In Parliament – Session 2022 - 2023

HS2

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Appendix TR-003-00006 – Report 2 of 12

Traffic and transport

Transport Assessment Part 3 Addendum
MA06: Hulseheath to Manchester Airport
MA07: Davenport Green to Ardwick
MA08: Manchester Piccadilly Station
(including MA04 and MA05)

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Department for Transport

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15.1 AP2 revised scheme construction description

Introduction

15.1.1 A number of changes to the original scheme reported in Section 9 of the SES2 and AP2 ES Volume 5, Appendix: TR-002-00006 mean that Section 15.2 of the main Transport Assessment (main TA) and Section 14.2 of the Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement TA (SES1 and AP1 ES TA) are generally replaced by Section 15.1 in this document. Where there is no replacement the text in the main TA and SES1 and AP1 ES TA (the AP1 revised scheme) remains valid.

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

15.1.3 This section provides an overview of the construction traffic and transport impacts of the AP2 revised scheme, including AP1 amendments, for the Risley to Bamfurlong (MA05) community area.

15.1.4 The SES1 and AP1 ES TA reported that the SES1 design change to remove the HS2 West Coast Main Line (WCML) connection would remove the requirement for all civil engineering and railway system compounds associated with construction activities, along with all changes to the highway network reported in the main ES in the Risley to Bamfurlong (MA05) area. There are no SES2 design changes or AP2 amendments in the Risley to Bamfurlong (MA05) area. As a result, changes to the traffic and transport impacts in this area will be caused by changes to construction traffic to and from other community areas. Changes to traffic and transport impacts within the Risley to Bamfurlong (MA05) area as a result of the AP2 revised scheme are described in this report.

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

Construction activities and phasing

15.1.6 Construction activities and phasing are reported in Section 17.2 of the main TA and Section 14.1 in the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Compounds and construction sites

15.1.7 Compounds and construction sites are reported in Section 17.2 of the main TA and Section 14.1 in the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Construction traffic routes

15.1.8 Construction traffic routes are reported in Section 17.2 of the main TA and Section 14.1 in the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Traffic management, road closures and diversions

15.1.9 The approach to traffic management, road closures and diversions is reported in Section 17.2 of the main TA and Section 14.1 in the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Public Rights of Way, closures and diversions

15.1.10 The approach to PRoW closures and diversions is reported in Section 17.2 of the main TA and Section 14.1 in the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

15.2 AP2 revised scheme assessment of construction impacts

15.2.1 The MA05 construction assessment (for the original scheme) is reported in Section 17.3 of the main TA and Section 14.2 of the SES1 and AP1 ES TA (for the AP1 revised scheme).

15.2.2 The SES2 changes and AP2 amendments reported in other community areas mean that Section 16.3 of the main TA and Section 13.2 of the SES1 and AP1 ES TA are generally replaced by Section 14.2 in this document. Where there is no replacement the text in the main TA and the SES1 and AP1 ES TA remains valid.

Key construction transport issues

15.2.3 The construction assessment takes account of all of the impacts of the AP2 revised scheme in the MA05 area.

15.2.4 The SES1 and AP1 ES TA reported that the SES1 design change to remove the HS2 WCML connection will remove the requirement for all construction compounds and the associated construction traffic routes within the MA05 area.

15.2.5 All physical works in the MA05 area reported in the main TA were also removed as a result of the AP1 revised scheme, including road closures, realignments and diversions, alternate routes for PRoW and roadside footways, and possessions on the conventional rail network.

15.2.6 There are no SES2 design changes or AP2 amendments in the MA05 area. As a result, the remaining temporary traffic and transport impacts in this area relate predominantly to construction and workforce traffic movements to and from other community areas.

Highway network

Highway diversions, realignments and closures

15.2.7 Highway diversions, realignments and closures are reported in Section 17.2 of the main TA and Section 14.1 in the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Strategic and local road network traffic flows

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

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

15.2.10 Table 17-5 and Table 17-6 in the SES1 and AP1 ES TA replaced Table 17-5 and Table 17-6 in the main TA and set out the traffic flows for the 2030 future baseline and the AP1 revised scheme on the roads most affected by construction of the AP1 revised scheme for the AM and PM peak hours respectively. Table 17-5 and Table 17-6 below replace Table 17-5 and Table 17-6 of the SES1 and AP1 ES TA, with the 2030 baseline replaced by 2031. In both time periods, the percentage changes in HGV flows are generally higher than the percentage changes in all traffic flows as a result of the relatively low number of HGV movements in the future baseline. Due to the simplified way in which the road network is represented in the strategic models, the use of some local roads may not be precisely reflected in the forecast traffic flows during construction of the AP2 revised scheme, however this is not expected to change the conclusions of the assessment.

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

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

15.2.13 The forecast traffic flow tables presented in this report use the following abbreviations for road direction: NB = northbound; SB = southbound; EB = eastbound; and WB = westbound.

Table 17-5: 2031 future baseline and AP2 revised scheme construction traffic (vehicles), AM peak hour (08:00–09:00)

Location	Direction	2031 baseline flows		AP2 revised scheme flows		AP2 revised scheme - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Daten Avenue (between A574 Warrington Road and Faraday Street)	EB	1,207	15	1,265	15	5%	0%
	WB	470	12	470	12	0%	0%
A574 Warrington Road (between A574 Birchwood Park Avenue and Cross Lane)	NB	414	13	414	13	0%	0%
	SB	1,470	21	1,529	21	4%	0%
A574 Warrington Road (between Cross Lane and A574 Warrington Road realignment)	NB	374	11	374	11	0%	0%
	SB	1,087	19	1,147	19	6%	0%
A574 Warrington Road (between A574 Warrington Road realignment and Glaziers Lane)	NB	320	9	320	9	0%	0%
	SB	1,257	19	1,316	19	5%	0%
B5207 Kenyon Lane (between A572 Newton Road and B5207 Wilton Lane)	EB	598	9	598	9	0%	0%
	WB	251	9	251	9	0%	0%
B5207 Church Lane (between A572 Newton Road and A580 East Lancashire Road)	NB	53	1	53	1	0%	0%
	SB	51	1	51	1	0%	0%
A573 Warrington Road (between A580 East Lancashire Road and Park Road)	NB	441	17	441	17	0%	0%
	SB	652	27	658	27	1%	0%
A573 Bridge Street/High Street (between Park Road and Heath Street)	NB	425	19	425	19	0%	0%
	SB	517	19	522	19	1%	0%
A573 High Street/Church Street (between Heath Street and B5207 Lowton Road)	NB	403	13	403	13	0%	0%
	SB	471	19	476	19	1%	0%
Slag Lane (between B5207 Church Lane and Byrom Lane)	NB	417	5	417	5	0%	0%
	SB	699	9	699	9	0%	0%
	NB	633	16	633	16	0%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows		AP2 revised scheme - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A573 Ashton Road (between B5207 Ashton Road and B5207 Lowton Road)	SB	750	24	757	24	1%	0%
A573 Wigan Road realignment (between B5207 Ashton Road and A573 Aye Bridge Road)	EB	391	16	391	16	0%	0%
	WB	1,079	32	1,079	32	0%	0%
B5232 Newearth Road (between Guided Busway and Hilton Lane)	NB	559	7	559	7	0%	0%
	SB	396	6	399	6	1%	0%
B5232 Bridgewater Road (between B5232 Westminster Road and A6 High Street)	SB	95	5	98	5	3%	0%

Table 17-6: 2031 future baseline and AP2 revised scheme construction traffic (vehicles), PM peak hour (17:00–18:00)

Location	Direction	2031 baseline flows		AP2 revised scheme flows		AP2 revised scheme - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Daten Avenue (between A574 Warrington Road and Faraday Street)	EB	327	6	327	6	0%	0%
	WB	1,071	7	1,071	7	0%	0%
A574 Warrington Road (between A574 Birchwood Park Avenue and Cross Lane)	NB	1,227	10	1,250	10	2%	0%
	SB	475	7	475	7	0%	0%
A574 Warrington Road (between Cross Lane and A574 Warrington Road realignment)	NB	896	9	919	9	3%	0%
	SB	441	6	441	6	0%	0%
A574 Warrington Road (between A574 Warrington Road realignment and Glaziers Lane)	NB	897	7	919	7	2%	0%
	SB	455	7	455	7	0%	0%
B5207 Kenyon Lane (between A572 Newton Road and B5207 Wilton Lane)	EB	211	2	211	2	0%	0%
	WB	391	2	391	2	0%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows		AP2 revised scheme - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5207 Church Lane (between A572 Newton Road and A580 East Lancashire Road)	NB	55	0	55	0	0%	0%
	SB	85	1	85	1	0%	0%
A573 Warrington Road (between A580 East Lancashire Road and Park Road)	NB	772	15	778	15	1%	0%
	SB	670	13	670	13	0%	0%
A573 Bridge Street/High Street (between Park Road and Heath Street)	NB	571	12	577	12	1%	0%
	SB	845	20	845	20	0%	0%
A573 High Street/Church Street (between Heath Street and B5207 Lowton Road)	NB	588	16	593	16	1%	0%
	SB	433	12	433	12	0%	0%
Slag Lane (between B5207 Church Lane and Byrom Lane)	NB	897	1	897	1	0%	0%
	SB	519	3	519	3	0%	0%
A573 Ashton Road (between B5207 Ashton Road and B5207 Lowton Road)	NB	912	15	918	15	1%	0%
	SB	684	9	684	9	0%	0%
A573 Wigan Road realignment (between B5207 Ashton Road and A573 Aye Bridge Road)	EB	912	17	912	17	0%	0%
	WB	434	11	434	11	0%	0%
B5232 Newearth Road (between Guided Busway and Hilton Lane)	NB	858	4	855	4	0%	0%
	SB	396	4	393	4	-1%	0%
B5232 Bridgewater Road (between B5232 Westminster Road and A6 High Street)	SB	333	3	338	3	2%	0%

Junction performance

15.2.14 Junction capacity analysis was reported in Section 17.3 of the main TA which was undertaken for the 2030 weekday AM and PM peak hours and compared junction operation for the future baseline and original scheme. Updated junction capacity analysis was reported in Section 14.2 of the SES1 and AP1 ES TA.

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

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

15.2.17 The results are presented from south to north through the MA05 area, firstly for junctions on the strategic road network, followed by junctions on other roads. The 2031 future baseline results are included for comparison. The models developed to assess the existing and future baseline have been used, except where otherwise stated.

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

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

M62 junction 11/A574 Birchwood Way/Silver Lane (Birchwood Interchange)

15.2.20 Table 17-8 in the SES1 and AP1 ES TA replaced Table 17-8 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-8 below replaces Table 17-8 in the SES1 and AP1 ES TA.

Table 17-8: M62 junction 11/A574 Birchwood Way/Silver Lane (Birchwood Interchange) 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
MSA Access (left and ahead)	329	68%	6	329	68%	6
MSA Access (ahead)	231	48%	4	231	48%	4
North Circulatory (ahead and right)	1,089	89%	6	1,089	89%	6
North Circulatory (right)	357	29%	6	357	29%	6
M62 Westbound Offslip (left and ahead)	1,297	71%	9	1,297	71%	9

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
East Circulatory (ahead)	73	10%	0	73	10%	0
East Circulatory (ahead and right)	588	78%	8	588	78%	8
Silver Lane (left and ahead)	3	1%	0	3	1%	0
Birchwood Way (left)	361	30%	3	361	30%	3
Birchwood Way (ahead)	1,114	90%	19	1,114	90%	19
South Circulatory (ahead and right)	508	83%	7	508	83%	7
M62 Eastbound Offslip (left and ahead)	622	93%	10	622	93%	10
West Circulatory (ahead and right)	1,384	90%	8	1,384	90%	8
MSA Access Toucan (ahead)	560	39%	2	560	39%	2
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
MSA Access (left and ahead)	257	64%	5	257	64%	5
MSA Access (ahead)	259	65%	6	259	65%	6
North Circulatory (ahead and right)	961	71%	4	962	71%	4
North Circulatory (right)	231	17%	4	230	17%	4
M62 Westbound Offslip (left and ahead)	814	53%	7	817	52%	7
East Circulatory (ahead)	118	12%	0	119	13%	0
East Circulatory (ahead and right)	490	52%	1	489	52%	1
Silver Lane (left and ahead)	3	1%	0	3	1%	0
Birchwood Way (left)	1,103	92%	24	1,103	92%	24
Birchwood Way (ahead)	913	75%	14	913	75%	14
South Circulatory (ahead and right)	565	87%	10	565	87%	10
M62 Eastbound Offslip (left and ahead)	513	76%	7	513	76%	7
West Circulatory (ahead and right)	1,195	78%	10	1,195	78%	7
MSA Access Toucan (ahead)	516	34%	7	516	34%	3

15.2.21 The conclusions drawn in paragraph 14.2.18 of the SES1 and AP1 ES TA are replaced by:

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

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

M6 junction 23/A580 East Lancashire Road (Haydock Island)

15.2.22 Table 17-9 in the SES1 and AP1 ES TA replaced Table 17-9 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-9 below replaces Table 17-9 in the SES1 and AP1 ES TA.

Table 17-9: M6 junction 23/A580 East Lancashire Road (Haydock Island) junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
M6 (north) off-slip (nearside and centre) (left and ahead)	725	99%	25	745	102%	32
M6 (north) off-slip (offside) (ahead)	36	7%	1	36	7%	1
A49 Lodge Lane (north) (nearside) (ahead)	180	32%	4	183	33%	4
A49 Lodge Lane (north) (centre) (ahead)	289	53%	7	298	55%	7
A49 Lodge Lane (north) (offside) (ahead)	26	5%	1	26	5%	1
A580 East Lancashire Road (east) (nearside) (left)	192	30%	4	197	31%	4
A580 East Lancashire Road (east) (offside) (left)	83	13%	2	83	13%	2
A580 East Lancashire Road (east) (nearside) (ahead)	820	122%	112	820	122%	112
A580 East Lancashire Road (east) (offside) (ahead)	818	122%	112	818	122%	112
M6 (south) off-slip (nearside and centre) (left and ahead)	922	146%	180	922	146%	180
M6 (south) off-slip (offside) (ahead)	246	76%	7	246	76%	7
A49 Lodge Lane (south) (nearside) (ahead)	106	17%	2	106	17%	2
A49 Lodge Lane (south) (centre) (ahead)	302	49%	7	302	49%	7
A49 Lodge Lane (south) (offside) (ahead)	113	18%	2	113	18%	2
A580 East Lancashire Road (west) (nearside) (left and ahead)	94	15%	2	94	15%	2
A580 East Lancashire Road (west) (centre) (ahead)	840	137%	158	840	137%	158
A580 East Lancashire Road (west) (offside) (ahead)	844	137%	159	844	137%	159
Shell Garage exit (left and ahead)	116	17%	1	116	17%	1
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
M6 (north) off-slip (nearside and centre) (left and ahead)	1,143	126%	173	1,143	126%	172
M6 (north) off-slip (offside) (ahead)	95	14%	2	95	14%	2
A49 Lodge Lane (north) (nearside) (ahead)	185	45%	5	185	45%	5
A49 Lodge Lane (north) (centre) (ahead)	278	70%	8	278	70%	8
A49 Lodge Lane (north) (offside) (ahead)	56	14%	1	56	14%	1
A580 East Lancashire Road (east) (nearside) (left)	137	22%	3	137	22%	3
A580 East Lancashire Road (east) (offside) (left)	59	9%	1	59	9%	1
A580 East Lancashire Road (east) (nearside) (ahead)	821	126%	125	837	129%	135
A580 East Lancashire Road (east) (offside) (ahead)	820	127%	126	836	129%	136
M6 (south) off-slip (nearside and centre) (left and ahead)	1,385	132%	216	1,517	144%	300
M6 (south) off-slip (offside) (ahead)	416	77%	11	462	86%	14
A49 Lodge Lane (south) (nearside) (ahead)	234	45%	5	234	45%	5
A49 Lodge Lane (south) (centre) (ahead)	259	51%	6	259	51%	6

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A49 Lodge Lane (south) (offside) (ahead)	131	25%	3	131	25%	3
A580 East Lancashire Road (west) (nearside) (left and ahead)	162	32%	4	162	32%	4
A580 East Lancashire Road (west) (centre) (ahead)	670	133%	118	670	133%	118
A580 East Lancashire Road (west) (offside) (ahead)	675	133%	120	675	133%	120
Shell Garage exit (left and ahead)	87	14%	1	87	13%	0

15.2.23 The conclusions drawn in paragraph 14.2.20 of the SES1 and AP1 ES TA are replaced by:

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

The change in traffic due to construction of the AP2 revised scheme will increase the DoS on the M6 (north) off-slip (nearside and centre) (left and ahead) from 99% in the future baseline to 102% in the AM peak hour, with a corresponding change in queue length from 25 PCU in the future baseline to 32 PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the DoS on the M6 (south) off-slip (nearside and centre) (left and ahead) approach from 132% in the future baseline to 144%, with a corresponding change in queue length from 216 PCU in the future baseline to 300 PCU."

A574 Birchwood Way/A574 Birchwood Park Avenue/Oakwood Gate (George Duckworth Roundabout)

15.2.24 Table 17-12 in the SES1 and AP1 ES TA replaced Table 14-12 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-12 below replaces Table 17-12 in the SES1 and AP1 ES TA.

Table 17-12: A574 Birchwood Way/A574 Birchwood Park Avenue/Oakwood Gate (George Duckworth Roundabout) 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
Birchwood Park Avenue (nearside) (left and ahead)	644	85%	9	644	85%	9
Birchwood Park Avenue (offside) (ahead)	432	100%	17	433	100%	17
A574 Birchwood Way (east) (nearside) (left and ahead)	309	109%	22	343	121%	39
A574 Birchwood Way (east) (offside) (ahead)	308	109%	22	342	121%	38
Oakwood Gate (nearside) (left)	538	29%	0	538	29%	0
Oakwood Gate (centre and offside) (ahead)	395	28%	0	395	28%	1
A574 Birchwood Way (west) (nearside) (left)	1,000	86%	16	1,000	86%	16
A574 Birchwood Way (west) (centre and offside) (ahead)	1,855	96%	22	1,855	96%	22
Circulatory link (internal past Birchwood Park Avenue entry) (nearside)	896	45%	0	896	45%	0
Circulatory link (internal past Birchwood Park Avenue entry) (offside)	1,085	55%	1	1,085	55%	1
Circulatory link (internal past Birchwood Way (east) entry) (nearside)	1,523	120%	160	1,523	120%	160
Circulatory link (internal past Birchwood Way (east) entry) (offside)	432	35%	3	433	35%	3
Circulatory link (internal past Oakwood Gate entry) (nearside)	89	4%	0	101	5%	0
Circulatory link (internal past Oakwood Gate entry) (offside)	740	35%	0	717	35%	0
Circulatory link (internal past Birchwood Way (west) entry) (nearside)	313	78%	6	306	77%	6
Circulatory link (internal past Birchwood Way (west) entry) (offside)	126	31%	2	126	31%	2
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
Birchwood Park Avenue (nearside) (left and ahead)	782	70%	3	782	70%	3
Birchwood Park Avenue (offside) (ahead)	566	85%	8	566	85%	8
A574 Birchwood Way (east) (nearside) (left and ahead)	315	93%	9	315	93%	9
A574 Birchwood Way (east) (offside) (ahead)	314	91%	9	314	91%	9
Oakwood Gate (nearside) (left)	644	34%	0	644	34%	0
Oakwood Gate (centre and offside) (ahead)	557	40%	1	557	40%	1
A574 Birchwood Way (west) (nearside) (left)	399	42%	4	422	44%	4
A574 Birchwood Way (west) (centre and offside) (ahead)	880	57%	6	888	57%	6
Circulatory link (internal past Birchwood Park Avenue entry) (nearside)	355	18%	0	363	18%	0

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
Circulatory link (internal past Birchwood Park Avenue entry) (offside)	741	37%	0	741	37%	0
Circulatory link (internal past Birchwood Way (east) entry) (nearside)	1,090	92%	19	1,090	92%	19
Circulatory link (internal past Birchwood Way (east) entry) (offside)	566	49%	5	566	49%	5
Circulatory link (internal past Oakwood Gate entry) (nearside)	463	23%	0	463	23%	0
Circulatory link (internal past Oakwood Gate entry) (offside)	880	43%	0	880	43%	0
Circulatory link (internal past Birchwood Way (west) entry) (nearside)	367	64%	6	367	64%	6
Circulatory link (internal past Birchwood Way (west) entry) (offside)	216	37%	3	216	37%	3

15.2.25 The conclusions drawn in paragraph 14.2.22 of the SES1 and AP1 ES TA are replaced by:

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

The change in traffic due to construction of the AP2 revised scheme will increase the DoS on the A574 Birchwood Way (east) (nearside) (left and ahead) and A574 Birchwood Way (east) (offside) (ahead) approaches from 109% in the future baseline to 121% in the AM peak hour, with a corresponding change in queue length from 22 PCU in the future baseline to 39 PCU and 38 PCU respectively.

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

A574 Birchwood Way/Moss Gate/Daten Avenue

15.2.26 Table 17-13 in the SES1 and AP1 ES TA replaced Table 17-13 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-13 below replaces Table 17-13 in the SES1 and AP1 ES TA.

Table 17-13: A574 Birchwood Way/Moss Gate/Daten Avenue 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A574 Birchwood Way (north) (nearside and centre 1) (ahead and left)	765	64%	12	765	65%	12
A574 Birchwood Way (north) (centre 2 and offside) (right)	722	72%	12	722	72%	12
Moss Gate (left, ahead and right)	497	73%	10	497	73%	10

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A574 Birchwood Way (south) (nearside) (left and ahead)	315	70%	11	315	70%	11
A574 Birchwood Way (south) (centre and offside) (ahead and right)	350	72%	12	350	72%	12
Daten Avenue (nearside and centre) (left)	528	61%	8	528	61%	8
Daten Avenue (offside) (right and ahead)	63	15%	2	63	15%	2
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A574 Birchwood Way (north) (nearside and centre 1) (ahead and left)	490	40%	6	493	41%	6
A574 Birchwood Way (north) (centre 2 and offside) (right)	311	30%	4	311	30%	4
Moss Gate (left, ahead and right)	382	90%	13	382	90%	13
A574 Birchwood Way (south) (nearside) (left and ahead)	471	88%	19	471	88%	19
A574 Birchwood Way (south) (centre and offside) (ahead and right)	510	89%	20	510	89%	20
Daten Avenue (nearside and centre) (left)	835	90%	24	835	90%	24
Daten Avenue (offside) (right and ahead)	55	17%	2	55	17%	2

15.2.27 The conclusions drawn in paragraph 14.2.24 of the SES1 and AP1 ES TA are replaced by:

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

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

A574 Warrington Road/A574 Birchwood Park Avenue/Daten Avenue/Warrington Road

15.2.28 Table 17-14 in the SES1 and AP1 ES TA replaced Table 17-14 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-14 below replaces Table 17-14 in the SES1 and AP1 ES TA.

Table 17-14: A574 Warrington Road/A574 Birchwood Park Avenue/Daten Avenue/Warrington Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
Warrington Road (north)	1,491	0.87	6	1,550	0.91	9
Daten Avenue	452	0.28	0	452	0.28	0
Warrington Road (south)	20	0.02	0	20	0.02	0

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
Birchwood Park Avenue	892	0.37	1	892	0.37	1
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
Warrington Road (north)	484	0.23	0	484	0.23	0
Daten Avenue	1,018	0.45	1	1,018	0.45	1
Warrington Road (south)	347	0.53	1	347	0.53	1
Birchwood Park Avenue	744	0.50	1	767	0.52	1

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

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

The change in traffic due to construction of the AP2 revised scheme will increase the RFC on the Warrington Road (north) approach from 0.87 in the future baseline to 0.91 in the AM peak hour, with a corresponding change in queue length from six PCU in the future baseline to nine PCU.

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

A574 Warrington Road/Cross Lane/Silver Lane

15.2.30 Table 17-15 in the SES1 and AP1 ES TA replaced Table 17-15 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-15 below replaces Table 17-15 in the SES1 and AP1 ES TA.

Table 17-15: A574 Warrington Road/Cross Lane/Silver Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A574 Warrington Road (north) (left, ahead and right)	1,166	0.04	0	1,225	0.04	0
Silver Lane (left, ahead and right)	8	0.02	0	8	0.02	0
A574 Warrington Road (south) (left, ahead and right)	446	0.01	0	446	0.01	0
Cross Lane (left, ahead and right)	380	1.69	110	380	1.77	119
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A574 Warrington Road (north) (left, ahead and right)	482	0.14	0	482	0.14	0
Silver Lane (left, ahead and right)	12	0.03	0	12	0.03	0
A574 Warrington Road (south) (left, ahead and right)	1,317	0.05	0	1,340	0.06	0
Cross Lane (left, ahead and right)	38	0.20	0	38	0.21	0

15.2.31 The conclusions drawn in paragraph 14.2.28 of the SES1 and AP1 ES TA are replaced by:

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

The change in traffic due to construction of the AP2 revised scheme will increase the RFC on the Cross Lane (left, ahead and right) approach from 1.69 in the future baseline to 1.77 in the AM peak hour, with a corresponding change in queue length from 110 PCU in the future baseline to 119 PCU.

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

Local network changes in the Culcheth area

15.2.32 The main TA reported that there would be a number of temporary and permanent changes to the local road network in the Culcheth area as part of the original scheme. However, these changes are no longer required in the AP2 revised scheme due to the removal of the HS2 WCML connection as a result of the AP1 revised scheme. As a result, junction layouts in the Culcheth area will remain unchanged from the future baseline in the AP2 revised scheme.

A574 Warrington Road/New Hall Lane (southern junction)

15.2.33 Table 17-17 in the SES1 and AP1 ES TA replaced Table 17-17 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-17 below replaces Table 17-17 in the SES1 and AP1 ES TA.

Table 17-17: A574 Warrington Road/New Hall Lane (southern junction) 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A574 Warrington Road (north) (ahead and left)	1,418	-	-	1,477	-	-
A574 Warrington Road (south) (ahead and right)	342	0.34	1	342	0.36	1
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A574 Warrington Road (north) (ahead and left)	426	-	-	426	-	-
A574 Warrington Road (south) (ahead and right)	1,103	0.19	1	1,126	0.20	1

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

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

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

A574 Warrington Road/Glaziers Lane

15.2.35 Table 17-18 in the SES1 and AP1 ES TA replaced Table 17-18 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-18 below replaces Table 17-18 in the SES1 and AP1 ES TA.

Table 17-18: A574 Warrington Road/Glaziers Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A574 Warrington Road (north) (ahead and right)	1,335	0.23	1	1,389	0.28	1
A574 Warrington Road (south) (left)	16	-	-	16	-	-
A574 Warrington Road (south) (ahead)	293	-	-	293	-	-
Glaziers Lane (left)	7	0.12	0	7	0.96	1
Glaziers Lane (right)	173	0.88	5	179	0.95	8
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A574 Warrington Road (north) (ahead and right)	452	0.18	1	452	0.19	1
A574 Warrington Road (south) (left)	120	-	-	126	-	-
A574 Warrington Road (south) (ahead)	959	-	-	976	-	-
Glaziers Lane (left)	19	0.05	0	19	0.05	0
Glaziers Lane (right)	34	0.22	0	34	0.22	0

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

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

The change in traffic due to construction of the AP2 revised scheme will increase the RFC on the Glaziers Lane (left) approach from 0.12 in the future baseline to 0.96 in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to one PCU.

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

A574 Warrington Road/New Hall Lane (northern junction)

15.2.37 Table 17-19 in the SES1 and AP1 ES TA replaced Table 17-19 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-19 below replaces Table 17-19 in the SES1 and AP1 ES TA.

Table 17-19: A574 Warrington Road/New Hall Lane (northern junction) 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A574 Warrington Road (north) (ahead and left)	1,256	-	-	1,310	-	-
New Hall Lane (left)	37	0.12	0	37	0.13	0
New Hall Lane (right)	7	0.05	0	7	0.05	0
A574 Warrington Road (south) (ahead and right)	251	0	0	251	0	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A574 Warrington Road (north) (ahead and left)	360	-	-	360	-	-
New Hall Lane (left)	116	0.23	0	116	0.23	0
New Hall Lane (right)	57	0.21	0	57	0.21	0
A574 Warrington Road (south) (ahead and right)	868	0	0	885	0	0

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

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

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

Wigshaw Lane/Glaziers Lane

15.2.39 Table 17-22 in the SES1 and AP1 ES TA replaced Table 17-22 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-22 below replaces Table 17-22 in the SES1 and AP1 ES TA.

Table 17-22: Wigshaw Lane/Glaziers Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	FQ, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
Wigshaw Lane (north) (ahead)	315	-	-	315	-	-
Wigshaw Lane (north) (left)	71	-	-	77	-	-
Glaziers Lane (left and right)	27	0.05	0	27	0.05	0
Wigshaw Lane (west) (ahead and right)	318	0.16	0	318	0.16	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
Wigshaw Lane (north) (ahead)	248	-	-	248	-	-
Wigshaw Lane (north) (left)	20	-	-	20	-	-
Glaziers Lane (left and right)	180	0.35	1	186	0.37	1
Wigshaw Lane (west) (ahead and right)	270	0.04	0	270	0.04	0

15.2.40 The conclusions drawn in paragraph 14.2.37 of the SES1 and AP1 ES TA are replaced by:

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

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

A574 Warrington Road/B5207 Common Lane

15.2.41 Table 17-24 of the SES1 and AP1 ES TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-24 below replaces Table 17-14 in the SES1 and AP1 ES TA.

Table 17-24: A574 Warrington Road/B5207 Common Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
B5207 Common Lane	704	1.33	118	706	1.34	120
A574 Warrington Road (east)	916	0.74	3	969	0.77	3
A574 Warrington Road (west)	370	0.62	2	370	0.62	2
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
B5207 Common Lane	464	0.99	15	464	1.00	16
A574 Warrington Road (east)	655	0.51	1	657	0.51	1
A574 Warrington Road (west)	793	1.54	210	810	1.58	229

15.2.42 The conclusions drawn in paragraph 14.2.38 of the SES1 and AP1 ES TA are replaced by:

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

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

The change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the RFC on the A574 Warrington Road (west) approach from 1.54 in the future baseline to 1.58, with a corresponding change in queue length from 210 PCU in the future baseline to 229 PCU."

A580/A572/B5207 Lane Head network

15.2.43 The A580/A572/B5207 Lane Head network incorporates three signal controlled junctions located in proximity. The network comprises:

- A572 Newton Road/B5207 Church Lane/B5207 Kenyon Lane;
- A580 East Lancashire Road/B5207 Church Lane; and
- A580 East Lancashire Road/A572 Newton Road.

15.2.44 The three junctions have been assessed as a single network and are reported separately below.

A572 Newton Road/B5207 Church Lane/B5207 Kenyon Lane

15.2.45 Table 17-25 in the SES1 and AP1 ES TA replaced Table 17-25 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-25 below replaces Table 17-25 in the SES1 and AP1 ES TA.

Table 17-25: A572 Newton Road/B5207 Church Lane/B5207 Kenyon Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A572 Newton Road (north) (left, ahead and right)	910	88%	31	931	90%	33
Kenyon Lane (left, ahead and right)	256	114%	29	264	118%	33
Newton Road (south) (left, ahead and right)	725	103%	38	725	126%	96
B5207 Church Lane (left, ahead and right)	441	115%	44	441	115%	44
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A572 Newton Road (north) (left, ahead and right)	738	80%	20	738	80%	20
Kenyon Lane (left, ahead and right)	399	111%	38	399	111%	38
Newton Road (south) (left, ahead and right)	638	70%	18	659	72%	19
B5207 Church Lane (left, ahead and right)	215	76%	7	215	76%	7

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

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

The change in traffic due to construction of the AP2 revised scheme will increase the DoS on the A572 Newton Road (south) (left, ahead and right) approach from 103% in the future baseline to 126% in the AM peak hour, with a corresponding change in queue length from 38 PCU in the future baseline to 96 PCU.

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

A580 East Lancashire Road/B5207 Church Lane

15.2.47 Table 17-26 in the SES1 and AP1 ES TA replaced Table 17-26 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-26 below replaces Table 17-26 in the main TA.

Table 17-26: A580 East Lancashire Road/B5207 Church Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
B5207 Church Lane (north) (left, ahead and right)	393	115%	46	393	115%	46
A580 (east) (nearside) (left and ahead)	560	58%	6	551	57%	6
A580 (east) (centre) (ahead)	667	64%	8	676	65%	9
A580 (east) (offside) (right)	110	79%	5	110	79%	5
B5207 Church Lane (south) (left, ahead and right)	194	53%	6	194	50%	6
A580 (west) (nearside) (left and ahead)	901	87%	29	887	86%	28
A580 (west) (centre and offside) (ahead and right)	1,021	105%	27	1,035	105%	28
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
B5207 Church Lane (north) (left, ahead and right)	310	97%	17	310	97%	17
A580 (east) (nearside) (left and ahead)	753	67%	13	753	67%	13
A580 (east) (centre) (ahead)	821	69%	12	821	69%	12
A580 (east) (offside) (right)	209	94%	12	209	94%	12
B5207 Church Lane (south) (left, ahead and right)	256	73%	7	256	73%	7
A580 (west) (nearside) (left and ahead)	1,002	104%	62	1,002	104%	62
A580 (west) (centre and offside) (ahead and right)	990	90%	28	990	90%	28

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

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

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

A580 East Lancashire Road/A572 Newton Road

15.2.49 Table 17-27 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-27 of the main TA is replaced by Table 17-27 below.

Table 17-27: A580 East Lancashire Road/A572 Newton Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A572 Newton Road (north) (left and ahead)	424	117%	51	424	117%	51
A572 Newton Road (north) (right)	337	98%	19	337	98%	19
A580 (east) (nearside) (left and ahead)	727	78%	22	738	80%	22
A580 (east) (centre and offside) (ahead and right)	792	78%	23	802	79%	24

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A572 Newton Road (south) (nearside) (left, ahead and right)	333	107%	29	333	100%	19
A572 Newton Road (south) (offside) (right)	318	107%	27	318	99%	18
A580 (west) (nearside and centre) (left and ahead)	968	103%	51	972	104%	52
A580 (west) (offside) (ahead)	815	102%	45	811	101%	44
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A572 Newton Road (north) (left and ahead)	277	84%	11	277	84%	11
A572 Newton Road (north) (right)	330	106%	26	330	106%	26
A580 (east) (nearside) (left and ahead)	951	102%	52	951	102%	52
A580 (east) (centre and offside) (ahead and right)	1055	102%	58	1055	102%	58
A572 Newton Road (south) (nearside) (left, ahead and right)	382	110%	37	389	113%	41
A572 Newton Road (south) (offside) (right)	365	110%	35	373	113%	39
A580 (west) (nearside and centre) (left and ahead)	1,107	101%	54	1,107	101%	54
A580 (west) (offside) (ahead)	874	109%	74	874	109%	74

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

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

The change in traffic due to construction of the AP2 revised scheme will decrease the DoS on the A572 Newton Road (south) (offside) (right) approach from 107% in the future baseline to 99% in the AM peak hour, with a corresponding change in queue length from 27 PCU in the future baseline to 18 PCU.

The change in traffic due to construction of the AP2 revised scheme will increase the DoS on the A572 Newton Road (south) (nearside) (left, ahead and right) approach from 110% in the future baseline to 113% in the PM peak hour, with a corresponding change in queue length from 37 PCU in the future baseline to 41 PCU."

A580 East Lancashire Road/Stone Cross Lane North/Stone Cross Lane South

15.2.51 Table 17-28 in the SES1 and AP1 ES TA replaced Table 17-28 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-28 below replaces Table 17-28 in the SES1 and AP1 ES TA.

Table 17-28: A580 East Lancashire Road/Stone Cross Lane North/Stone Cross Lane South junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
Stone Cross Lane North (left and right)	972	123%	130	979	121%	124

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A580 East Lancashire Road (east) (nearside and centre) (left and ahead)	633	117%	72	635	121%	81
A580 East Lancashire Road (east) (offside) (ahead)	615	117%	71	613	121%	79
Stone Cross Lane South (left and right)	211	38%	4	211	37%	4
A580 East Lancashire Road (west) (nearside and centre) (left and ahead)	1,035	121%	154	1,001	119%	142
A580 East Lancashire Road (west) (offside) (ahead)	643	79%	21	677	85%	23
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
Stone Cross Lane North (left and right)	547	95%	17	547	95%	17
A580 East Lancashire Road (east) (nearside and centre) (left and ahead)	745	96%	32	735	96%	32
A580 East Lancashire Road (east) (offside) (ahead)	776	96%	33	777	96%	34
Stone Cross Lane South (left and right)	448	97%	21	448	97%	21
A580 East Lancashire Road (west) (nearside and centre) (left and ahead)	976	84%	24	976	84%	24
A580 East Lancashire Road (west) (offside) (ahead)	826	79%	25	826	79%	25

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

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

The change in traffic due to construction of the AP2 revised scheme will increase the DoS on the A580 East Lancashire Road (east) (nearside and centre) (left and ahead) approach from 117% in the future baseline to 121% in the AM peak hour, with a corresponding change in queue length from 72 PCU to 81 PCU.

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

A580 East Lancashire Road/A573 Warrington Road

15.2.53 Table 17-29 in the SES1 and AP1 ES TA replaced Table 14-29 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP2 revised scheme. Table 17-29 below replaces Table 17-29 in the SES1 and AP1 ES TA.

Table 17-29: A580 East Lancashire Road/A573 Warrington Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A573 Warrington Road (north)	655	1.88	204	673	1.93	220

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
A580 East Lancashire Road (east)	1,653	0.93	11	1,653	0.93	11
A573 Warrington Road (south)	257	1.13	21	257	1.13	21
A580 East Lancashire Road (west)	2,194	1.02	48	2,194	1.02	48
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A573 Warrington Road (north)	675	1.50	143	677	1.51	144
A580 East Lancashire Road (east)	2,025	1.05	72	2,049	1.07	83
A573 Warrington Road (south)	319	2.22	131	319	2.24	134
A580 East Lancashire Road (west)	2,169	1.04	64	2,169	1.04	62

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

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

The change in traffic due to construction of the AP2 revised scheme will increase the RFC on the A573 Warrington Road (north) approach from 1.88 in the future baseline to 1.93 in the AM peak hour, with a corresponding change in queue length from 204 PCU in the future baseline to 220 PCU.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the RFC on the A573 Warrington Road (south) approach from 2.22 in the future baseline to 2.24, with a corresponding change in queue length from 131 PCU in the future baseline to 134 PCU."

A580 East Lancashire Road/A579 Atherleigh Way

15.2.55 Table 17-31 in the SES1 and AP1 ES TA is replaced by Table 17-31 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-31 below replaces Table 17-31 in the SES1 and AP1 ES TA.

Table 17-31: A580 East Lancashire Road/A579 Atherleigh Way junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A579 Atherleigh Way (nearside and centre) (left and right)	1,030	96%	33	1,001	94%	31
A579 Atherleigh Way (offside) (right)	465	83%	15	516	89%	18
A580 East Lancashire Road (east) (nearside) (ahead)	490	41%	8	491	42%	8
A580 East Lancashire Road (east) (centre) (ahead)	536	42%	9	535	43%	9
A580 East Lancashire Road (east) (offside) (right)	218	77%	7	218	82%	8
A580 East Lancashire Road (west) (nearside) (left)	590	40%	7	590	40%	6
A580 East Lancashire Road (west) (centre) (ahead)	687	92%	23	694	92%	24

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A580 East Lancashire Road (west) (offside) (ahead)	755	94%	27	748	93%	26
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A579 Atherleigh Way (nearside and centre) (left and right)	689	105%	35	684	103%	31
A579 Atherleigh Way (offside) (right)	357	100%	19	362	101%	21
A580 East Lancashire Road (east) (nearside) (ahead)	727	52%	10	723	52%	10
A580 East Lancashire Road (east) (centre) (ahead)	723	48%	10	727	49%	10
A580 East Lancashire Road (east) (offside) (right)	583	102%	32	584	102%	33
A580 East Lancashire Road (west) (nearside) (left)	682	60%	13	689	60%	14
A580 East Lancashire Road (west) (centre) (ahead)	646	101%	33	655	102%	36
A580 East Lancashire Road (west) (offside) (ahead)	710	104%	43	701	103%	39

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

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

The change in traffic due to construction of the AP2 revised scheme will increase the DoS on the offside lane of the A579 Atherleigh Way (offside) (right) approach from 83% in the future baseline to 89% in the AM peak hour, with a corresponding change in queue length from 15 PCU in the future baseline to 18 PCU.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will decrease the DoS on the A579 Atherleigh Way (nearside and centre) (left and right) approach from 105% in the future baseline to 103%, with a corresponding change in queue length from 35 PCU in the future baseline to 31 PCU."

B5207 Church Lane/B5207 Golborne Road/Stone Cross Lane North/Slag Lane

15.2.57 Table 17-32 in the SES1 and AP1 ES TA replaced Table 17-32 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-32 below replaces Table 17-32 in the SES1 and AP1 ES TA.

Table 17-32: B5207 Church Lane/B5207 Golborne Road/Stone Cross Lane North/Slag Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
Slag Lane (left, ahead and right)	844	121%	110	850	122%	113
Church Lane (right, left and ahead)	311	60%	8	311	60%	8

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
Stone Cross Lane (ahead, right and left)	243	122%	34	243	122%	34
Golborne Road (left, ahead and right)	463	119%	60	463	120%	60
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
Slag Lane (left, ahead and right)	511	122%	68	511	122%	68
Church Lane (right, left and ahead)	541	105%	39	541	105%	39
Stone Cross Lane (ahead, right and left)	567	119%	72	567	119%	72
Golborne Road (left, ahead and right)	412	119%	53	412	119%	53

15.2.58 The conclusions drawn in paragraph 14.2.55 of the SES1 and AP1 ES TA are replaced by:

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

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

A573 High Street/Heath Street

15.2.59 Table 17-33 in the SES1 and AP1 ES TA replaced Table 17-33 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-33 below replaces Table 17-33 in the SES1 and AP1 ES TA.

Table 17-33: A573 High Street/Heath Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A573 High Street (north) (ahead and right)	590	0.25	1	608	0.25	1
A573 High Street (south) (ahead and left)	562	0.35	1	562	0.35	1
Heath Street (left and right)	273	0.89	6	273	0.90	6
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A573 High Street (north) (ahead and right)	615	0.30	1	615	0.30	1
A573 High Street (south) (ahead and left)	845	0.55	1	870	0.57	1
Heath Street (left and right)	233	0.90	6	233	0.92	7

15.2.60 The conclusions drawn in paragraph 14.2.57 of the SES1 and AP1 ES TA are replaced by:

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

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

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the RFC on the Heath Street (left and right) approach from 0.90 in the future

baseline to 0.92, with a corresponding change in queue length from six PCU in the future baseline to seven PCU."

A580 East Lancashire Road/A574 Warrington Road

15.2.61 Table 17-34 in the SES1 and AP1 ES TA replaced Table 17-34 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-34 below replaces Table 17-34 in the SES1 and AP1 ES TA.

Table 17-34: A580 East Lancashire Road/A574 Warrington Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A574 Warrington Road (north)	630	1.50	117	639	1.53	122
A580 East Lancashire Road (east)	1,559	0.65	2	1,571	0.66	2
A574 Warrington Road (south)	385	0.33	1	386	0.33	1
A580 East Lancashire Road (west)	2145	0.88	7	2146	0.88	7
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A574 Warrington Road (north)	751	0.98	16	751	0.98	16
A580 East Lancashire Road (east)	1,891	0.76	3	1,891	0.76	3
A574 Warrington Road (south)	931	1.47	166	957	1.51	181
A580 East Lancashire Road (west)	1,649	0.77	3	1,649	0.78	3

15.2.62 The conclusions drawn in paragraph 14.2.59 of the SES1 and AP1 ES TA are replaced by:

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

The change in traffic due to construction of the AP2 revised scheme will increase the RFC on the A574 Warrington Road (north) approach from 1.50 in the future baseline to 1.53 in the AM peak hour, with a corresponding change in queue length from 117 PCU in the future baseline to 122 PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the RFC on the A574 Warrington Road (south) approach from 1.47 in the future baseline to 1.51, with a corresponding change in queue length from 166 PCU in the future baseline to 181 PCU."

A573 Ashton Road/A573 Church Street/B5207 Lowton Road

15.2.63 Table 17-35 in the SES1 and AP1 ES TA replaced Table 17-35 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-35 below replaces Table 17-35 in SES1 and AP1 ES TA.

Table 17-35: A573 Ashton Road/A573 Church Street/B5207 Lowton Road 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A573 Ashton Road	864	0.92	5	883	0.94	11
B5207 Lowton Road	291	0.57	1	292	0.58	1
A573 Church Street	386	0.67	1	386	0.67	2
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A573 Ashton Road	692	0.73	3	692	0.73	3
B5207 Lowton Road	379	0.65	2	379	0.65	2
A573 Church Street	603	1.13	48	628	1.18	61

15.2.64 The conclusions drawn in paragraph 14.2.61 of the SES1 and AP1 ES TA are replaced by:

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

The change in traffic due to construction of the AP2 revised scheme will increase the RFC on the A573 Ashton Road approach from 0.92 in the future baseline to 0.94 in the AM peak hour, with a corresponding change in queue length from five PCU in the future baseline to 11 PCU.

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

A573 Wigan Road/B5207 Ashton Road

15.2.65 Table 17-36 in the SES1 and AP1 ES TA replaced Table 17-36 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-36 below replaces Table 17-36 in the main TA.

Table 17-36: A573 Wigan Road/B5207 Ashton Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A573 Wigan Road (ahead and right)	795	0.26	0	812	0.26	0
A573 Ashton Road (ahead and left)	613	-	-	613	-	-
B5207 Ashton Road (left)	31	0.13	0	31	0.14	0
B5207 Ashton Road (right)	237	0.79	3	237	0.80	4
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A573 Wigan Road (ahead and right)	448	0.21	0	448	0.21	0
A573 Ashton Road (ahead and left)	929	-	-	954	-	-
B5207 Ashton Road (left)	93	1.06	7	93	1.09	8

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
B5207 Ashton Road (right)	317	1.05	18	317	1.08	21

15.2.66 The conclusions drawn in paragraph 14.2.63 of the SES1 and AP1 ES TA are replaced by:

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

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

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the RFC on the B5207 Ashton Road (left) approach from 1.06 in the future baseline to 1.08, with a corresponding change in queue length from seven PCU in the future baseline to eight PCU."

Slag Lane/Byrom Lane

15.2.67 Table 17-38 in the SES1 and AP1 ES TA replaced Table 17-38 in the main TA and summarised the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-38 below replaces Table 17-38 in the SES1 and AP1 ES TA.

Table 17-38: Slag Lane/Byrom Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
Slag Lane (north) (ahead and left)	500	0	0	500	0	0
Byrom Lane (left)	121	0.23	0	121	0.23	0
Byrom Lane (right)	32	0.13	0	32	0.13	0
Slag Lane (south) (ahead and right)	496	0.60	2	496	0.60	2
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
Slag Lane (north) (ahead and left)	359	0	0	359	0	0
Byrom Lane (left)	224	0.42	1	231	0.44	1
Byrom Lane (right)	67	0.25	0	67	0.25	0
Slag Lane (south) (ahead and right)	514	0.36	1	514	0.36	1

15.2.68 The conclusions drawn in paragraphs 14.2.65 of the SES1 and AP1 ES TA are replaced by:

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

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

A580 East Lancashire Road/Higher Green Lane

15.2.69 Table 17-43 in the SES1 and AP1 ES TA replaced Table 17-43 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-43 below replaces Table 17-43 in the SES1 and AP1 ES TA.

Table 17-43: A580 East Lancashire Road/Higher Green Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
Higher Green Lane (north) (left, ahead and right)	131	24%	3	138	25%	3
A580 East Lancashire Road (east) (nearside) (left and ahead)	578	68%	14	579	70%	14
A580 East Lancashire Road (east) (centre and offside) (ahead and right)	654	71%	16	656	71%	16
Higher Green Lane (south) (left, ahead and right)	659	110%	53	662	110%	54
A580 East Lancashire Road (west) (nearside) (left and ahead)	890	110%	72	890	110%	72
A580 East Lancashire Road (west) (centre and offside) (ahead and right)	968	110%	80	969	110%	80
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
Higher Green Lane (north) (left, ahead and right)	181	56%	5	181	56%	5
A580 East Lancashire Road (east) (nearside) (left and ahead)	877	80%	22	878	81%	22
A580 East Lancashire Road (east) (centre and offside) (ahead and right)	995	91%	23	996	91%	23
Higher Green Lane (south) (left, ahead and right)	330	91%	13	330	91%	13
A580 East Lancashire Road (west) (nearside) (left and ahead)	886	91%	27	892	91%	28
A580 East Lancashire Road (west) (centre and offside) (ahead and right)	973	92%	30	981	92%	30

15.2.70 The conclusions drawn in paragraph 14.2.67 of the SES1 and AP1 ES TA are replaced by:

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

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

A580 East Lancashire Road/A572 Chaddock Lane

15.2.71 Table 17-45 in the SES1 and AP1 ES TA replaced Table 17-45 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-45 below replaces Table 17-45 in the SES1 and AP1 ES TA.

Table 17-45: A580 East Lancashire Road/A572 Chaddock Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A572 Chaddock Lane (north) (give-way) (left)	727	61%	12	727	61%	12
A580 East Lancashire Road (east) (nearside) (left and ahead)	581	50%	8	582	50%	8
A580 East Lancashire Road (east) (offside) (ahead)	487	45%	9	487	45%	9
A572 Chaddock Lane (south) (left)	624	47%	0	626	47%	0
A580 East Lancashire Road (west) (nearside) (left and ahead)	886	79%	18	888	79%	18
A580 East Lancashire Road (west) (offside) (ahead)	823	75%	19	823	75%	19
A572 Chaddock Lane (internal past A580 East Lancashire Road (east) entry) (nearside) (left)	486	79%	14	486	79%	14
A572 Chaddock Lane (internal past A580 East Lancashire Road (east) entry) (centre) (ahead)	295	49%	8	296	49%	8
A572 Chaddock Lane (internal past A580 East Lancashire Road (east) entry) (offside) (right)	16	3%	0	16	3%	0
A572 Chaddock Lane (internal past A580 East Lancashire Road (west) entry) (nearside) (left)	288	46%	7	290	46%	7
A572 Chaddock Lane (internal past A580 East Lancashire Road (west) entry) (centre) (ahead)	302	49%	7	302	49%	7
A572 Chaddock Lane (internal past A580 East Lancashire Road (west) entry) (offside) (right)	34	6%	1	34	6%	1
A580 East Lancashire Road (internal eastbound) (nearside) (ahead)	746	66%	1	747	66%	1
A580 East Lancashire Road (internal eastbound link) (offside) (ahead)	857	72%	2	857	72%	2
A580 East Lancashire Road (internal westbound) (nearside) (ahead)	450	40%	0	451	40%	0
A580 East Lancashire Road (internal westbound) (offside) (ahead)	503	42%	1	503	42%	1
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A572 Chaddock Lane (north) (give-way) (left)	525	44%	3	525	44%	3
A580 East Lancashire Road (east) (nearside) (left and ahead)	998	89%	23	998	89%	23
A580 East Lancashire Road (east) (offside) (ahead)	816	83%	22	816	83%	22
A572 Chaddock Lane (south) (left)	1,009	73%	19	1,012	73%	19
A580 East Lancashire Road (west) (nearside) (left and ahead)	882	78%	16	887	78%	16
A580 East Lancashire Road (west) (offside) (ahead)	705	71%	17	709	72%	17
A572 Chaddock Lane (internal past A580 East Lancashire Road (east) entry) (nearside) (left)	280	39%	6	280	39%	6

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A572 Chaddock Lane (internal past A580 East Lancashire Road (east) entry) (centre) (ahead)	420	59%	12	422	60%	12
A572 Chaddock Lane (internal past A580 East Lancashire Road (east) entry) (offside) (right)	28	5%	1	28	5%	1
A572 Chaddock Lane (internal past A580 East Lancashire Road (west) entry) (nearside) (left)	359	49%	8	361	49%	8
A572 Chaddock Lane (internal past A580 East Lancashire Road (west) entry) (centre) (ahead)	628	87%	19	629	87%	20
A572 Chaddock Lane (internal past A580 East Lancashire Road (west) entry) (offside) (right)	23	4%	0	23	4%	0
A580 East Lancashire Road (internal eastbound) (nearside) (ahead)	635	61%	1	638	62%	1
A580 East Lancashire Road (internal eastbound link) (offside) (ahead)	728	67%	2	732	67%	2
A580 East Lancashire Road (internal westbound) (nearside) (ahead)	700	67%	1	700	67%	1
A580 East Lancashire Road (internal westbound) (offside) (ahead)	844	77%	3	844	77%	3

15.2.72 The conclusions drawn in paragraph 14.2.69 of the SES1 and AP1 ES TA are replaced by:

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

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

A580 East Lancashire Road/A577 Mosley Common Road

15.2.73 Table 17-46 in the SES1 and AP1 ES TA replaced Table 17-46 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-46 below replaces Table 17-46 in the SES1 and AP1 ES TA.

Table 17-46: A580 East Lancashire Road/A577 Mosley Common Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A577 Mosley Common Road (north) (left, ahead and right)	409	121%	56	414	122%	59
A580 East Lancashire Road (east) (nearside) (left and ahead)	466	45%	9	466	45%	9
A580 East Lancashire Road (east) (centre and offside) (ahead and right)	531	53%	9	531	53%	9

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A577 Mosley Common Road (south) (left, ahead and right)	369	64%	11	369	64%	11
A580 East Lancashire Road (west) (nearside) (left and ahead)	1,041	120%	131	1,041	120%	131
A580 East Lancashire Road (west) (offside) (ahead)	1,040	111%	92	1,041	111%	93
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A577 Mosley Common Road (north) (left, ahead and right)	515	114%	55	515	117%	62
A580 East Lancashire Road (east) (nearside) (left and ahead)	882	94%	34	882	94%	34
A580 East Lancashire Road (east) (centre and offside) (ahead and right)	1,102	110%	41	1,102	110%	41
A577 Mosley Common Road (south) (left, ahead and right)	365	53%	10	369	53%	10
A580 East Lancashire Road (west) (nearside) (left and ahead)	786	118%	94	789	119%	96
A580 East Lancashire Road (west) (offside) (ahead)	785	107%	59	789	108%	61

15.2.74 The conclusions drawn in paragraphs 14.2.71 of the SES1 and AP1 ES TA are replaced by:

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

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

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the DoS on the A577 Mosley Common Road (north) (left, ahead and right) approach from 114% in the future baseline to 117%, with a corresponding change in queue length from 55 PCU in the future baseline to 62 PCU."

A580 East Lancashire Road/B5232 Newearth Road/Ellenbrook Road

15.2.75 Table 17-47 in the SES1 and AP1 ES TA replaced Table 17-47 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP2 revised scheme. Table 17-47 below replaces Table 17-47 in the SES1 and AP1 ES TA.

Table 17-47: A580 East Lancashire Road/B5232 Newearth Road/Ellenbrook Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
B5232 Newearth Road (nearside) (left)	547	71%	16	547	71%	16
B5232 Newearth Road (centre and offside) (ahead and right)	481	63%	8	481	63%	8
A580 East Lancashire Road (east) (nearside and centre 1) (left and ahead)	378	44%	9	378	44%	9
A580 East Lancashire Road (east) (centre 2 and offside) (ahead and right)	416	45%	9	416	45%	9
Ellenbrook Road (left, ahead and right)	238	104%	18	238	104%	18
A580 East Lancashire Road (west) (nearside and centre 1) (left and ahead)	994	105%	66	994	105%	66
A580 East Lancashire Road (west) (centre 2 and offside) (ahead and right)	1,125	112%	104	1,126	112%	104
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
B5232 Newearth Road (nearside) (left)	241	31%	5	241	31%	5
B5232 Newearth Road (centre and offside) (ahead and right)	423	59%	8	423	59%	8
A580 East Lancashire Road (east) (nearside and centre 1) (left and ahead)	988	106%	68	988	106%	68
A580 East Lancashire Road (east) (centre 2 and offside) (ahead and right)	1,082	109%	83	1,082	109%	83
Ellenbrook Road (left, ahead and right)	347	109%	31	347	109%	31
A580 East Lancashire Road (west) (nearside and centre 1) (left and ahead)	773	79%	20	774	79%	20
A580 East Lancashire Road (west) (centre 2 and offside) (ahead and right)	709	76%	20	711	76%	20

15.2.76 The conclusions drawn in paragraphs 14.2.73 in the SES1 and AP1 ES TA are replaced by:

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

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

A580 East Lancashire Road/A575 Walkden Road

15.2.77 Table 17-48 in the SES1 and AP1 ES TA replaced Table 17-48 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-48 below replaces Table 17-48 in the SES1 and AP1 ES TA.

Table 17-48: A580 East Lancashire Road/A575 Walkden Road 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A575 Walkden Road (north) (nearside and centre) (left and ahead)	530	84%	19	531	84%	19
A575 Walkden Road (north) (offsite) (right)	525	83%	19	526	83%	19
A580 East Lancashire Road (east) (nearside and centre 1) (ahead and left)	927	92%	22	925	91%	22
A580 East Lancashire Road (east) (centre 2)	769	89%	27	782	90%	28
A580 East Lancashire Road (east) (centre 3 and offside) (ahead and right)	50	18%	1	50	17%	1
A575 Walkden Road (south) (nearside) (left and ahead)	365	78%	13	365	78%	13
A575 Walkden Road (south) (offside) (right)	353	77%	13	353	77%	13
A580 East Lancashire Road (west) (nearside and centre 1) (left and ahead)	187	93%	10	187	93%	10
A580 East Lancashire Road (west) (centre 2)	469	53%	12	469	53%	12
A580 East Lancashire Road (west) (centre 3 and offside) (ahead and right)	132	87%	5	132	91%	6
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A575 Walkden Road (north) (nearside and centre) (left and ahead)	375	83%	14	361	77%	12
A575 Walkden Road (north) (offsite) (right)	360	82%	14	346	76%	12
A580 East Lancashire Road (east) (nearside and centre 1) (ahead and left)	533	85%	13	564	85%	14
A580 East Lancashire Road (east) (centre 2)	739	87%	26	739	87%	26
A580 East Lancashire Road (east) (centre 3 and offside) (ahead and right)	67	29%	2	67	29%	2
A575 Walkden Road (south) (nearside) (left and ahead)	562	83%	20	550	81%	19
A575 Walkden Road (south) (offside) (right)	547	82%	19	537	81%	18
A580 East Lancashire Road (west) (nearside and centre 1) (left and ahead)	907	85%	20	929	89%	22
A580 East Lancashire Road (west) (centre 2)	522	60%	14	522	60%	14
A580 East Lancashire Road (west) (centre 3 and offside) (ahead and right)	78	51%	2	85	55%	2

15.2.78 The conclusions drawn in paragraph 14.2.75 of the SES1 and AP1 ES TA are replaced by:

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

The change in traffic due to construction of the AP2 revised scheme in the AM peak hour will increase the DoS on the A580 East Lancashire Road (west) (centre 3 and offside) (ahead and

right) approach from 87% in the future baseline to 91%, with a corresponding change in queue length from 5 PCU in the future baseline to 6 PCU.

The change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the DoS on the A580 East Lancashire Road (west) (nearside and centre 1) (left and ahead) approach from 85% in the future baseline to 89%, with a corresponding change in queue length from 20 PCU in the future baseline to 22 PCU."

A58 Warrington Road/A573 Warrington Road/A58 Lily Lane

15.2.79 Table 17-49 in the SES1 and AP1 ES TA replaced Table 17-49 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 17-49 below replaces Table 17-49 in the SES1 and AP1 ES TA.

Table 17-49: A58 Warrington Road/A573 Warrington Road/A58 Lily Lane 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A58 Warrington Road (north) (ahead and right)	1,114	101%	29	1,114	101%	29
A573 Warrington Road (south) (ahead and left)	1,008	103%	49	1,008	103%	49
A58 Lily Lane (left)	549	99%	24	549	99%	24
A58 Lily Lane (right)	254	97%	13	254	97%	13
A58 Lily Lane (ahead)	803	39%	0	803	39%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A58 Warrington Road (north) (ahead and right)	1,122	96%	16	1,122	96%	16
A573 Warrington Road (south) (ahead and left)	955	100%	38	955	100%	38
A58 Lily Lane (left)	510	89%	16	510	89%	16
A58 Lily Lane (right)	234	97%	12	234	97%	12
A58 Lily Lane (ahead)	744	36%	0	744	36%	0

15.2.80 The conclusions drawn in paragraph 14.2.77 of the SES1 and AP1 ES TA are replaced by:

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

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

A666 Bolton Road/A667 Stoneclough Road

15.2.81 Table 17-49.1 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Table 17-49.1: A666 Bolton Road/A667 Stoneclough Road 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A667 Stoneclough Road	535	63%	10	538	63%	10
A666 Bolton Road (east)	827	45%	12	831	45%	12
A666 Bolton Road (west)	1,446	85%	21	1,454	86%	21
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A667 Stoneclough Road	409	48%	8	409	48%	8
A666 Bolton Road (east)	939	51%	14	939	51%	14
A666 Bolton Road (west)	1,493	89%	22	1,498	89%	22

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

15.2.83 The change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A666 Bolton Road (west) approach from 85% in the future baseline to 86% in the AM peak hour, with a corresponding change in queue length from 21 PCU in the future baseline to 22 PCU.

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

A58 Gerard Street/A58 Bolton Road/A5062 Wigan Road/Princess Road

15.2.85 Table 17-40 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 17-40 below replaces Table 17-40 in the main TA.

Table 17-40: A58 Gerard Street/A58 Bolton Road/A5062 Wigan Road/Princess Road 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme**		
A58 Bolton Road (left, ahead and right)	800	100%	41	812	100%	40
Princess Road (ahead, left and right)	318	100%	19	318	100%	19
A58 Gerard Street (left, ahead and right)	431	60%	12	431	59%	12
Wigan Road (left, ahead and right)	283	96%	14	283	101%	18
17:00–18:00	**2031 future baseline**			**AP2 revised scheme**		
A58 Bolton Road (left, ahead and right)	675	106%	50	675	106%	50
Princess Road (ahead, left and right)	325	107%	27	325	107%	27
A58 Gerard Street (left, ahead and right)	618	106%	44	618	106%	44
Wigan Road (left, ahead and right)	360	103%	24	372	105%	28

15.2.86 The conclusions drawn in paragraphs 17.3.133 to 17.3.134 of the main TA are replaced by:

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

The change in traffic due to construction of the AP2 revised scheme will increase the DoS on the Wigan Road (left, ahead and right) approach from 96% in the future baseline to 101% in the AM peak hour, with a corresponding change in queue length from 14 PCU in the future baseline to 18 PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the DoS on the Wigan Road (left, ahead and right) approach from 103% in the future baseline to 105%, with a corresponding change in queue length from 24 PCU in the future baseline to 28 PCU."

Accidents and safety

15.2.87 The impacts on accidents and safety during construction are reported in Section 17.3 of the main TA. This section of the main TA is unchanged.

Parking and loading

15.2.88 The impacts on parking and loading during construction are reported in Section 17.3 of the main TA and Section 14.2 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Public transport

Local bus services

15.2.89 The impacts on local bus services during construction are reported in Section 17.3 of the main TA and Section 14.2 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Rail network

15.2.90 The impacts on the rail network during construction are reported in Section 17.3 of the main TA and Section 14.2 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Public transport interchanges

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

Pedestrians, cyclists and equestrians

15.2.92 The impacts on pedestrians, cyclists and equestrians during construction are reported in Section 17.3 of the main TA and Section 14.2 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Waterways and canals

15.2.93 The impacts on waterways and canals during construction is reported in Section 17.3 of the main TA. This section of the main TA is unchanged.

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