

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Appendix TR-003-00006 – Report 7 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)

High Speed Rail (Crewe – Manchester)

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MA06: Hulseheath to Manchester Airport
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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

- 16.3.783 The impacts on accidents and safety during construction are reported in Section 18.3 of the main TA.
- 16.3.784 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.
- 16.3.785 Whilst there are locations in the MA06, MA07 and MA08 areas where there are substantial forecast increases in traffic flows due to the construction 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 18.3 of the main TA.
- 16.3.786 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

- 16.3.787 The impacts on parking and loading during construction in the MA06 area are reported in Section 18.3 of the main TA.
- 16.3.788 The main TA reported a temporary loss of 79 off-street spaces at the Holiday Inn Express Manchester Airport, located off Runger Lane, for a period of four years. As part of the AP2 revised scheme, the duration of loss of this parking has reduced to three years, nine months. The total number of parking spaces temporarily lost has also reduced as part of the AP2 revised scheme, from 79 off-street spaces reported in the main TA, to 46 off-street parking spaces.
- 16.3.789 The main TA also reported a temporary loss of nine off-street spaces and the relocation of four blue badge parking spaces at Manchester Airport (Building 319 World Cargo Centre), located off Avro Way, for a period of four years. As part of the AP2 revised scheme, the duration of loss of this parking will reduce to three years and nine months. The total number of parking spaces temporarily lost remains the same.
- 16.3.790 No change to parking at Amazon Fulfilment Centre, located off Sunbank Lane, was reported in the main TA. The AP2 revised scheme will result in the temporary loss of 44 parking spaces from Amazon Fulfilment Centre, located off Sunbank Lane, for a period of two years and six months.

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MA06, MA07 and MA08

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- 16.3.791 No change to parking at ANA Aviation, located off York Drive, was reported in the main TA. The AP2 revised scheme will result in the temporary loss of seven parking spaces from ANA Aviation, located off York Drive, for a period of two years and six months.
- 16.3.792 Permanent loss of parking is reported under the operational assessment.

MA07

- 16.3.793 The main TA reported no impacts on parking and loading during construction in the MA07 area are reported in Section 18.3 of the main TA.
- 16.3.794 The AP2 revised scheme will result in a temporary loss of 127 off-street parking spaces (including three blue badge parking spaces) from The Manchester Islamic Trust, located off the A5145 Barlow Moor Road, for a period of six years and six months.
- 16.3.795 The AP2 revised scheme will result in a temporary loss of 234 off-street parking spaces from the overspill car park at Universal Square, located off the A665 Devonshire Street North, for a period of nine months.
- 16.3.796 Permanent loss of parking is reported under the operational assessment.

MA08

- 16.3.797 The impacts on parking and loading during construction in the MA08 area are reported in Section 18.3 of the main TA.
- 16.3.798 The main TA reported the temporary loss of 38 off-street spaces, including two Blue Badge bays, at the customer car park for a furniture store, located off the A665 Great Ancoats Street. The AP2 revised scheme will result in no parking spaces being lost at this location.
- 16.3.799 The AP2 revised scheme will result in the temporary loss of 13 on-street parking spaces on Ducie Street, for a period of one year and seven months.
- 16.3.800 The AP2 revised scheme will result in the temporary loss of four on-street parking spaces on Peak Street, for a period of one year and seven months.
- 16.3.801 Permanent loss of parking is reported under the operational assessment.

Public transport

Local bus services

MA06

- 16.3.802 Local bus services in the MA06 area will be affected where they cross the route of the AP2 revised scheme and where the AP2 revised scheme will result in changes to the route taken or where construction traffic or general traffic diversions affect bus services.

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MA06, MA07 and MA08

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- 16.3.803 The impacts on local bus services in the MA06 area are reported in Section 18.3 of the main TA. There will be impacts on bus journey times associated with the AP2 revised scheme, including the temporary realignment of the A538 Hale Road for a period of two years and eight months and increased HGV movements associated with construction of the AP2 revised scheme and diverted traffic flows. The impact of these changes on bus journey times has been assessed using the Greater Manchester SATURN Model, which includes journey times for peak hour bus services.
- 16.3.804 Table 18-223 and Table 18-224 in the main TA set out the changes to the bus journey times, and are replaced by Table 18-223 and Table 18-224 below for 2031.
- 16.3.805 The routes with the greatest proportional increase in journey times in the 2031 AM peak period are:
- bus routes 88, 283, 741, 869 operating on the A538 Hale Road/Wilmslow Road between Mill Lane and Delahays Road - 41% increase in journey time compared to the 2031 baseline in the westbound direction during scenario 2; and
 - bus routes 103, 288, 313 operating on the A538 Hale Road/Wilmslow Road and Runger Lane between Delahays Road and Manchester Airport - 44% increase in journey time compared to the 2031 baseline in the eastbound direction during scenario 2.
- 16.3.806 The routes with the greatest proportional increase in journey times in the 2031 PM peak period are:
- bus routes 88, 283, 741, 869 operating on the A538 Hale Road/Wilmslow Road between Mill Lane and Delahays Road - 70% increase in journey time compared to the 2031 baseline in the westbound direction during scenario 2; and
 - bus routes 103, 288, 313 operating on the A538 Hale Road/Wilmslow Road and Runger Lane between Delahays Road and Manchester Airport - 104% increase in journey time compared to the 2031 baseline in the eastbound direction during scenario 2.

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MA06, MA07 and MA08

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Table 18-223: MA06 AP2 revised scheme bus journey time changes (in minutes) - AM peak hour (08:00–09:00)¹

Bus route(s)	Journey time route section	Time (mm:ss)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)
		2031 baseline	AP2 revised scheme Scenario 1			AP2 revised scheme Scenario 2			AP2 revised scheme Scenario 3			AP2 revised scheme Scenario 4			AP2 revised scheme Scenario 5		
88, 283, 741, 869	Mill Lane to Delahays Road via A538 Wilmslow Road and A538 Hale Road (westbound)	08:09	09:41	01:32	+19%	11:28	03:19	+41%	08:14	00:05	+1%	08:18	00:09	+2%	09:51	01:42	+21%
	Delahays Road to Mill Lane via A538 Hale Road and A538 Wilmslow Road (eastbound)	09:55	10:02	00:07	+1%	12:29	02:34	+26%	11:18	01:23	+14%	10:46	00:51	+9%	08:25	01:31	-15%
103, 288, 313	Manchester Airport to Delahays Road via Runger Lane and A538 Hale Road (westbound)	10:24	11:30	01:06	+11%	13:30	03:06	+30%	09:19	01:05	-10%	09:06	01:18	-12%	12:21	01:57	+19%
	Delahays Road to Manchester Airport via A538 Hale Road and Runger Lane (eastbound)	10:08	10:47	00:39	+6%	14:37	04:29	+44%	11:20	01:12	+12%	10:50	00:42	+7%	07:41	02:27	-24%

¹ The five scenarios relate to the east of MA06.

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MA06, MA07 and MA08

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Table 18-224: MA06 AP2 revised scheme bus journey time changes (in minutes) - PM peak hour (17:00-18:00)²

Bus route(s)	Journey time route section	Time (mm:ss)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)
		2031 baseline	AP2 revised scheme Scenario 1			AP2 revised scheme Scenario 2			AP2 revised scheme Scenario 3			AP2 revised scheme Scenario 4			AP2 revised scheme Scenario 5		
88, 283, 741, 869	Mill Lane to Delahays Road via A538 Wilmslow Road and A538 Hale Road (westbound)	08:14	09:26	01:11	+14%	09:34	01:20	+16%	08:17	00:02	0%	08:11	00:04	-1%	09:33	01:19	+16%
	Delahays Road to Mill Lane via A538 Hale Road and A538 Wilmslow Road (eastbound)	07:09	07:14	00:05	+1%	12:08	04:59	+70%	09:20	02:11	+30%	08:52	01:43	+24%	09:41	02:32	+35%
103, 288, 313	Manchester Airport to Delahays Road via Runger Lane and A538 Hale Road (westbound)	09:35	10:48	01:13	+13%	13:55	04:20	+45%	11:50	02:15	+23%	08:59	00:36	-6%	09:22	00:13	-2%
	Delahays Road to Manchester Airport via A538 Hale Road and Runger Lane (eastbound)	07:07	07:48	00:41	+10%	14:30	07:23	+104%	10:03	02:55	+41%	09:54	02:47	+39%	08:09	01:02	+14%

² The five scenarios relate to the east of MA06.

MA07 and MA08

- 16.3.807 Local bus services in the MA07 and MA08 area will be affected where they cross the route of the AP2 revised scheme and where the AP2 revised scheme will result in changes to the route taken or where construction traffic or general traffic diversions affect bus services.
- 16.3.808 There will be additional impacts on bus journey times associated with the AP2 revised scheme, including the temporary remodelling of the road network around the A635/A665 Pin Mill Brow for a period of one year three months and increased HGV movements associated with construction of the AP2 revised scheme and diverted traffic flows. The impact of these changes on bus journey times has been assessed using the Greater Manchester SATURN Model, which includes journey times for peak hour bus services.
- 16.3.809 Table 18-225 and Table 18-226 in the main TA set out the changes to the bus journey times, and are replaced by Table 18-225 and Table 18-226 below for 2031.
- 16.3.810 The routes with the greatest proportional increase in journey times in the 2031 AM peak period are:
- bus routes 7, 7A, 7B, 171, 172, 219, 220, 221, 703, 704, 707, 719, 747 and 768 operating on the A635 Ashton Old Road between the A6010 Alan Turing Way and Manchester City Centre – 35% increase in journey time compared to the 2031 baseline in the westbound direction during scenario 3;
 - bus route 192, 733 and X92 operating on the A6 Stockport Road between the Manchester City Centre and the A6010 Alan Turing Way – 85% increase in journey time compared to the 2031 baseline in the southbound direction during scenario 2;
 - bus route 216, 230 and 231 operating on the A662 Ashton New Road between Manchester City Centre and the A6010 Alan Turing Way – 12% increase in journey time compared to the 2031 baseline in the eastbound direction during scenario 3; and
 - bus routes 201, 202, 203 and 205 operating on the A57 Hyde Road between Manchester City Centre and the A6010 Alan Turing Way – 81% increase in journey time compared to the 2031 baseline in the eastbound direction during scenario 2.
- 16.3.811 The routes with the greatest proportional increase in journey times in the 2031 PM peak period are:
- bus routes 7, 7A, 7B, 171, 172, 219, 220, 221, 703, 704, 707, 719, 747 and 768 operating on the A635 Ashton Old Road between Manchester City Centre and the A6010 Alan Turing Way - 39% increase in journey time compared to the 2031 baseline in the eastbound direction during scenario 3;
 - bus routes 192, 733 and X92 operating on the A6 Stockport Road between the Manchester City Centre and the A6010 Alan Turing Way - 19% increase in journey time compared to the 2031 baseline in the southbound direction during scenario 3;

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- bus routes 216, 230 and 231 operating on the A662 Ashton New Road between the A6010 Alan Turing Way and Manchester City Centre - 9% increase in journey time compared to the 2031 baseline in the westbound direction during scenario 1; and
- bus routes 201, 202, 203, 205 operating on the A57 Hyde Road between Manchester City Centre and the A6010 Alan Turing Way - 81% increase in journey time compared to the 2031 baseline in the eastbound direction during scenarios 2.

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Traffic and transport

MA06, MA07 and MA08

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Table 18-225: MA07 and MA08 AP2 revised scheme bus journey time changes (in minutes) - AM peak hour (08:00-09:00)

Bus route(s)	Journey time route section	Time (mm:ss)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)
		2031 baseline	AP2 revised scheme Scenario 1			AP2 revised scheme Scenario 2			AP2 revised scheme Scenario 3			AP2 revised scheme Scenario 4			AP2 revised scheme Scenario 5		
7, 7A, 7B, 171, 172, 219, 220, 221, 703, 704, 707, 719, 747, 768	A6010 Alan Turing Way to City Centre via A635 Ashton Old Road (westbound)	13:05	12:14	00:51	-7%	13:15	00:10	+1%	17:38	04:32	+35%	14:30	01:24	+11%	14:43	01:38	+12%
	Manchester City Centre to A6010 Alan Turing Way via A635 Ashton Old Road (eastbound)	12:16	13:24	01:08	+9%	12:30	00:14	T+2%	12:38	00:21	+3%	13:01	00:45	+6%	13:36	01:20	+11%
192, 733, X92	A6010 Alan Turing Way to Manchester City Centre via A6 Stockport Road (northbound)	09:40	09:29	00:11	-2%	09:36	00:04	-1%	10:27	00:47	+8%	09:35	00:04	-1%	09:37	00:03	-0%
	Manchester City Centre to A6010 Alan Turing Way via A6 Stockport Road (southbound)	09:05	14:47	05:41	+63%	16:51	07:46	+85%	09:13	00:07	+1%	09:21	00:16	+3%	09:24	00:19	+3%
216, 230, 231	A6010 Alan Turing Way to Manchester City Centre via A662 Ashton New Road (westbound)	11:21	11:50	00:30	+4%	10:48	00:33	-5%	11:14	00:06	+1%	10:59	00:21	-3%	10:56	00:24	-4%
	Manchester City Centre to A6010 Alan Turing Way via A662 Ashton New Road (eastbound)	12:55	13:50	00:56	+7%	13:56	01:01	+8%	11:18	01:37	-12%	12:10	00:44	-6%	12:06	00:49	-6%
201, 202, 203, 205	A6010 Alan Turing Way to Manchester City Centre via A57 Hyde Road (westbound)	10:16	10:27	00:11	+2%	10:48	00:31	+5%	12:22	02:05	+20%	10:34	00:18	+3%	10:38	00:21	+3%

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MA06, MA07 and MA08

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Bus route(s)	Journey time route section	Time (mm:ss)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)
		2031 baseline	AP2 revised scheme Scenario 1			AP2 revised scheme Scenario 2			AP2 revised scheme Scenario 3			AP2 revised scheme Scenario 4			AP2 revised scheme Scenario 5		
	Manchester City Centre to A6010 Alan Turing Way via A57 Hyde Road (eastbound)	09:11	14:37	05:25	+59%	16:38	07:27	+81%	09:02	00:09	-2%	09:07	00:04	-1%	09:11	00:00	0%

Table 18-226: MA07 and MA08 AP2 revised scheme bus journey time changes (in minutes) - PM peak hour (17:00-18:00)

Bus route(s)	Journey time route section	Time (mm:ss)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)
		2031 baseline	AP2 revised scheme Scenario 1			AP2 revised scheme Scenario 2			AP2 revised scheme Scenario 3			AP2 revised scheme Scenario 4			AP2 revised scheme Scenario 5		
7, 7A, 7B, 171, 172, 219, 220, 221, 703, 704, 707, 719, 747, 768	A6010 Alan Turing Way to City Centre via A635 Ashton Old Road (westbound)	11:14	10:49	00:25	-4%	10:16	00:58	-9%	15:39	04:25	+39%	10:47	00:27	-4%	10:43	00:32	-5%
	Manchester City Centre to A6010 Alan Turing Way via A635 Ashton Old Road (eastbound)	17:09	15:32	01:37	-9%	17:34	00:25	+2%	17:36	00:27	+3%	17:10	00:01	0%	17:32	00:22	+2%

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Bus route(s)	Journey time route section	Time (mm:ss)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)	Time (mm:ss)	Diff (mm:ss)	Diff (%)
		2031 baseline	AP2 revised scheme Scenario 1			AP2 revised scheme Scenario 2			AP2 revised scheme Scenario 3			AP2 revised scheme Scenario 4			AP2 revised scheme Scenario 5		
192, 733, X92	A6010 Alan Turing Way to Manchester City Centre via A6 Stockport Road (northbound)	09:36	09:43	00:07	+1%	09:39	00:04	+1%	09:55	00:20	+3%	09:39	00:04	+1%	09:38	00:03	0%
	Manchester City Centre to A6010 Alan Turing Way via A6 Stockport Road (southbound)	08:13	09:21	01:08	+14%	09:25	01:12	+15%	09:46	01:32	+19%	08:12	00:01	0%	08:13	00:00	0%
216, 230, 231	A6010 Alan Turing Way to Manchester City Centre via A662 Ashton New Road (westbound)	10:10	11:03	00:53	+9%	10:17	00:07	+1%	10:07	00:03	-1%	10:11	00:00	0%	10:08	00:02	0%
	Manchester City Centre to A6010 Alan Turing Way via A662 Ashton New Road (eastbound)	11:54	12:28	00:34	+5%	12:17	00:22	+3%	11:47	00:08	-1%	11:45	00:10	-1%	11:39	00:16	-2%
201, 202, 203, 205	A6010 Alan Turing Way to Manchester City Centre via A57 Hyde Road (westbound)	09:40	10:01	00:21	+4%	09:59	00:19	+3%	10:21	00:41	+7%	10:00	00:20	+3%	09:59	00:19	+3%
	Manchester City Centre to A6010 Alan Turing Way via A57 Hyde Road (eastbound)	07:52	09:29	01:37	+21%	09:55	02:03	+26%	09:55	02:03	+26%	08:40	00:48	+10%	08:56	01:04	+14%

Metrolink

MA06

- 16.3.812 The impacts on Metrolink during construction in the MA06 area are reported in Section 18.3 of the main TA. This section of the main TA is unchanged.

MA07 and MA08

- 16.3.813 The impacts on Metrolink during construction in the MA07 area and MA08 area are reported in Section 18.3 of the main TA.
- 16.3.814 This section of the main TA is unchanged, with the exception of the full route journey time for the Ashton Line rail replacement service. In the 2031 AM and PM peak hours, the full route journey time for travellers between Ashton-Under-Lyne and Manchester Piccadilly Gardens will be approximately 28-34 minutes, which is broadly comparable with the scheduled journey time by tram.

Rail network

MA06

- 16.3.815 The impacts on the rail network during construction in the MA06 area are reported in Section 18.3 of the main TA.
- 16.3.816 The construction of the AP2 revised scheme is expected to impact the existing rail network in the MA06 area, in particular on the operation of the Altrincham to Chester (Mid-Cheshire Line). A number of rail possessions over a period of up to eight years will be required for the construction of the Mid-Cheshire (Railway) and Mobberley Road Viaduct, the Mobberley Road offline overbridge and the Ashley railhead.
- 16.3.817 The AP2 revised scheme will require two additional possessions of up to 54 hours on the Mid-Cheshire Line. Overall, there will be 20 possessions comprising eight possessions of up to 27 hours, eleven possessions up to 54 hours, and one possession of up to 72 hours.
- 16.3.818 Disruption to rail users will be reduced by limiting possessions, where reasonably practicable, to existing maintenance periods, rail service diversions and replacement bus services.

MA07

- 16.3.819 The impacts on the rail network during construction in the MA07 area are reported in Section 18.3 of the main TA.
- 16.3.820 The construction of the AP2 revised scheme is expected to impact the existing rail network in the MA07 area, in particular on the operation of the Glossop Line. A number of rail possessions over a period of up to four years will be required in this area.

- 16.3.821 The AP2 revised scheme will require one additional possession of up to 54 hours on the Glossop Line. Overall, there will be five possessions of up to 54 hours and one blockade of four days in the MA07 area.
- 16.3.822 Disruption to rail users will be reduced by limiting possessions, where reasonably practicable, to existing maintenance periods, rail service diversions and replacement bus services.

MA08

- 16.3.823 The impacts on the rail network during construction in the MA08 area are reported in Section 18.3 of the main TA. This section of the main TA is unchanged.

Public transport interchanges

MA06

- 16.3.824 The impacts on public transport interchanges during construction in the MA06 area are reported in Section 18.3 of the main TA. This section of the main TA is unchanged.

MA07

- 16.3.825 The impacts on public transport interchanges during construction in the MA07 area are reported in Section 18.3 of the main TA. This section of the main TA is unchanged.

MA08

- 16.3.826 The impacts on public transport interchanges during construction in the MA08 area are reported in Section 18.3 of the main TA.
- 16.3.827 The main TA outlined that passengers travelling by car and parking at Manchester Piccadilly Station multi-storey car park, Network Rail Ramp, Network Rail undercroft and Gateway House car park will experience an increase in journey length of up to 775m. As part of the AP2 revised scheme, Gateway House is to be permanently demolished and therefore there will be no users of this car park.

Pedestrians, cyclists and equestrians

MA06

- 16.3.828 The impacts on pedestrians, cyclists and equestrians during construction in the MA06 area are reported in Section 18.3 of the main TA.
- 16.3.829 Table 18-227 in the main TA summarises the locations where PRow and roads used by pedestrians, cyclists and equestrians will be temporarily diverted, realigned or reinstated to accommodate construction of the original scheme. Table 18-227a summarises the amendments associated with the AP2 revised scheme and are in addition to or replace the

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associated changes noted in Table 18-227 in the main TA. Those not listed in Table 18-227a remain unchanged from those identified in Table 18-227 of the main TA.

Table 18-227a: MA06 AP2 revised scheme construction changes to PRow and roadside footways for non-motorised users

PRoW name	Surveyed daily usage	Temporary diversion	Change in distance	Duration
Footpath Millington 14/1 (MA06) Map reference: CT-05-352 ³	N/A	Temporary diversion, with users diverted alongside the HS2 route maintenance access and Mereside Farm access diversion (AP2-006-002)	Increase of 23m	Five years and five months
Footpath Millington 1/1 (MA06) Map reference: CT-05-351-R1 ³	N/A	Managed use of existing route during construction (AP2-006-001)	No change	One year and six months
Footpath Millington 4/1 (MA06) Map reference: CT-05-351 ³	N/A	Temporary closure during utility works; users will be diverted via Millington Lane and Footpath Millington 5/1. During main works, temporary realignment, 40m north-east of its existing realignment for 296m (AP2-003-003)	Increase of 454m during utility works and increase of up to 76m during main works.	Eight months during utility works and one year and seven months during main works.
Footpath Ashley 3/1 (MA06) Map reference: CT-05-353 and CT-05-354 ³	N/A	During utility works, users diverted to Footpath Rostherne 5/1 from intersection with Footpath Ashley 2/3, south of the M56. During main works, temporary diversion for users travelling between Footpath Ashley 3/1 and Ashley Road north of the HS2 route, with users diverted alongside the HS2 route and around the Ashley IMB-R Transfer Node and Satellite Compound to Ashley Road. Users travelling between Footpath Ashley 3/1 and Ashley Road south of the HS2 route will be diverted to Footpath Rostherne 5/1 from intersection with Footpath Ashley 2/3, south of the M56 (AP2-006-007 and AP2-006-006)	Increase of up to 1km during utility works and increase of up to 1.3km during main works	One year and three months during utility works and four years and three months during main works
Footpath Ashley 1/2 (MA06) Map reference: CT-05-353-L1 ³	N/A	During utility works, users will be diverted via A56 Dunham Road, Footpath Bowdon 18, Bow Lane, Footpath Bowdon 5a, Bailey Walk, Sunnybank Road, walkway between houses to access Fletcher Drive, Footpath Bowden 4, Footpath Hale 1, Footpath Ashley 5/1, Ashley Mill Lane, Ashley Road, Footpath Ashley	Increase of up to 3.7km	One year and three months

³ See SES2 and AP2 ES Volume 2, MA06 Map Book: Map Series CT-05 – Construction Phase.

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PRoW name	Surveyed daily usage	Temporary diversion	Change in distance	Duration
		6/1, Ashley Road and Birkinheath Lane (AP2-006-006)		
Footpath Ashley 2/4 (MA06) Map reference: CT-05-353-L1 ³	N/A	During utility works, users will be diverted via A56 Dunham Road, Footpath Bowdon 18, Bow Lane, Footpath Bowdon 5a, Bailey Walk, Sunnybank Road, walkway between houses to access Fletcher Drive, Footpath Bowden 4, Footpath Hale 1, Footpath Ashley 5/1, Ashley Mill Lane, Ashley Road, Footpath Ashley 6/1, Ashley Road and Birkinheath Lane (AP2-006-006)	Increase of up to 3.7km	One year and three months
Restricted Byway 21/1 (MA06) Map reference CT-05-353-L1 and CT-05-354 ³	N/A	Users will be diverted via will be diverted via Footpath Ashely 5/2, Ashley Mill Lane, Ashley Road, Footpath Ashley 6/1, Ashley Road and Birkinheath Lane (AP2-006-006)	Increase of up to 1.7km	One year and three months
Footpath Ringway 13 (MA06) Map reference: CT-05-356 ³	N/A	Users will be diverted along Sunbank Lane, the unnamed path opposite Yew Tree Cottage and Footpath Ringway 14 (AP2-006-014)	Increase of up to 197m	One year and two months
Footpath Ringway 8 (MA06) Map reference: CT-05-356 ³	N/A	Users will be diverted along Runger Lane and the A538 Wilmslow Road (AP2-006-014)	Increase of up to 232m	One year and eight months
Footpath Hale 13 (MA06) Map reference: CT-05-356 ³	N/A	Users will be diverted along Marlfield Road, Greengate, High Elm Road and the A538 Hale Road (AP2-006-014)	Increase of up to 840m	Three years and six months
Footpath Ringway 9 (MA06) Map reference CT-05-356 ³	N/A	Users will be diverted along Marlfield Road, Greengate, High Elm Road and the A538 Hale Road (AP2-006-014)	Increase of up to 840m	Three years and six months
Footpath Hale 10 (MA06) Map reference: CT-05-356 ³	N/A	No viable alternative (AP2-006-014)	No viable alternative	Five years and five months
Footpath Ringway 10 Map reference: CT-05-356 ³	N/A	No viable alternative (AP2-006-014)	No viable alternative	Five years and five months
Footpath Ringway 11 Map reference: CT-05-356 ³	N/A	No viable alternative (AP2-006-014)	No viable alternative	Five years and five months
Sunbank Lane (MA06) ³	N/A	Users will be diverted along Chapel Lane, Greengate, High Elm Road, the realigned A538 Hale Road, A538	Increase of up to 2.9km	Two years

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PRoW name	Surveyed daily usage	Temporary diversion	Change in distance	Duration
		Wilmslow Road and Sunbank Lane (AP2-006-014)		
A538 Hale Road ³	N/A	Users will be diverted along the A538 Hale Road temporary realignment (AP2-006-014)	Increase of up to 64m	Two years and eight months
Hasty Lane ³	46 users	Users will be diverted along the realigned A538 Hale Road and Runger Lane (AP2-006-014)	Increase of up to 485m	Two years

MA07

- 16.3.830 The impacts on pedestrians, cyclists and equestrians during construction in the MA07 area are reported in Section 18.3 of the main TA.
- 16.3.831 Table 18-228 in the main TA summarises the locations where PRoW and roads used by pedestrians, cyclists and equestrians will be temporarily diverted, realigned or reinstated to accommodate construction of the original scheme. Table 18-228a summarises the amendments associated with the AP2 revised scheme and are in addition to or replace the associated changes noted in Table 18-228 in the main TA. Those not listed in Table 18-228a remain unchanged from those identified in Table 18-228 of the main TA.

Table 18-228a: MA07 AP2 revised scheme construction changes to PRoW and roadside footways for non-motorised users

PRoW name	Surveyed daily usage	Temporary diversion	Change in distance	Duration
Hollies Path (public footway) (MA07) Map reference: CT-05-360 ³	N/A	Users will be diverted via Mersey Road, the B5167 Palatine Road, Footpath Manchester 211 and Footpath Manchester 139 (AP2-007-003)	Increase of up to 919m	Five years and seven months
Footpath Manchester 139 (MA07) Map reference: CT-05-360 and CT-05-360-L1 ³	N/A	Managed use of existing route during construction (AP2-007-003)	No change	Four months

MA08

- 16.3.832 The impacts on pedestrians, cyclists and equestrians during construction in the MA08 area are reported in Section 18.3 of the main TA.
- 16.3.833 Table 18-229 in the main TA summarises the locations where PRoW and roads used by pedestrians, cyclists and equestrians will be temporarily diverted, realigned or reinstated to accommodate construction of the original scheme. Table 18-229a summarises the amendments associated with the AP2 revised scheme and are in addition to or replace the

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associated changes noted in Table 18-229 in the main TA. Those not listed in Table 18-229a remain unchanged from those identified in Table 18-229 of the main TA.

Table 18-229a: MA08 AP2 revised scheme construction changes to PRow and roadside footways for non-motorised users

PRow name	Surveyed daily usage	Temporary diversion	Change in distance	Duration
Chapelfield Road	N/A	Users will be diverted via Temperance Street, the A635 Mancunian Way and the B6469 Fairfield Street (AP2-008-002)	82m	One year and nine months
Hoyle Street	N/A	Users will be diverted via Temperance Street and the B6469 Fairfield Street (AP2-008-002)	270m	One year and five months

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