014).	Permanent diversion
Footpath Hale 13 Map reference: CT-06-356 ¹	Permanent closure of a section of Footpath Hale 13. Users will be diverted along the Footpath Ringway 9 realignment, increasing journey length by up to 33m. Footpath Hale 13 will also be extended to connect to Bankside to the west (AP2-006-014).	Permanent diversion
Footpath Hale 12 Map reference: CT-06-356 ¹	Closure of a 75m section of Footpath Hale 12 at the eastern end as part of the AP2 revised scheme due to the new M56 slip roads. This will be	Partial permanent closure

¹ See SES2 and AP2 ES Volume 2, MA06 Map Book: Map Series CT-06 – Operation Phase.

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PRoW name	Change in length	Comments
	replaced by the extension of Footpath Hale 13 to Bankside, which will result in no change to journey length (AP2-006-014).	
Footpath Hale 10 Map reference: CP-06-356 ¹	Permanent realignment of Footpath Hale 10 under the M56 and alongside River Bollin to align with new structures. This will result in an increase in journey length of 23m (AP2-006-014).	Permanent realignment

Table 18-410.1: MA06 AP2 revised scheme permanent changes to roads for non-motorised users

Road name	Change in length	Comments
Ashley Road	Permanent closure of Ashley Road where it crosses the route of the AP2 revised scheme. Users will be diverted along the realigned Ashley Road and a realigned new PRoW along the HS2 maintenance access road. This will result in an increase in journey length for footway users of up to 2.2km (AP2-006-008).	Maintenance access road realignment
Lamb Lane	Permanent closure of Lamb Lane where it crosses the route of the AP2 revised scheme. Users will be diverted along the realigned Ashley Road and a realigned new PRoW along the HS2 maintenance access road. This will result in an increase in journey length for footway users of up to 2km (AP2-006-008).	Maintenance access road realignment
Mobberley Road	Permanent relocation of a bus stop approximately 140m further west along Mobberley Road. The footway will be realigned and extended linking the relocated bus stop on Mobberley Road with the A538 Altrincham Road, where pedestrian crossings will be provided across the junction in both directions. This will result in an increase in journey length for footway users of up to 176m (AP2-006-015).	Junction amendments
Sunbank Lane/Chapel Lane	Permanent realignment of Sunbank Lane/Chapel Lane west of its current alignment, crossing the route of the AP2 revised scheme on the Sunbank Lane overbridge. This will result in an increase in journey length for footway users of 220m (AP2-006-014).	Permanent realignment
Hasty Lane	Permanent changes to the roadside footway provision. Users will be diverted via the M56 Hasty Lane underpass extension and an updated roadside footway route, increasing journey length for footway users by up to 47m (AP2-006-014).	None

MA07

16.5.858 The impacts on pedestrians, cyclists and equestrians during operation in the MA07 area are reported in Section 18.5 of the main TA. This section of the main TA is unchanged.

MA08

- 16.5.859 The impacts on pedestrians, cyclists and equestrians during operation in the MA08 area are reported in Section 18.5 of the main TA.
- 16.5.860 Table 18-412 in the main TA summarise the locations where roads used by pedestrians, cyclists and equestrians are permanently diverted, realigned or reinstated. Table 18-412.1 below summarises the amendments associated with the AP2 revised scheme and are in addition to or replace the associated changes noted in Table 18-412 in the main TA. Those not listed in Table 18-412.1 remain unchanged to those identified in Table 18-412 of the main TA.

Table 18-412.1: MA08 AP2 revised scheme permanent changes to roads for non-motorised users

Road name	Change in length	Comments
A665 Pin Mill Brow	Extension of the existing cycle lane along the A665 Pin Mill Brow southbound carriageway to the junction with the Environment Agency access point and minor changes to the existing roadside footway alignment. This will result in an increase in journey length of 2m for cycleway users and 1m decrease in journey length for roadside footway users (AP2-008-001).	Enhanced cycle and walking provision
A635 Mancunian Way (northbound)	Permanent realignment of the A635 Mancunian Way northbound approximately 11m west of the existing alignment. The realignment will result in an increase in journey length of up to 10m for roadside footway users (SES2-008-002).	Permanent realignment

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