

# High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement

Volume 5: Appendix TR-002-00004

## **Traffic and transport**

Transport Assessment Part 2 Addendum MA04: Broomedge to Glazebrook



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Transport Assessment Part 2 Addendum MA04: Broomedge to Glazebrook



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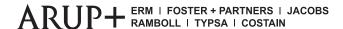
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SES1 and AP1 ES Volume 5 Traffic and transport Transport Assessment Addendum

## Transport Assessment Addendum – Overall Structure

#### **Transport Assessment Part 1 Addendum - Introduction**

#### Part 1: Introduction (TR-001-00000)

Section 1 Introduction

Section 2 Policy and guidance

Section 3 Methodology

Section 4 Mitigation measures

#### Transport Assessment Part 2 Addendum - Existing and future baseline conditions

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Part 2: MA02 (TR-002-00002)

Section 6 Wimboldsley to Lostock Gralam (MA02)

Part 2: MA03 (TR-002-00003)

Section 7 Pickmere to Agden and Hulseheath (MA03)

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### Transport Assessment Part 3 Addendum - AP1 revised scheme assessment

#### Part 3: MA01 (TR-003-00001)

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Annex E Model performance report – Winsford and Middlewich Model

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Annex G Model performance report – Northwich Traffic Model

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## 8 Broomedge to Glazebrook (MA04)

### 8.1 Introduction

- 8.1.1 A number of changes to the original scheme reported in Section 8.2 of this report mean that Section 9 of the main Transport Assessment (TA) should be read in conjunction with Section 8.3 in this document. Where there is no replacement the text in the main TA remains valid.
- 8.1.2 The terms used in this report to differentiate between the original proposals assessed as part of the main ES and subsequent changes are set out in the SES1 and AP1 ES Volume 5, Appendix: TR-001-00000 Transport Assessment Part 1 Addendum.
- 8.1.3 This section provides an overview of the existing and forecast future baseline conditions for the section of the AP1 revised scheme that will pass through the MA04 area. It describes the transport infrastructure and operations that could potentially be affected by the construction or operation of the AP1 revised scheme. It also sets out the SES1 changes relevant to traffic and transport in MA04.

## 8.2 SES1 changes and AP1 amendments for Broomedge to Glazebrook (MA04)

- 8.2.1 The original scheme is described in Section 15.1 of the main TA.
- 8.2.2 The SES1 design change relevant to traffic and transport in MA04 is the removal of the HS2 West Coast Main Line (WCML) connection (SES1-004-001).

## 8.3 Existing and future baseline

## Study area

8.3.1 The study area is reported in Section 9.1 of the main TA. This section of the main TA is unchanged.

## Local land uses

8.3.2 Local land uses are reported in Section 9.2 of the main TA. This section of the main TA is unchanged.

## **Baseline surveys**

8.3.3 Baseline surveys are reported in Section 9.3 of the main TA. This section of the main TA is unchanged.

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## **Highway network**

8.3.4 The highway network is reported in Section 9.4 of the main TA. This section of the main TA is unchanged.

## **Public transport**

8.3.5 Public transport is reported in Section 9.5 of the main TA. This section of the main TA is unchanged.

## Pedestrians, cyclists and equestrians

8.3.6 Pedestrian, cyclist and equestrian facilities are reported in Section 9.6 of the main TA. This unchanged.

## Waterways and canals

8.3.7 Waterways and canals are reported in Section 9.7 of the main TA. This section of the main TA is unchanged.

## Air transport

8.3.8 Air transport is reported in Section 9.8 of the main TA. This section of the main TA is unchanged.

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