

# **High Speed Rail (Crewe – Manchester)**

## **Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

### **Volume 5: Appendix TR-002-00006 – Report 4 of 7**

#### **Traffic and transport**

Transport Assessment Part 2 Addendum  
MA06: Hulseheath to Manchester Airport  
MA07: Davenport Green to Ardwick  
MA08: Manchester Piccadilly Station  
(including MA04 and MA05)

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#### **Volume 5: Appendix TR-002-00006 – Report 4 of 7**

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Transport Assessment Part 2 Addendum

MA06: Hulseheath to Manchester Airport

MA07: Davenport Green to Ardwick

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(including MA04 and MA05)



## 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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# Transport Assessment - 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

### Part 2: MA01 (TR-002-00001)

Section 5	Hough to Walley's Green (MA01) <i>Section 5.1 Introduction</i> <i>Section 5.2 SES2 changes and AP2 amendments for MA01</i> <i>Section 5.3 Existing and future baseline</i>
-----------	---

### Part 2: MA02 (TR-002-00002)

Section 6	Wimboldsley to Lostock Gralam (MA02) <i>Section 6.1 Introduction</i> <i>Section 6.2 SES2 changes and AP2 amendments for MA02</i> <i>Section 6.3 Existing and future baseline</i>
-----------	---

### Part 2: MA03 (TR-002-00003)

Section 7	Pickmere to Agden and Hulseheath (MA03) <i>Section 7.1 Introduction</i> <i>Section 7.2 SES2 changes and AP2 amendments for MA03</i> <i>Section 7.3 Existing and future baseline</i>
-----------	--

### Part 2: MA06, MA07 and MA08 (including MA04 and MA05) (TR-002-00006)

#### Report 1 of 7

Section 8	Broomedge to Glazebrook (MA04) <i>Section 8.1 Introduction</i> <i>Section 8.2 Existing and future baseline</i>
-----------	--

#### Report 2 of 7

Section 9	Risley to Bamfurlong (MA05) <i>Section 9.1 Introduction</i> <i>Section 9.2 Existing and future baseline</i>
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#### Report 3 of 7

Section 10	Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08) <i>Section 10.1 Introduction</i> <i>Section 10.2 SES2 changes and AP2 amendments for MA06, MA07 and MA08</i> <i>Section 10.3 Existing and future baseline</i>
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## Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5

Traffic and transport

Transport Assessment Addendum

### Report 4 of 7

Section 10 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)  
*Section 10.3 Existing and future baseline - MA06 junction operation*

### Report 5 of 7

Section 10 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)  
*Section 10.3 Existing and future baseline - MA07 junction operation*

### Report 6 of 7

Section 10 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)  
*Section 10.3 Existing and future baseline - MA08 junction operation*

### Report 7 of 7

Section 10 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)  
*Section 10.3 Existing and future baseline*

## Transport Assessment Part 3 Addendum – AP2 revised scheme assessment

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

#### Report 1 of 2

Section 11 Hough to Walley's Green (MA01)  
*11.1 AP2 revised scheme construction description*  
*11.2 AP2 revised scheme assessment of construction impacts*

#### Report 2 of 2

Section 11 Hough to Walley's Green (MA01)  
*11.3 AP2 revised scheme operation description*  
*11.4 AP2 revised scheme assessment of operation impacts*

### Part 3: MA02 (TR-003-00002)

#### Report 1 of 2

Section 12 Wimboldsley to Lostock Gralam (MA02)  
*12.1 AP2 revised scheme construction description*  
*12.2 AP2 revised scheme assessment of construction impacts*

#### Report 2 of 2

Section 12 Wimboldsley to Lostock Gralam (MA02)  
*12.3 AP2 revised scheme operation description*  
*12.4 AP2 revised scheme assessment of operation impacts*

### Part 3: MA03 (TR-003-00003)

#### Report 1 of 2

Section 13 Pickmere to Agden and Hulseheath (MA03)  
*13.1 AP2 revised scheme construction description*  
*13.2 AP2 revised scheme assessment of construction impacts*

#### Report 2 of 2

Section 13 Pickmere to Agden and Hulseheath (MA03)  
*13.3 AP2 revised scheme operation description*  
*13.4 AP2 revised scheme assessment of operation impacts*

**Part 3: MA06, MA07 and MA08 (including MA04 and MA05) (TR-003-00006)**

**Report 1 of 12**

- Section 14 Broomeedge to Glazebrook (MA04)  
14.1 AP2 revised scheme construction description  
14.2 AP2 revised scheme assessment of construction impacts

**Report 2 of 12**

- Section 15 Risley to Bamfurlong (MA05)  
15.1 AP2 revised scheme construction description  
15.2 AP2 revised scheme assessment of construction impacts

**Report 3 of 12**

- Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)  
16.1 Description of AP2 revised scheme  
16.2 AP2 revised scheme construction description  
16.3 AP2 revised scheme assessment of construction impacts

**Report 4 of 12**

- Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)  
16.3 AP2 revised scheme assessment of construction impacts – MA06 junction performance

**Report 5 of 12**

- Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)  
16.3 AP2 revised scheme assessment of construction impacts – MA07 junction performance

**Report 6 of 12**

- Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)  
16.3 AP2 revised scheme assessment of construction impacts – MA08 junction performance

**Report 7 of 12**

- Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)  
16.3 AP2 revised scheme assessment of construction impacts

**Report 8 of 12**

- Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)  
16.4 AP2 revised scheme operation description  
16.5 AP2 revised scheme assessment of operation impacts

**Report 9 of 12**

- Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)  
16.5 AP2 revised scheme assessment of operation impacts – MA06 junction performance

**Report 10 of 12**

- Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)  
16.5 AP2 revised scheme assessment of operation impacts – MA07 junction performance

**Report 11 of 12**

- Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)  
16.5 AP2 revised scheme assessment of operation impacts – MA08 junction performance

**Report 12 of 12**

- Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)  
16.5 AP2 revised scheme assessment of operation impacts

**Transport Assessment Part 4 Addendum – Route-wide and off-route assessment and TA Addendum Annexes**

**Part 4: Route-wide and off-route assessment (TR-005-00000)**

Section 17	Introduction
Section 18	Route-wide assessment
Section 19	Off-route assessment

**TA Addendum Annexes C to G (TR-005-00000)**

<b>Annex C</b>	Model performance report - Greater Manchester SATURN Model (GMSM)
<b>Annex D</b>	Model performance report - M6 Junction 19 Model
<b>Annex E</b>	Model performance report - Winsford and Middlewich Model
<b>Annex F</b>	Model performance report - A500 Crewe Model
<b>Annex G</b>	Model performance report - Northwich Traffic Model

# Contents

## Tables

Table 11-17: 2017 baseline performance of key approaches at M56 junction 6	10-310
Table 11-18: 2017 baseline performance at M56 junction 6 (west)	10-311
Table 11-19: 2017 baseline performance at M56 junction 6 (east)	10-312
Table 11-20: 2031 Future baseline performance of key approaches at M56 junction 6 (no Rainbow Works)	10-313
Table 11-20.1: 2039 and 2051 Future baseline performance of key approaches at M56 junction 6 (with Rainbow Works)	10-314
Table 11-21: 2031 future baseline performance at M56 junction 6 (west) (no Rainbow Works)	10-315
Table 11-21.1: 2031 future baseline performance at M56 junction 6 (east) (no Rainbow Works)	10-315
Table 11-22: 2039 and 2051 future baseline performance at M56 junction 6 (west) (with Rainbow Works)	10-317
Table 11-22.1: 2039 and 2051 future baseline performance at M56 junction 6 (east) (with Rainbow Works)	10-317
Table 11-23: 2018 baseline performance at Enterprise Way/Outwood Lane West/World Way junction	10-319
Table 11-24: Future baseline performance at Enterprise Way/Outwood Lane West/World Way junction	10-319
Table 11-25: 2020 baseline performance at A56 Dunham Road/A556/A556 Chester Road/A56 Lymm Road (Bowdon Roundabout) junction	10-320
Table 11-26: Future baseline performance at A56 Dunham Road/A556/A556 Chester Road/A56 Lymm Road (Bowdon Roundabout) junction	10-322
Table 11-27: 2018 baseline performance at Enterprise Way/Thorley Lane/Bailey Lane junction	10-324
Table 11-28 : Future baseline performance at Enterprise Way/Thorley Lane junction	10-325
Table 11-29: Future baseline performance at Enterprise Way/Bailey Lane junction	10-325
Table 11-30: 2018 baseline performance at B5086 Knutsford Road/B5085 Brook Lane/Russet Way/B5085 Knutsford Road junction	10-326
Table 11-31: Future baseline performance at B5086 Knutsford Road/B5085 Brook Lane/Russet Way/B5085 Knutsford Road junction	10-326
Table 11-32: 2018 baseline performance at B5086 Alderley Road/B5086 Knutsford Road/Alderley Road/Alderley Lodge/Bedells Lane (B5086 Fulshaw Cross Roundabout) junction	10-327



## Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

Table 11-33: Future baseline performance at B5086 Alderley Road/B5086 Knutsford Road/Alderley Road/Alderley Lodge/Bedells Lane (B5086 Fulshaw Cross Roundabout) junction	10-328
Table 11-34: 2018 baseline performance at A538 Water Lane/A538 Alderley Road/B5086 Alderley Road junction	10-329
Table 11-35: Future baseline performance at A538 Water Lane/A538 Alderley Road/B5086 Alderley Road junction	10-329
Table 11-36: 2018 baseline performance at A538 Manchester Road/Station Road/A538 Alderley Road junction	10-330
Table 11-37: Future baseline performance at A538 Manchester Road/Station Road/A538 Alderley Road junction	10-331
Table 11-38: 2018 baseline performance at A34 MacLean Way/A34 Birrell Way/A538 Bollin Valley Link (A34 Bollin Valley Roundabout) junction	10-332
Table 11-39: Future baseline performance at A34 MacLean Way/A34 Birrell Way/A538 Bollin Valley Link (A34 Bollin Valley Roundabout) junction	10-332
Table 11-40: 2018 baseline performance at A538 Altrincham Road/Mobberley Road junction	10-333
Table 11-41: Future baseline performance at A538 Altrincham Road/Mobberley Road junction	10-333
Table 11-42: 2018 baseline performance at Morley Green Road/Mobberley Road junction	10-334
Table 11-43: Future baseline performance at Morley Green Road/Mobberley Road junction	10-335
Table 11-44: 2018 baseline performance at A538 Altrincham Road/Morley Green Road junction	10-335
Table 11-45: Future baseline performance at A538 Altrincham Road/Morley Green Road junction	10-336
Table 11-47: Future baseline performance at A5034 Mereside Road/B5569 Chester Road/ A5034 Chester Road junction	10-336
Table 11-48: 2018 baseline performance at B5358 Wilmslow Road/B5358 Station Road junction	10-337
Table 11-49: Future baseline performance at B5358 Wilmslow Road/B5358 Station Road junction	10-337
Table 11-50: 2017 baseline performance at A538 Wilmslow Road/Mill Lane junction	10-338
Table 11-51: Future baseline performance at A538 Wilmslow Road/Mill Lane junction	10-338
Table 11-53: Future baseline performance at A556 southbound off-slip/B5569 Chester Road/Chester Road junction	10-339
Table 11-55: Future baseline performance at Castle Mill Lane/Back Lane junction	10-340

## Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

Table 11-56: 2017 baseline performance at Ashley Road/Back Lane/Mobberley Road/Cow Lane junction	10-340
Table 11-57: Future baseline performance at Ashley Road/Back Lane/Mobberley Road/Cow Lane junction	10-341
Table 11-59: Future baseline performance at A538 Wilmslow Road/Sunbank Lane junction	10-342
Table 11-60: 2018 baseline performance at A34 Handforth Bypass/B5094 Stanley Road junction	10-343
Table 11-61: 2031 future baseline performance at A34 Handforth Bypass/B5094 Stanley Road junction	10-344
Table 11-63: Future baseline performance at A538 Hale Road/Hasty Lane junction	10-344
Table 11-64: 2018 baseline performance at Chicago Avenue/Malaga Avenue junction	10-345
Table 11-65: Future baseline performance at Chicago Avenue/Malaga Avenue junction	10-345
Table 11-66: 2018 baseline performance at World Way/Chicago Avenue/Palma Avenue junction	10-346
Table 11-67: Future baseline performance at World Way/Chicago Avenue/Palma Avenue junction	10-347
Table 11-68: 2018 baseline performance at Tithebarn Road/High Elm Road/Chapel Lane junction	10-348
Table 11-69: Future baseline performance at Tithebarn Road/High Elm Road/Chapel Lane junction	10-348
Table 11-70: 2018 baseline performance at A538 Hale Road/Elmridge Drive junction	10-349
Table 11-71: Future baseline performance at A538 Hale Road/Elmridge Drive junction	10-349
Table 11-72: 2018 baseline performance at A538 Hale Road/Tithebarn Road junction	10-350
Table 11-73: 2031 future baseline performance at A538 Hale Road/Tithebarn Road junction	10-350
Table 11-74: 2018 baseline performance at A538 Hale Road/Shay Lane junction	10-351
Table 11-75: Future baseline performance at A538 Hale Road/Shay Lane junction	10-351
Table 11-76: 2017 baseline performance at Runger Lane/Thorley Lane junction	10-352
Table 11-77: Future baseline performance at Runger Lane/Thorley Lane junction (construction, existing layout)	10-353
Table 11-77.1: Future baseline performance at Runger Lane/Thorley Lane junction (operation, proposed layout)	10-353
Table 11-78: 2018 baseline performance at A5144 Delahays Road/A538 Hale Road/B5162 Park Road junction	10-354
Table 11-79: Future baseline performance at A5144 Delahays Road/A538 Hale Road/B5162 Park Road junction	10-355

## Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

Table 11-80: 2018 baseline performance at A538 Hale Road/Westminster Road junction	10-356
Table 11-81: Future baseline performance at A538 Hale Road/Westminster Road junction	10-356
Table 11-82: 2018 baseline performance at A5154 Delahays Road/Grove Lane junction	10-357
Table 11-83: Future baseline performance at A5154 Delahays Road/Grove Lane junction	10-357
Table 11-84: 2018 baseline performance at A56 Dunham Road/B5160 Park Road/B5160 Charcoal Road junction	10-358
Table 11-85: Future baseline performance at A56 Dunham Road/B5160 Park Road/B5160 Charcoal Road junction	10-359
Table 11-86: 2018 baseline performance at A538 Hale Road/Ashfield Road/Victoria Road junction	10-360
Table 11-87: Future baseline performance at A538 Hale Road/Ashfield Road/Victoria Road junction	10-360
Table 11-88: 2018 baseline performance at Whitecarr Lane/Roaring Gate Lane junction	10-361
Table 11-89: 2018 Future baseline performance at Whitecarr Lane/Roaring Gate Lane junction	10-362
Table 11-90: 2018 baseline performance at A5144 Thorley Lane/Clay Lane/Wood Lane junction	10-363
Table 11-91: Future baseline performance at A5144 Thorley Lane/Clay Lane/Wood Lane junction	10-363
Table 11-92: 2018 baseline performance at A56 Old Market Place/Kingsway junction	10-364
Table 11-93: Future baseline performance at A56 Old Market Place/Kingsway junction	10-365
Table 11-94: 2018 baseline performance at A560 Woodlands Road/B5164 Barrington Road junction	10-365
Table 11-95: Future baseline performance at A560 Woodlands Road/B5164 Barrington Road junction	10-366
Table 11-96: 2018 baseline performance at A560 Stockport Road/A538 Stockport Road/A560 Woodlands Road/Woodlands Parkway junction	10-367
Table 11-97: Future baseline performance at A560 Stockport Road/A538 Stockport Road/A560 Woodlands Road/Woodlands Parkway junction	10-367
Table 11-98: 2018 baseline performance at Oldfield Road/Gorse Lane junction	10-368
Table 11-99: Future baseline performance at Oldfield Road/Gorse Lane junction	10-368
Table 11-100: 2018 baseline performance at A560 Shaftesbury Avenue/A560 Stockport Road/Moss Lane/Wood Lane junction	10-369

## Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

Table 11-101: Future baseline performance at A560 Shaftesbury Avenue/A560 Stockport Road/Moss Lane/Wood Lane junction	10-370
Table 11-102: 2018 baseline performance at A56 Manchester Road/A56 Church Street/Oldfield Road junction	10-371
Table 11-103: Future baseline performance at A56 Manchester Road/A56 Church Street/Oldfield Road junction	10-371
Table 11-104: 2018 baseline performance at A56 Manchester Road/B5164 Barrington Road junction	10-372
Table 11-105: Future baseline performance at A56 Manchester Road/B5164 Barrington Road junction	10-373
Table 11-106: 2018 baseline performance at A560 Shaftesbury Avenue/Aimson Road East junction	10-373
Table 11-107: Future baseline performance at A560 Shaftesbury Avenue/Aimson Road East junction	10-374
Table 11-108: 2018 baseline performance at Moss Lane/Grove Lane junction	10-375
Table 11-109: Future baseline performance at Moss Lane/Grove Lane junction	10-375
Table 11-110: 2018 baseline performance at A56 Manchester Road/B5165 Park Road/Woodcote Road junction	10-376
Table 11-111: Future baseline performance at A56 Manchester Road/B5165 Park Road/Woodcote Road junction	10-376
Table 11-112: 2018 baseline performance at A56 Washway Road/Woodhouse Lane/Eastway junction	10-377
Table 11-113: Future baseline performance at A56 Washway Road/Woodhouse Lane/Eastway junction	10-378
Table 11-114: 2018 baseline performance at A56 Washway Road/A6144 Marsland Road/A6144 Harboro Way junction	10-379
Table 11-115: Future baseline performance at A56 Washway Road/A6144 Marsland Road/A6144 Harboro Way junction	10-379
Table 11-115.1: 2018 baseline performance at B5165 Park Road/Moss Lane junction	10-380
Table 11-115.2: Future baseline performance at B5165 Park Road/Moss Lane junction	10-380
Table 11-115.3: 2018 baseline performance at Roaring Gate Lane/Thorley Lane/Shay Lane junction	10-381
Table 11-115.4: Future baseline performance at Roaring Gate Lane/Thorley Lane/Shay Lane junction	10-382
Table 11-115.5: 2018 baseline performance at A538 Altrincham Road/Hawthorn Street junction	10-382
Table 11-115.6: Future baseline performance at A538 Altrincham Road/Hawthorn Street junction	10-383

## Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

Table 11-115.7: 2018 baseline performance at Moss Lane/Grove Lane/Bancroft Road/Clarence Road junction	10-384
Table 11-115.8: Future baseline performance at Moss Lane/Grove Lane/Bancroft Road/Clarence Road junction	10-384
Table 11-115.9: 2018 baseline performance at Manchester Road/Stanneylands Road/Dean Row Road junction	10-385
Table 11-115.10: Future baseline performance at Manchester Road/Stanneylands Road/Dean Row Road junction	10-386
Table 11-115.11: 2018 baseline performance at Ashley Road/Birkinheath Lane junction	10-386
Table 11-115.12: Future baseline performance at Ashley Road/Birkinheath Lane junction	10-387
Table 11-115.13: 2018 baseline performance at A538 Hale Road/High Elm Road junction	10-387
Table 11-115.14: Future baseline performance at A538 Hale Road/High Elm Road junction	10-388
Table 11-115.15: 2018 baseline performance at Thorley Lane/Sydney Avenue junction	10-388
Table 11-115.16: Future baseline performance at Thorley Lane/Sydney Avenue junction	10-388
Table 11-115.17: 2018 baseline performance at A56 Dunham Road/Regent Road/Booth Road junction	10-389
Table 11-115.18: Future baseline performance at A56 Dunham Road/Regent Road/Booth Road junction	10-390
Table 11-115.19: 2018 baseline performance at B5161 Langham Road/South Downs Road junction	10-391
Table 11-115.20: Future baseline performance at B5161 Langham Road/South Downs Road junction	10-391
Table 11-115.21: 2018 baseline performance at Thorley Lane/Palma Avenue junction	10-392
Table 11-115.22: Future baseline performance at Thorley Lane/Palma Avenue junction	10-392



## Junction operation

### MA06

- 10.3.44 Junction operation is reported in Section 11.4 of the main TA.
- 10.3.45 The operation of the key junctions has been assessed using the existing and future baseline traffic flows. The results are summarised in the following tables where they differ from or are in addition to the main TA. Where there are changes to infrastructure compared to the main TA, these are highlighted. Where no updates to junction operation are provided, junction operation is as described in Section 11.4 of the main TA.
- 10.3.46 Where a junction will be affected by construction of the AP2 revised scheme, future baseline results are included for 2031. Where a junction will be affected by the operation of the AP2 revised scheme, which is primarily due to changes in traffic as a result of infrastructure changes or changes in demand associated with the AP2 revised scheme, results are included for 2039 and 2051. Junctions affected by both construction and operation include results for all three assessment years.
- 10.3.47 The results are presented in the same order as presented in the main TA. Junctions that were not modelled in the main TA are provided at the end of the junction performance section from the B5165 Park Road/Moss Lane junction (Table 11-115.1) onwards.
- 10.3.48 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.

### M56 junction 6

#### Existing layout

- 10.3.49 Table 11-17 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 11-17 below replaces Table 11-17 of the main TA. The results for each lane of the western and eastern sides of the junction are included in Table 11-18 and Table 11-19.

**Table 11-17: 2017 baseline performance of key approaches at M56 junction 6**

Junction	Approach	Total flow, PCU/hr	Max DoS	Total Q, PCU
<b>2017 AM peak hour (08:00–09:00) baseline results</b>				
West	A538 Hale Road	992	89%	4
	Hotel Access	94	18%	0
	A538 Wilmslow Road	1,402	83%	31
	M56 off-slip	865	71%	5
East	Runger Lane	568	52%	13
	A538 Wilmslow Road (east)	1,051	70%	22

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

Junction	Approach	Total flow, PCU/hr	Max DoS	Total Q, PCU
	M56 off-slip	1,489	76%	32
	A538 Wilmslow Road (west)	1,078	56%	21
<b>2017 PM peak hour (17:00–18:00) baseline results</b>				
West	A538 Hale Road	630	53%	1
	Hotel Access	177	27%	0
	A538 Wilmslow Road	1,455	81%	23
	M56 off-slip	773	64%	5
East	Runger Lane	693	61%	13
	A538 Wilmslow Road (east)	1,160	75%	20
	M56 off-slip	1,468	72%	22
	A538 Wilmslow Road (west)	1,069	62%	19

10.3.50 The conclusions drawn in paragraphs 11.4.31 to 11.4.32 of the main TA are replaced by:

“In the 2017 baseline the assessment shows that the western junction operates close to capacity in the AM peak hour with a maximum DoS of 89% on the A538 Hale Road approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2017 baseline with a maximum DoS of 81% on the A538 Wilmslow Road approach with an associated queue length of 23 PCU.

The assessment show that the eastern junction operates within capacity in the 2017 baseline with a maximum DoS of 76% on the M56 off-slip approach in the AM peak hour with an associated queue length of 32 PCU. In the PM peak hour, the maximum DoS of 75% is on the A538 Wilmslow Road (east) approach with an associated queue length of 20 PCU.”

**Table 11-18: 2017 baseline performance at M56 junction 6 (west)**

Approach	Flow, PCU/hr	DoS	Q, PCU
<b>2017 AM peak hour (08:00–09:00) baseline results</b>			
A538 Hale Road (left and ahead)	992	89%	4
Hotel Access (left and ahead)	94	18%	0
A538 Wilmslow Road (nearside) (left and ahead)	799	83%	23
A538 Wilmslow Road (offside) (ahead)	603	63%	9
M56 off-slip (nearside) (left and ahead)	515	71%	5
M56 off-slip (offside) (ahead)	350	49%	1
<b>2017 PM peak hour (17:00–18:00) baseline results</b>			
A538 Hale Road (left and ahead)	630	53%	1
Hotel Access (left and ahead)	177	27%	0
A538 Wilmslow Road (nearside) (left and ahead)	884	81%	18
A538 Wilmslow Road (offside) (ahead)	571	52%	4
M56 off-slip (nearside) (left and ahead)	445	64%	3
M56 off-slip (offside) (ahead)	328	48%	2



**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

**Table 11-19: 2017 baseline performance at M56 junction 6 (east)**

Approach	Flow, PCU/hr	DoS	Q, PCU
<b>2017 AM peak hour (08:00-09:00) baseline results</b>			
Runger Lane (nearside) (ahead and left)	304	52%	7
Runger Lane (offside) (ahead)	264	46%	6
A538 Wilmslow Road (east) (nearside and centre 1) (left and ahead)	572	50%	14
A538 Wilmslow Road (east) (centre 2) (through, ahead)	57	70%	1
A538 Wilmslow Road (east) (offside) (through, ahead)	422	50%	7
M56 off-slip (nearside) (left)	169	18%	3
M56 off-slip (centre) (ahead and left)	594	62%	12
M56 off-slip (offside) (ahead)	726	76%	17
A538 Wilmslow Road (west) (nearside) (left and ahead)	433	56%	9
A538 Wilmslow Road (west) (offside) (ahead)	106	14%	2
A538 Wilmslow Road (west) (nearside) (through, ahead)	188	24%	3
A538 Wilmslow Road (west) (offside) (through, ahead)	351	45%	7
A538 Wilmslow Road eastbound internal link (nearside) (ahead)	570	51%	11
A538 Wilmslow Road eastbound internal link (offside) (ahead)	695	62%	10
A538 Wilmslow Road westbound internal link (nearside and centre) (ahead)	639	78%	7
A538 Wilmslow Road westbound internal link (offside) (ahead)	219	27%	6
<b>2017 PM peak hour (17:00-18:00) baseline results</b>			
Runger Lane (nearside) (ahead and left)	395	61%	8
Runger Lane (offside) (ahead)	298	47%	5
A538 Wilmslow Road (east) (nearside and centre 1) (left and ahead)	404	58%	7
A538 Wilmslow Road (east) (centre 2) (through, ahead)	190	27%	3
A538 Wilmslow Road (east) (offside) (through, ahead)	566	75%	10
M56 off-slip (nearside) (left)	336	33%	4
M56 off-slip (centre) (ahead and left)	402	39%	5
M56 off-slip (offside) (ahead)	730	72%	13
A538 Wilmslow Road (west) (nearside) (left and ahead)	408	62%	8
A538 Wilmslow Road (west) (offside) (ahead)	76	12%	1
A538 Wilmslow Road (west) (nearside) (through, ahead)	246	37%	4
A538 Wilmslow Road (west) (offside) (through, ahead)	339	52%	6
A538 Wilmslow Road eastbound internal link (nearside) (ahead)	624	63%	9

## Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

Approach	Flow, PCU/hr	DoS	Q, PCU
A538 Wilmslow Road eastbound internal link (offside) (ahead)	691	69%	9
A538 Wilmslow Road westbound internal link (nearside and centre) (ahead)	548	80%	13
A538 Wilmslow Road westbound internal link (offside) (ahead)	255	37%	4

### Manchester Airport Rainbow Works

- 10.3.51 As part of the Manchester Airport Rainbow Works scheme, which is due to be complete by 2039, the existing junction will be upgraded. This element of the upgrade is known as the Blue Works. The M56 junction 6 (east)/A538 Wilmslow Road/Runger Lane junction will be upgraded from a signal-controlled roundabout to a signal controlled crossroads with additional lanes on all approaches. The A538 Wilmslow Road between the western and eastern sides of the M56 junction 6 will be modified from two lanes in each direction to three lanes in each direction. These changes have been accounted for in the future baseline.
- 10.3.52 The M56 junction 6 (west)/A538 Wilmslow Road/A538 Hale Road junction will be upgraded by 2039 from a priority-controlled roundabout to a signal-controlled crossroads with additional lanes on all approaches, apart from the Hotel Access.
- 10.3.53 Table 11-20 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-20 and Table 11-20.1 below replace Table 11-20 of the main TA. These summarise performance for the main approaches, while the results for each lane of the western and eastern parts of the junction are included in Table 11-21 to Table 11-22.1.

**Table 11-20: 2031 Future baseline performance of key approaches at M56 junction 6 (no Rainbow Works)**

Junction/approach		Total flow, PCU/hr	DoS	Total Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>				
West	A538 Hale Road	832	83%	4
	Hotel Access	90	20%	0
	A538 Wilmslow Road	1,425	80%	30
	M56 off-slip	1,233	89%	16
East	Runger Lane	424	62%	11
	A538 Wilmslow Road (east)	1,314	98%	42
	M56 off-slip	1,833	92%	44
	A538 Wilmslow Road (west)	1,434	85%	38
<b>2031 PM peak hour (17:00–18:00)</b>				
West	A538 Hale Road	749	54%	1
	Hotel Access	168	28%	0
	A538 Wilmslow Road	1,690	89%	33
	M56 off-slip	896	71%	7

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

Junction/approach		Total flow, PCU/hr	DoS	Total Q, PCU
East	Runger Lane	587	68%	12
	A538 Wilmslow Road (east)	1,598	89%	33
	M56 off-slip	1,468	85%	28
	A538 Wilmslow Road (west)	1,144	52%	19

**Table 11-20.1: 2039 and 2051 Future baseline performance of key approaches at M56 junction 6 (with Rainbow Works)**

Junction/approach		Total flow, PCU/hr	DoS	Total Q, PCU	Total flow, PCU/hr	DoS	Total Q, PCU
		2039 AM peak hour (08:00-09:00)			2051 AM peak hour (08:00-09:00)		
West	A538 Hale Road	1,609	127%	239*	1,860	153%	425*
	Hotel Access	86	108%	11	96	121%	16
	A538 Wilmslow Road	1,068	71%	25	1,064	69%	23
	M56 off-slip	1,018	108%	50	1,034	107%	51
East	Runger Lane	740	75%	16	858	78%	19
	A538 Wilmslow Road (east)	1,063	101%	36	1,181	106%	60
	M56 off-slip	1,870	98%	41	1,946	99%	46
	A538 Wilmslow Road (west)	1,742	96%	51	1,921	95%	55
		2039 PM peak hour (17:00-18:00)			2051 PM peak hour (17:00-18:00)		
West	A538 Hale Road	809	81%	18	904	92%	25
	Hotel Access	163	77%	10	162	90%	11
	A538 Wilmslow Road	1,700	77%	33	1,728	87%	32
	M56 off-slip	798	80%	17	1,138	91%	26
East	Runger Lane	1,165	109%	70	1,510	140%	240*
	A538 Wilmslow Road (east)	1,558	143%	268*	1,588	140%	265*
	M56 off-slip	1,591	104%	74	1,428	105%	63
	A538 Wilmslow Road (west)	1,143	89%	35	1,481	87%	40

*\*The reported queue length provides only an indication of the level of queuing likely to be experienced at this junction as in practice some drivers may choose to modify their route or the timing of their journey to avoid the congestion.*

10.3.54 The conclusions drawn in paragraphs 11.4.36 to 11.4.41 of the main TA are replaced by:

“The assessment shows that the western junction operates close to capacity in the 2031 future baseline with a maximum DoS of 89% on the M56 off-slip approach in the AM peak hour with an associated queue length of 16 PCU. In the PM peak hour, the maximum DoS of 89% is on the A538 Wilmslow Road approach with an associated queue length of 33 PCU.

The assessment shows that the eastern junction operates close to capacity in the 2031 future baseline with a maximum DoS of 98% on the A538 Wilmslow Road (east) approach in the AM peak hour with an associated queue length of 42 PCU. In the PM peak hour, the maximum DoS of 89% is on the A538 Wilmslow Road (east) approach with an associated queue length of 33 PCU.

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

In the 2039 future baseline the assessment shows that the western junction operates over capacity in the AM peak hour with a maximum DoS of 127% on the A538 Hale Road approach with an associated queue length of 239 PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2039 future baseline with a maximum DoS of 81% on the A538 Hale Road approach with an associated queue length of 18 PCU.

The eastern junction operates over capacity in the 2039 future baseline with a maximum DoS of 101% on the A538 Wilmslow Road (east) approach in the AM peak hour with an associated queue length of 36 PCU. In the PM peak hour, the maximum DoS of 143% is on the A538 Wilmslow Road (east) approach with an associated queue length of 268 PCU.

In the 2051 future baseline the assessment shows that the western junction operates over capacity in the AM peak hour with a maximum DoS of 153% on the A538 Hale Road approach with an associated queue length of 425 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum DoS of 92% on the A538 Hale Road approach with an associated queue length of 25 PCU.

The eastern junction operates over capacity in the 2051 future baseline with a maximum DoS of 106% on the A538 Wilmslow Road (east) approach in the AM peak hour with an associated queue length of 60 PCU. In the PM peak hour, the maximum DoS of 140% is on both the Runger Lane and the A538 Wilmslow Road (east) approaches with associated queue lengths of 240 PCU and 265 PCU respectively.”

**Table 11-21: 2031 future baseline performance at M56 junction 6 (west) (no Rainbow Works)**

Approach	Flow, PCU/hr	DoS	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>			
A538 Hale Road (left and ahead)	832	83%	4
Hotel Access	90	20%	0
A538 Wilmslow Road (nearside) (left and ahead)	809	80%	22
A538 Wilmslow Road (offside) (ahead)	616	61%	8
M56 off-slip (nearside) (left and ahead)	673	89%	11
M56 off-slip (offside) (ahead)	560	75%	5
<b>2031 PM peak hour (17:00–18:00)</b>			
A538 Hale Road (left and ahead)	749	54%	1
Hotel Access	168	28%	0
A538 Wilmslow Road (nearside) (left and ahead)	944	89%	23
A538 Wilmslow Road (offside) (ahead)	746	71%	11
M56 off-slip (nearside) (left and ahead)	496	71%	4
M56 off-slip (offside) (ahead)	400	58%	2

**Table 11-21.1: 2031 future baseline performance at M56 junction 6 (east) (no Rainbow Works)**

Approach	Flow, PCU/hr	DoS	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>			
Runger Lane (nearside) (ahead and left)	251	62%	7

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

Approach	Flow, PCU/hr	DoS	Q, PCU
Runger Lane (offside) (ahead)	173	44%	4
A538 Wilmslow Road (east) (nearside and centre 1) (left and ahead)	678	98%	28
A538 Wilmslow Road (east) (centre 2) (through, ahead)	65	9%	1
A538 Wilmslow Road (east) (offside) (through, ahead)	571	77%	13
M56 off-slip (nearside) (left)	130	12%	2
M56 off-slip (centre) (ahead and left)	705	65%	14
M56 off-slip (offside) (ahead)	998	92%	29
A538 Wilmslow Road (west) (nearside) (left and ahead)	550	84%	16
A538 Wilmslow Road (west) (offside) (ahead)	125	20%	3
A538 Wilmslow Road (west) (nearside) (through, ahead)	199	30%	4
A538 Wilmslow Road (west) (offside) (through, ahead)	560	85%	16
A538 Wilmslow Road eastbound internal link (nearside) (ahead)	803	61%	17
A538 Wilmslow Road eastbound internal link (offside) (ahead)	954	73%	12
A538 Wilmslow Road westbound internal link (nearside and centre) (ahead)	679	99%	24
A538 Wilmslow Road westbound internal link (offside) (ahead)	211	31%	5
<b>2031 PM peak hour (17:00–18:00)</b>			
Runger Lane (nearside) (ahead and left)	333	68%	7
Runger Lane (offside) (ahead)	254	53%	5
A538 Wilmslow Road (east) (nearside and centre 1) (left and ahead)	644	77%	13
A538 Wilmslow Road (east) (centre 2) (through, ahead)	210	25%	3
A538 Wilmslow Road (east) (offside) (through, ahead)	744	89%	17
M56 off-slip (nearside) (left)	157	18%	2
M56 off-slip (centre) (ahead and left)	554	63%	9
M56 off-slip (offside) (ahead)	757	85%	17
A538 Wilmslow Road (west) (nearside) (left and ahead)	370	47%	6
A538 Wilmslow Road (west) (offside) (ahead)	79	10%	1
A538 Wilmslow Road (west) (nearside) (through, ahead)	286	36%	4
A538 Wilmslow Road (west) (offside) (through, ahead)	409	52%	7
A538 Wilmslow Road eastbound internal link (nearside) (ahead)	700	61%	10
A538 Wilmslow Road eastbound internal link (offside) (ahead)	752	65%	8
A538 Wilmslow Road westbound internal link (nearside and centre) (ahead)	787	96%	24
A538 Wilmslow Road westbound internal link (offside) (ahead)	255	31%	4

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

**Table 11-22: 2039 and 2051 future baseline performance at M56 junction 6 (west) (with Rainbow Works)**

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
	<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
A538 Hale Road (nearside) (left)	29	7%	1	31	8%	1
A538 Hale Road (centre 1 and 2) (ahead)	730	125%	106	874	151%	203
A538 Hale Road (centre 3 and offside) (right)	850	127%	133	955	153%	222
Hotel Access (left, ahead and right)	86	108%	11	96	121%	16
A538 Wilmslow Road (nearside and centre 1) (left)	380	42%	14	400	43%	13
A538 Wilmslow Road (centre 2 and 3) (ahead)	631	71%	9	606	69%	9
A538 Wilmslow Road (offside) (right)	57	14%	2	58	16%	1
M56 off-slip (left)	65	11%	0	55	9%	0
M56 off-slip (nearside) (ahead and right)	557	108%	45	608	107%	46
M56 off-slip (centre and offside) (right)	396	47%	5	371	42%	5
	<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
A538 Hale Road (nearside) (left)	21	4%	1	18	5%	1
A538 Hale Road (centre 1 and 2) (ahead)	377	54%	8	410	80%	10
A538 Hale Road (centre 3 and offside) (right)	411	81%	10	476	92%	14
Hotel Access (left, ahead and right)	163	77%	10	162	90%	11
A538 Wilmslow Road (nearside and centre 1) (left)	815	65%	14	932	85%	16
A538 Wilmslow Road (centre 2 and 3) (ahead)	814	77%	17	736	87%	14
A538 Wilmslow Road (offside) (right)	71	29%	2	60	23%	2
M56 off-slip (left)	130	23%	1	163	28%	1
M56 off-slip (nearside) (ahead and right)	331	80%	11	592	91%	20

**Table 11-22.1: 2039 and 2051 future baseline performance at M56 junction 6 (east) (with Rainbow Works)**

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
	<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
Runger Lane (nearside and centre 1) (left and ahead)	411	52%	6	487	66%	8
Runger Lane (centre 2) (ahead)	118	37%	3	152	47%	4

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
Runger Lane (centre 3 and offside) (right)	211	75%	7	219	78%	7
A538 Wilmslow Road (east) (right)	774	101%	29	850	106%	52
A538 Wilmslow Road (east) (nearside and centre) (left and ahead)	39	8%	1	36	7%	1
A538 Wilmslow Road (east) (offside) (ahead)	250	58%	6	295	67%	8
M56 off-slip (nearside and centre 1) (left and ahead)	702	78%	13	720	87%	13
M56 off-slip (centre 2) (ahead)	262	53%	6	310	62%	8
M56 off-slip (centre 3 and offside) (right)	906	98%	22	916	99%	25
A538 Wilmslow Road (west) left-turn slip to Runger Lane	274	28%	0	314	31%	0
A538 Wilmslow Road (west) (nearside) (left)	273	66%	7	312	74%	8
A538 Wilmslow Road (west) (centre 1) (left)	273	66%	7	312	74%	8
A538 Wilmslow Road (west) (centre 2) (ahead)	295	96%	13	290	92%	11
A538 Wilmslow Road (west) (centre 3) (ahead)	295	96%	13	290	92%	11
A538 Wilmslow Road (west) (offside) (right)	332	91%	11	403	95%	16
	<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
Runger Lane (nearside and centre 1) (left and ahead)	549	109%	43	663	140%	132
Runger Lane (centre 2) (ahead)	278	86%	9	396	111%	37
Runger Lane (centre 3 and offside) (right)	338	101%	18	451	127%	72
A538 Wilmslow Road (east) (right)	1,258	143%	261	1,295	140%	258
A538 Wilmslow Road (east) (nearside and centre) (left and ahead)	134	26%	3	105	19%	2
A538 Wilmslow Road (east) (offside) (ahead)	166	36%	4	188	38%	4
M56 off-slip (nearside and centre 1) (left and ahead)	747	104%	47	701	105%	46
M56 off-slip (centre 2) (ahead)	61	13%	1	80	21%	2
M56 off-slip (centre 3 and offside) (right)	783	98%	26	647	91%	14
A538 Wilmslow Road (west) left-turn slip to Runger Lane	159	16%	0	259	28%	0
A538 Wilmslow Road (west) (nearside) (left)	158	43%	5	259	68%	8

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A538 Wilmslow Road (west) (centre 1) (left)	158	43%	5	259	68%	8
A538 Wilmslow Road (west) (centre 2) (ahead)	257	89%	11	262	87%	10
A538 Wilmslow Road (west) (centre 3) (ahead)	257	89%	11	262	87%	10
A538 Wilmslow Road (west) (offside) (right)	154	52%	4	180	58%	4

## Enterprise Way/Outwood Lane West/World Way

10.3.55 Table 11-23 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-23 below replaces Table 11-23 of the main TA.

**Table 11-23: 2018 baseline performance at Enterprise Way/Outwood Lane West/World Way junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
Enterprise Way*	-	-	-
Outwood Lane West	460	46%	0
World Way	497	25%	0
A555 Airport Spur eastbound off-slip	1,361	68%	0
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
Enterprise Way*	-	-	-
Outwood Lane West	422	35%	0
World Way	565	28%	0
A555 Airport Spur eastbound off-slip	1,062	53%	0

\*The Enterprise Way approach did not exist at this time and so is not reported.

10.3.56 The conclusions drawn in paragraph 11.4.43 of the main TA remain unchanged.

10.3.57 Table 11-24 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-24 below replaces Table 11-24 of the main TA.

**Table 11-24: Future baseline performance at Enterprise Way/Outwood Lane West/World Way junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
Enterprise Way	371	37%	0	513	49%	0	586	53%	1
Outwood Lane West*	-	-	-	-	-	-	-	-	-
World Way	1,461	70%	1	1,350	71%	1	1,667	90%	2



## Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A555 Airport Spur eastbound off-slip	1,416	109%	9	1,524	117%	9	1,257	122%	9
	<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
Enterprise Way	741	91%	4	540	105%	8	484	108%	8
Outwood Lane West*	-	-	-	-	-	-	-	-	-
World Way	1,368	95%	5	1,519	86%	2	1,796	94%	3
A555 Airport Spur eastbound off-slip	1,601	101%	8	1,859	101%	6	1,773	106%	8

\* The Outwood Lane West approach is a minor arm in the future baseline and is not included within the SATURN model.

10.3.58 The conclusions drawn in paragraphs 11.4.46 to 11.4.48 of the main TA are replaced by:

“This junction operates over capacity in the 2031 future baseline with a maximum VoC of 109% on the A555 Airport Spur eastbound off-slip approach with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 101% is on the A555 Airport Spur eastbound off-slip approach with a queue length of eight PCU.

This junction operates over capacity in the 2039 future baseline with a maximum VoC of 117% on the A555 Airport Spur eastbound off-slip approach with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 105% is on the Enterprise Way approach with a queue length of eight PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 122% on the A555 Airport Spur eastbound off-slip approach with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 108% is on the Enterprise Way approach with a queue length of eight PCU.”

### A56 Dunham Road/A556/A556 Chester Road/A56 Lymm Road (Bowdon Roundabout)

10.3.59 Table 11-25 of the main TA summarises the operation of the junction for the 2020 existing baseline AM and PM peak hours. Table 11-25 below replaces Table 11-25 of the main TA.

**Table 11-25: 2020 baseline performance at A56 Dunham Road/A556/A556 Chester Road/A56 Lymm Road (Bowdon Roundabout) junction**

Approach	Flow, PCU/hr	DoS	Q, PCU
<b>2020 AM peak hour (08:00–09:00) baseline results</b>			
A56 Durham Road (nearside) (left and ahead)	627	42%	6
A56 Durham Road (offside) (ahead and right)	644	43%	6
A556 (internal northbound) (nearside)	872	78%	3
A556 (internal northbound) (offside)	16	2%	0
A556 Chester Road (nearside and centre) (left and ahead)	599	63%	8

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

Approach	Flow, PCU/hr	DoS	Q, PCU
A556 Chester Road (offside) (ahead)	11	2%	0
A56 Lymm Road (left and ahead)	565	67%	4
A556 (internal southbound) (nearside)	510	85%	16
A556 (internal southbound) (offside)	513	86%	16
M56 westbound off-slip (nearside)	39	4%	1
M56 westbound off-slip (offside)	888	87%	25
Yarwoodheath Lane (left, ahead and right)	0	0	0
<b>2020 PM peak hour (17:00–18:00) baseline results</b>			
A56 Durham Road (nearside) (left and ahead)	836	53%	8
A56 Durham Road (offside) (ahead and right)	855	53%	8
A556 (internal northbound) (nearside)	905	86%	6
A556 (internal northbound) (offside)	11	1%	0
A556 Chester Road (nearside and centre) (left and ahead)	699	84%	12
A556 Chester Road (offside) (ahead)	18	4%	0
A56 Lymm Road (left and ahead)	345	43%	2
A556 (internal southbound) (nearside)	647	96%	25
A556 (internal southbound) (offside)	646	96%	25
M56 westbound off-slip (nearside)	78	8%	1
M56 westbound off-slip (offside)	915	97%	34
Yarwoodheath Lane (left, ahead and right)	7	2%	0

10.3.60 The conclusions drawn in paragraph 11.4.50 of the main TA are replaced by:

“The assessment shows that this junction operates close to capacity in the 2020 baseline with a maximum DoS of 87% on the M56 westbound off-slip (offside) approach in the AM peak hour with an associated queue length of 25 PCU. In the PM peak hour, the maximum DoS of 97% is on the M56 westbound off-slip (offside) approach with an associated queue length of 34 PCU.”

10.3.61 Table 11-26 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-26 below replaces Table 11-26 of the main TA.

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

**Table 11-26: Future baseline performance at A56 Dunham Road/A556/A556 Chester Road/A56 Lymm Road (Bowdon Roundabout) junction**

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
	<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
A56 Durham Road (nearside) (left and ahead)	827	54%	9	867	58%	10	1004	66%	13
A56 Durham Road (offside) (ahead and right)	846	55%	9	882	58%	10	1026	67%	13
A556 (internal northbound) (nearside)	822	79%	2	808	79%	3	831	71%	1
A556 (internal northbound) (offside)	16	2%	0	16	2%	0	8	1%	0
A556 Chester Road (nearside and centre) (left and ahead)	574	52%	7	554	49%	7	524	58%	7
A556 Chester Road (offside) (ahead)	11	2%	0	7	1%	0	3	1%	0
A56 Lymm Road (left and ahead)	584	68%	4	595	67%	4	545	61%	3
A556 (internal southbound) (nearside)	682	94%	24	717	96%	27	844	105%	53
A556 (internal southbound) (offside)	683	94%	24	717	96%	27	844	105%	53
M56 westbound off-slip (nearside)	41	5%	1	37	4%	1	36	4%	1
M56 westbound off-slip (offside)	838	94%	29	824	95%	29	839	103%	46
Yarwoodheath Lane (left, ahead and right)	0	0%	0	0	0%	0	0	0%	0
	<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
A56 Durham Road (nearside) (left and ahead)	910	58%	9	923	59%	9	942	60%	9
A56 Durham Road (offside) (ahead and right)	926	58%	9	940	59%	9	960	60%	10
A556 (internal northbound) (nearside)	1,056	93%	13	1,047	99%	37	1,088	106%	61
A556 (internal northbound) (offside)	12	1%	0	10	1%	0	10	1%	0
A556 Chester Road (nearside and centre) (left and ahead)	693	87%	12	716	82%	12	689	79%	11
A556 Chester Road (offside) (ahead)	17	4%	0	15	3%	0	13	3%	0
A56 Lymm Road (left and ahead)	396	52%	3	410	57%	3	436	60%	4

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A556 (internal southbound) (nearside)	722	110%	61	734	109%	58	752	115%	76
A556 (internal southbound) (offside)	723	111%	61	733	109%	58	754	115%	77
M56 westbound off-slip (nearside)	91	9%	1	76	8%	1	75	8%	1
M56 westbound off-slip (offside)	1,068	111%	91	1,057	112%	94	1,098	114%	106
Yarwoodheath Lane (left, ahead and right)	0	0%	0	0	0%	0	0	0%	0

10.3.62 The conclusions drawn in paragraphs 11.4.52 to 11.4.54 of the main TA are replaced by:

“In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum DoS of 94% on both the A556 (internal southbound) (nearside and offside) and the M56 westbound off-slip (offside) approaches with associated queue lengths of 24 PCU and 29 PCU respectively. In the PM peak hour, the assessment shows this junction is over capacity in the 2031 future baseline with a maximum DoS of 111% on both the A556 (internal southbound) (offside) and the M56 westbound off-slip (offside) approaches with associated queue lengths of 61 PCU and 91 PCU respectively.

In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum DoS of 96% on both the A556 (internal southbound) (nearside and offside) approaches with an associated queue length of 27 PCU. In the PM peak hour, the assessment shows this junction is over capacity in the 2039 future baseline with a maximum DoS of 112% on the M56 westbound off-slip (offside) approach with an associated queue length of 94 PCU.

This junction operates over capacity in the 2051 future baseline with a maximum DoS of 105% on the A556 (internal southbound) (nearside and offside) approach in the AM peak hour with an associated queue length of 53 PCU. In the PM peak hour, the maximum DoS of 115% is on both the A556 (internal southbound) (nearside and offside) approaches with associated queue lengths of 76 PCU and 77 PCU respectively.”

### **Enterprise Way/Thorley Lane/Bailey Lane**

10.3.63 Table 11-27 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-27 below replaces Table 11-27 of the main TA.

**Table 11-27: 2018 baseline performance at Enterprise Way/Thorley Lane/Bailey Lane junction**

<b>Approach</b>	<b>Flow, PCU/hr</b>	<b>VoC</b>	<b>Q, PCU</b>
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
Bailey Lane	416	63%	2
Thorley Lane (east)	924	64%	1
Thorley Lane (west)	588	31%	0
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
Bailey Lane	435	75%	3
Thorley Lane (east)	916	72%	3
Thorley Lane (west)	912	48%	0

10.3.64 The conclusions drawn in paragraphs 11.4.56 to 11.4.58 of the main TA are replaced by:

“In the 2018 baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 75% on the Bailey Lane approach with an associated queue length of three PCU.

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**  
 SES2 and AP2 ES Volume 5, Appendix: TR-002-00006  
 Traffic and transport  
 MA06, MA07 and MA08  
 Transport Assessment Part 2 Addendum – Report 4 of 7

The former junction was upgraded in 2017 to accommodate a new road, Enterprise Way. The improvements altered the layout of the Thorley Lane/Bailey Lane junction to provide a three-arm signal-controlled junction at Enterprise Way/Thorley Lane and a new two-arm priority controlled (give-way) junction at Enterprise Way/Bailey Lane. The assessment takes into account the completed changes in the future baseline.”

10.3.65 Tables 11-28 to 11-29 of the main TA summarise the future year baseline performance and the results for the AM and PM peak hours. Table 11-28 and Table 11-29 below replace Tables 11-28 to 11-29 of the main TA. As the junction is affected by the operation of the AP2 revised scheme and not construction, future baseline results are presented for 2039 and 2051 only.

**Table 11-28 : Future baseline performance at Enterprise Way/Thorley Lane junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
Enterprise Way (north)	495	23%	3	575	27%	3
Enterprise Way (south)	1,085	45%	10	1,114	46%	10
Thorley Lane	770	92%	16	791	94%	16
	<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
Enterprise Way (north)	931	62%	12	1,045	66%	13
Enterprise Way (south)	640	50%	10	500	39%	8
Thorley Lane	779	33%	10	774	33%	9

**Table 11-29: Future baseline performance at Enterprise Way/Bailey Lane junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
Bailey Lane	216	122%	4	218	137%	4
Enterprise Way (south)	1,489	40%	0	1,543	41%	0
	<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
Bailey Lane	111	34%	0	128	36%	0
Enterprise Way (south)	1,183	32%	0	1,088	30%	0

10.3.66 The conclusions drawn in paragraphs 11.4.59 to 11.4.60 of the main TA are replaced by:

“In the 2039 future baseline, the assessment shows that Enterprise Way/Thorley Lane junction operates close to capacity in the AM peak hour with a maximum VoC of 92% on Thorley Lane approach with an associated queue length of 16 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline. The Enterprise Way/Bailey Lane junction operates over capacity in the AM peak hour with a maximum VoC of 122% on the Bailey Lane approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

In the 2051 future baseline, the assessment shows that Enterprise Way/Thorley Lane junction operates close to capacity in the AM peak hour with a maximum VoC of 94% on

Thorley Lane approach with an associated queue length of 16 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline. The Enterprise Way/Bailey Lane junction operates over capacity in the AM peak hour with a maximum VoC of 137% on the Bailey Lane approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline.”

## B5086 Knutsford Road/B5085 Brook Lane/Russet Way/B5085 Knutsford Road

10.3.67 Table 11-30 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-30 below replaces Table 11-30 of the main TA.

**Table 11-30: 2018 baseline performance at B5086 Knutsford Road/B5085 Brook Lane/Russet Way/B5085 Knutsford Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
B5086 Knutsford Road (north)	93	10%	0
B5085 Brook Lane	725	72%	0
Russet Way*	-	-	-
B5085 Knutsford Road (west)	356	52%	0
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
B5086 Knutsford Road (north)	130	16%	0
B5085 Brook Lane	105	11%	0
Russet Way*	-	-	-
B5085 Knutsford Road (west)	507	48%	0

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

10.3.68 The conclusions drawn in paragraph 11.4.62 of the main TA remain unchanged.

10.3.69 Table 11-31 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-31 below replaces Table 11-31 of the main TA.

**Table 11-31: Future baseline performance at B5086 Knutsford Road/B5085 Brook Lane/Russet Way/B5085 Knutsford Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
			<b>2039 AM peak hour (08:00–09:00)</b>		<b>2051 AM peak hour (08:00–09:00)</b>	
B5086 Knutsford Road (north)	174	18%	0	168	18%	0
B5085 Brook Lane	882	86%	0	1,030	100%	2
Russet Way*	-	-	-	-	-	-
B5085 Knutsford Road (west)	272	44%	0	459	90%	3
			<b>2039 PM peak hour (17:00–18:00)</b>		<b>2051 PM peak hour (17:00–18:00)</b>	
B5086 Knutsford Road (north)	51	6%	0	57	7%	0
B5085 Brook Lane	113	11%	0	180	17%	0

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Russet Way*	-	-	-	-	-	-
B5085 Knutsford Road (west)	446	42%	0	485	47%	0

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

10.3.70 The conclusions drawn in paragraphs 11.4.64 to 11.4.65 of the main TA are replaced by:

“In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 86% on the B5085 Brook Lane approach with no queue. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 100% on the B5085 Brook Lane approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline.”

### **B5086 Alderley Road/B5086 Knutsford Road/Alderley Road/Alderley Lodge/Bedells Lane (B5086 Fulshaw Cross Roundabout)**

10.3.71 Table 11-32 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-32 below replaces Table 11-32 of the main TA.

**Table 11-32: 2018 baseline performance at B5086 Alderley Road/B5086 Knutsford Road/Alderley Road/Alderley Lodge/Bedells Lane (B5086 Fulshaw Cross Roundabout) junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
B5086 Alderley Road	724	99%	8
Alderley Road	140	105%	5
B5086 Knutsford Road	682	67%	1
Bedells Lane	700	98%	6
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
B5086 Alderley Road	707	63%	1
Alderley Road	561	83%	2
B5086 Knutsford Road	150	18%	0
Bedells Lane	596	53%	0

10.3.72 The conclusions drawn in paragraph 11.4.67 of the main TA are replaced by:

“In the 2018 baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 105% on the Alderley Road approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 83% on the Alderley Road approach with an associated queue length of two PCU.”



**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**  
 SES2 and AP2 ES Volume 5, Appendix: TR-002-00006  
 Traffic and transport  
 MA06, MA07 and MA08  
 Transport Assessment Part 2 Addendum – Report 4 of 7

10.3.73 Table 11-33 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-33 below replaces Table 11-33 of the main TA.

**Table 11-33: Future baseline performance at B5086 Alderley Road/B5086 Knutsford Road/Alderley Road/Alderley Lodge/Bedells Lane (B5086 Fulshaw Cross Roundabout) junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
B5086 Alderley Road	733	97%	7	732	98%	8	751	92%	5
Alderley Road	160	108%	5	167	109%	5	137	114%	5
B5086 Knutsford Road	690	68%	1	765	71%	1	988	94%	4
Bedells Lane	708	99%	8	661	91%	4	456	98%	6
	<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
B5086 Alderley Road	761	71%	1	774	72%	1	860	83%	2
Alderley Road	609	90%	3	648	93%	3	544	104%	9
B5086 Knutsford Road	61	8%	0	119	17%	0	167	21%	0
Bedells Lane	711	61%	1	652	60%	1	707	63%	1

10.3.74 The conclusions drawn in paragraphs 11.4.69 to 11.4.71 of the main TA are replaced by:

“In the 2031 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 108% on the Alderley Road approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 90% on the Alderley Road approach with an associated queue length of three PCU.

In the 2039 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 109% on the Alderley Road approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 93% on the Alderley Road approach with an associated queue length of three PCU.

The junction operates over capacity in the 2051 future baseline with a maximum VoC of 114% on the Alderley Road approach in the AM peak hour with an associated queue length of five PCU. In the PM peak hour, the maximum VoC of 104% on the Alderley Road approach with an associated queue length of nine PCU.”

## A538 Water Lane/A538 Alderley Road/B5086 Alderley Road

10.3.75 Table 11-34 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-34 below replaces Table 11-34 of the main TA.

**Table 11-34: 2018 baseline performance at A538 Water Lane/A538 Alderley Road/B5086 Alderley Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
A538 Alderley Road	1,233	75%	17
B5086 Alderley Road	726	55%	14
A538 Water Lane	368	51%	9
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
A538 Alderley Road	1,086	78%	17
B5086 Alderley Road	598	48%	13
A538 Water Lane	460	48%	11

10.3.76 The conclusions drawn in paragraph 11.4.73 of the main TA are replaced by:

“The assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 75% on the A538 Alderley Road approach in the AM peak hour with an associated queue length of 17 PCU. In the PM peak hour, the maximum VoC of 78% is on the A538 Alderley Road approach with an associated queue length of 17 PCU.”

10.3.77 Table 11-35 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-35 below replaces Table 11-35 of the main TA.

**Table 11-35: Future baseline performance at A538 Water Lane/A538 Alderley Road/B5086 Alderley Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>			
A538 Alderley Road	1,233	76%	17	1,233	78%	17	1,233	77%	17
B5086 Alderley Road	766	58%	15	778	59%	15	994	75%	19
A538 Water Lane	365	50%	9	370	51%	9	374	51%	9
<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>			
A538 Alderley Road	1,134	82%	18	1,131	83%	18	1,217	89%	19
B5086 Alderley Road	615	50%	13	633	51%	13	635	51%	13
A538 Water Lane	441	46%	10	482	51%	11	490	52%	11

10.3.78 The conclusions drawn in paragraphs 11.4.75 to 11.4.77 of the main TA are replaced by:

“The assessment shows that this junction operates within capacity in the 2031 future baseline with a maximum VoC of 76% on the A538 Alderley Road approach in the AM peak

hour with an associated queue length of 17 PCU. In the PM peak hour, the maximum VoC of 82% is on the A538 Alderley Road approach with an associated queue length of 18 PCU.

The assessment shows that this junction operates within capacity in the 2039 future baseline with a maximum VoC of 78% on the A538 Alderley Road approach in the AM peak hour with an associated queue length of 17 PCU. In the PM peak hour, the maximum VoC of 83% is on the A538 Alderley Road approach with an associated queue length of 18 PCU.

In the 2051 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 77% on the A538 Alderley Road approach with an associated queue length of 17 PCU. In the PM peak hour, the assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 89% on the A538 Alderley Road approach with an associated queue length of 19 PCU.”

### **A538 Manchester Road/Station Road/A538 Alderley Road**

10.3.79 Table 11-36 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-36 below replaces Table 11-36 of the main TA.

**Table 11-36: 2018 baseline performance at A538 Manchester Road/Station Road/A538 Alderley Road junction**

<b>Approach</b>	<b>Flow, PCU/hr</b>	<b>VoC</b>	<b>Q, PCU</b>
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
A538 Manchester Road	921	77%	15
Station Road	280	44%	6
Station Road (left slip)	259	105%	5
A538 Alderley Road	882	71%	13
Swan Street	79	16%	2
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
A538 Manchester Road	774	64%	12
Station Road	0	0	0
Station Road (left slip)	310	89%	3
A538 Alderley Road	1,058	77%	14
Swan Street	2	0	0

10.3.80 The conclusions drawn in paragraph 11.4.79 of the main TA are replaced by:

“In the 2018 baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 105% on the Station Road (left slip) approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 89% on the Station Road (left slip) approach with an associated queue length of three PCU.”

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**  
 SES2 and AP2 ES Volume 5, Appendix: TR-002-00006  
 Traffic and transport  
 MA06, MA07 and MA08  
 Transport Assessment Part 2 Addendum – Report 4 of 7

10.3.81 Table 11-37 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-37 below replaces Table 11-37 of the main TA.

**Table 11-37: Future baseline performance at A538 Manchester Road/Station Road/A538 Alderley Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
A538 Manchester Road	929	80%	15	927	83%	15	930	81%	15
Station Road	2	0	0	15	2%	0	7	1%	0
Station Road (left slip)	226	104%	5	221	101%	5	176	102%	5
A538 Alderley Road	897	73%	13	944	77%	14	909	74%	13
Swan Street	155	31%	4	151	30%	3	264	53%	6
	<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
A538 Manchester Road	883	73%	14	888	76%	14	930	80%	15
Station Road	2	0	0	2	0%	0	2	0%	0
Station Road (left slip)	251	84%	2	243	82%	2	273	102%	5
A538 Alderley Road	1,053	77%	14	1,110	81%	15	1,117	82%	15
Swan Street	2	1%	0	2	1%	0	21	5%	1

10.3.82 The conclusions drawn in paragraph 11.4.81 of the main TA are replaced by:

“In the 2031 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 104% on the Station Road (left slip) approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2031 future baseline with a maximum VoC of 84% on the Station Road (left slip) approach with an associated queue length of two PCU.

In the 2039 future baseline the assessment shows that this junction over capacity in the AM peak hour with a maximum VoC of 101% on the Station Road (left slip) approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2039 future baseline with a maximum VoC of 82% on the Station Road (left slip) approach with an associated queue length of two PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 102% on the Station Road (left slip) approach in the AM peak hour with an associated queue

length of five PCU. In the PM peak hour, the maximum VoC of 102% is on the Station Road (left slip) approach with an associated queue length of five PCU.”

### A34 MacLean Way/A34 Birrell Way/A538 Bollin Valley Link (A34 Bollin Valley Roundabout)

10.3.83 Table 11-38 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-38 below replaces Table 11-38 of the main TA.

**Table 11-38: 2018 baseline performance at A34 MacLean Way/A34 Birrell Way/A538 Bollin Valley Link (A34 Bollin Valley Roundabout) junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
A34 MacLean Way	1,969	101%	8
A34 Birrell Way	862	74%	1
A538 Bollin Valley Link	1,034	45%	0
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
A34 MacLean Way	1,749	88%	1
A34 Birrell Way	756	56%	1
A538 Bollin Valley Link	1,448	62%	0

10.3.84 The conclusions drawn in paragraph 11.4.83 of the main TA are replaced by:

“In the 2018 baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on the A34 MacLean Way approach with an associated queue length of eight PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 88% on the A34 MacLean Way approach with an associated queue length of one PCU.”

10.3.85 Table 11-39 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-39 below replaces Table 11-39 of the main TA.

**Table 11-39: Future baseline performance at A34 MacLean Way/A34 Birrell Way/A538 Bollin Valley Link (A34 Bollin Valley Roundabout) junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>			
A34 MacLean Way	2,109	102%	7	2,074	102%	7
A34 Birrell Way	1,130	92%	3	1,274	100%	10
A538 Bollin Valley Link	1,391	65%	1	1,403	66%	1
<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>			
A34 MacLean Way	1,975	92%	1	2,052	98%	4
A34 Birrell Way	918	77%	1	981	88%	3
A538 Bollin Valley Link	1,523	75%	1	1,521	78%	1

10.3.86 The conclusions drawn in paragraphs 11.4.85 to 11.4.86 of the main TA are replaced by:

“In the 2039 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 102% on the A34 MacLean Way approach with an associated queue length of seven PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 92% on the A34 MacLean Way approach with an associated queue length of one PCU.

In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 102% on the A34 MacLean Way approach with an associated queue length of seven PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 98% on the A34 MacLean Way approach with an associated queue length of four PCU.”

### **A538 Altrincham Road/Mobberley Road**

10.3.87 Table 11-40 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-40 below replaces Table 11-40 of the main TA.

**Table 11-40: 2018 baseline performance at A538 Altrincham Road/Mobberley Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
A538 Altrincham Road (north)	1,045	79%	0
A538 Altrincham Road (south)	988	50%	0
Mobberley Road	377	100%	6
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
A538 Altrincham Road (north)	1,123	78%	0
A538 Altrincham Road (south)	757	39%	0
Mobberley Road	199	59%	1

10.3.88 The conclusions drawn in paragraph 11.4.88 of the main TA are replaced by:

“In the 2018 baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 100% on the Mobberley Road approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 78% on the A538 Altrincham Road (north) approach with no queue.”

10.3.89 Table 11-41 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-41 below replaces Table 11.41 of the main TA.

**Table 11-41: Future baseline performance at A538 Altrincham Road/Mobberley Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>			
A538 Altrincham Road (north)	920	64%	0

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**  
 SES2 and AP2 ES Volume 5, Appendix: TR-002-00006  
 Traffic and transport  
 MA06, MA07 and MA08  
 Transport Assessment Part 2 Addendum – Report 4 of 7

Approach	Flow, PCU/hr	VoC	Q, PCU
A538 Altrincham Road (south)	1,030	53%	0
Mobberley Road	332	92%	3
<b>2031 PM peak hour (17:00-18:00)</b>			
A538 Altrincham Road (north)	1,236	84%	0
A538 Altrincham Road (south)	830	42%	0
Mobberley Road	217	52%	0

10.3.90 The conclusions drawn in paragraph 11.4.90 of the main TA are replaced by:

“In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 92% on the Mobberley Road approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2031 future baseline with a maximum VoC of 84% on the A538 Altrincham Road (north) approach with no queue.”

### Morley Green Road/Mobberley Road

10.3.91 Table 11-42 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-42 below replaces Table 11-42 of the main TA.

**Table 11-42: 2018 baseline performance at Morley Green Road/Mobberley Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00-09:00) baseline results</b>			
Morley Green Road	236	67%	1
Mobberley Road (east)	193	10%	0
Unnamed road*	-	-	-
Mobberley Road (west)	633	33%	0
<b>2018 PM peak hour (17:00-18:00) baseline results</b>			
Morley Green Road	386	89%	1
Mobberley Road (east)	164	8%	0
Unnamed road*	-	-	-
Mobberley Road (west)	610	32%	0

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

10.3.92 The conclusions drawn in paragraph 11.4.92 of the main TA are replaced by:

“In the 2018 baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 89% on the Morley Green Road approach with an associated queue length of one PCU.”

10.3.93 Table 11-43 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-43 below replaces Table 11-43 of the main TA.

**Table 11-43: Future baseline performance at Morley Green Road/Mobberley Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>			
Morley Green Road	239	62%	1
Mobberley Road (east)	146	7%	0
Unnamed road*	-	-	-
Mobberley Road (west)	585	30%	0
<b>2031 PM peak hour (17:00–18:00)</b>			
Morley Green Road	330	77%	1
Mobberley Road (east)	150	8%	0
Unnamed road*	-	-	-
Mobberley Road (west)	567	30%	0

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

10.3.94 The conclusions drawn in paragraph 11.4.94 of the main TA are replaced by:

“In the 2031 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2031 future baseline with a maximum VoC of 77% on the Morley Green Road approach with an associated queue length of one PCU.”

### **A538 Altrincham Road/Morley Green Road**

10.3.95 Table 11-44 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-44 below replaces Table 11-44 of the main TA.

**Table 11-44: 2018 baseline performance at A538 Altrincham Road/Morley Green Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
A538 Altrincham Road (east)	1,259	64%	0
Morley Green Road	256	107%	5
A538 Altrincham Road (west)	1,288	59%	5
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
A538 Altrincham Road (east)	857	44%	0
Morley Green Road	411	105%	5
A538 Altrincham Road (west)	1,524	65%	5

10.3.96 The conclusions drawn in paragraph 11.4.96 of the main TA are replaced by:

“This junction operates over capacity in the 2018 baseline with a maximum VoC of 107% on the Morley Green Road approach in the AM peak hour with an associated queue length of five PCU. In the PM peak hour, the maximum VoC of 105% is on the Morley Green Road approach with a queue length of five PCU.”



**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**  
 SES2 and AP2 ES Volume 5, Appendix: TR-002-00006  
 Traffic and transport  
 MA06, MA07 and MA08  
 Transport Assessment Part 2 Addendum – Report 4 of 7

10.3.97 Table 11-45 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-45 below replaces Table 11-45 of the main TA.

**Table 11-45: Future baseline performance at A538 Altrincham Road/Morley Green Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>			
A538 Altrincham Road (east)	1,251	64%	0
Morley Green Road	253	104%	5
A538 Altrincham Road (west)	1,165	53%	5
<b>2031 PM peak hour (17:00–18:00)</b>			
A538 Altrincham Road (east)	1,005	51%	0
Morley Green Road	349	104%	5
A538 Altrincham Road (west)	1,578	69%	5

10.3.98 The conclusions drawn in paragraph 11.4.98 of the main TA are replaced by:

“This junction operates over capacity in the 2031 future baseline with a maximum VoC of 104% on the Morley Green Road approach in the AM peak hour with an associated queue length of five PCU. In the PM peak hour, the maximum VoC of 104% is on the Morley Green Road approach with a queue length of five PCU.”

### **A5034 Mereside Road/A5034 Chester Road/B5569 Chester Road**

10.3.99 Table 11-47 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-47 below replaces Table 11-47 of the main TA.

**Table 11-47: Future baseline performance at A5034 Mereside Road/B5569 Chester Road/ A5034 Chester Road junction**

Approach	Flow, PCU/hr	RFC	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>			
A5034 Chester Road (ahead and right)	629	0.19	0
A5034 Mereside Road (left and ahead)	113	0.06	0
B5569 Chester Road (left)	47	0.09	0
B5569 Chester Road (right)	68	0.17	0
<b>2031 PM peak hour (17:00–18:00)</b>			
A5034 Chester Road (ahead and right)	286	0.08	0
A5034 Mereside Road (left and ahead)	157	0.07	0
B5569 Chester Road (left)	59	0.11	0
B5569 Chester Road (right)	52	0.12	0

10.3.100 The conclusions drawn in paragraph 11.4.102 of the main TA remain unchanged.

## B5358 Wilmslow Road/B5358 Station Road

10.3.101 Table 11-48 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-48 replaces Table 11-48 of the main TA.

**Table 11-48: 2018 baseline performance at B5358 Wilmslow Road/B5358 Station Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
B5358 Wilmslow Road	242	38%	5
B5358 Station Road	230	17%	5
Wilmslow Road	51	20%	2
Bulkeley Road*	-	-	-
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
B5358 Wilmslow Road	105	16%	2
B5358 Station Road	341	26%	7
Wilmslow Road	81	31%	2
Bulkeley Road*	-	-	-

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

10.3.102 The conclusions drawn in paragraph 11.4.104 of the main TA remain unchanged.

10.3.103 Table 11-49 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-49 below replaces Table 11-49 of the main TA.

**Table 11-49: Future baseline performance at B5358 Wilmslow Road/B5358 Station Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>			
B5358 Wilmslow Road	522	82%	12
B5358 Station Road	507	38%	11
Wilmslow Road	95	36%	3
Bulkeley Road*	-	-	-
<b>2031 PM peak hour (17:00–18:00)</b>			
B5358 Wilmslow Road	420	66%	10
B5358 Station Road	411	31%	9
Wilmslow Road	121	46%	4
Bulkeley Road*	-	-	-

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

10.3.104 The conclusions drawn in paragraph 11.4.106 of the main TA are replaced by:

“In the 2031 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 82% on the B5358 Wilmslow Road approach with an associated queue length of 12 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline.”

## A538 Wilmslow Road/Mill Lane

10.3.105 Table 11-50 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 11-50 below replaces Table 11-50 of the main TA.

**Table 11-50: 2017 baseline performance at A538 Wilmslow Road/Mill Lane junction**

Approach	Flow, PCU/hr	RFC	Q, PCU
<b>2017 AM peak hour (08:00–09:00) baseline results</b>			
A538 Wilmslow Road (north) (ahead and right)	1,208	0.23	0
A538 Wilmslow Road (south) (ahead and left)	1,222	-	-
Mill Lane (left)	102	0.73	2
Mill Lane (right)	118	0.87	4
<b>2017 PM peak hour (17:00–18:00) baseline results</b>			
A538 Wilmslow Road (north) (ahead and right)	1,102	0.36	1
A538 Wilmslow Road (south) (ahead and left)	1,373	-	-
Mill Lane (left)	67	0.26	0
Mill Lane (right)	90	0.70	2

10.3.106 The conclusions drawn in paragraph 11.4.108 of the main TA are replaced by:

“In the 2017 baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum RFC of 0.87 on the Mill Lane (right) approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2017 baseline.”

10.3.107 Table 11-51 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-51 below replaces Table 11-51 of the main TA.

**Table 11-51: Future baseline performance at A538 Wilmslow Road/Mill Lane junction**

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
	<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
A538 Wilmslow Road (north) (ahead and right)	1,228	0.22	0	893	0.17	0	868	0.22	0
A538 Wilmslow Road (south) (ahead and left)	1,389	-	-	1,244	-	-	1,415	-	-
Mill Lane (left)	103	1.04	8	101	0.99	6	107	1.18	12
Mill Lane (right)	95	1.03	8	195	0.99	9	191	1.17	20
	<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
A538 Wilmslow Road (north) (ahead and right)	1,128	0.33	1	1,018	0.29	0	1,010	0.36	1

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**  
 SES2 and AP2 ES Volume 5, Appendix: TR-002-00006  
 Traffic and transport  
 MA06, MA07 and MA08  
 Transport Assessment Part 2 Addendum – Report 4 of 7

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
A538 Wilmslow Road (south) (ahead and left)	1,479	-	-	1,433	-	-	1,530	-	-
Mill Lane (left)	82	0.39	1	89	0.99	5	82	1.20	10
Mill Lane (right)	60	0.71	2	119	0.95	6	138	1.19	16

10.3.108 The conclusions drawn in paragraphs 11.4.110 to 11.4.111 of the main TA are replaced by:

“In the 2031 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum RFC of 1.04 on the Mill Lane (left) approach with an associated queue length of eight PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline.

The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum RFC of 0.99 on both the Mill Lane (left) and the Mill Lane (right) approaches with associated queue lengths of six PCU and nine PCU respectively. In the PM peak hour, the maximum RFC of 0.99 is on the Mill Lane (left) approach with an associated queue length of five PCU.

This junction operates over capacity in the 2051 future baseline with a maximum RFC of 1.18 on the Mill Lane (left) approach in the AM peak hour with an associated queue length of 12 PCU. In the PM peak hour, the maximum RFC of 1.20 is on the Mill Lane (left) approach with an associated queue length of 10 PCU.”

### **A556 southbound off-slip/B5569 Chester Road/Chester Road**

10.3.109 Table 11-53 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-53 below replaces Table 11-53 of the main TA.

**Table 11-53: Future baseline performance at A556 southbound off-slip/B5569 Chester Road/Chester Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>			
A556 southbound slip road	644	0.54	1
Chester Road	11	0.01	0
B5569 Chester Road	26	0.02	0
<b>2031 PM peak hour (17:00–18:00)</b>			
A556 southbound slip road	312	0.26	0
Chester Road	11	0.01	0
B5569 Chester Road	26	0.02	0

10.3.110 The conclusions drawn in paragraph 11.4.115 of the main TA remain unchanged.

## Castle Mill Lane/Back Lane

10.3.111 Table 11-55 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-55 below replaces Table 11-55 of the main TA.

**Table 11-55: Future baseline performance at Castle Mill Lane/Back Lane junction**

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
	<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
Castle Mill Lane (west) (ahead and right)	151	0.01	0	249	0.01	0	251	0.01	0
Castle Mill Lane (east) (ahead and left)	100	-	-	176	-	-	242	-	-
Back Lane (left and right)	13	0.03	0	14	0.03	0	15	0.03	0
	<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
Castle Mill Lane (west) (ahead and right)	109	0	0	176	0.00	0	188	0	0
Castle Mill Lane (east) (ahead and left)	88	-	-	162	-	-	292	-	-
Back Lane (left and right)	6	0.01	0	5	0.01	0	6	0.01	0

10.3.112 The conclusions drawn in paragraph 11.4.119 of the main TA are replaced by:

“The assessment shows that this junction operates well within capacity in the 2031, 2039 and 2051 future baselines.”

## Ashley Road/Back Lane/Mobberley Road/Cow Lane

10.3.113 Table 11-56 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 11-56 below replaces Table 11-56 of the main TA.

**Table 11-56: 2017 baseline performance at Ashley Road/Back Lane/Mobberley Road/Cow Lane junction**

Approach	Flow, PCU/hr	RFC	Q, PCU
	<b>2017 AM peak hour (08:00–09:00) baseline results</b>		
Cow Lane (ahead, left and right)	427	0.23	0
Back Lane (left and ahead)	61	0.14	0
Back Lane (right and ahead)	17	0.04	0
Mobberley Road (ahead, left and right)	467	0.23	0
Ashley Road (ahead, left and right)	337	0.89	6
	<b>2017 PM peak hour (17:00–18:00) baseline results</b>		
Cow Lane (ahead, left and right)	332	0.17	0

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**  
 SES2 and AP2 ES Volume 5, Appendix: TR-002-00006  
 Traffic and transport  
 MA06, MA07 and MA08  
 Transport Assessment Part 2 Addendum – Report 4 of 7

Approach	Flow, PCU/hr	RFC	Q, PCU
Back Lane (left and ahead)	64	0.19	0
Back Lane (right and ahead)	61	0.10	0
Mobberley Road (ahead, left and right)	358	0.10	1
Ashley Road (ahead, left and right)	210	0.46	0

10.3.114 The conclusions drawn in paragraph 11.4.121 of the main TA are replaced by:

“The assessment shows that this junction operates close to capacity in the 2017 baseline with a maximum RFC of 0.89 on the Ashley Road (ahead, left and right) approach in the AM peak hour with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2017 baseline.”

10.3.115 Table 11-57 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-57 below replaces Table 11-57 of the main TA.

**Table 11-57: Future baseline performance at Ashley Road/Back Lane/Mobberley Road/Cow Lane junction**

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
	<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
Cow Lane (ahead, left and right)	402	0.23	0	429	0.24	0	452	0.25	0
Back Lane (left and ahead)	71	0.13	0	70	0.13	0	66	0.12	0
Back Lane (right and ahead)	17	0.03	0	16	0.03	0	14	0.03	0
Mobberley Road (ahead, left and right)	445	0.21	0	446	0.21	0	459	0.23	0
Ashley Road (ahead, left and right)	335	0.86	5	340	0.88	6	349	0.94	9
	<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
Cow Lane (ahead, left and right)	342	0.18	0	327	0.21	0	340	0.26	0
Back Lane (left and ahead)	110	0.18	0	156	0.26	0	195	0.33	1
Back Lane (right and ahead)	56	0.09	0	88	0.14	0	117	0.19	0
Mobberley Road (ahead, left and right)	374	0.10	0	415	0.10	0	493	0.11	0
Ashley Road (ahead, left and right)	227	0.50	1	221	0.51	1	295	0.73	3

10.3.116 The conclusions drawn in paragraphs 11.4.123 to 11.4.125 of the main TA are replaced by:

“In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum RFC of 0.86 on the Ashley Road (ahead, left and right) approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline.

In the 2039 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum RFC of 0.88 on the Ashley Road (ahead, left and right) approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum RFC of 0.94 on the Ashley Road (ahead, left and right) approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline.”

## A538 Wilmslow Road/Sunbank Lane

- 10.3.117 Table 11-59 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-59 below replaces Table 11-59 of the main TA.

**Table 11-59: Future baseline performance at A538 Wilmslow Road/Sunbank Lane junction**

Approach	Flow, PCU/hr	DoS	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>			
A538 Wilmslow Road (north) (nearside) (left and ahead)	712	66%	13
A538 Wilmslow Road (north) (centre and offside) (ahead)	1,273	75%	16
Sunbank Lane (east) (left and right)	27	13%	1
A538 Wilmslow Road (south) (nearside) (left and ahead)	792	78%	18
A538 Wilmslow Road (south) (offside) (ahead)	794	78%	18
Sunbank Lane (west) (nearside and centre) (left)	149	16%	2
Sunbank Lane (west) (offside) (right)	3	2%	0
A538 Wilmslow Road (internal southbound) (nearside) (ahead)	674	55%	1
A538 Wilmslow Road (internal southbound) (centre) (ahead)	788	60%	7
A538 Wilmslow Road (internal southbound) (offside) (right)	487	96%	19
A538 Wilmslow Road (internal northbound) (nearside) (ahead)	830	53%	20
A538 Wilmslow Road (internal northbound) (offside) (ahead and right)	905	54%	20
<b>2031 PM peak hour (17:00–18:00)</b>			
A538 Wilmslow Road (north) (nearside) (left and ahead)	696	64%	13
A538 Wilmslow Road (north) (centre and offside) (ahead)	960	70%	15
Sunbank Lane (east) (left and right)	61	28%	2
A538 Wilmslow Road (south) (nearside) (left and ahead)	824	63%	14
A538 Wilmslow Road (south) (offside) (ahead)	853	65%	14
Sunbank Lane (west) (nearside and centre) (left)	440	57%	6

Approach	Flow, PCU/hr	DoS	Q, PCU
Sunbank Lane (west) (offside) (right)	7	4%	0
A538 Wilmslow Road (internal southbound) (nearside) (ahead)	666	54%	1
A538 Wilmslow Road (internal southbound) (centre) (ahead)	766	58%	7
A538 Wilmslow Road (internal southbound) (offside) (right)	197	85%	7
A538 Wilmslow Road (internal northbound) (nearside) (ahead)	1,026	66%	17
A538 Wilmslow Road (internal northbound) (offside) (ahead and right)	1,091	65%	18

10.3.118 The conclusions drawn in paragraph 11.4.129 of the main TA are replaced by:

“The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum DoS of 96% on the A538 Wilmslow Road (internal southbound) (offside) (right) approach in the AM peak hour with an associated queue length of 19 PCU. In the PM peak hour, the maximum DoS of 85% is on the A538 Wilmslow Road (internal southbound) (offside) (right) approach with an associated queue length of seven PCU.”

### A34 Handforth Bypass/B5094 Stanley Road

10.3.119 Table 11-60 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-60 below replaces Table 11-60 of the main TA.

**Table 11-60: 2018 baseline performance at A34 Handforth Bypass/B5094 Stanley Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
A34 Handforth Bypass (north)	1,778	83%	8
B5094 Stanley Road (east)	1,174	98%	9
A34 Handforth Bypass (south)	1,841	100%	17
B5094 Stanley Road (west)	227	71%	2
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
A34 Handforth Bypass (north)	1,850	101%	11
B5094 Stanley Road (east)	618	57%	1
A34 Handforth Bypass (south)	1,740	73%	1
B5094 Stanley Road (west)	398	94%	5

10.3.120 The conclusions drawn in paragraph 11.4.131 of the main TA are replaced by:

“This junction operates over capacity in the 2018 baseline with a maximum VoC of 100% on the A34 Handforth Bypass (south) approach with an associated queue length of 17 PCU. In the PM peak hour, the maximum VoC of 101% is on the A34 Handforth Bypass (north) approach with a queue length of 11 PCU.”

10.3.121 Table 11-61 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-61 below replaces by Table 11-61 of the main TA.



**Table 11-61: 2031 future baseline performance at A34 Handforth Bypass/B5094 Stanley Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>			
A34 Handforth Bypass (north)	2,362	71%	20
B5094 Stanley Road (east)	1,703	82%	21
A34 Handforth Bypass (south)	2,610	76%	21
B5094 Stanley Road (west)	167	20%	2
<b>2031 PM peak hour (17:00–18:00)</b>			
A34 Handforth Bypass (north)	2,241	96%	26
B5094 Stanley Road (east)	945	40%	11
A34 Handforth Bypass (south)	1,985	85%	23
B5094 Stanley Road (west)	349	22%	4

10.3.122 The conclusions drawn in paragraph 11.4.133 of the main TA are replaced by:

“In the 2031 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 82% on the B5094 Stanley Road (east) approach with an associated queue length of 21 PCU. In the PM peak hour, the assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 96% on the A34 Handforth Bypass (north) approach with an associated queue length of 26 PCU.”

### **A538 Hale Road/Hasty Lane**

10.3.123 Table 11-63 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-63 below replaces Table 11-63 of the main TA.

**Table 11-63: Future baseline performance at A538 Hale Road/Hasty Lane junction**

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
	<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
A538 Hale Road (north) (ahead and left)	898	-	-	1,607	-	-	1,839	-	-
Hasty Lane (left)	7	0.02	0	7	0.03	0	8	0.05	0
Hasty Lane (right)	1	0.01	0	1	0.02	0	1	0.29	0
A538 Hale Road (south) (ahead and right)	683	0.03	0	560	0.04	0	525	0.06	0
	<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**  
 SES2 and AP2 ES Volume 5, Appendix: TR-002-00006  
 Traffic and transport  
 MA06, MA07 and MA08  
 Transport Assessment Part 2 Addendum – Report 4 of 7

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
A538 Hale Road (north) (ahead and left)	964	-	-	1,029	-	-	1,105	-	-
Hasty Lane (left)	6	0.01	0	6	0.01	0	6	0.02	0
Hasty Lane (right)	2	0.01	0	2	0.01	0	2	0.02	0
A538 Hale Road (south) (ahead and right)	811	0.01	0	741	0.01	0	871	0.02	0

10.3.124 The conclusions drawn in paragraph 11.4.137 of the main TA remain unchanged.

### Chicago Avenue/Malaga Avenue

10.3.125 Table 11-64 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-64 below replaces Table 11-64 of the main TA.

**Table 11-64: 2018 baseline performance at Chicago Avenue/Malaga Avenue junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
Car Park Access Road	124	14%	0
Malaga Avenue	79	9%	0
Chicago Avenue	297	31%	0
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
Car Park Access Road	168	19%	0
Malaga Avenue	88	11%	0
Chicago Avenue	192	20%	0

10.3.126 The conclusions drawn in paragraph 11.4.139 of the main TA remain unchanged.

10.3.127 Table 11-65 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-65 below replaces Table 11-65 of the main TA.

**Table 11-65: Future baseline performance at Chicago Avenue/Malaga Avenue junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
Car Park Access Road	228	23%	0	268	27%	0	297	30%	0
Malaga Avenue	732	102%	6	751	112%	7	784	122%	8
Chicago Avenue	152	21%	0	171	23%	0	167	23%	0
	<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**  
**SES2 and AP2 ES Volume 5, Appendix: TR-002-00006**  
**Traffic and transport**  
**MA06, MA07 and MA08**  
**Transport Assessment Part 2 Addendum – Report 4 of 7**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Car Park Access Road	242	30%	0	277	33%	0	298	37%	0
Malaga Avenue	657	91%	2	643	93%	2	677	101%	6
Chicago Avenue	315	34%	0	331	36%	0	372	40%	0

10.3.128 The conclusions drawn in paragraphs 11.4.141 to 11.4.142 of the main TA are replaced by:

“In the 2031 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 102% on the Malaga Avenue approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 91% on the Malaga Avenue approach with an associated queue length of two PCU.

In the 2039 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 112% on the Malaga Avenue approach with an associated queue length of seven PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 93% on the Malaga Avenue approach with an associated queue length of two PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 122% on the Malaga Avenue approach in the AM peak hour with an associated queue length of eight PCU. In the PM peak hour, the maximum VoC of 101% is on the Malaga Avenue approach with an associated queue length of six PCU.”

### **World Way/Chicago Avenue/Palma Avenue**

10.3.129 Table 11-66 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-66 below replaces Table 11-66 of the main TA.

**Table 11-66: 2018 baseline performance at World Way/Chicago Avenue/Palma Avenue junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
World Way	680	35%	0
Chicago Avenue	144	19%	0
Palma Avenue (north west)	415	22%	0
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
World Way	458	24%	0
Chicago Avenue	194	24%	0
Palma Avenue (north west)	446	25%	0

10.3.130 The conclusions drawn in paragraph 11.4.144 of the main TA remain unchanged.

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

10.3.131 Table 11-67 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-67 below replaces Table 11-67 of the main TA.

**Table 11-67: Future baseline performance at World Way/Chicago Avenue/Palma Avenue junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
World Way	50	3%	0	52	3%	0	34	2%	0
Chicago Avenue	729	75%	0	725	80%	0	729	80%	0
Palma Avenue (north-west)	1,162	76%	1	1,313	79%	1	1,656	99%	5
	<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
World Way	159	9%	0	383	20%	0	336	19%	0
Chicago Avenue	822	83%	0	835	92%	1	878	96%	1
Palma Avenue (north-west)	1,111	72%	1	1,324	79%	1	1,510	101%	8

10.3.132 The conclusions drawn in paragraphs 11.4.146 to 11.4.148 of the main TA are replaced by:

“The assessment shows that this junction operates within capacity in the 2031 future baseline with a maximum VoC of 76% on the Palma Avenue (north-west) approach in the AM peak hour with an associated queue length of one PCU. In the PM peak hour, the maximum VoC of 83% is on the Chicago Avenue approach with no queue.

In the 2039 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 80% on the Chicago Avenue approach with no queue. In the PM peak hour, the assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 92% on the Chicago Avenue approach with an associated queue length of one PCU.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 99% on the Palma Avenue (north-west) approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction operates over capacity in the 2051 future baseline with a maximum VoC of 101% on the Palma Avenue (north-west) approach with an associated queue length of eight PCU.”

**Tithebarn Road/High Elm Road/Chapel Road**

10.3.133 Table 11-68 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-68 below replaces Table 11-68 of the main TA.

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**  
 SES2 and AP2 ES Volume 5, Appendix: TR-002-00006  
 Traffic and transport  
 MA06, MA07 and MA08  
 Transport Assessment Part 2 Addendum – Report 4 of 7

**Table 11-68: 2018 baseline performance at Tithebarn Road/High Elm Road/Chapel Lane junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
Tithebarn Road (north)	241	12%	0
High Elm Road	52	15%	0
Chapel Lane (south)	536	37%	0
Chapel Lane (west)	81	23%	0
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
Tithebarn Road (north)	210	11%	0
High Elm Road	32	7%	0
Chapel Lane (south)	260	13%	0
Chapel Lane (west)	141	38%	0

10.3.134 The conclusions drawn in paragraph 11.4.150 of the main TA remain unchanged.

10.3.135 Table 11-69 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-69 below replaces Table 11-69 of the main TA.

**Table 11-69: Future baseline performance at Tithebarn Road/High Elm Road/Chapel Lane junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>			
Tithebarn Road (north)	171	9%	0	214	11%	0
High Elm Road	1	0	0	16	7%	0
Chapel Lane (south)	723	103%	3	869	80%	0
Chapel Lane (west)	108	48%	0	60	19%	0
<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>			
Tithebarn Road (north)	239	12%	0	265	13%	0
High Elm Road	32	7%	0	26	7%	0
Chapel Lane (south)	253	13%	0	274	14%	0
Chapel Lane (west)	152	42%	0	237	63%	1

10.3.136 The conclusions drawn in paragraphs 11.4.152 to 11.4.153 of the main TA are replaced by:

“In the 2039 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 103% on the Chapel Lane (south) approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

In the 2051 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 80% on the Chapel Lane (south) approach with no queue. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline.”

## A538 Hale Road/Elmridge Drive

10.3.137 Table 11-70 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-70 below replaces Table 11-70 of the main TA.

**Table 11-70: 2018 baseline performance at A538 Hale Road/Elmridge Drive junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
A538 Hale Road (east)	320	16%	0
Elmridge Drive	147	21%	0
A538 Hale Road (west)	535	27%	0
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
A538 Hale Road (east)	469	23%	0
Elmridge Drive	6	1%	0
A538 Hale Road (west)	579	29%	0

10.3.138 The conclusions drawn in paragraph 11.4.155 of the main TA remain unchanged.

10.3.139 Table 11-71 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-71 below replaces Table 11-71 of the main TA.

**Table 11-71: Future baseline performance at A538 Hale Road/Elmridge Drive junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>			
A538 Hale Road (east)	861	43%	0	1,105	55%	0
Elmridge Drive	610	94%	6	288	46%	3
A538 Hale Road (west)	367	18%	0	334	17%	0
<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>			
A538 Hale Road (east)	621	31%	0	612	31%	0
Elmridge Drive	17	3%	0	83	15%	1
A538 Hale Road (west)	531	27%	0	640	32%	0

10.3.140 The conclusions drawn in paragraphs 11.4.157 to 11.4.158 of the main TA are replaced by:

“In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 94% on the Elmridge Drive approach with an associated queue length of 6 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

The assessment shows that this junction operates well within capacity in the 2051 future baseline.”

## A538 Hale Road/Tithebarn Road

- 10.3.141 Table 11-72 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-72 below replaces Table 11-72 of the main TA.

**Table 11-72: 2018 baseline performance at A538 Hale Road/Tithebarn Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
A538 Hale Road (north)	561	72%	0
A538 Hale Road (south)	567	28%	0
Tithebarn Road	366	92%	3
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
A538 Hale Road (north)	679	72%	0
A538 Hale Road (south)	548	27%	0
Tithebarn Road	229	56%	0

- 10.3.142 The conclusions drawn in paragraph 11.4.160 of the main TA are replaced by:

“In the 2018 baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 92% on the Tithebarn Road approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction operates well within capacity in the 2018 baseline.”

- 10.3.143 Table 11-73 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-73 below replaces Table 11-73 of the main TA.

**Table 11-73: 2031 future baseline performance at A538 Hale Road/Tithebarn Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>			
A538 Hale Road (north)	470	81%	1
A538 Hale Road (south)	686	34%	0
Tithebarn Road	302	88%	2
<b>2031 PM peak hour (17:00–18:00)</b>			
A538 Hale Road (north)	796	87%	1
A538 Hale Road (south)	619	31%	0
Tithebarn Road	233	62%	1

- 10.3.144 The conclusions drawn in paragraph 11.4.162 of the main TA are replaced by:

“The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 88% on the Tithebarn Road approach in the AM peak hour

with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 87% is on the A538 Hale Road (north) with an associated queue length of one PCU.”

## A538 Hale Road/Shay Lane

- 10.3.145 Table 11-74 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-74 below replaces Table 11-74 of the main TA.

**Table 11-74: 2018 baseline performance at A538 Hale Road/Shay Lane junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
A538 Hale Road (north)	546	28%	0
Shay Lane	200	73%	1
A538 Hale Road (south)	935	75%	0
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
A538 Hale Road (north)	621	32%	0
Shay Lane	232	93%	3
A538 Hale Road (south)	777	63%	0

- 10.3.146 The conclusions drawn in paragraph 11.4.164 of the main TA are replaced by:

“In the 2018 baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 75% on the A538 Hale Road (south) approach with no queue. In the PM peak hour, the assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 93% on the Shay Lane approach with an associated queue length of three PCU.”

- 10.3.147 Table 11-75 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-75 below replaces Table 11-75 of the main TA.

**Table 11-75: Future baseline performance at A538 Hale Road/Shay Lane junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>									
A538 Hale Road (north)	533	28%	0	847	42%	0	1,088	55%	0
Shay Lane	218	76%	1	241	102%	6	191	108%	5
A538 Hale Road (south)	990	78%	0	829	91%	1	421	101%	2
<b>2031 PM peak hour (17:00–18:00)</b>									
A538 Hale Road (north)	707	36%	0	673	34%	0	657	33%	0
Shay Lane	213	78%	1	249	88%	2	260	96%	4



**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**  
 SES2 and AP2 ES Volume 5, Appendix: TR-002-00006  
 Traffic and transport  
 MA06, MA07 and MA08  
 Transport Assessment Part 2 Addendum – Report 4 of 7

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A538 Hale Road (south)	854	71%	0	742	62%	0	871	87%	0

10.3.148 The conclusions drawn in paragraphs 11.4.166 to 11.4.168 of the main TA are replaced by:

“The assessment shows that this junction operates within capacity in the 2031 future baseline with a maximum VoC of 78% on the A538 Hale Road (south) approach in the AM peak hour with no queue. In the PM peak hour, the maximum VoC of 78% is on the Shay Lane approach with an associated queue length of one PCU.

In the 2039 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 102% on the Shay Lane approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 88% on the Shay Lane approach with an associated queue length of two PCU.

In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 108% on the Shay Lane approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 96% on the Shay Lane approach with an associated queue length of four PCU.”

### Runger Lane/Thorley Lane

10.3.149 Table 11-76 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 11-76 below replaces Table 11-76 of the main TA.

**Table 11-76: 2017 baseline performance at Runger Lane/Thorley Lane junction**

Approach	Flow, PCU/hr	RFC	Q, PCU
<b>2017 AM peak hour (08:00–09:00) baseline results</b>			
Thorley Lane (east) (ahead and right)	655	0.57	2
Runger Lane (ahead and left)	472	-	-
Thorley Lane (west) (left)	289	0.85	5
Thorley Lane (west) (right)	177	0.85	4
<b>2017 PM peak hour (17:00–18:00) baseline results</b>			
Thorley Lane (east) (ahead and right)	623	0.70	3
Runger Lane (ahead and left)	743	-	-
Thorley Lane (west) (left)	174	0.96	6
Thorley Lane (west) (right)	171	0.93	6

10.3.150 The conclusions drawn in paragraph 11.4.170 of the main TA are replaced by:

“In the 2017 baseline the assessment shows that this junction is nearing capacity in the AM peak hour with a maximum RFC of 0.85 on the Thorley Lane (west) (left) approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**  
 SES2 and AP2 ES Volume 5, Appendix: TR-002-00006  
 Traffic and transport  
 MA06, MA07 and MA08  
 Transport Assessment Part 2 Addendum – Report 4 of 7

junction is close to capacity in the 2017 baseline with a maximum RFC of 0.96 on the Thorley Lane (west) (left) approach with an associated queue length of six PCU.”

- 10.3.151 The main TA reported that the Runger Lane/Thorley Lane junction would be modified to a three-arm signal controlled junction as part of the ‘Rainbow Works’ highway improvement package associated with the expansion of Manchester Airport. This change was accounted for in the future baseline assessment for the original scheme. However, a requirement has been identified to include the modifications to the Thorley Lane and Runger Lane junction within the AP2 revised scheme. As a result, the future baseline no longer includes the junction modifications. The proposed layout is now assessed in Section 16.2 and Section 19.2 as part of the AP2 revised scheme.
- 10.3.152 Table 11-77 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-77 and Table 11-77.1 below replace Table 11-77 of the main TA.

**Table 11-77: Future baseline performance at Runger Lane/Thorley Lane junction (construction, existing layout)**

Approach	Flow, PCU/hr	RFC	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>			
Runger Lane (left and ahead)	835	-	-
Runger Lane (ahead)	440	1.39	72
Thorley Lane (west) (left)	161	1.37	27
Thorley Lane (west) (right)	492	0.56	2
<b>2031 PM peak hour (17:00–18:00)</b>			
Runger Lane (ahead and left)	681	-	-
Runger Lane (ahead)	351	1.49	76
Thorley Lane (west) (left)	254	1.48	55
Thorley Lane (west) (right)	579	0.85	5

**Table 11-77.1: Future baseline performance at Runger Lane/Thorley Lane junction (operation, proposed layout)**

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>			
Thorley Lane (east) (ahead)	305	0.29	4	352	0.34	4
Thorley Lane (east) (ahead and right)	459	0.43	4	516	0.59	5
Runger Lane (left and ahead)	785	0.86	16	883	0.99	29
Runger Lane (ahead)	619	0.74	12	736	0.87	17
Thorley Lane (west) (left)	211	0.33	2	243	0.41	3
Thorley Lane (west) (right)	88	0.44	2	82	0.41	2
<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>			
Thorley Lane (east) (ahead)	447	0.44	6	501	0.48	7

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
Thorley Lane (east) (ahead and right)	633	0.56	7	697	0.61	8
Runger Lane (ahead and left)	508	0.49	4	574	0.59	7
Runger Lane (ahead)	266	0.33	4	375	0.45	6
Thorley Lane (west) (left)	22	0.03	0	34	0.04	0
Thorley Lane (west) (right)	122	0.54	3	117	0.58	3

10.3.153 The conclusions drawn in paragraphs 11.4.172 to 11.4.174 of the main TA are replaced by:

“This junction operates over capacity in the 2031 future baseline with a maximum RFC of 1.39 on the Runger Lane (ahead) approach in the AM peak hour with an associated queue length of 72 PCU. In the PM peak hour, the maximum RFC of 1.49 is on the Runger Lane (ahead) approach with an associated queue length of 76 PCU.

In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum RFC of 0.86 on the Runger Lane (left and ahead) approach with an associated queue length of 16 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum RFC of 0.99 on the Runger Lane (left and ahead) approach with an associated queue length of 29 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline.”

### **A5144 Delahays Road/A538 Hale Road/B5162 Park Road**

10.3.154 Table 11-78 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-78 below replaces Table 11-78 of the main TA.

**Table 11-78: 2018 baseline performance at A5144 Delahays Road/A538 Hale Road/B5162 Park Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
A5144 Delahays Road	718	74%	16
A538 Hale Road (south)	847	66%	14
B5162 Park Road	387	32%	7
A538 Hale Road (north)	355	53%	8
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
A5144 Delahays Road	519	46%	8
A538 Hale Road (south)	728	73%	11
B5162 Park Road	449	31%	5
A538 Hale Road (north)	334	76%	7

10.3.155 The conclusions drawn in paragraph 11.4.176 of the main TA are replaced by:

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

“The assessment shows that this junction operates well within capacity in the 2018 baseline.”

10.3.156 Table 11-79 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-79 below replaces Table 11-79 of the main TA.

**Table 11-79: Future baseline performance at A5144 Delahays Road/A538 Hale Road/B5162 Park Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
A5144 Delahays Road	782	82%	17	936	99%	20	984	107%	20
A538 Hale Road (south)	895	67%	15	703	58%	12	697	61%	12
B5162 Park Road	423	35%	7	436	37%	8	531	46%	9
A538 Hale Road (north)	295	45%	6	449	58%	10	551	70%	12
	<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
A5144 Delahays Road	596	52%	9	681	61%	11	787	73%	12
A538 Hale Road (south)	753	76%	12	664	67%	10	682	69%	10
B5162 Park Road	471	34%	6	494	36%	6	596	45%	7
A538 Hale Road (north)	370	85%	7	360	84%	7	369	87%	7

10.3.157 The conclusions drawn in paragraphs 11.4.178 to 11.4.181 of the main TA are replaced by:

“In the 2031 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 82% on the A5144 Delahays Road approach with an associated queue length of 17 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 85% on the A538 Hale Road (north) approach with an associated queue length of seven PCU.

In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 99% on the A5144 Delahays Road approach with an associated queue length of 20 PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2039 future baseline with a maximum VoC of 84% on the A538 Hale Road (north) approach with an associated queue length of seven PCU.

In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 107% on the A5144 Delahays Road approach with an associated queue length of 20 PCU. In the PM peak hour, the assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 87% on the A538 Hale Road (north) approach with an associated queue length of seven PCU.”

## A538 Hale Road/Westminster Road

10.3.158 Table 11-80 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-80 below replaces Table 11-80 of the main TA.

**Table 11-80: 2018 baseline performance at A538 Hale Road/Westminster Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
Westminster Road	224	73%	1
A538 Hale Road (east)	742	68%	0
A538 Hale Road (west)	510	28%	0
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
Westminster Road	340	92%	2
A538 Hale Road (east)	343	39%	0
A538 Hale Road (west)	550	30%	0

10.3.159 The conclusions drawn in paragraph 11.4.183 of the main TA are replaced by:

“In the 2018 baseline the assessment shows that this junction operates well within capacity in the AM peak hour with a maximum VoC of 73% on the Westminster Road approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 92% on the Westminster Road approach with a queue length of two PCU.”

10.3.160 Table 11-81 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-81 below replaces Table 11-81 of the main TA.

**Table 11-81: Future baseline performance at A538 Hale Road/Westminster Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
Westminster Road	264	84%	1	355	92%	2	366	99%	5
A538 Hale Road (east)	792	72%	0	797	71%	0	851	82%	0
A538 Hale Road (west)	458	25%	0	502	28%	0	610	33%	0
	<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
Westminster Road	387	94%	2	400	94%	2	410	96%	2
A538 Hale Road (east)	407	45%	0	391	40%	0	468	45%	0
A538 Hale Road (west)	504	28%	0	464	26%	0	417	23%	0

10.3.161 The conclusions drawn in paragraphs 11.4.185 to 11.4.187 of the main TA are replaced by:

“In the 2031 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 84% on the Westminster Road approach with an associated queue length of one PCU. In the PM peak hour, the assessment

shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 94% on the Westminster Road approach with an associated queue length of two PCU.

The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 92% on the Westminster Road approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 94% is on the Westminster Road approach with a queue length of two PCU.

The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 99% on the Westminster Road approach in the AM peak hour with an associated queue length of five PCU. In the PM peak hour, maximum VoC of 96% on the Westminster Road approach with an associated queue length of two PCU.”

## A5154 Delahays Road/Grove Lane

10.3.162 Table 11-82 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-82 below replaces Table 11-82 of the main TA.

**Table 11-82: 2018 baseline performance at A5154 Delahays Road/Grove Lane junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
A5154 Delahays Road (north)	611	38%	6
Grove Lane (east)	245	34%	4
A5154 Delahays Road (south)	670	57%	9
Grove Lane (west)	308	40%	5
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
A5154 Delahays Road (north)	678	40%	6
Grove Lane (east)	214	37%	3
A5154 Delahays Road (south)	474	39%	6
Grove Lane (west)	655	83%	10

10.3.163 The conclusions drawn in paragraph 11.4.189 of the main TA are replaced by:

“In the 2018 baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 83% on the Grove Lane (west) approach with an associated queue length of 10 PCU.”

10.3.164 Table 11-83 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-83 below replaces Table 11-83 of the main TA.

**Table 11-83: Future baseline performance at A5154 Delahays Road/Grove Lane junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>			
A5154 Delahays Road (north)	646	42%	6	690	46%	7

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**  
 SES2 and AP2 ES Volume 5, Appendix: TR-002-00006  
 Traffic and transport  
 MA06, MA07 and MA08  
 Transport Assessment Part 2 Addendum – Report 4 of 7

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Grove Lane (east)	325	50%	5	353	58%	6
A5154 Delahays Road (south)	742	66%	10	808	75%	11
Grove Lane (west)	385	56%	6	429	65%	7
	<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
A5154 Delahays Road (north)	706	43%	7	712	45%	7
Grove Lane (east)	379	67%	6	425	76%	7
A5154 Delahays Road (south)	577	50%	8	650	58%	9
Grove Lane (west)	595	94%	9	572	96%	9

10.3.165 The conclusions drawn in paragraphs 11.4.191 to 11.4.192 of the main TA are replaced by:

“In the 2039 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 94% on the Grove Lane (west) approach with an associated queue length of nine PCU.

In the 2051 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 75% on the A5154 Delahays Road (south) approach with an associated queue length of 11 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 96% on the Grove Lane (west) approach with an associated queue length of nine PCU.”

### **A56 Dunham Road/B5160 Park Road/B5160 Charcoal Road**

10.3.166 Table 11-84 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-84 below replaces Table 11-84 of the main TA.

**Table 11-84: 2018 baseline performance at A56 Dunham Road/B5160 Park Road/B5160 Charcoal Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
	<b>2018 AM peak hour (08:00–09:00) baseline results</b>		
A56 Dunham Road (north)	932	49%	15
B5160 Park Road	520	44%	8
A56 Dunham Road (south)	1,098	59%	17
B5160 Charcoal Road	559	106%	12
	<b>2018 PM peak hour (17:00–18:00) baseline results</b>		
A56 Dunham Road (north)	1,167	61%	18
B5160 Park Road	729	62%	12
A56 Dunham Road (south)	1,028	55%	15
B5160 Charcoal Road	510	102%	11

10.3.167 The conclusions drawn in paragraph 11.4.194 of the main TA are replaced by:

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**  
 SES2 and AP2 ES Volume 5, Appendix: TR-002-00006  
 Traffic and transport  
 MA06, MA07 and MA08  
 Transport Assessment Part 2 Addendum – Report 4 of 7

"The assessment shows that this junction operates over capacity in the 2018 baseline with a maximum VoC of 106% on the B5160 Charcoal Road approach in the AM peak hour with an associated queue length of 12 PCU. In the PM peak hour, the maximum VoC of 102% is on the B5160 Charcoal Road approach with a queue length of 11 PCU."

10.3.168 Table 11-85 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-85 below replaces Table 11-85 of the main TA.

**Table 11-85: Future baseline performance at A56 Dunham Road/B5160 Park Road/B5160 Charcoal Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
A56 Dunham Road (north)	994	64%	19	1,006	65%	19	1,022	66%	19
B5160 Park Road	726	48%	10	729	48%	10	822	58%	11
A56 Dunham Road (south)	1,104	73%	19	1,151	76%	20	1,258	83%	21
B5160 Charcoal Road	752	109%	14	779	109%	14	786	112%	14
	<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
A56 Dunham Road (north)	988	52%	15	983	52%	15	955	50%	15
B5160 Park Road	768	66%	12	757	66%	12	832	75%	13
A56 Dunham Road (south)	1,276	69%	19	1,377	75%	21	1,494	81%	23
B5160 Charcoal Road	497	103%	11	504	104%	11	511	107%	11

10.3.169 The conclusions drawn in paragraphs 11.4.196 to 11.4.198 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates over capacity with a maximum VoC of 109% on the B5160 Charcoal Road approach in the AM peak hour with an associated queue length of 14 PCU. In the PM peak hour, the maximum VoC of 103% is on the B5160 Charcoal Road approach with a queue length of 11 PCU.

In the 2039 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 109% on the B5160 Charcoal Road approach with an associated queue length of 14 PCU. In the PM peak hour, the maximum VoC of 104% is on the B5160 Charcoal Road approach with a queue length of 11 PCU.

In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 112% on the B5160 Charcoal Road approach with an associated queue length of 14 PCU. In the PM peak hour, the maximum VoC of 107% is on the B5160 Charcoal Road approach with a queue length of 11 PCU."



## A538 Hale Road/Ashfield Road/Victoria Road

10.3.170 Table 11-86 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-86 below replaces Table 11-86 of the main TA.

**Table 11-86: 2018 baseline performance at A538 Hale Road/Ashfield Road/Victoria Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
Ashfield Road	164	88%	3
A538 Hale Road (east)	728	36%	0
Victoria Road	12	4%	0
A538 Hale Road (west)	470	24%	0
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
Ashfield Road	190	100%	5
A538 Hale Road (east)	368	18%	0
Victoria Road	1	0	0
A538 Hale Road (west)	779	56%	0

10.3.171 The conclusions drawn in paragraph 11.4.200 of the main TA are replaced by:

“In the 2018 baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 88% on the Ashfield Road approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction operates over capacity with a maximum VoC of 100% on the Ashfield Road approach with an associated queue length of five PCU.”

10.3.172 Table 11-87 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-87 below replaces Table 11-87 of the main TA.

**Table 11-87: Future baseline performance at A538 Hale Road/Ashfield Road/Victoria Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
Ashfield Road	170	90%	3	168	91%	3	161	90%	3
A538 Hale Road (east)	756	38%	0	711	36%	0	735	37%	0
Victoria Road	11	4%	0	71	22%	0	98	31%	0
A538 Hale Road (west)	430	28%	0	494	31%	0	556	32%	0
	<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
Ashfield Road	189	100%	5	183	101%	5	172	102%	5
A538 Hale Road (east)	399	20%	0	428	21%	0	450	23%	0

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**  
 SES2 and AP2 ES Volume 5, Appendix: TR-002-00006  
 Traffic and transport  
 MA06, MA07 and MA08  
 Transport Assessment Part 2 Addendum – Report 4 of 7

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Victoria Road	2	0%	0	49	11%	0	92	22%	0
A538 Hale Road (west)	741	56%	0	746	67%	0	780	81%	0

10.3.173 The conclusions drawn in paragraphs 11.4.202 to 11.4.204 of the main TA are replaced by:

“In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 90% on the Ashfield Road approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction operates over capacity with a maximum VoC of 100% on the Ashfield Road approach with an associated queue length of five PCU.

In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 91% on the Ashfield Road approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction operates over capacity with a maximum VoC of 101% on the Ashfield Road approach with an associated queue length of five PCU.

In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 90% on the Ashfield Road approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction operates over capacity with a maximum VoC of 102% on the Ashfield Road approach with an associated queue length of five PCU.”

### Whitecarr Lane/Roaring Gate Lane

10.3.174 Table 11-88 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-88 below replaces Table 11-88 of the main TA.

**Table 11-88: 2018 baseline performance at Whitecarr Lane/Roaring Gate Lane junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
Whitecarr Lane (east)	924	48%	0
Roaring Gate Lane	328	70%	3
Whitecarr Lane (west)	512	79%	1
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
Whitecarr Lane (east)	779	40%	0
Roaring Gate Lane	301	61%	2
Whitecarr Lane (west)	728	95%	1

10.3.175 The conclusions drawn in paragraph 11.4.206 of the main TA are replaced by:

“In the 2018 baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 79% on the Whitecarr Lane (west) approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**  
 SES2 and AP2 ES Volume 5, Appendix: TR-002-00006  
 Traffic and transport  
 MA06, MA07 and MA08  
 Transport Assessment Part 2 Addendum – Report 4 of 7

junction is close to capacity in the 2018 baseline with a maximum VoC of 95% on the Whitecarr Lane (west) approach with an associated queue length of one PCU.”

- 10.3.176 Table 11-89 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-89 below replace Table 11-89 of the main TA.
- 10.3.177 The future year baseline performance and the results for the AM and PM peak hours are shown in the future year baseline performance and the results for the AM and PM peak hours are shown in Table 11-89. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

**Table 11-89: 2018 Future baseline performance at Whitecarr Lane/Roaring Gate Lane junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
Whitecarr Lane (east)	980	51%	0	1,009	52%	0	999	52%	0
Roaring Gate Lane	405	84%	4	320	73%	4	318	66%	3
Whitecarr Lane (west)	569	97%	2	562	69%	0	561	70%	0
	<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
Whitecarr Lane (east)	1,081	57%	0	993	51%	0	918	47%	0
Roaring Gate Lane	475	98%	8	372	96%	8	389	94%	8
Whitecarr Lane (west)	547	103%	2	655	81%	0	711	90%	1

- 10.3.178 In the 2031 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the Whitecarr Lane (west) approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2031 future baseline with a maximum VoC of 103% on the Whitecarr Lane (west) approach with an associated queue length of two PCU.
- 10.3.179 In the 2039 future baseline the assessment shows that junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 96% on the Roaring Gate Lane approach with an associated queue length of eight PCU.
- 10.3.180 In the 2051 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 94% on the Roaring Gate Lane approach with an associated queue length of eight PCU.

## A5144 Thorley Lane/Clay Lane/Wood Lane

10.3.181 Table 11-90 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-90 below replaces Table 11-90 of the main TA.

**Table 11-90: 2018 baseline performance at A5144 Thorley Lane/Clay Lane/Wood Lane junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
A5144 Thorley Lane (north)	880	102%	5
Clay Lane	817	104%	6
A5144 Thorley Lane (south)	460	71%	1
Wood Lane	389	67%	1
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
A5144 Thorley Lane (north)	861	96%	2
Clay Lane	569	74%	1
A5144 Thorley Lane (south)	652	82%	1
Wood Lane	342	59%	1

10.3.182 The conclusions drawn in paragraph 11.4.210 of the main TA are replaced by:

“In the 2018 baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 104% on the Clay Lane approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 96% on the A5144 Thorley Lane (north) approach with an associated queue length of two PCU.”

10.3.183 Table 11-91 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-91 below replaces Table 11-91 of the main TA.

**Table 11-91: Future baseline performance at A5144 Thorley Lane/Clay Lane/Wood Lane junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
A5144 Thorley Lane (north)	860	102%	5	870	102%	5	865	103%	5
Clay Lane	816	105%	6	821	106%	6	797	108%	6
A5144 Thorley Lane (south)	552	85%	1	561	86%	2	647	97%	4
Wood Lane	382	71%	1	388	73%	1	387	80%	2
	<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
A5144 Thorley Lane (north)	893	101%	4	920	101%	4	954	103%	4

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Clay Lane	731	94%	2	732	99%	5	733	101%	6
A5144 Thorley Lane (south)	714	99%	5	704	100%	6	706	101%	6
Wood Lane	312	64%	1	269	57%	1	249	54%	1

10.3.184 The conclusions drawn in paragraphs 11.4.212 to 11.4.214 of the main TA are replaced by:

“This junction operates over capacity in the 2031 future baseline with a maximum VoC of 105% on the Clay Lane approach in the AM peak hour with an associated queue length of six PCU. In the PM peak hour, the maximum VoC of 101% is on the A5144 Thorley Lane (north) approach with an associated queue length of four PCU.

This junction operates over capacity in the 2039 future baseline with a maximum VoC of 106% on the Clay Lane and approach in the AM peak hour with an associated queue length of six PCU. In the PM peak hour, the maximum VoC of 101% is on the A5144 Thorley Lane (north) approach with an associated queue length of four PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 108% on the Clay Lane approach in the AM peak hour with an associated queue length of six PCU. In the PM peak hour, the maximum VoC of 103% is on the A5144 Thorley Lane (north) approach with an associated queue length of four PCU.”

### **A56 Old Market Place/Kingsway**

10.3.185 Table 11-92 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-92 below replaces Table 11-92 of the main TA.

**Table 11-92: 2018 baseline performance at A56 Old Market Place/Kingsway junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
A56 Old Market Place (north)	679	34%	0
Kingsway	251	47%	1
A56 Old Market Place (west)	446	22%	0
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
A56 Old Market Place (north)	573	29%	0
Kingsway	603	82%	3
A56 Old Market Place (west)	581	29%	0

10.3.186 The conclusions drawn in paragraph 11.4.216 of the main TA are replaced by:

“In the 2018 existing baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 82% on the Kingsway approach with an associated queue length of three PCU.”

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**  
 SES2 and AP2 ES Volume 5, Appendix: TR-002-00006  
 Traffic and transport  
 MA06, MA07 and MA08  
 Transport Assessment Part 2 Addendum – Report 4 of 7

10.3.187 Table 11-93 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-93 below replaces Table 11-93 of the main TA.

**Table 11-93: Future baseline performance at A56 Old Market Place/Kingsway junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
A56 Old Market Place (north)	822	41%	0	950	48%	0
Kingsway	262	62%	2	235	65%	2
A56 Old Market Place (west)	527	26%	0	434	22%	0
	<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
A56 Old Market Place (north)	551	28%	0	544	27%	0
Kingsway	627	88%	4	677	95%	7
A56 Old Market Place (west)	748	37%	0	767	38%	0

10.3.188 The conclusions drawn in paragraphs 11.4.218 to 11.4.219 of the main TA are replaced by:

“In the 2039 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 88% on the Kingsway approach with an associated queue length of four PCU.

In the 2051 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 95% on the Kingsway approach with an associated queue length of seven PCU.”

### **A560 Woodlands Road/B5164 Barrington Road**

10.3.189 Table 11-94 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-94 below replaces Table 11-94 of the main TA.

**Table 11-94: 2018 baseline performance at A560 Woodlands Road/B5164 Barrington Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
	<b>2018 AM peak hour (08:00–09:00) baseline results</b>		
B5164 Barrington Road (south)	696	80%	13
A560 Woodlands Road (west)	630	57%	12
B5164 Barrington Road (north)	615	84%	13
A560 Woodlands Road (east)	1,187	51%	18
	<b>2018 PM peak hour (17:00–18:00) baseline results</b>		
B5164 Barrington Road (south)	994	79%	16
A560 Woodlands Road (west)	646	69%	13
B5164 Barrington Road (north)	279	36%	6

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**  
 SES2 and AP2 ES Volume 5, Appendix: TR-002-00006  
 Traffic and transport  
 MA06, MA07 and MA08  
 Transport Assessment Part 2 Addendum – Report 4 of 7

Approach	Flow, PCU/hr	VoC	Q, PCU
A560 Woodlands Road (east)	878	41%	15

10.3.190 The conclusions drawn in paragraph 11.4.121 of the main TA are replaced by:

“The assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 84% on the B5164 Barrington Road (north) approach in the AM peak hour with an associated queue length of 13 PCU. In the PM peak hour, the maximum VoC of 79% is on the B5164 Barrington Road (south) approach with an associated queue length of 16 PCU.”

10.3.191 Table 11-95 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-95 below replaces Table 11-95 of the main TA.

**Table 11-95: Future baseline performance at A560 Woodlands Road/B5164 Barrington Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>			
B5164 Barrington Road (south)	678	85%	13
A560 Woodlands Road (west)	680	59%	14
B5164 Barrington Road (north)	593	89%	14
A560 Woodlands Road (east)	1,285	56%	20
<b>2031 PM peak hour (17:00–18:00)</b>			
B5164 Barrington Road (south)	995	88%	19
A560 Woodlands Road (west)	774	79%	17
B5164 Barrington Road (north)	189	41%	5
A560 Woodlands Road (east)	888	43%	16

10.3.192 The conclusions drawn in paragraph 11.4.223 of the main TA are replaced by:

“The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 89% on the B5164 Barrington Road (north) approach in the AM peak hour with an associated queue length of 14 PCU. In the PM peak hour, the maximum VoC of 88% is on the B5164 Barrington Road (south) approach with an associated queue length of 19 PCU.”

### **A560 Stockport Road/A538 Stockport Road/A560 Woodlands Road/Woodlands Parkway**

10.3.193 Table 11-96 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-96 below replaces Table 11-96 of the main TA.

**Table 11-96: 2018 baseline performance at A560 Stockport Road/A538 Stockport Road/A560 Woodlands Road/Woodlands Parkway junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
Woodlands Parkway	331	90%	7
A560 Stockport Road (east)	1,192	62%	22
A560 Stockport Road (west)	1,044	46%	5
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
Woodlands Parkway	143	36%	3
A560 Stockport Road (east)	977	52%	17
A560 Stockport Road (west)	1,386	66%	7

10.3.194 The conclusions drawn in paragraph 11.4.225 of the main TA are replaced by:

“In the 2018 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 90% on the Woodlands Parkway approach with an associated queue length of seven PCU. In the PM peak hour, the assessment shows that this junction operates well within capacity in the 2018 baseline.”

10.3.195 Table 11-97 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-97 below replaces Table 11-97 of the main TA.

**Table 11-97: Future baseline performance at A560 Stockport Road/A538 Stockport Road/A560 Woodlands Road/Woodlands Parkway junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>			
Woodlands Parkway	198	89%	3
A560 Stockport Road (east)	1,229	52%	15
A560 Stockport Road (west)	982	39%	7
<b>2031 PM peak hour (17:00–18:00)</b>			
Woodlands Parkway	122	55%	2
A560 Stockport Road (east)	1,007	43%	13
A560 Stockport Road (west)	1,417	57%	11

10.3.196 The conclusions drawn in paragraph 11.4.227 of the main TA are replaced by:

“In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 89% on the Woodlands Parkway approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction operates well within capacity in the 2031 future baseline.”



## Oldfield Road/Gorsey Lane

10.3.197 Table 11-98 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-98 below replaces Table 11-98 of the main TA.

**Table 11-98: 2018 baseline performance at Oldfield Road/Gorsey Lane junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
Oldfield Road (east)	417	47%	0
Gorsey Lane	680	72%	0
Oldfield Road (west)	275	42%	0
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
Oldfield Road (east)	564	59%	0
Gorsey Lane	430	46%	0
Oldfield Road (west)	153	20%	0

10.3.198 The conclusions drawn in paragraph 11.4.229 of the main TA remain unchanged.

10.3.199 Table 11-99 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-99 below replaces Table 11-99 of the main TA.

**Table 11-99: Future baseline performance at Oldfield Road/Gorsey Lane junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
Oldfield Road (east)	407	46%	0	401	44%	0	421	45%	0
Gorsey Lane	725	79%	0	738	81%	0	851	96%	2
Oldfield Road (west)	335	51%	0	315	48%	0	300	52%	0
	<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
Oldfield Road (east)	596	64%	0	606	64%	0	623	67%	0
Gorsey Lane	446	51%	0	474	54%	0	499	58%	0
Oldfield Road (west)	235	30%	0	241	31%	0	271	35%	0

10.3.200 The conclusions drawn in paragraphs 11.4.231 to 11.4.233 of the main TA are replaced by:

“In the 2031 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 79% on the Gorsey Lane approach with no queue. In the PM peak hour, the assessment shows that this junction operates well within capacity in the 2031 future baseline.

In the 2039 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 81% on the Gorsey Lane approach with no queue. In the PM peak hour, the assessment shows that this junction operates well within capacity in the 2039 future baseline.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 96% on the Gorsey Lane approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction operates well within capacity in the 2051 future baseline.”

## **A560 Shaftesbury Avenue/A560 Stockport Road/Moss Lane/Wood Lane**

10.3.201 The A560 Shaftesbury Avenue/A560 Stockport Road/Moss Lane/Wood Lane network consists of two signal controlled junctions located in proximity. The network comprises:

- A560 Shaftesbury Avenue/A560 Stockport Road/B5165 Stockport Road junction; and
- A560 Stockport Road/Wood Lane/Moss Lane junction.

10.3.202 Table 11-100 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-100 below replaces Table 11-100 of the main TA.

**Table 11-100: 2018 baseline performance at A560 Shaftesbury Avenue/A560 Stockport Road/Moss Lane/Wood Lane junction**

<b>Approach</b>	<b>Flow, PCU/hr</b>	<b>VoC</b>	<b>Q, PCU</b>
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
Moss Lane	423	78%	5
B5165 Stockport Road	184	45%	2
A560 Stockport Road (east)	576	73%	7
Wood Lane	385	77%	5
A560 Stockport Road (west)	747	100%	9
A560 Shaftesbury Avenue (internal westbound)	760	19%	0
A560 Stockport Road (internal westbound)	760	42%	8
A560 Stockport Road (internal eastbound)	668	17%	0
A560 Shaftesbury Avenue (internal eastbound)	513	26%	4
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
Moss Lane	408	83%	5
B5165 Stockport Road	161	44%	2
A560 Stockport Road (east)	600	74%	7
Wood Lane	265	48%	3
A560 Stockport Road (west)	892	105%	10
A560 Shaftesbury Avenue (internal westbound)	761	19%	0
A560 Stockport Road (internal westbound)	761	39%	7
A560 Stockport Road (internal eastbound)	857	23%	0
A560 Shaftesbury Avenue (internal eastbound)	405	20%	3

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

10.3.203 The conclusions drawn in paragraph 11.4.236 of the main TA are replaced by:

“This junction operates over capacity in the 2018 baseline with a maximum VoC of 100% on the A560 Stockport Road (west) approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 105% is on the A560 Stockport Road (west) approach with an associated queue length of 10 PCU.”

10.3.204 Table 11-101 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-101 below replaces Table 11-101 of the main TA.

**Table 11-101: Future baseline performance at A560 Shaftesbury Avenue/A560 Stockport Road/Moss Lane/Wood Lane junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
Moss Lane	432	81%	5	441	94%	5
B5165 Stockport Road	220	53%	3	248	60%	3
A560 Stockport Road (east)	648	84%	8	732	97%	9
Wood Lane	397	83%	5	423	97%	5
A560 Stockport Road (west)	745	100%	9	749	101%	9
A560 Shaftesbury Avenue (internal westbound)	868	22%	0	980	24%	0
A560 Stockport Road (internal westbound)	868	48%	9	980	54%	10
A560 Stockport Road (internal eastbound)	658	17%	0	664	17%	0
A560 Shaftesbury Avenue (internal eastbound)	499	25%	4	541	27%	4
	<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
Moss Lane	423	95%	5	426	99%	5
B5165 Stockport Road	203	55%	2	232	63%	3
A560 Stockport Road (east)	576	70%	7	574	70%	7
Wood Lane	340	64%	4	361	69%	4
A560 Stockport Road (west)	902	107%	10	915	108%	10
A560 Shaftesbury Avenue (internal westbound)	779	19%	0	806	20%	0
A560 Stockport Road (internal westbound)	779	40%	8	806	41%	8
A560 Stockport Road (internal eastbound)	951	26%	0	985	26%	0
A560 Shaftesbury Avenue (internal eastbound)	454	22%	3	501	25%	4

10.3.205 The conclusions drawn in paragraphs 11.4.238 to 11.4.239 of the main TA are replaced by:

“This junction operates over capacity in the 2039 future baseline with a maximum VoC of 100% on the A560 Stockport Road (west) approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 107% is on the A560 Stockport Road (west) approach with an associated queue length of 10 PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 101% on the A560 Stockport Road (west) approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 108% is on the A560 Stockport Road (west) approach with an associated queue length of 10 PCU.”

## A56 Manchester Road/A56 Church Street/Oldfield Road

- 10.3.206 Table 11-102 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-102 below replaces Table 11-102 of the main TA.

**Table 11-102: 2018 baseline performance at A56 Manchester Road/A56 Church Street/Oldfield Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
A56 Manchester Road	714	101%	3
A56 Church Street	314	18%	0
Oldfield Road	813	91%	2
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
A56 Manchester Road	540	94%	2
A56 Church Street	362	20%	0
Oldfield Road	636	77%	2

- 10.3.207 The conclusions drawn in paragraph 11.4.241 of the main TA are replaced by:

“In the 2018 baseline this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on the A56 Manchester Road approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 94% on the A56 Manchester Road approach with an associated queue length of two PCU.”

- 10.3.208 Table 11-103 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-103 below replaces Table 11-103 of the main TA.

**Table 11-103: Future baseline performance at A56 Manchester Road/A56 Church Street/Oldfield Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>			
A56 Manchester Road	805	101%	3
A56 Church Street	328	19%	0
Oldfield Road	839	95%	3

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2031 PM peak hour (17:00–18:00)</b>			
A56 Manchester Road	552	96%	2
A56 Church Street	457	25%	0
Oldfield Road	652	81%	2

10.3.209 The conclusions drawn in paragraph 11.4.243 of the main TA are replaced by:

“In the 2031 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on the A56 Manchester Road approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 96% on the A56 Manchester Road approach with an associated queue length of two PCU.”

### A56 Manchester Road/B5164 Barrington Road

10.3.210 Table 11-104 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-104 below replaces Table 11-104 of the main TA.

**Table 11-104: 2018 baseline performance at A56 Manchester Road/B5164 Barrington Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
A56 Manchester Road (north)	1,018	42%	19
B5164 Barrington Road	535	76%	10
A56 Manchester Road (south)	687	46%	13
Altrincham Fire Station*	-	-	-
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
A56 Manchester Road (north)	552	24%	11
B5164 Barrington Road	515	68%	9
A56 Manchester Road (south)	731	49%	14
Altrincham Fire Station*	-	-	-

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

10.3.211 The conclusions drawn in paragraph 11.4.245 of the main TA are replaced by:

“In the 2018 baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 76% on the B5164 Barrington Road approach with an associated queue length of 10 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline.”

10.3.212 Table 11-105 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-105 below replaces Table 11-105 of the main TA.

**Table 11-105: Future baseline performance at A56 Manchester Road/B5164 Barrington Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
A56 Manchester Road (north)	1,176	48%	22	1,182	49%	22
B5164 Barrington Road	544	77%	11	585	83%	11
A56 Manchester Road (south)	698	56%	13	715	68%	14
Altrincham Fire Station*	-	-	-	-	-	-
	<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
A56 Manchester Road (north)	524	22%	10	586	25%	11
B5164 Barrington Road	569	75%	10	679	90%	12
A56 Manchester Road (south)	785	50%	15	806	52%	16
Altrincham Fire Station*	-	-	-	-	-	-

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

10.3.213 The conclusions drawn in paragraphs 11.4.247 to 11.4.248 of the main TA are replaced by:

“In the 2039 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 77% on the B5164 Barrington Road approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 75% is on the B5164 Barrington Road approach with an associated queue length of 10 PCU.

In the 2051 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 83% on the B5164 Barrington Road approach with an associated queue length of 11 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 90% on the B5164 Barrington Road approach with an associated queue length of 12 PCU.”

### **A560 Shaftesbury Avenue/Aimson Road East**

10.3.214 Table 11-106 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-106 below replaces Table 11-106 of the main TA.

**Table 11-106: 2018 baseline performance at A560 Shaftesbury Avenue/Aimson Road East junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
	<b>2018 AM peak hour (08:00–09:00) baseline results</b>		
A560 Shaftesbury Avenue (north)	1,185	77%	8
Aimson Road East	14	5%	0
A560 Shaftesbury Avenue (south)	1,284	80%	9
	<b>2018 PM peak hour (17:00–18:00) baseline results</b>		
A560 Shaftesbury Avenue (north)	1,121	78%	7
Aimson Road East	14	4%	0
A560 Shaftesbury Avenue (south)	1,069	71%	7

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

10.3.215 The conclusions drawn in paragraph 11.4.250 of the main TA are replaced by:

“The assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 80% on the A560 Shaftesbury Avenue (south) approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 78% is on the A560 Shaftesbury Avenue (north) approach with an associated queue length of seven PCU.”

10.3.216 Table 11-107 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-107 below replaces Table 11-107 of the main TA.

**Table 11-107: Future baseline performance at A560 Shaftesbury Avenue/Aimson Road East junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
A560 Shaftesbury Avenue (north)	1,150	75%	8	1,241	80%	9	1,278	83%	9
Aimson Road East	18	6%	1	17	6%	1	37	12%	1
A560 Shaftesbury Avenue (south)	1,345	84%	9	1,361	85%	9	1,391	87%	10
	<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
A560 Shaftesbury Avenue (north)	1,142	79%	8	1,108	77%	7	1,129	79%	8
Aimson Road East	18	5%	0	18	5%	0	33	9%	1
A560 Shaftesbury Avenue (south)	1,116	74%	7	1,141	75%	8	1,214	80%	8

10.3.217 The conclusions drawn in paragraphs 11.4.252 to 11.4.253 of the main TA are replaced by:

“In the 2031 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 84% on the A560 Shaftesbury Avenue (south) approach with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 79% is on the A560 Shaftesbury Avenue (north) approach with an associated queue length of eight PCU.”

In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 85% on the A560 Shaftesbury Avenue (south) approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2039 future baseline with a maximum VoC of 77% is on the A560 Shaftesbury Avenue (north) approach with an associated queue length of seven PCU.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 87% on the A560 Shaftesbury Avenue (south) approach with an associated queue length of 10 PCU. In the PM peak hour, the

assessment shows that this junction is within capacity in the 2051 future baseline with a maximum VoC of 80% on the A560 Shaftesbury Avenue (south) approach with an associated queue length of eight PCU.”

## Moss Lane/Grove Lane

10.3.218 Table 11-108 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-108 below replaces Table 11-108 of the main TA.

**Table 11-108: 2018 baseline performance at Moss Lane/Grove Lane junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
Moss Lane (north)	631	33%	0
Grove Lane	79	11%	0
Moss Lane (south)	250	49%	0
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
Moss Lane (north)	326	17%	0
Grove Lane	63	8%	0
Moss Lane (south)	625	70%	0

10.3.219 The conclusions drawn in paragraph 11.4.255 of the main TA are replaced by:

“The assessment shows that this junction operates well within capacity in the 2018 baseline.”

10.3.220 Table 11-109 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-109 below replaces Table 11-109 of the main TA.

**Table 11-109: Future baseline performance at Moss Lane/Grove Lane junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>			
Moss Lane (north)	631	33%	0
Grove Lane	97	12%	0
Moss Lane (south)	211	42%	0
<b>2031 PM peak hour (17:00–18:00)</b>			
Moss Lane (north)	320	17%	0
Grove Lane	79	10%	0
Moss Lane (south)	673	78%	0

10.3.221 The conclusions drawn in paragraph 11.4.257 of the main TA are replaced by:

“In the 2031 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction operates within capacity in the 2031 future baseline with a maximum VoC of 78% on the Moss Lane (south) approach with no queue.”



## A56 Manchester Road/B5165 Park Road/Woodcote Road

10.3.222 Table 11-110 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-110 below replaces Table 11-110 of the main TA.

**Table 11-110: 2018 baseline performance at A56 Manchester Road/B5165 Park Road/Woodcote Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
A56 Manchester Road (north)	1,903	98%	31
B5165 Park Road	434	96%	11
A56 Manchester Road (south)	1,301	86%	17
Woodcote Road*	-	-	-
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
A56 Manchester Road (north)	1,566	89%	28
B5165 Park Road	473	96%	11
A56 Manchester Road (south)	1,233	73%	17
Woodcote Road*	-	-	-

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

10.3.223 The conclusions drawn in paragraph 11.4.259 of the main TA are replaced by:

“The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 98% on the A56 Manchester Road (north) approach in the AM peak hour with an associated queue length of 31 PCU. In the PM peak hour, the maximum VoC of 96% is on the B5165 Park Road approach with an associated queue length of 11 PCU.”

10.3.224 Table 11-111 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-111 below replaces Table 11-111 of the main TA.

**Table 11-111: Future baseline performance at A56 Manchester Road/B5165 Park Road/Woodcote Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
A56 Manchester Road (north)	1,922	99%	31	1,957	101%	31	2,019	104%	31
B5165 Park Road	442	98%	11	448	99%	11	466	103%	11
A56 Manchester Road (south)	1,258	48%	17	1,275	49%	17	1,351	52%	19
Woodcote Road*	-	-	-	-	-	-	-	-	-

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
A56 Manchester Road (north)	1,598	91%	28	1,633	94%	29	1,673	96%	30
B5165 Park Road	488	99%	12	493	100%	12	504	102%	12
A56 Manchester Road (south)	1,215	47%	17	1,306	50%	18	1,472	57%	21
Woodcote Road*	-	-	-	-	-	-	-	-	-

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

10.3.225 The conclusions drawn in paragraphs 11.4.261 to 11.4.263 of the main TA are replaced by:

“The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 99% on the A56 Manchester Road (north) approach in the AM peak hour with an associated queue length of 31 PCU. In the PM peak hour, the maximum VoC of 99% is on the B5165 Park Road approach with an associated queue length of 12 PCU.

This junction operates over capacity in the 2039 future baseline with a maximum VoC of 101% on the A56 Manchester Road (north) approach in the AM peak hour with an associated queue length of 31 PCU. In the PM peak hour, the maximum VoC of 100% is on the B5165 Park Road approach with an associated queue length of 12 PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 104% on the A56 Manchester Road (north) approach with an associated queue length of 31 PCU. In the PM peak hour, the maximum VoC of 102% is on the B5165 Park Road approach with an associated queue length of 12 PCU.”

### **A56 Washway Road/Woodhouse Lane/Eastway**

10.3.226 Table 11-112 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-112 below replaces Table 11-112 of the main TA.

**Table 11-112: 2018 baseline performance at A56 Washway Road/Woodhouse Lane/Eastway junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
Woodhouse Lane	502	44%	11
A56 Washway Road (north)	1,341	99%	29
Eastway*	-	-	-
A56 Washway Road (south)	1,366	103%	29
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
Woodhouse Lane	155	14%	3
A56 Washway Road (north)	1,461	86%	28
Eastway*	-	-	-

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**  
 SES2 and AP2 ES Volume 5, Appendix: TR-002-00006  
 Traffic and transport  
 MA06, MA07 and MA08  
 Transport Assessment Part 2 Addendum – Report 4 of 7

Approach	Flow, PCU/hr	VoC	Q, PCU
A56 Washway Road (south)	1,386	86%	27

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

10.3.227 The conclusions drawn in paragraph 11.4.265 of the main TA are replaced by:

“In the 2018 baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 103% on the A56 Washway Road (south) approach with an associated queue length of 29 PCU. In the PM peak hour, the assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 86% on both the A56 Washway Road (north) and the A56 Washway Road (south) approaches with associated queue lengths of 28 PCU and 27 PCU respectively.”

10.3.228 Table 11-113 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-113 below replaces Table 11-113 of the main TA.

**Table 11-113: Future baseline performance at A56 Washway Road/Woodhouse Lane/Eastway junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>			
Woodhouse Lane	529	47%	12
A56 Washway Road (north)	1,323	97%	29
Eastway*	-	-	-
A56 Washway Road (south)	1,374	102%	29
<b>2031 PM peak hour (17:00–18:00)</b>			
Woodhouse Lane	165	15%	4
A56 Washway Road (north)	1,480	87%	28
Eastway*	-	-	-
A56 Washway Road (south)	1,401	87%	27

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

10.3.229 The conclusions drawn in paragraph 11.4.267 of the main TA are replaced by:

“In the 2031 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 102% on the A56 Washway Road (south) approach with an associated queue length of 29 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 87% on both the A56 Washway Road (north) and the A56 Washway Road (south) approaches with associated queue lengths of 28 PCU and 27 PCU respectively.”

**A56 Washway Road/A6144 Marsland Road/A6144 Harboro Way**

10.3.230 Table 11-114 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-114 below replaces Table 11-114 of the main TA.

**Table 11-114: 2018 baseline performance at A56 Washway Road/A6144 Marsland Road/A6144 Harboro Way junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
A56 Washway Road (north)	880	84%	20
A6144 Marsland Road	989	77%	19
A56 Washway Road (south)	1,187	94%	22
A6144 Harboro Way	552	63%	13
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
A56 Washway Road (north)	1,294	95%	28
A6144 Marsland Road	797	65%	16
A56 Washway Road (south)	1,013	85%	19
A6144 Harboro Way	411	47%	10

10.3.231 The conclusions drawn in paragraph 11.4.269 of the main TA are replaced by:

“The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 94% on the A56 Washway Road (south) approach in the AM peak hour with an associated queue length of 22 PCU. In the PM peak hour, the maximum VoC of 95% is on the A56 Washway Road (north) approach with an associated queue length of 28 PCU.”

10.3.232 Table 11-115 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-115 below replaces Table 11-115 of the main TA.

**Table 11-115: Future baseline performance at A56 Washway Road/A6144 Marsland Road/A6144 Harboro Way junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>			
A56 Washway Road (north)	859	78%	20
A6144 Marsland Road	979	77%	18
A56 Washway Road (south)	1,331	99%	25
A6144 Harboro Way	595	67%	14
<b>2031 PM peak hour (17:00–18:00)</b>			
A56 Washway Road (north)	1,299	95%	28
A6144 Marsland Road	925	76%	19
A56 Washway Road (south)	1,000	83%	18
A6144 Harboro Way	428	55%	10

10.3.233 The conclusions drawn in paragraph 11.4.271 of the main TA are replaced by:

“The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 99% on the A56 Washway Road (south) approach in the AM peak hour with an associated queue length of 25 PCU. In the PM peak hour, the maximum

VoC of 95% is on the A56 Washway Road (north) approach with an associated queue length of 28 PCU.”

## B5165 Park Road/Moss Lane

- 10.3.234 This junction is a three-arm priority controlled (give way) T-junction with no controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 11-115.1.

**Table 11-115.1: 2018 baseline performance at B5165 Park Road/Moss Lane junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
B5165 Park Road (east)	642	35%	0
Moss Lane	94	12%	0
B5165 Park Road (west)	604	88%	1
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
B5165 Park Road (east)	506	26%	0
Moss Lane	353	48%	3
B5165 Park Road (west)	489	57%	0

- 10.3.235 In the 2018 baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 88% on the B5165 Park Road (west) approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline.
- 10.3.236 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 11-115.2. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

**Table 11-115.2: Future baseline performance at B5165 Park Road/Moss Lane junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>									
B5165 Park Road (east)	671	36%	0	741	40%	0	821	45%	0
Moss Lane	91	12%	0	94	13%	0	113	16%	0
B5165 Park Road (west)	581	86%	1	601	93%	1	607	94%	1
<b>2031 PM peak hour (17:00–18:00)</b>									
B5165 Park Road (east)	522	27%	0	496	26%	0	505	26%	0
Moss Lane	367	51%	4	374	52%	4	382	54%	4

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
B5165 Park Road (west)	534	58%	0	597	62%	0	672	66%	0

- 10.3.237 In the 2031 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 86% on the B5165 Park Road (west) approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline.
- 10.3.238 In the 2039 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 93% on the B5165 Park Road (west) approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.
- 10.3.239 In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 94% on the B5165 Park Road (west) approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline.

### Roaring Gate Lane/Thorley Lane/Shay Lane

- 10.3.240 This junction is a three-arm priority controlled (give way) T-junction with no controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 11-115.3.

**Table 11-115.3: 2018 baseline performance at Roaring Gate Lane/Thorley Lane/Shay Lane junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
Roaring Gate Lane	344	23%	0
Thorley Lane	336	17%	0
Shay Lane	145	40%	0
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
Roaring Gate Lane	358	21%	0
Thorley Lane	398	21%	0
Shay Lane	71	23%	0

- 10.3.241 The assessment shows that this junction operates well within capacity in the 2018 baseline.
- 10.3.242 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 11-115.4. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

**Table 11-115.4: Future baseline performance at Roaring Gate Lane/Thorley Lane/Shay Lane junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
Roaring Gate Lane	486	34%	0	332	30%	0	405	39%	0
Thorley Lane	375	19%	0	315	16%	0	307	15%	0
Shay Lane	199	61%	1	13	2%	0	17	3%	0
	<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
Roaring Gate Lane	561	34%	0	275	24%	0	297	27%	0
Thorley Lane	534	27%	0	442	23%	0	407	21%	0
Shay Lane	165	71%	1	0	0%	0	23	5%	0

10.3.243 The assessment shows that this junction operates well within capacity in the 2031, 2039 and 2051 future baselines.

### **A538 Altrincham Road/Hawthorn Street**

10.3.244 This junction is a three-arm priority controlled (give way) T-junction with no controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 11-115.5.

**Table 11-115.5: 2018 baseline performance at A538 Altrincham Road/Hawthorn Street junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
	<b>2018 AM peak hour (08:00–09:00) baseline results</b>		
A538 Altrincham Road (east)	723	36%	0
Hawthorn Street	350	101%	6
A538 Altrincham Road (west)	1,075	100%	0
	<b>2018 PM peak hour (17:00–18:00) baseline results</b>		
A538 Altrincham Road (east)	378	19%	0
Hawthorn Street	452	84%	1
A538 Altrincham Road (west)	1,054	53%	0

10.3.245 In the 2018 baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on the Hawthorn Street approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 84% on the Hawthorn Street approach with an associated queue length of one PCU.

10.3.246 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 11-115.6. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

**Table 11-115.6: Future baseline performance at A538 Altrincham Road/Hawthorn Street junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
A538 Altrincham Road (east)	731	36%	0	684	34%	0	937	47%	0
Hawthorn Street	361	102%	6	383	102%	6	267	102%	5
A538 Altrincham Road (west)	1,085	101%	0	1,188	106%	0	980	110%	0
	<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
A538 Altrincham Road (east)	367	18%	0	351	17%	0	351	17%	0
Hawthorn Street	532	96%	3	545	97%	3	517	92%	2
A538 Altrincham Road (west)	1,150	57%	0	1,130	56%	0	1,195	60%	0

- 10.3.247 In the 2031 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 102% on the Hawthorn Street approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 96% on the Hawthorn Street approach with an associated queue length of three PCU.
- 10.3.248 In the 2039 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 106% on the A538 Altrincham Road (west) approach with no queue. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 97% on the Hawthorn Street approach with an associated queue length of three PCU.
- 10.3.249 In the 2051 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 110% on the A538 Altrincham Road (west) approach with no queue. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 92% on the Hawthorn Street approach with an associated queue length of two PCU.

### **Moss Lane/Grove Lane/Bancroft Road/Clarence Road**

- 10.3.250 This junction is a four-arm priority controlled (give way) crossroads with no controlled pedestrian crossing facilities. Clarence Road approach is a minor arm with low traffic flow and is not included within the SATURN model. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 11-115.7.



**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**  
 SES2 and AP2 ES Volume 5, Appendix: TR-002-00006  
 Traffic and transport  
 MA06, MA07 and MA08  
 Transport Assessment Part 2 Addendum – Report 4 of 7

**Table 11-115.7: 2018 baseline performance at Moss Lane/Grove Lane/Bancroft Road/Clarence Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
Moss Lane	230	12%	0
Grove Lane	418	98%	3
Bancroft Road	453	44%	0
Clarence Road*	-	-	-
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
Moss Lane	516	29%	0
Grove Lane	372	75%	0
Bancroft Road	437	58%	0
Clarence Road*	-	-	-

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

- 10.3.251 In the 2018 baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 98% on the Grove Lane approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 75% on the Grove Lane approach with no queue.
- 10.3.252 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 11-115.8. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

**Table 11-115.8: Future baseline performance at Moss Lane/Grove Lane/Bancroft Road/Clarence Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
Moss Lane	291	16%	0	422	22%	0	488	26%	0
Grove Lane	410	98%	3	380	101%	5	356	105%	5
Bancroft Road	502	50%	0	496	54%	0	549	61%	0
Clarence Road*	-	-	-	-	-	-	-	-	-
	<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
Moss Lane	628	34%	0	630	34%	0	677	37%	0
Grove Lane	326	75%	1	331	80%	1	286	74%	1
Bancroft Road	467	64%	0	427	58%	0	421	56%	0
Clarence Road*	-	-	-	-	-	-	-	-	-

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

- 10.3.253 In the 2031 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 98% on the Grove Lane approach with

an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2031 future baseline with a maximum VoC of 75% on the Grove Lane approach with an associated queue length of one PCU.

10.3.254 In the 2039 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on the Grove Lane approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2039 future baseline with a maximum VoC of 80% on the Grove Lane approach with an associated queue length of one PCU.

10.3.255 In the 2051 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 105% on the Grove Lane approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline.

### **Manchester Road/Stanneylands Road/Dean Row Road**

10.3.256 This junction is a four-arm signal-controlled crossroads with signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 11-115.9.

**Table 11-115.9: 2018 baseline performance at Manchester Road/Stanneylands Road/Dean Row Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
Manchester Road (north)	184	41%	4
Dean Row Road	324	83%	7
Manchester Road (south)	259	58%	5
Stanneylands Road	27	9%	1
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
Manchester Road (north)	66	14%	1
Dean Row Road	180	76%	4
Manchester Road (south)	130	71%	3
Stanneylands Road	74	17%	2

10.3.257 The assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 83% on the Dean Row Road approach in the AM peak hour with an associated queue length of seven PCU. In the PM peak hour, the maximum VoC of 76% is on the Dean Row Road approach with an associated queue length of four PCU.

10.3.258 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 11-115.10. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

**Table 11-115.10: Future baseline performance at Manchester Road/Stanneylands Road/Dean Row Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>			
Manchester Road (north)	238	53%	5
Dean Row Road	288	77%	6
Manchester Road (south)	207	43%	4
Stanneylands Road	2	1%	0
<b>2031 PM peak hour (17:00–18:00)</b>			
Manchester Road (north)	116	24%	2
Dean Row Road	134	59%	3
Manchester Road (south)	145	50%	3
Stanneylands Road	4	1%	0

10.3.259 In the 2031 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 77% on the Dean Row Road approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline.

### Ashley Road/Birkinheath Lane

10.3.260 This junction is a three-arm priority controlled (give way) T-junction with no pedestrian crossing facilities. The Ashley Road (north) approach is a minor arm that is not included within the SATURN model. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 11-115.11.

**Table 11-115.11: 2018 baseline performance at Ashley Road/Birkinheath Lane junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
Ashley Road (north)*	-	-	-
Ashley Road (south)	270	23%	0
Birkinheath Lane	16	16%	0
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
Ashley Road (north)*	-	-	-
Ashley Road (south)	113	10%	0
Birkinheath Lane	20	20%	0

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

10.3.261 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.262 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 11-115.12. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

**Table 11-115.12: Future baseline performance at Ashley Road/Birkinheath Lane junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>			
Ashley Road (north)*	-	-	-
Ashley Road (south)	280	24%	0
Birkinheath Lane	15	15%	0
<b>2031 PM peak hour (17:00–18:00)</b>			
Ashley Road (north)*	-	-	-
Ashley Road (south)	136	12%	0
Birkinheath Lane	19	19%	0

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

10.3.263 The assessment shows that this junction operates well within capacity in the 2031 future baseline.

### **A538 Hale Road/High Elm Road**

10.3.264 This junction is a three-arm priority controlled (give way) T-junction with no pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 11-115.13.

**Table 11-115.13: 2018 baseline performance at A538 Hale Road/High Elm Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
A538 Hale Road (east)	862	38%	0
High Elm Road	162	93%	3
A538 Hale Road (west)	384	20%	0
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
A538 Hale Road (east)	848	40%	0
High Elm Road	53	21%	0
A538 Hale Road (west)	475	23%	0

10.3.265 In the 2018 baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 93% on the High Elm Road approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline.

10.3.266 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 11-115.14. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

**Table 11-115.14: Future baseline performance at A538 Hale Road/High Elm Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>			
A538 Hale Road (east)	799	35%	0
High Elm Road	205	94%	3
A538 Hale Road (west)	210	12%	0
<b>2031 PM peak hour (17:00–18:00)</b>			
A538 Hale Road (east)	882	43%	0
High Elm Road	81	37%	0
A538 Hale Road (west)	577	28%	0

10.3.267 In the 2031 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 94% on the High Elm Road approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline.

### Thorley Lane/Sydney Avenue

10.3.268 This junction is a three-arm priority controlled (give way) T-junction with no pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 11-115.15.

**Table 11-115.15: 2018 baseline performance at Thorley Lane/Sydney Avenue junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
Thorley Lane (east)	668	35%	0
Sydney Avenue	189	52%	0
Thorley Lane (west)	591	65%	0
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
Thorley Lane (east)	639	34%	0
Sydney Avenue	155	50%	0
Thorley Lane (west)	831	62%	0

10.3.269 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.270 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 11-115.16. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

**Table 11-115.16: Future baseline performance at Thorley Lane/Sydney Avenue junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2031 AM peak hour (08:00–09:00)</b>			
Thorley Lane (east)	403	21%	0
Sydney Avenue	241	85%	2

Approach	Flow, PCU/hr	VoC	Q, PCU
Thorley Lane (west)	937	94%	1
<b>2031 PM peak hour (17:00–18:00)</b>			
Thorley Lane (east)	450	23%	0
Sydney Avenue	179	93%	3
Thorley Lane (west)	922	73%	0

10.3.271 The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 94% on the Thorley Lane (west) approach in the AM peak hour with an associated queue length of one PCU. In the PM peak hour, the maximum VoC of 93% is on the Sydney Avenue approach with an associated queue length of three PCU.

### A56 Dunham Road/Regent Road/Booth Road

10.3.272 This junction is a four-arm signal-controlled crossroads with signal-controlled pedestrian crossing facilities. The Booth Road approach is a minor arm that is not included within the SATURN model. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 11-115.17.

**Table 11-115.17: 2018 baseline performance at A56 Dunham Road/Regent Road/Booth Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
Booth Road*	-	-	-
A56 Dunham Road (east)	880	71%	8
Regent Road	108	59%	2
A56 Dunham Road (west)	529	88%	5
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
Booth Road*	-	-	-
A56 Dunham Road (east)	1,079	86%	10
Regent Road	139	75%	3
A56 Dunham Road (west)	474	77%	4

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

10.3.273 The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 88% on the A56 Dunham Road (west) approach in the AM peak hour with an associated queue length of five PCU. In the PM peak hour, the maximum VoC of 86% is on the A56 Dunham Road (east) approach with an associated queue length of 10 PCU.

10.3.274 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 11-115.18. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

**Table 11-115.18: Future baseline performance at A56 Dunham Road/Regent Road/Booth Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	<b>2031 AM peak hour (08:00–09:00)</b>			<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>		
Booth Road*	-	-	-	-	-	-	-	-	-
A56 Dunham Road (east)	1,008	81%	9	1,084	87%	10	1,145	91%	10
Regent Road	120	65%	3	127	69%	3	145	79%	3
A56 Dunham Road (west)	524	91%	5	523	101%	5	298	102%	4
	<b>2031 PM peak hour (17:00–18:00)</b>			<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>		
Booth Road*	-	-	-	-	-	-	-	-	-
A56 Dunham Road (east)	1,028	81%	9	1,050	83%	9	1,113	88%	10
Regent Road	117	63%	3	121	65%	3	138	74%	3
A56 Dunham Road (west)	580	69%	5	594	73%	5	646	84%	6

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

- 10.3.275 In the 2031 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 91% on the A56 Dunham Road (west) approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2031 future baseline with a maximum VoC of 81% on the A56 Dunham Road (east) approach with an associated queue length of nine PCU.
- 10.3.276 In the 2039 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on the A56 Dunham Road (west) approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2039 future baseline with a maximum VoC of 83% on the A56 Dunham Road (east) approach with an associated queue length of nine PCU.
- 10.3.277 In the 2051 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 102% on the A56 Dunham Road (west) approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 88% on the A56 Dunham Road (east) approach with an associated queue length of 10 PCU.

## B5161 Langham Road/South Downs Road

10.3.278 This junction is a three-arm priority (give-way) T-junction with no pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 11-115.19.

**Table 11-115.19: 2018 baseline performance at B5161 Langham Road/South Downs Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
B5161 Langham Road (east)	8	0%	0
South Downs Road	432	63%	0
B5161 Langham Road (west)	364	49%	0
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
B5161 Langham Road (east)	97	5%	0
South Downs Road	296	46%	0
B5161 Langham Road (west)	252	36%	0

10.3.279 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.280 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 11-115.20. As the junction is affected by the operation of the AP2 revised scheme and not construction, future baseline results are presented for 2039 and 2051 only.

**Table 11-115.20: Future baseline performance at B5161 Langham Road/South Downs Road junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>			
B5161 Langham Road (east)	45	2%	0	141	7%	0
South Downs Road	405	60%	0	444	72%	0
B5161 Langham Road (west)	362	49%	0	405	61%	0
<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>			
B5161 Langham Road (east)	141	7%	0	154	8%	0
South Downs Road	216	35%	0	257	42%	0
B5161 Langham Road (west)	219	33%	0	219	33%	0

10.3.281 The assessment shows that this junction operates well within capacity in the 2039 and 2051 future baselines.

## Thorley Lane/Palma Avenue

10.3.282 This junction is a three-arm priority controlled (give-way) roundabout with no pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 11-115.21.



**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**  
 SES2 and AP2 ES Volume 5, Appendix: TR-002-00006  
 Traffic and transport  
 MA06, MA07 and MA08  
 Transport Assessment Part 2 Addendum – Report 4 of 7

**Table 11-115.21: 2018 baseline performance at Thorley Lane/Palma Avenue junction**

Approach	Flow, PCU/hr	VoC	Q, PCU
<b>2018 AM peak hour (08:00–09:00) baseline results</b>			
Palma Avenue	31	2%	31
Terminal 2 MSCP Car Park	276	14%	276
Terminal 2 Surface Car Park	108	12%	108
<b>2018 PM peak hour (17:00–18:00) baseline results</b>			
Palma Avenue	14	1%	0
Terminal 2 MSCP Car Park	249	13%	0
Terminal 2 Surface Car Park	133	15%	0

- 10.3.283 The assessment shows that this junction operates well within capacity in the 2018 baseline.
- 10.3.284 In the future baseline this junction will become a new five-arm priority controlled (give-way) roundabout. The future year baseline performance and the results for the AM and PM peak hours are shown in Table 11-115.22. As the junction is affected by the operation of the AP2 revised scheme and not the construction, the future baseline results are presented for 2039 and 2051 only.

**Table 11-115.22: Future baseline performance at Thorley Lane/Palma Avenue junction**

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
<b>2039 AM peak hour (08:00–09:00)</b>			<b>2051 AM peak hour (08:00–09:00)</b>			
Thorley Lane (east)	238	18%	0	262	28%	0
Palma Avenue	103	6%	0	92	6%	0
Hong Kong Avenue	1,108	71%	1	1,292	85%	1
Sydney Avenue	100	13%	0	108	17%	0
Thorley Lane (west)	1,296	70%	5	1,537	92%	9
<b>2039 PM peak hour (17:00–18:00)</b>			<b>2051 PM peak hour (17:00–18:00)</b>			
Thorley Lane (east)	860	45%	0	1,075	63%	1
Palma Avenue	244	17%	0	234	18%	0
Hong Kong Avenue	1,147	93%	3	1,241	110%	11
Sydney Avenue	107	19%	0	111	22%	0
Thorley Lane (west)	622	34%	1	818	46%	1

- 10.3.285 In the 2039 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 93% on the Hong Kong Avenue approach with an associated queue length of three PCU.
- 10.3.286 In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 85% on the Hong Kong Avenue approach with an associated queue length of one PCU. In the PM peak hour, the assessment

**Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement**

SES2 and AP2 ES Volume 5, Appendix: TR-002-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 2 Addendum – Report 4 of 7

shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 110% on the Hong Kong Avenue approach with an associated queue length of 11 PCU.



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