

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Appendix TR-003-00006 – Report 4 of 12

Traffic and transport

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

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Appendix TR-003-00006 – Report 4 of 12

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Transport Assessment Part 3 Addendum
MA06: Hulseheath to Manchester Airport
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MA08: Manchester Piccadilly Station
(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>
-----------	---

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)

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

Contents

Tables

Table 18-24.1: M56 junction 6 key approaches 2031 future baseline and with the AP2 revised scheme (existing layout) junction capacity assessment results	16-291
Table 18-25.1: M56 junction 6 (west) 2031 with the AP2 revised scheme (existing layout) junction capacity assessment results	16-294
Table 18-26.1: M56 junction 6 (east) 2031 with the AP2 revised scheme (existing layout) junction capacity assessment results	16-295
Table 18-27.1: M56 junction 6 key approaches 2031 with AP2 revised scheme (proposed layout) junction capacity assessment results (scenario 5)	16-302
Table 18-31.1: M56 junction 6 (west) 2031 with the AP2 revised scheme (proposed layout) junction capacity assessment (scenario 5)	16-303
Table 18-32.1: M56 junction 6 (east) 2031 with the AP2 revised scheme (proposed layout) junction capacity assessment (scenario 5)	16-305
Table 18-32.2: M56 junction 6 (main gyratory) 2031 with the AP2 revised scheme (proposed layout) junction capacity assessment	16-306
Table 18-32.3: M56 junction 6 (M56 junction 6 Station Link Road/M56 junction 6 A538 Hale Road Link Road) 2031 with the AP2 revised scheme (proposed layout) junction capacity assessment	16-308
Figure 18-43b: Junction layout diagram (A538 Hale Road Station Link Road/Station Access Road West)	16-309
Table 18-33.1: A538 Hale Road Station Link Road / Station Access Road West 2031 with the AP2 revised scheme junction capacity assessment results (scenario 5)	16-310
Table 18-33.2: Station Access Cross Link Road/Station Access Road East 2031 with the AP2 revised scheme junction capacity assessment results (scenario 5)	16-312
Table 18-33.3: Runger Lane/Avro Way junction 2031 with the AP2 revised scheme junction capacity assessment results (scenario 5)	16-313
Table 18-34: Enterprise Way/Outwood Lane West/World Way junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-315
Table 18-35: A56 Dunham Road/A556/A556 Chester Road/A56 Lymm Road (Bowdon Roundabout) junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-317
Table 18-36: B5086 Alderley Road/B5086 Knutsford Road/Alderley Road/Alderley Lodge/Bedells Lane (B5086 Fulshaw Cross Roundabout) junction 2031	

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

future baseline and with the AP2 revised scheme junction capacity assessment results	16-322
Table 18-37: A538 Water Lane/A538 Alderley Road/B5086 Alderley Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-324
Table 18-38: A538 Manchester Road/Station Road/A538 Alderley Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-326
Table 18-39: A538 Altrincham Road/Mobberley Road junction 2031 future baseline and with the AP2 revised scheme (existing layout) junction capacity assessment results	16-329
Table 18-39.1: A538 Altrincham Road/Mobberley Road junction 2031 future baseline and with the AP2 revised scheme (proposed layout) junction capacity assessment results	16-330
Table 18-40: Morley Green Road/Mobberley Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-332
Table 18-41: A538 Altrincham Road/Morley Green Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-334
Table 18-42: A5034 Mereside Road/B5569 Chester Road/A5034 Chester Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-336
Table 18-43: B5358 Wilmslow Road/B5358 Station Road/Bulkeley Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-338
Table 18-44: Ashley Road diversion / Mobberley Road realignment junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-339
Table 18-45: A556 southbound off-slip/B5569 Chester Road/Chester Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-341
Table 18-46: Castle Mill Lane/Brickhill Lane realignment 2031 with the AP2 revised scheme junction capacity assessment results	16-342
Table 18-47: Castle Mill Lane/Back Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-343
Table 18-48: Ashley Road/Back Lane/Mobberley Road/Cow Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-344
Table 18-49: A538 Wilmslow Road/Sunbank Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-346

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-50: A34 Handforth Bypass/B5094 Stanley Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-351
Table 18-51: A538 Hale Lane/Hasty Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-352
Table 18-52: World Way/Chicago Avenue/Palma Avenue junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-354
Table 18-53: A538 Hale Road/Tithebarn Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-356
Table 18-54: A538 Hale Road/Shay Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-358
Table 18-55: Runger Lane/Thorley Lane junction 2031 future baseline and with the AP2 revised scheme (existing layout) junction capacity assessment results	16-361
Table 18-55.1: Runger Lane/Thorley Lane junction 2031 with the AP2 revised scheme (proposed layout) junction capacity assessment results	16-362
Table 18-56: A5144 Delahays Road/A538 Hale Road/B5162 Park Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-364
Table 18-57: A538 Hale Road/Westminster Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-366
Table 18-58: A56 Dunham Road/B5160 Park Road/B5160 Charcoal Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-368
Table 18-59: A538 Hale Road/Ashfield Road/Victoria Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-370
Table 18-60: Whitecarr Lane/Roaring Gate Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-372
Table 18-61: A5144 Thorley Lane/Clay Lane/Wood Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-374
Table 18-62: A560 Woodlands Road/B5164 Barrington Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-376
Table 18-63: A560 Stockport Road/A538 Stockport Road/A560 Woodlands Road/Woodlands Parkway junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-378
Table 18-64: Oldfield Road/Gorse Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-380

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-65: A56 Manchester Road/A56 Church Street/Oldfield Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-382
Table 18-66: Moss Lane/Grove Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-384
Table 18-67: A56 Manchester Road/B5165 Park Road/Woodcote Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-386
Table 18-68: A56 Washway Road/Woodhouse Lane/Eastway junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-388
Table 18-69: A56 Washway Road/A6144 Marsland Road/A6144 Harboro Way junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-390
Table 18-69.1: A34 MacLean Way/A34 Birrell Way/A538 Bollin Valley Link (A34 Bollin Valley Roundabout) 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-392
Table 18-69.2: A5154 Delahays Road/Grove Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-394
Table 18-69.3: Ashley Road/Birkinheath Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-396
Table 18-69.4: A560 Shaftesbury Avenue/Aimson Road East junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-398
Table 18-69.5: Chicago Avenue/Malaga Avenue junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-400
Table 18-69.6: B5165 Park Road/Moss Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-402
Table 18-69.7: Roaring Gate Lane/Thorley Lane/Shay Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-404
Table 18-69.8: A538 Altrincham Road/Hawthorn Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-406
Table 18-69.9: Moss Lane/Grove Lane/Bancroft Road/Clarence Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-408
Table 18-69.10: Manchester Road/Stanneylands Road/Dean Row Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-410

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-69.11: A538 Hale Road/High Elm Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-412
Table 18-69.12: Thorley Lane/Sydney Avenue junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-414
Table 18-69.13: A56 Dunham Road/Regent Road/Booth Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-416
Table 18-69.14: A538 Wilmslow Road/Mill Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results	16-418

Figures

Figure 18-40: Junction layout diagram (M56 junction 6 proposed layout)	16-301
Figure 18-41: Junction layout diagram (M56 junction 6 (west))	16-303
Figure 18-42: Junction layout diagram (M56 junction 6 (east))	16-305
Figure 18-43: Junction layout diagram (M56 junction 6 (main gyratory))	16-306
Figure 18-43a: Junction layout diagram (M56 junction 6 Station LinkR/M56 junction 6 A538 Hale Road Link Road)	16-308
Figure 19-94: Junction layout diagram (Station Access Cross Link Road/Station Access Road East)	16-311
Figure 19-95: Junction layout diagram (Runger Lane/Avro Way)	16-313
Figure 18-48: Junction layout diagram (A538 Altrincham Road/Mobberley Road)	16-327
Figure 18-48: Junction layout diagram (Runger Lane/Thorley Lane)	16-360

Junction performance

MA06

- 16.3.45 The results are presented from south to north through the MA06 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. Where there are changes to infrastructure compared to the main TA, these are highlighted.
- 16.3.46 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 after the A34 MacLean Way/A34 Birrell Way/A538 Bollin Valley Link (A34 Bollin Valley Roundabout) junction (Table 18-69.1). Where no updates to junction operation are provided, junction operation is as described in Section 18.5 of the main TA.
- 16.3.47 It should be noted that the assessments consider the peak level of construction traffic in each location, for each scenario, and these conditions will not be present across the whole construction period.
- 16.3.48 Due to the negligible number of construction traffic movements during the utilities scenario, junction capacity analysis is only reported for the utilities scenario at those junctions forecast to experience an impact as a result of the AP2 revised scheme.
- 16.3.49 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

- 16.3.50 Table 18-24.1 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme. This summarises performance for the main approaches, while the results for each lane of the western and eastern sides of the junction are included in Table 18-25.1 and Table 18-26.1. Scenarios 1 to 4 are presented based on the existing layout, although it is noted that there will be varying levels of temporary traffic management at this junction throughout the construction period.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-24.1: M56 junction 6 key approaches 2031 future baseline and with the AP2 revised scheme (existing layout) junction capacity assessment results

Junction/ Approach		Flow, PCU*/hr	DoS	Q**, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00		2031 future baseline (existing layout)			AP2 revised scheme scenario 1 (existing layout)			AP2 revised scheme scenario 2 (existing layout)			AP2 revised scheme scenario 3 (existing layout)			AP2 revised scheme scenario 4 (existing layout)		
West	A538 Hale Road	832	83%	4	826	85%	4	798	85%	3	1,024	92%	5	1,056	92%	5
	Hotel Access	90	20%	0	2	1%	0	2	1%	0	2	1%	0	2	1%	0
	A538 Wilmslow Road	1,425	80%	30	1,260	75%	24	1,288	82%	31	1,477	80%	33	1,488	80%	33
	M56 off-slip	1,233	89%	16	1,284	94%	25	1,415	92%	19	1,297	98%	33	1,277	100 %	59
East	Runger Lane	424	62%	11	390	63%	11	576	61%	14	894	76%	22	830	73%	20
	A538 Wilmslow Road	1,314	98%	42	1,072	92%	30	1,287	90%	31	1,299	75%	27	1,251	73%	24
	M56 off-slip	1,833	92%	44	1,913	91%	44	1,316	84%	33	1,286	67%	28	1,288	69%	29
	A538 Wilmslow Road (west)	1,434	85%	38	1,416	98%	51	1,391	74%	31	1,397	67%	29	1,351	62%	27
17:00-18:00		2031 future baseline (existing layout)			AP2 revised scheme scenario 1 (existing layout)			AP2 revised scheme scenario 2 (existing layout)			AP2 revised scheme scenario 3 (existing layout)			AP2 revised scheme scenario 4 (existing layout)		
West	A538 Hale Road	749	54%	1	730	50%	1	690	62%	1	976	78%	2	1,016	77%	2
	Hotel Access	168	28%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0
	A538 Wilmslow Road	1,690	89%	33	1,620	88%	32	1,391	81%	26	1,505	84%	27	1,554	86%	28
	M56 off-slip	896	71%	7	905	71%	6	941	70%	2	1,002	76%	6	945	74%	7

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Junction/ Approach		Flow, PCU*/hr	DoS	Q**, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
East	Runger Lane	587	68%	12	535	62%	11	487	61%	10	500	61%	10	780	67%	15
	A538 Wilmslow Road	1,598	89%	33	1,636	92%	36	1,573	87%	33	1,581	83%	30	1,468	77%	25
	M56 off-slip	1,468	85%	28	1,453	88%	29	1,286	93%	29	1,276	83%	24	1,276	77%	22
	A538 Wilmslow Road (west)	1,144	52%	19	1,068	51%	17	921	48%	14	1,137	55%	18	1,101	53%	18

*PCU = Passenger Car Unit.

**Q = Queue.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

- 16.3.51 At the western junction, the assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity 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.
- 16.3.52 In scenario 4, the change in traffic due to the construction for the AP2 revised scheme will increase the DoS on the M56 off-slip approach from 89% in the future baseline to 100% in the AM peak hour, with a corresponding change in queue length from 16 PCU in the future baseline to 59 PCU.
- 16.3.53 In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the DoS on the A538 Wilmslow Road approach from 89% in the future baseline to 81%, with a corresponding change in queue length from 33 PCU in the future baseline to 26 PCU.
- 16.3.54 At the eastern junction, 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.
- 16.3.55 In scenario 1, the change in traffic due to construction of the AP2 revised scheme will increase the DoS on the A538 Wilmslow Road (west) approach from 85% in the future baseline to 98% in the AM peak hour, with a corresponding change in queue length from 38 PCU in the future baseline to 51 PCU.
- 16.3.56 In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the DoS on the M56 off-slip approach from 85% in the future baseline to 93%, with a corresponding change in queue length from 28 PCU in the future baseline to 29 PCU.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-25.1: M56 junction 6 (west) 2031 with the AP2 revised scheme (existing layout) junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00	2031 future baseline (existing layout)			AP2 revised scheme scenario 1 (existing layout)			AP2 revised scheme scenario 2 (existing layout)			AP2 revised scheme scenario 3 (existing layout)			AP2 revised scheme scenario 4 (existing layout)		
A538 Hale Road (left and ahead)	832	83%	4	826	85%	4	798	85%	3	1,024	92%	5	1,056	92%	5
Hotel Access (left and ahead)	90	20%	0	2	1%	0	2	1%	0	2	1%	0	2	1%	0
A538 Wilmslow Road (ahead)	809	80%	22	763	75%	19	827	82%	23	783	80%	21	782	80%	21
A538 Wilmslow Road (left and ahead)	616	61%	8	497	49%	4	461	46%	8	694	71%	11	706	72%	12
M56 off-slip (ahead)	673	89%	11	730	94%	21	776	92%	18	718	98%	26	732	100%	54
M56 off-slip (left and ahead)	560	75%	5	554	72%	5	639	75%	2	579	79%	7	545	75%	5
17:00-18:00	2031 future baseline (existing layout)			AP2 revised scheme scenario 1 (existing layout)			AP2 revised scheme scenario 2 (existing layout)			AP2 revised scheme scenario 3 (existing layout)			AP2 revised scheme scenario 4 (existing layout)		
A538 Hale Road (left and ahead)	749	54%	1	730	50%	1	690	62%	1	976	78%	2	1,016	77%	2
Hotel Access (left and ahead)	168	28%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0
A538 Wilmslow Road (ahead)	944	89%	23	941	88%	22	835	81%	19	833	84%	19	851	86%	20

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A538 Wilmslow Road (left and ahead)	746	71%	11	679	64%	10	556	54%	7	672	68%	8	703	71%	8
M56 off-slip (ahead)	496	71%	4	526	71%	4	565	70%	1	567	76%	5	529	74%	5
M56 off-slip (left and ahead)	400	58%	2	379	51%	1	376	46%	0	435	58%	2	416	58%	2

Table 18-26.1: M56 junction 6 (east) 2031 with the AP2 revised scheme (existing layout) junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00	2031 future baseline (existing layout)			AP2 revised scheme scenario 1 (existing layout)			AP2 revised scheme scenario 2 (existing layout)			AP2 revised scheme scenario 3 (existing layout)			AP2 revised scheme scenario 4 (existing layout)		
Runger Lane (nearside) (ahead and left)	251	62%	7	229	63%	6	347	61%	9	525	76%	14	488	73%	13
Runger Lane (offside) (ahead)	173	44%	4	161	45%	4	229	42%	5	369	55%	8	342	53%	8
A538 Wilmslow Road (east) (nearside and centre 1) (left and ahead)	678	98%	28	577	92%	19	812	90%	24	670	75%	16	668	73%	15
A538 Wilmslow Road (east) (centre 2) (through, ahead)	65	9%	1	45	7%	1	28	3%	0	67	8%	1	72	8%	1

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A538 Wilmslow Road (east) (offside) (through, ahead)	571	77%	13	450	66%	9	447	48%	7	562	60%	10	511	53%	8
M56 off-slip (nearside) (left)	130	12%	2	183	16%	2	1	0%	0	107	12%	2	108	13%	2
M56 off-slip (centre) (ahead and left)	705	65%	14	681	59%	12	574	65%	13	587	67%	13	586	68%	13
M56 off-slip (offside) (ahead)	998	92%	29	1,049	91%	29	741	84%	20	592	67%	13	594	69%	14
A538 Wilmslow road (west) (nearside) (left and ahead)	550	84%	16	583	98%	25	569	67%	13	536	63%	12	520	59%	11
A538 Wilmslow road (west) (offside) (ahead)	125	20%	3	106	19%	2	96	12%	2	169	20%	3	159	19%	3
A538 Wilmslow road (west) (nearside) (through, ahead)	199	30%	4	173	29%	4	87	10%	1	113	13%	2	127	14%	2
A538 Wilmslow road (west) (offside) (through, ahead)	560	85%	16	554	93%	20	639	74%	15	579	67%	13	545	62%	11
A538 Wilmslow Road eastbound	803	61%	17	791	59%	16	595	52%	16	558	55%	15	553	53%	14

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
internal link (nearside) (ahead)															
A538 Wilmslow Road eastbound internal link (offside) (ahead)	954	73%	12	985	73%	12	872	76%	12	726	71%	9	713	69%	8
A538 Wilmslow Road westbound internal link (nearside and centre) (ahead)	679	99%	24	580	94%	7	826	92%	7	676	75%	3	674	73%	3
A538 Wilmslow Road westbound internal link (offside) (ahead)	211	31%	5	172	28%	5	104	12%	3	275	31%	7	281	31%	7
17:00-18:00	2031 future baseline (existing layout)			AP2 revised scheme scenario 1 (existing layout)			AP2 revised scheme scenario 2 (existing layout)			AP2 revised scheme scenario 3 (existing layout)			AP2 revised scheme scenario 4 (existing layout)		
Runger Lane (nearside) (ahead and left)	333	68%	7	302	62%	6	282	61%	6	301	61%	6	436	67%	9
Runger Lane (offside) (ahead)	254	53%	5	233	49%	5	205	45%	4	199	41%	4	344	55%	6
A538 Wilmslow Road (east) (nearside and centre 1) (left and ahead)	644	77%	13	685	82%	15	700	84%	15	643	77%	13	546	66%	10

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A538 Wilmslow Road (east) (centre 2) (through, ahead)	210	25%	3	174	21%	2	143	17%	2	238	29%	3	257	31%	4
A538 Wilmslow Road (east) (offside) (through, ahead)	744	89%	17	777	92%	19	730	87%	16	700	83%	14	665	77%	12
M56 off-slip (nearside) (left)	157	18%	2	117	13%	2	13	2%	0	95	11%	1	157	18%	2
M56 off-slip (centre) (ahead and left)	554	63%	9	553	62%	9	448	51%	7	448	51%	7	439	50%	7
M56 off-slip (offside) (ahead)	757	85%	17	783	88%	18	825	93%	22	733	83%	15	680	77%	13
A538 Wilmslow Road (west) (nearside) (left and ahead)	370	47%	6	400	51%	7	269	34%	4	350	45%	6	406	52%	7
A538 Wilmslow Road (west) (offside) (ahead)	79	10%	1	70	9%	1	73	10%	1	110	15%	2	87	12%	1
A538 Wilmslow Road (west) (nearside) (through, ahead)	286	36%	4	218	28%	3	200	25%	3	242	31%	4	191	24%	3
A538 Wilmslow Road (west)	409	52%	7	380	48%	6	379	48%	6	435	55%	7	417	53%	7

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

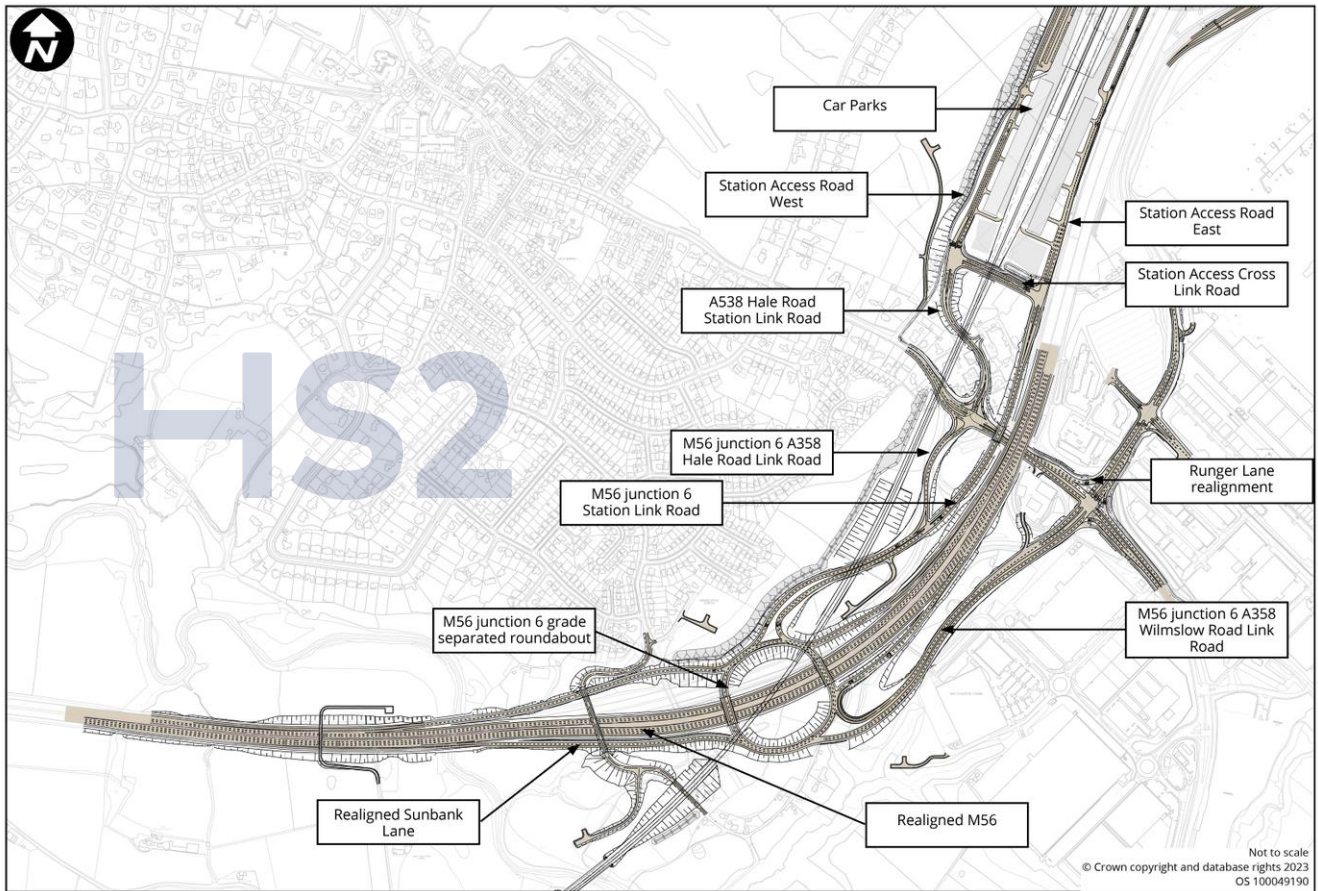
Transport Assessment Part 3 - Report 4 of 12

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
(offside) (through, ahead)															
A538 Wilmslow Road eastbound internal link (nearside) (ahead)	700	61%	10	647	56%	11	652	54%	10	646	56%	9	574	58%	12
A538 Wilmslow Road eastbound internal link (offside) (ahead)	752	65%	8	734	64%	8	752	63%	9	764	66%	8	714	72%	14
A538 Wilmslow Road westbound internal link (nearside and centre) (ahead)	787	96%	24	824	100%	32	822	100%	31	738	90%	18	694	84%	16
A538 Wilmslow Road westbound internal link (offside) (ahead)	255	31%	4	209	25%	1	166	20%	1	272	33%	1	321	39%	5

Proposed layout

- 16.3.57 Paragraph 18.5.115 of the main TA describes the modifications to the M56 junction 6/A538 Wilmslow Road/Runger Lane/A538 Hale Road network. The original scheme included the permanent changes to the existing road network required at M56 junction 6 to accommodate Manchester Airport High Speed station. Since the main ES, through engagement with National Highways the reconfiguration of M56 junction 6 has been undertaken to improve traffic flows associated with the Manchester Airport High Speed station. The AP2 revised scheme will result in the following changes to the highway network around Manchester Airport High Speed station:
- a new grade separated gyratory will be constructed 600m south-west of the existing M56 junction 6 east and west ground level roundabouts;
 - new gyratory will accommodate all entry and exit traffic to and from the M56;
 - the alignment of the M56 main line will be diverted south eastwards between the River Bollin and the existing M56 junction 6 ground level roundabouts;
 - the M56 junction 6 western ground level roundabout will become a four-arm signal controlled crossroads junction connecting the A538 Hale Road to the north, A538 Wilmslow Road, a Manchester Airport High Speed station access road and the M56 grade separated gyratory; and
 - the M56 junction 6 eastern ground level roundabout will become a four arm signal controlled crossroads junction connecting the A538 Wilmslow Road to the north and south, Runger Lane and the M56 junction 6 grade separated gyratory.
- 16.3.58 Figure 18-40 shows the junction layout introduced as part of the AP2 revised scheme. Figure 18-41, Figure 18-42, Figure 18-43 and Figure 18-43a show the junction layouts introduced as part of the AP2 revised scheme for the western junction, eastern junction, main gyratory and Station Link Road/A538 Hale Road Link Road junction respectively.
- 16.3.59 Table 18-27.1 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme. This summarises performance for the main approaches, while the results for each lane of the western junction, eastern junction, main gyratory and Station Link Road/A538 Hale Road Link Road junction are included in Table 18-31.1, Table 18-32.1, Table 18-32.2 and Table 18-32.3. The permanent junction layout will be introduced during construction scenario 5 and has therefore been assessed for scenario 5 AM and PM peak hours.

Figure 18-40: Junction layout diagram (M56 junction 6 proposed layout)



Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-27.1: M56 junction 6 key approaches 2031 with AP2 revised scheme (proposed layout) junction capacity assessment results (scenario 5)

Junction/approach		Flow, PCU/hr	Max DoS	Total Q, PCU
08:00-09:00		AP2 revised scheme scenario 5 (proposed layout)		
West	Hale Road Station Link Road	0	0%	0
	Underpass	212	54%	8
	M56 junction 6 Hale Road Link Road	1,061	66%	12
	A538 Hale Road	1,029	48%	15
East	Runger Lane	262	71%	6
	A538 Wilmslow Road	1,186	72%	12
	M56 junction 6 Wilmslow Road Link Road	2,092	79%	28
	Underpass	404	69%	7
Main gyratory	M56 junction 6 southbound diverge	0	0%	0
	M56 junction 6 Wilmslow Road Link Road	943	32%	6
	M56 junction 6 northbound diverge	1,334	86%	20
	M56 junction 6 Station Link Road	629	46%	5
Station Link Road/A538 Hale Road Link Road	M56 junction 6 Station Link Road (north)	2	0%	0
	M56 junction 6 Station Link Road (south)	903	35%	0
	M56 junction 6 A538 Hale Road Link Road	588	79%	9
17:00-18:00		AP2 revised scheme scenario 5 (proposed layout)		
West	Hale Road Station Link Road	0	0%	0
	Underpass	216	83%	7
	M56 junction 6 Hale Road Link Road	565	36%	3
	A538 Hale Road	897	69%	14
East	Runger Lane	865	74%	21
	A538 Wilmslow Road	1,434	70%	17
	M56 junction 6 Wilmslow Road Link Road	1,338	74%	20
	Underpass	289	46%	5
Main gyratory	M56 junction 6 southbound diverge	0	0%	0
	M56 junction 6 Wilmslow Road Link Road	1,611	58%	10
	M56 junction 6 northbound diverge	954	65%	11
	M56 junction 6 Station Link Road	612	42%	5
Station Link Road/A538 Hale Road Link Road	M56 junction 6 Station Link Road (north)	9	1%	0
	M56 junction 6 Station Link Road (south)	486	18%	0
	M56 junction 6 A538 Hale Road Link Road	553	101%	11

16.3.60 The conclusions drawn in paragraphs 18.3.65 to 18.3.68 of the main TA are replaced by:

“At the western junction, the assessment shows that in the AM and PM peak hours the junction operates within capacity with the AP2 revised scheme.

At the eastern junction, the assessment shows that in the AM peak hour the junction operates within capacity with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity with the AP2 revised scheme.

At the main gyratory, the assessment shows that in the AM peak hour the junction operates close to capacity with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity with the AP2 revised scheme.

At the Station Link Road/A538 Hale Road Link Road junction, the assessment shows that in the AM peak hour the junction operates within capacity with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity with the AP2 revised scheme.”

Figure 18-41: Junction layout diagram (M56 junction 6 (west))

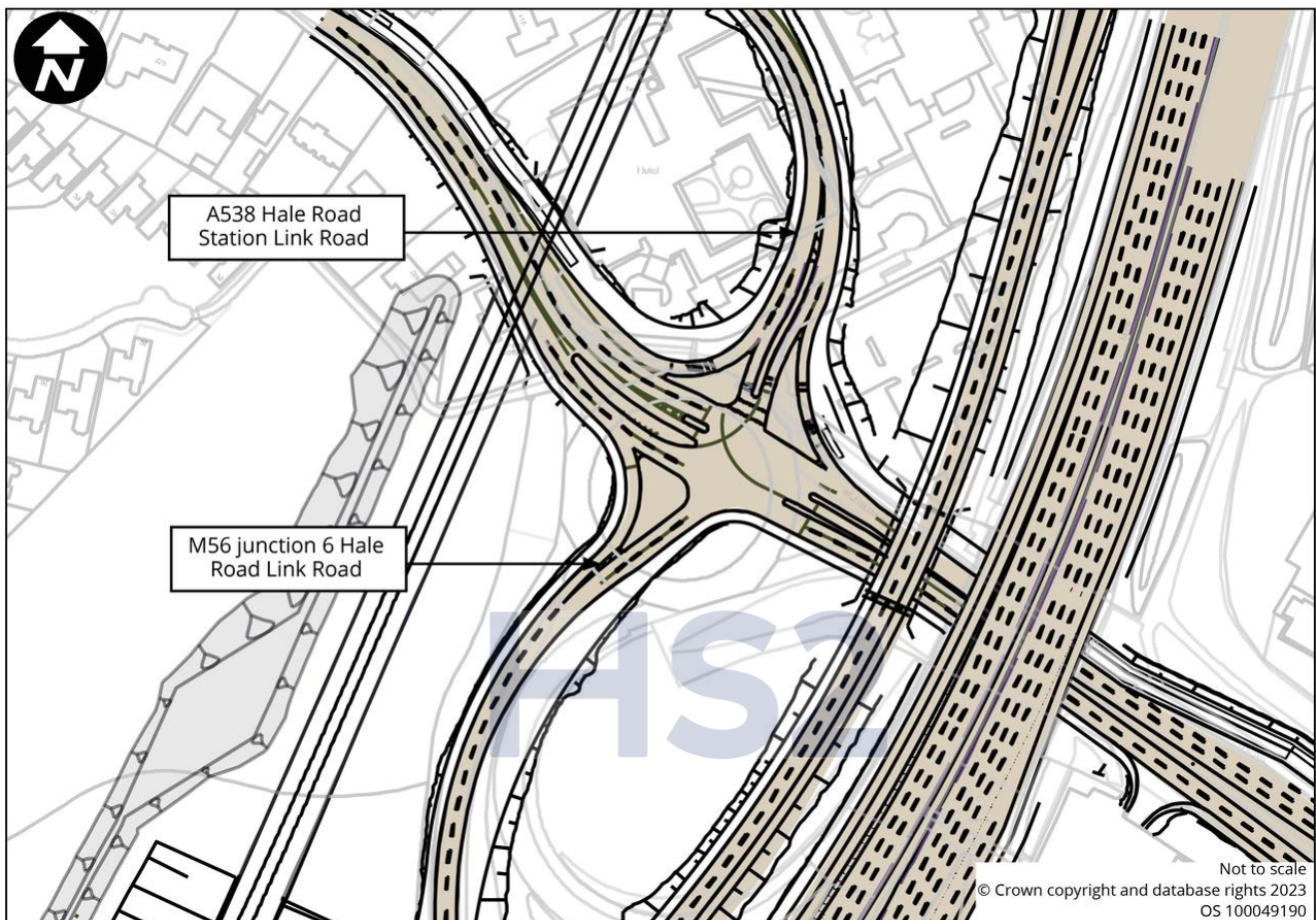


Table 18-31.1: M56 junction 6 (west) 2031 with the AP2 revised scheme (proposed layout) junction capacity assessment (scenario 5)

Approach	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00			
AP2 revised scheme scenario 5 (proposed layout)			
Hale Road Station Link Road (left and right)	0	0%	0

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Approach	Flow, PCU/hr	DoS	Q, PCU
Underpass (nearside) (ahead)	97	47%	4
Underpass (centre and offside) (ahead and right)	115	54%	4
M56 junction 6 Hale Road Link Road (left)	1,061	66%	12
A538 Hale Road (nearside) (left)	0	0%	0
A538 Hale Road (centre 1 and centre 2) (ahead)	404	28%	4
A538 Hale Road (offside) (right)	625	48%	10
17:00-18:00	AP2 revised scheme scenario 5 (proposed layout)		
Hale Road Station Link Road (left and right)	0	0%	0
Underpass (nearside) (ahead)	95	37%	3
Underpass (centre and offside) (ahead and right)	121	46%	4
M56 junction 6 Hale Road Link Road (left)	565	36%	3
A538 Hale Road (nearside) (left)	0	0%	0
A538 Hale Road (centre 1 and centre 2) (ahead)	289	21%	3
A538 Hale Road (offside) (right)	608	49%	11

Figure 18-42: Junction layout diagram (M56 junction 6 (east))

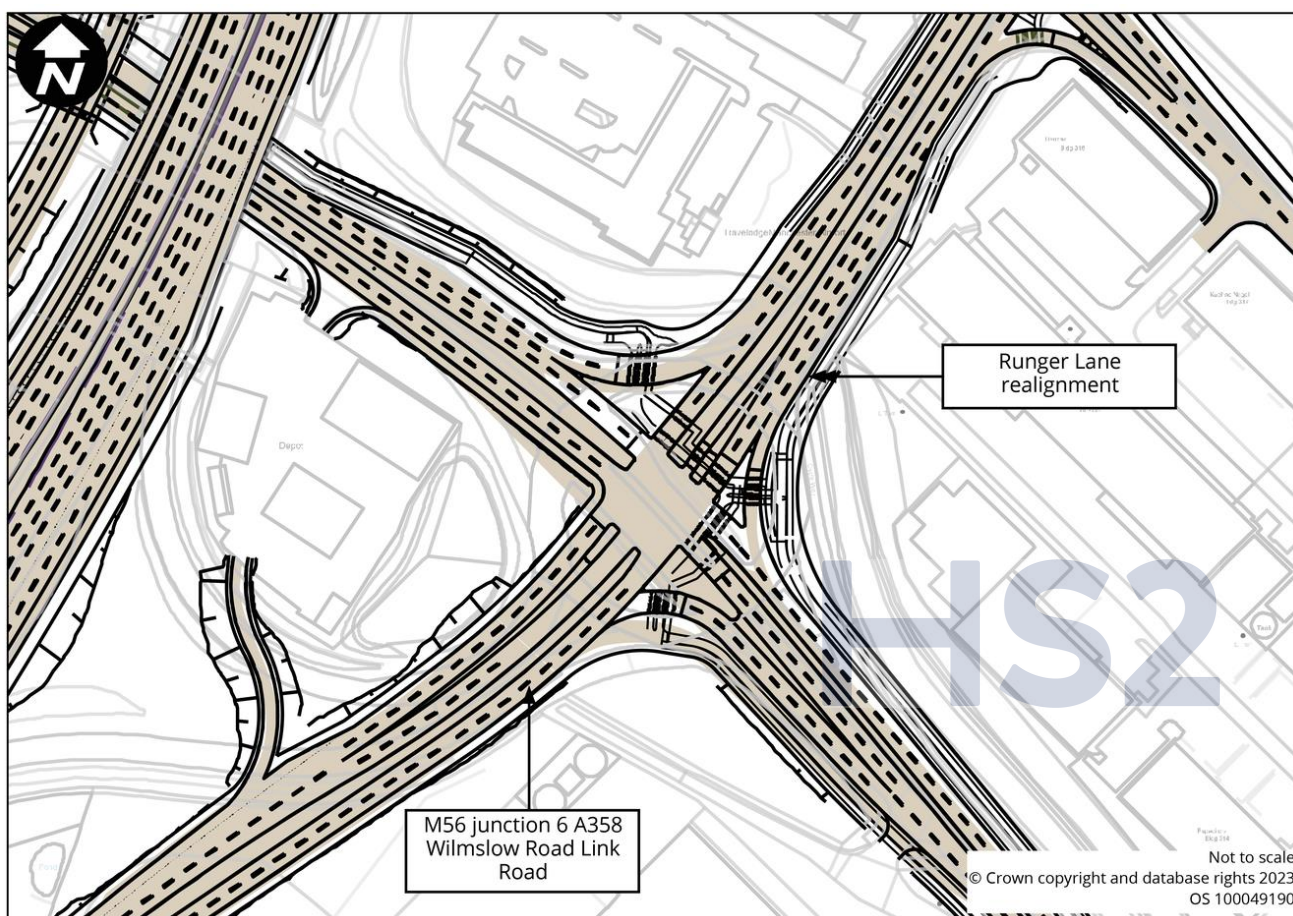


Table 18-32.1: M56 junction 6 (east) 2031 with the AP2 revised scheme (proposed layout) junction capacity assessment (scenario 5)

Approach	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00			
AP2 revised scheme scenario 5 (proposed layout)			
Runger Lane (nearside and centre 1) (left and ahead)	203	71%	4
Runger Lane (centre 2) (ahead)	49	31%	2
Runger Lane (centre 3 and offside) (right)	10	7%	0
A538 Wilmslow Road (nearside and centre 1) (left)	789	41%	4
A538 Wilmslow Road (centre 2 and centre 3) (ahead)	202	24%	3
A538 Wilmslow Road (centre 4 and offside) (right)	195	72%	6
M56 junction 6 Wilmslow Road Link Road (nearside and centre 1) (ahead)	925	68%	13
M56 junction 6 Wilmslow Road Link Road (centre 2 and offside) (right)	1,167	79%	16
Underpass (nearside and centre 1) (left)	88	19%	1
Underpass (centre 2 and offside) (ahead)	316	69%	6
17:00-18:00			
AP2 revised scheme scenario 5 (proposed layout)			
Runger Lane (nearside and centre 1) (left and ahead)	564	74%	11
Runger Lane (centre 2) (ahead)	293	69%	10

Approach	Flow, PCU/hr	DoS	Q, PCU
Runger Lane (centre 3 and offside) (right)	8	2%	0
A538 Wilmslow Road (nearside and centre 1) (left)	1,024	55%	8
A538 Wilmslow Road (centre 2 and centre 3) (ahead)	208	25%	3
A538 Wilmslow Road (centre 4 and offside) (right)	202	70%	5
M56 junction 6 Wilmslow Road Link Road (nearside and centre 1) (ahead)	407	37%	6
M56 junction 6 Wilmslow Road Link Road (centre 2 and offside) (right)	931	74%	14
Underpass (nearside and centre 1) (left)	77	13%	2
Underpass (centre 2 and offside) (ahead)	212	46%	4

Figure 18-43: Junction layout diagram (M56 junction 6 (main gyratory))

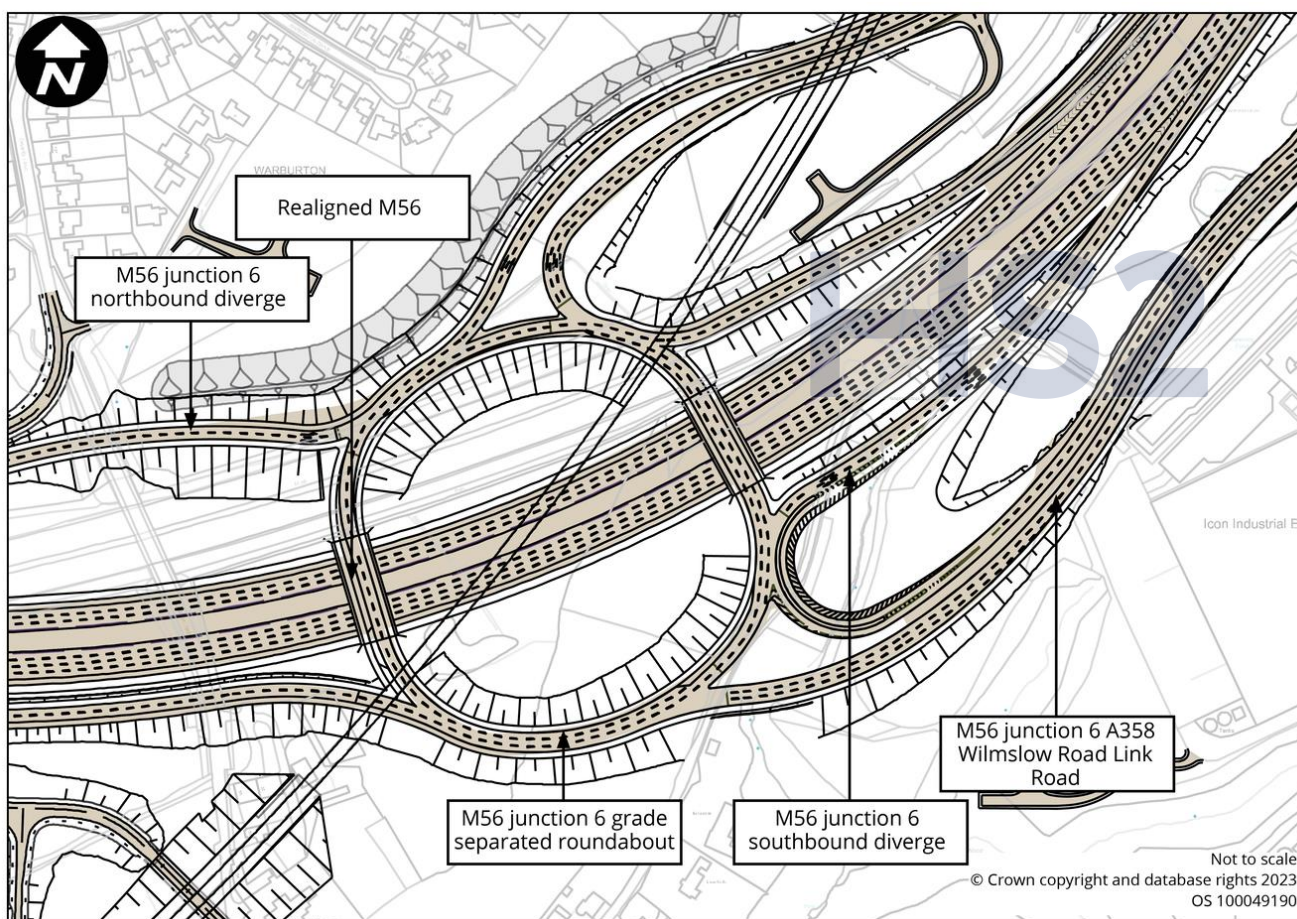


Table 18-32.2: M56 junction 6 (main gyratory) 2031 with the AP2 revised scheme (proposed layout) junction capacity assessment

Approach	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00	AP2 revised scheme scenario 5 (proposed layout)		
M56 junction 6 southbound diverge (nearside) (left)	1,054	55%	1
M56 junction 6 southbound diverge (centre) (ahead)	476	78%	9
M56 junction 6 southbound diverge (offside) (ahead)	293	48%	5

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Approach	Flow, PCU/hr	DoS	Q, PCU
M56 junction 6 Wilmslow Road Link Road (nearside and centre) (left and ahead)	616	32%	4
M56 junction 6 Wilmslow Road Link Road (offside) (ahead)	327	27%	3
M56 junction 6 northbound diverge (nearside) (left and ahead)	296	26%	3
M56 junction 6 northbound diverge (offside) (ahead)	1,038	86%	17
M56 junction 6 Station Link Road (nearside and centre) (left)	534	46%	4
M56 junction 6 Station Link Road (offside) (ahead)	95	15%	1
17:00-18:00	AP2 revised scheme scenario 5 (proposed layout)		
M56 junction 6 southbound diverge (nearside) (left)	579	30%	0
M56 junction 6 southbound diverge (centre) (ahead)	282	56%	5
M56 junction 6 southbound diverge (offside) (ahead)	92	18%	1
M56 junction 6 Wilmslow Road Link Road (nearside and centre) (left and ahead)	1,196	58%	6
M56 junction 6 Wilmslow Road Link Road (offside) (ahead)	415	31%	3
M56 junction 6 northbound diverge (nearside) (left and ahead)	195	18%	2
M56 junction 6 northbound diverge (offside) (ahead)	759	65%	10
M56 junction 6 Station Link Road (nearside and centre) (left)	508	42%	4
M56 junction 6 Station Link Road (offside) (ahead)	104	16%	1

Figure 18-43a: Junction layout diagram (M56 junction 6 Station LinkR/M56 junction 6 A538 Hale Road Link Road)

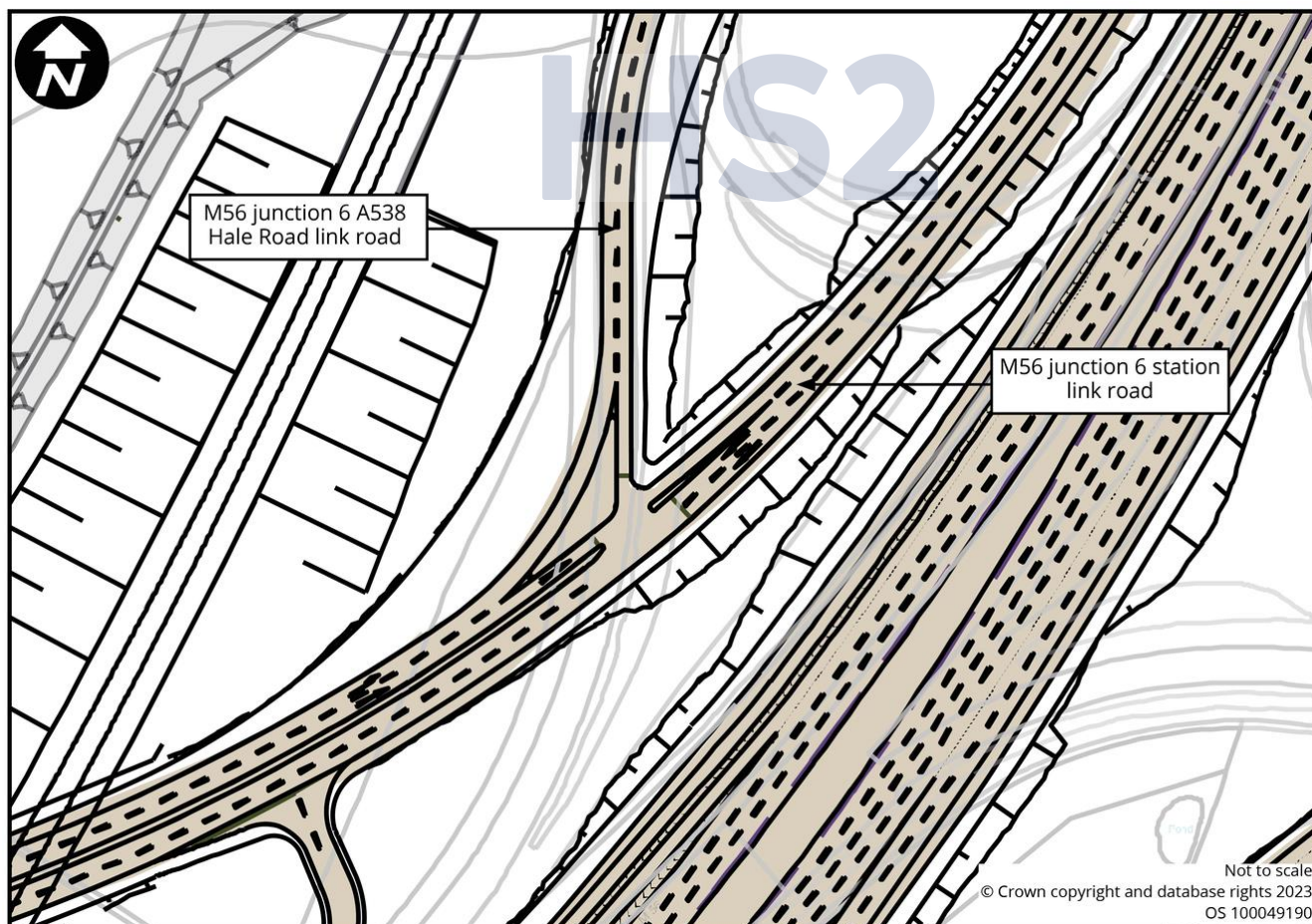


Table 18-32.3: M56 junction 6 (M56 junction 6 Station Link Road/M56 junction 6 A538 Hale Road Link Road) 2031 with the AP2 revised scheme (proposed layout) junction capacity assessment

Approach	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00			
AP2 revised scheme scenario 5 (proposed layout)			
M56 junction 6 Station Link Road (north)	2	0%	0
M56 junction 6 Station Link Road (south)	903	35%	0
M56 junction 6 A538 Hale Road Link Road	588	79%	9
17:00-18:00			
AP2 revised scheme scenario 5 (proposed layout)			
M56 junction 6 Station Link Road (north)	9	1%	0
M56 junction 6 Station Link Road (south)	486	18%	0
M56 junction 6 A538 Hale Road Link Road	553	101%	11

A538 Hale Road Station Link Road/Station Access Road West

16.3.61 This will be a new junction as part of the AP2 revised scheme, modified from the original TA. It will be a three-arm signal controlled T-junction and will form a western access junction to Manchester Airport High Speed station. Figure 18-41 shows the junction layout introduced as part of the AP2 revised scheme. Table 18-33.1 summarises the performance of the junction as a result of the AP2 revised scheme in 2031 construction.

Figure 18-43b: Junction layout diagram (A538 Hale Road Station Link Road/Station Access Road West)

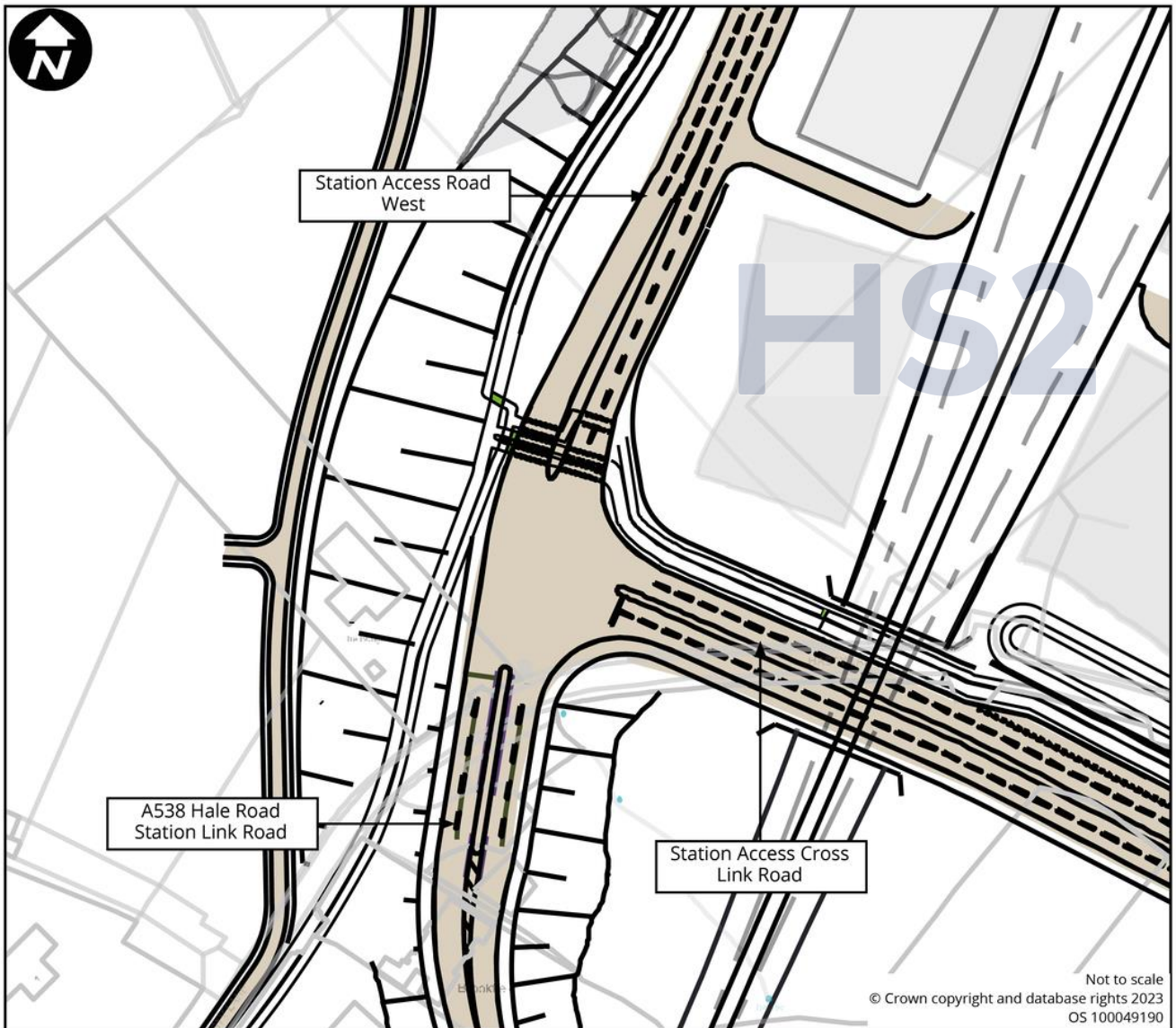


Table 18-33.1: A538 Hale Road Station Link Road / Station Access Road West 2031 with the AP2 revised scheme junction capacity assessment results (scenario 5)

Approach	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	AP2 revised scheme scenario 5		
Station Access Road West (nearside) (left and ahead)	2	1%	0
Station Access Road West (offside) (ahead)	0	0%	0
Station Access Cross Link Road (nearside) (left)	0	0%	0
Station Access Cross Link Road (offside) (right)	2	1%	0
Hale Road Station Link Road (nearside and offside) (ahead and right)	0	0%	0
17:00–18:00	AP2 revised scheme scenario 5		
Station Access Road West (nearside) (left and ahead)	2	1%	0
Station Access Road West (offside) (ahead)	0	0%	0
Station Access Cross Link Road (nearside) (left)	0	0%	0
Station Access Cross Link Road (offside) (right)	2	1%	0
Hale Road Station Link Road (nearside and offside) (ahead and right)	0	0%	0

16.3.62 The assessment shows that this junction operates well within capacity with the AP2 revised scheme.

Station Access Cross Link Road / Station Access Road East

16.3.63 This will be a new junction as part of the AP2 revised scheme, modified from the original TA. It will be a three-arm signal controlled T-junction and will form an eastern access junction to Manchester Airport High Speed station. Figure 19-94 shows the junction layout introduced as part of the AP2 revised scheme. Table 18-33.2 summarises the performance of the junction as a result of the AP2 revised scheme in 2031 construction.

Figure 19-94: Junction layout diagram (Station Access Cross Link Road/Station Access Road East)

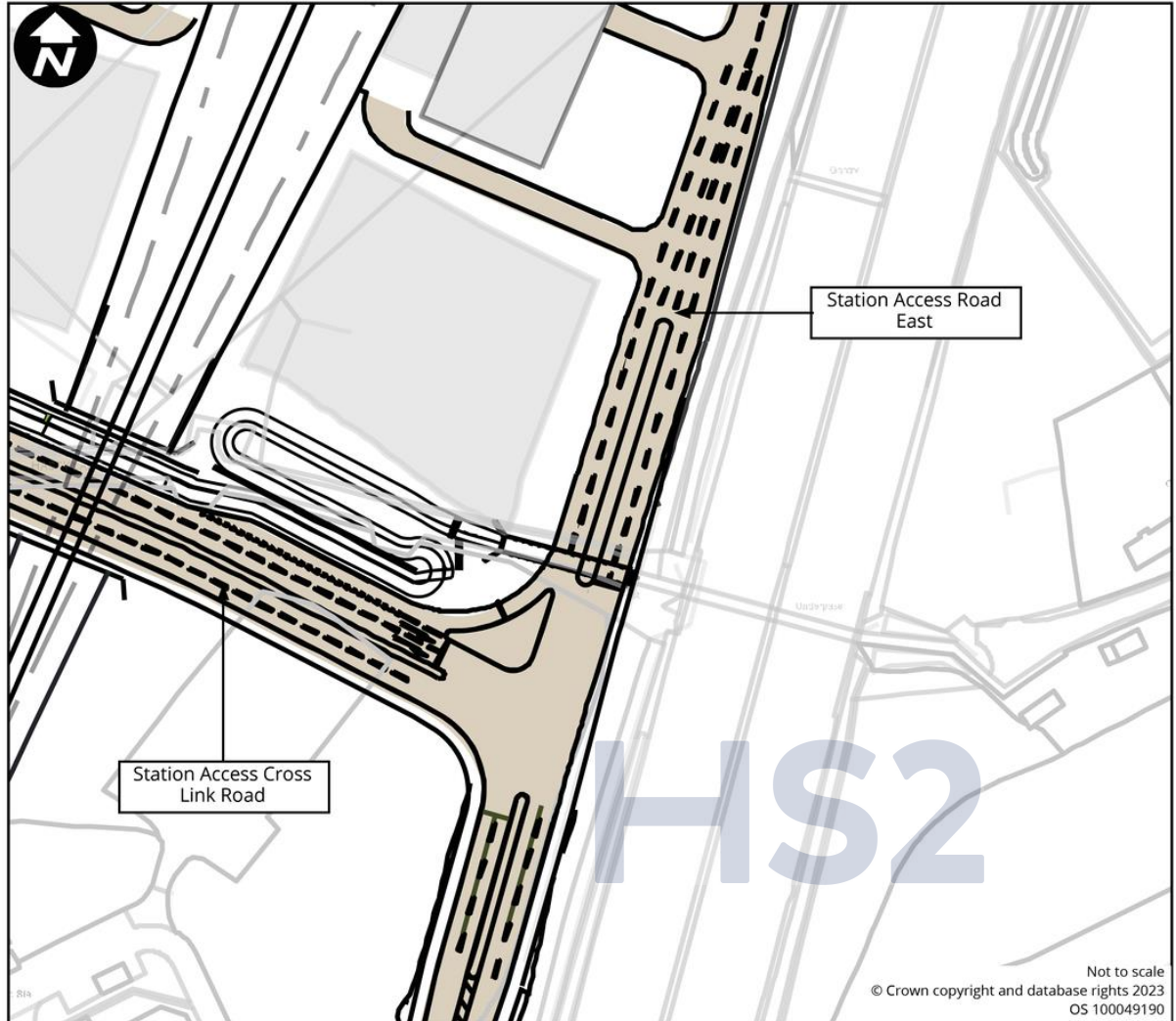


Table 18-33.2: Station Access Cross Link Road/Station Access Road East 2031 with the AP2 revised scheme junction capacity assessment results (scenario 5)

Approach	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	AP2 revised scheme scenario 5		
Station Access Road East (north) (nearside and offside) (ahead and right)	2	1%	0
Station Access Road East (south) (nearside and offside) (left and right)	4	1%	0
Station Access Cross Link Road (nearside and centre 1) (left and right)	0	0%	0
Station Access Cross Link Road (offside) (right)	2	1%	0
17:00–18:00	AP2 revised scheme scenario 5		
Station Access Road East (north) (nearside and offside) (ahead and right)	2	1%	0
Station Access Road East (south) (nearside and offside) (left and right)	0	0%	0
Station Access Cross Link Road (nearside and centre 1) (left and right)	0	0%	0
Station Access Cross Link Road (offside) (right)	2	1%	0

16.3.64 The assessment shows that the junction operates well within capacity with the AP2 revised scheme.

Runger Lane/Avro Way

16.3.65 This is an existing junction modified as part of the AP2 revised scheme. The Runger Lane / Avro Way priority controlled (give way) T-junction will become a four arm signal controlled crossroads providing access to a surface car park on its northern arm. Figure 19-95 shows the junction layout introduced as part of the AP2 revised scheme. Table 18-33.3 summarises the performance of the junction as a result of the AP2 revised scheme in 2031 construction.

Figure 19-95: Junction layout diagram (Runger Lane/Avro Way)

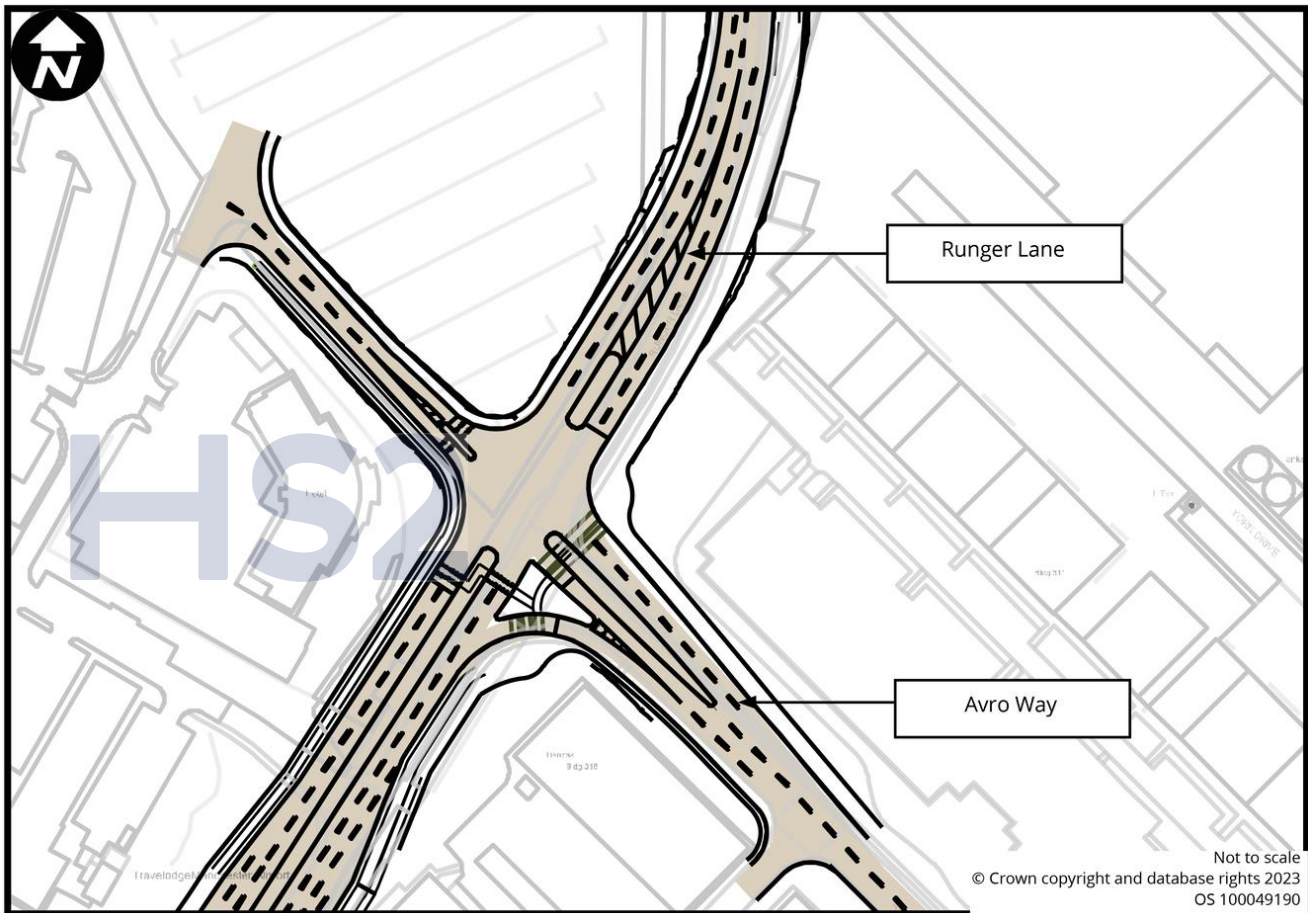


Table 18-33.3: Runger Lane/Avro Way junction 2031 with the AP2 revised scheme junction capacity assessment results (scenario 5)

Approach	Flow, PCU/hr	DoS	Queue, PCU
08:00-09:00			
AP2 revised scheme scenario 5			
Runger Lane (north) (nearside) (left and ahead)	159	71%	6
Runger Lane (north) (offside) (ahead and right)	53	22%	2
Avro Way (east) (nearside) (left)	132	10%	2
Avro Way (east) (offside) (ahead and right)	98	48%	4
Runger Lane (south) (nearside) (left and ahead)	545	58%	10
Runger Lane (south) (offside) (ahead and right)	663	68%	12
Avro Way (west) (left, ahead and right)	11	17%	0
17:00-18:00			
AP2 revised scheme scenario 5			
Runger Lane (north) (nearside) (left and ahead)	305	52%	9
Runger Lane (north) (offside) (ahead and right)	250	39%	7
Avro Way (east) (nearside) (left)	382	40%	9
Avro Way (east) (offside) (ahead and right)	101	49%	4
Runger Lane (south) (nearside) (left and ahead)	318	54%	10
Runger Lane (south) (offside) (ahead and right)	368	61%	13
Avro Way (west) (left, ahead and right)	17	25%	1

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

- 16.3.66 The assessment shows that the junction operates well within capacity with the AP2 revised scheme.

Enterprise Way/Outwood Lane West/World Way

- 16.3.67 Table 18-34 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-34 below replaces Table 18-34 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-34: Enterprise Way/Outwood Lane West/World Way junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Enterprise Way	371	37%	0	380	38%	0	352	34%	0	334	30%	0	332	30%	0	363	36%	0
Outwood Lane West*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
World Way	1,461	70%	1	1,493	72%	1	1,386	65%	0	1,266	58%	0	1,320	61%	0	1,514	72%	1
A555 Airport Spur eastbound off-slip	1,416	109%	9	1,405	109%	9	1,500	114%	9	1,373	116%	9	1,372	116%	9	1,472	112%	9
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Enterprise Way	741	91%	4	786	100%	9	803	96%	6	799	95%	5	722	85%	2	782	90%	3
Outwood Lane West*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
World Way	1,368	95%	5	1,322	96%	6	1,368	99%	8	1,361	99%	9	1,389	94%	4	1,411	100%	11
A555 Airport Spur eastbound off-slip	1,601	101%	8	1,667	101%	8	1,654	106%	8	1,570	102%	8	1,496	103%	9	1,452	105%	9

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

16.3.68 The conclusions drawn in paragraphs 18.3.72 to 18.3.74 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.

In scenarios 3 and 4, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A555 Airport Spur eastbound off-slip approach from 109% in the future baseline to 116%, in the AM peak hour no corresponding change in queue length.

In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A555 Airport Spur eastbound off-slip approach from 101% in the future baseline to 106% with no corresponding change in queue length.”

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

16.3.69 Table 18-35 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-35 below replaces Table 18-35 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-35: A56 Dunham Road/A556/A556 Chester Road/A56 Lymm Road (Bowdon Roundabout) 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	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	2031 future baseline			AP2 revised scheme utilities scenario			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A56 Dunham Road (nearside) (left and ahead)	827	54 %	9	700	47%	7	813	54 %	8	842	55 %	9	864	58 %	10	888	61 %	11	832	57 %	10
A56 Dunham Road (offside) (ahead and right)	846	55 %	9	716	48%	7	834	54 %	9	859	56 %	9	882	59 %	11	905	61 %	12	847	57 %	10
A556 (internal northbound) (nearside)	822	79 %	2	878	79%	3	878	77 %	2	871	81 %	2	866	81 %	3	778	77 %	2	860	81 %	3
A556 (internal northbound) (offside)	16	2%	0	16	2%	0	16	1%	0	10	1%	0	15	1%	0	14	1%	0	17	2%	0
A556 Chester Road (nearside and centre) (left and ahead)	574	52 %	7	498	60%	7	542	60 %	7	583	57 %	8	558	53 %	7	599	53 %	8	563	53 %	7
A556 Chester Road (offside) (ahead)	11	2%	0	5	1%	0	15	3%	0	0	0%	0	34	6%	1	0	0%	0	11	2%	0
A56 Lymm Road (left and ahead)	584	68 %	4	611	63%	3	587	71 %	5	588	65 %	3	573	70 %	5	574	57 %	3	596	66 %	4

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
A556 (internal southbound) (nearside)	682	94 %	24	539	87%	17	696	98 %	29	717	98 %	30	741	99 %	33	739	94 %	26	685	97 %	27
A556 (internal southbound) (offside)	683	94 %	24	539	87%	17	694	98 %	29	717	98 %	30	740	99 %	32	738	94 %	26	687	97 %	27
M56 on-slip	609	0%	0	609	0%	0	558	0%	0	570	0%	0	563	0%	0	605	0%	0	614	0%	0
M56 westbound off-slip (nearside) (ahead)	41	5%	1	33	3%	0	83	9%	1	129	15 %	2	140	16 %	2	160	19 %	3	46	5%	1
M56 westbound off-slip (offside) (ahead)	838	94 %	29	894	90%	26	894	99 %	37	881	99 %	38	881	101 %	43	792	95 %	28	877	97 %	33
Yarwoodheath Lane (left, ahead and right)	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
A556 westbound on-slip	1,403	0%	0	1,108	0%	0	1,407	0%	0	1,560	0%	0	1,618	0%	0	1,634	0%	0	1,415	0%	0
17:00-18:00	2031 future baseline			AP2 revised scheme utilities scenario			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A56 Durham Road (nearside) (left and ahead)	910	58 %	9	803	54%	9	917	62 %	12	929	60 %	10	927	59 %	9	905	59 %	10	919	58 %	9
A56 Durham Road (offside)	926	58 %	9	825	54%	9	934	62 %	12	947	61 %	11	947	59 %	9	923	59 %	10	940	59 %	9

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	
(ahead and right)																						
A556 (internal northbound) (nearside)	1,056	93 %	13	782	91%	8	962	85 %	4	1,049	96 %	17	1,073	96 %	17	1,002	94 %	12	950	95 %	16	
A556 (internal northbound) (offside)	12	1%	0	10	1%	0	7	1%	0	6	1%	0	7	1%	0	3	0%	0	10	1%	0	
A556 Chester Road (nearside and centre) (left and ahead)	693	87 %	12	926	98%	23	823	98 %	23	855	107 %	47	847	101 %	29	891	107 %	47	855	102 %	32	
A556 Chester Road (offside) (ahead)	17	4%	0	24	5%	1	9	2%	0	14	4%	0	28	7%	1	34	8%	1	19	5%	0	
A56 Lymm Road (left and ahead)	396	52 %	3	390	34%	2	459	48 %	3	451	55 %	3	457	66 %	5	515	66 %	5	434	60 %	4	
A556 (internal southbound) (nearside)	722	110 %	61	574	79%	13	749	106 %	49	755	112 %	69	758	113 %	70	715	106 %	49	728	105 %	47	
A556 (internal southbound) (offside)	723	111 %	61	576	79%	13	750	106 %	49	756	112 %	69	755	112 %	69	715	106 %	49	728	105 %	47	
M56 on-slip	308	0%	0	327	0%	0	271	0%	0	260	0%	0	276	0%	0	395	0%	0	320	0%	0	
M56 westbound off-slip (nearside) (ahead)	91	9%	1	58	7%	1	112	12 %	2	196	21 %	3	212	22 %	3	227	24 %	4	81	9%	1	

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
M56 westbound off- slip (offside) (ahead)	1,068	111 %	91	792	89%	24	969	107 %	67	1,055	112 %	93	1,080	115 %	106	1,005	107 %	67	960	104 %	54
Yarwoodheath Lane (left, ahead and right)	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
A556 westbound on- slip	1,393	0%	0	1,202	0%	0	1,605	0%	0	1,701	0%	0	1,719	0%	0	1,651	0%	0	1,531	0%	0

16.3.70 The conclusions drawn in paragraphs 18.3.76 to 18.3.77 of the main TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity 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.

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the DoS on the M56 westbound off-slip (offside) (ahead) approach from 94% in the future baseline to 101% in the AM peak hour, with a corresponding change in queue length from 29 PCU in the future baseline to 43 PCU.

In scenarios 2 and 4, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the DoS on the A556 Chester Road (nearside and centre) (left and ahead) approach from 87% in the future baseline to 107%, with a corresponding change in queue length from 12 PCU in the future baseline to 47 PCU.”

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

16.3.71 Table 18-36 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-36 below replaces Table 18-36 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-36: B5086 Alderley Road/B5086 Knutsford Road/Alderley Road/Alderley Lodge/Bedells Lane (B5086 Fulshaw Cross Roundabout) junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
B5086 Alderley Road	733	97%	7	742	102%	11	689	89%	4	688	88%	4	690	89%	4	724	98%	8
Alderley Road	160	108%	5	162	109%	5	218	111%	6	223	111%	6	216	111%	6	182	109%	5
B5086 Knutsford Road	690	68%	1	639	60%	1	696	65%	1	712	66%	1	719	67%	1	681	63%	1
Bedells Lane	708	99%	8	721	80%	2	647	88%	3	632	88%	3	636	90%	3	719	89%	3
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
B5086 Alderley Road	761	71%	1	757	64%	1	769	68%	1	762	68%	1	758	69%	1	764	70%	1
Alderley Road	609	90%	3	576	89%	3	605	91%	3	605	90%	3	607	90%	3	626	89%	2
B5086 Knutsford Road	61	8%	0	116	16%	0	66	9%	0	65	9%	0	68	9%	0	118	17%	0
Bedells Lane	711	61%	1	527	48%	0	645	55%	0	655	56%	0	672	58%	1	623	57%	1

16.3.72 The conclusions drawn in paragraphs 18.3.79 to 18.3.81 of the main 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.

In scenarios 2, 3 and 4, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Alderley Road approach from 108% in the future baseline to 111% in the AM peak hour, with a corresponding change in queue length from five PCU in the future baseline to six 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 VoC and queue lengths.”

A538 Water Lane/A538 Alderley Road/B5086 Alderley Road

16.3.73 Table 18-37 in the main TA summarised the results of the changes to the performance of the junction as a result of the original scheme. Table 18-37 below replaces Table 18-37 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-37: A538 Water Lane/A538 Alderley Road/B5086 Alderley Road junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A538 Alderley Road	1,233	76%	17	1,233	78%	17	1,233	73%	17	1,233	73%	17	1,233	73%	17	1,233	76%	17
B5086 Alderley Road	766	58%	15	591	45%	11	696	53%	13	707	54%	14	720	55%	14	688	52%	13
A538 Water Lane	365	50%	9	374	51%	9	363	50%	9	364	50%	9	364	50%	9	366	50%	9
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A538 Alderley Road	1,134	82%	18	1,139	82%	18	1,147	83%	18	1,141	82%	18	1,136	82%	18	1,128	82%	18
B5086 Alderley Road	615	50%	13	601	48%	13	607	49%	13	607	49%	13	610	49%	13	624	50%	13
A538 Water Lane	441	46%	10	390	41%	9	449	47%	11	445	47%	10	450	47%	11	472	50%	11

16.3.74 The conclusions drawn in paragraphs 18.3.83 to 18.3.85 in the main TA are replaced by:

“The assessment shows that in the AM and PM peak hours the junction operates 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 VoC and queue lengths at this junction.”

A538 Manchester Road/A538 Alderley Road/Station Road

16.3.75 Table 18-38 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-38 below replaces Table 18-38 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-38: A538 Manchester Road/Station Road/A538 Alderley Road junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A538 Manchester Road	929	80%	15	927	83%	15	929	77%	15	929	77%	15	929	77%	15	928	81%	15
Station Road	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0
Station Road (left slip)	226	104%	5	245	102%	5	204	104%	5	202	104%	5	202	104%	5	230	104%	5
A538 Alderley Road	897	73%	13	961	78%	14	808	65%	12	806	65%	12	822	67%	12	900	73%	13
Swan Street	155	31%	4	95	19%	2	202	40%	5	208	42%	5	209	42%	5	141	28%	3
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A538 Manchester Road	883	73%	14	903	72%	14	901	75%	14	896	74%	14	890	74%	14	885	75%	14
Station Road	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0
Station Road (left slip)	251	84%	2	235	82%	2	246	85%	2	246	84%	2	246	84%	2	243	82%	2
A538 Alderley Road	1,053	77%	14	988	72%	13	1,053	77%	14	1,048	77%	14	1,057	77%	14	1,092	80%	14
Swan Street	2	1%	0	2	1%	0	2	1%	0	2	1%	0	2	1%	0	2	1%	0

16.3.76 The conclusions drawn in paragraphs 18.3.87 to 18.3.88 in the main 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 within capacity in the future baseline and close to capacity with the AP2 revised scheme.

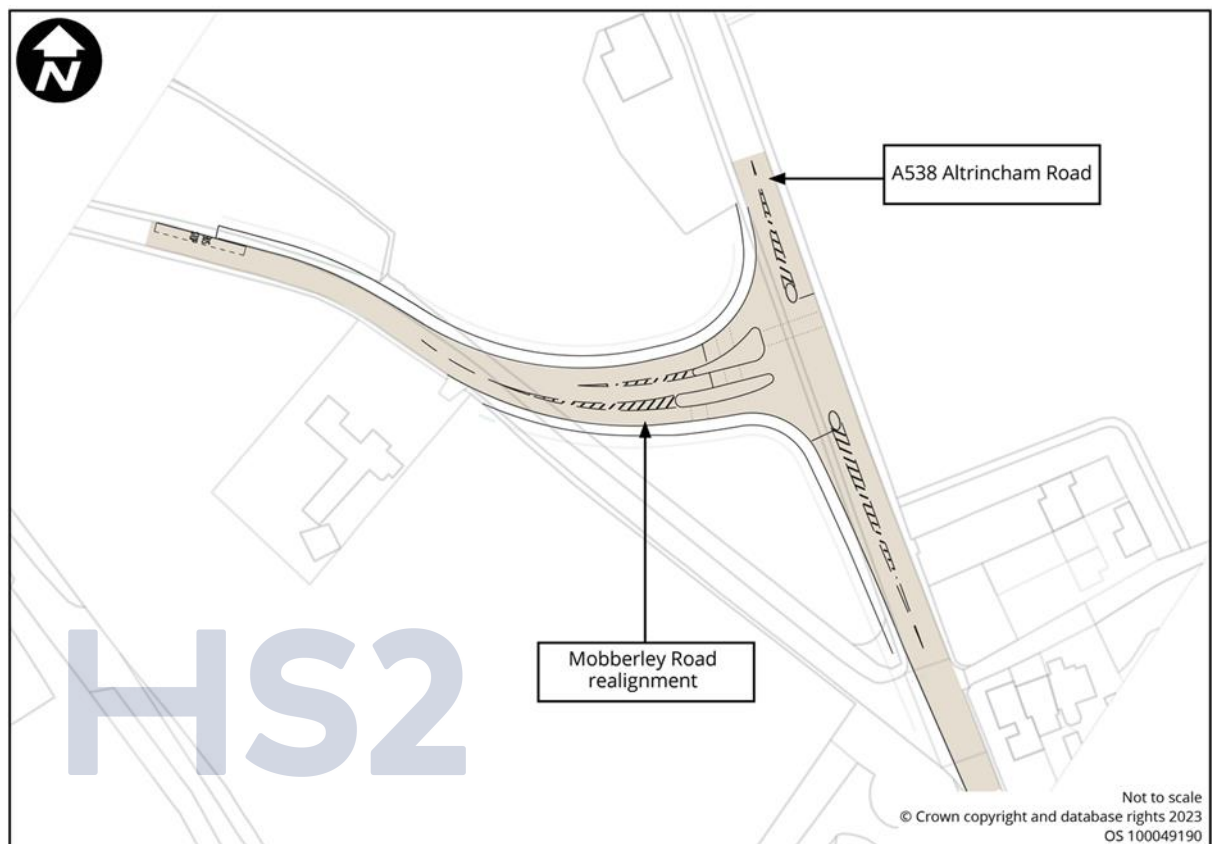
In scenario 1, the change in traffic due to construction of the AP2 revised scheme will decrease the VoC on the Station Road (left slip) approach from 104% in the future baseline to 102% in the AM peak hour, with no change in corresponding queue length.

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.”

A538 Altrincham Road/Mobberley Road

16.3.77 The AP2 revised scheme will result in the permanent realignment of Mobberley Road to form a new signalised junction with the A538 Altrincham Road. Figure 18.48 shows the junction layout introduced as part of the AP2 revised scheme.

Figure 18-48: Junction layout diagram (A538 Altrincham Road/Mobberley Road)



16.3.78 Table 18-39 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme based on the existing layout. Table 18-39.1 summarises the performance of the junction as a result of the AP2 revised scheme with the proposed junction layout introduced.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

- 16.3.79 Table 18-39 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-39 and Table 18-39.1 below replaces Table 18-39 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-39: A538 Altrincham Road/Mobberley Road junction 2031 future baseline and with the AP2 revised scheme (existing layout) junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline (existing layout)			AP2 revised scheme scenario 1 (existing layout)			AP2 revised scheme scenario 2 (existing layout)			AP2 revised scheme scenario 3 (existing layout)			AP2 revised scheme scenario 4 (existing layout)			AP2 revised scheme scenario 5 (existing layout)		
A538 Altrincham Road (north)	920	64%	0	969	74%	0	966	95%	1	945	96%	1	953	96%	1	999	80%	0
A538 Altrincham Road (south)	1,030	53%	0	1,041	53%	0	1,111	57%	0	1,118	57%	0	1,113	57%	0	976	50%	0
Mobberley Road	332	92%	3	333	94%	3	325	97%	4	348	103%	6	348	103%	6	312	85%	2
17:00-18:00	2031 future baseline (existing layout)			AP2 revised scheme scenario 1 (existing layout)			AP2 revised scheme scenario 2 (existing layout)			AP2 revised scheme scenario 3 (existing layout)			AP2 revised scheme scenario 4 (existing layout)			AP2 revised scheme scenario 5 (existing layout)		
A538 Altrincham Road (north)	1,236	84%	0	1,236	84%	0	1,220	90%	0	1,237	96%	0	1,241	94%	0	1,170	83%	0
A538 Altrincham Road (south)	830	42%	0	832	42%	0	818	42%	0	828	42%	0	831	42%	0	786	40%	0
Mobberley Road	217	52%	0	216	52%	0	219	55%	0	267	68%	1	252	62%	1	165	40%	0

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-39.1: A538 Altrincham Road/Mobberley Road junction 2031 future baseline and with the AP2 revised scheme (proposed layout) junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline (existing layout)			AP2 revised scheme scenario 1 (including temporary traffic management)			AP2 revised scheme scenario 2 (proposed layout)			AP2 revised scheme scenario 3 (proposed layout)			AP2 revised scheme scenario 4 (proposed layout)			AP2 revised scheme scenario 5 (proposed layout)		
A538 Altrincham Road (north)	920	64%	0	694	35%	0	933	98%	11	912	98%	11	919	98%	11	960	76%	6
A538 Altrincham Road (south)	1,030	53%	0	786	40%	0	1,041	98%	16	1,042	98%	16	1,039	98%	16	922	87%	14
Mobberley Road	332	92%	3	140	49%	0	406	59%	9	435	63%	10	405	59%	9	283	41%	7
17:00-18:00	2031 future baseline (existing layout)			AP2 revised scheme scenario 1 (including temporary traffic management)			AP2 revised scheme scenario 2 (proposed layout)			AP2 revised scheme scenario 3 (proposed layout)			AP2 revised scheme scenario 4 (proposed layout)			AP2 revised scheme scenario 5 (proposed layout)		
A538 Altrincham Road (north)	1,236	84%	0	694	35%	0	1,208	89%	7	1,218	91%	7	1,219	90%	7	1,159	83%	6
A538 Altrincham Road (south)	830	42%	0	722	37%	0	809	75%	9	809	75%	9	806	75%	9	775	72%	9
Mobberley Road	217	52%	0	107	37%	0	217	36%	4	237	39%	4	229	37%	4	159	26%	3

16.3.80 The conclusions drawn in paragraphs 18.3.90 to 18.3.91 of the main TA are replaced by:

“The assessment shows that, based on the existing layout, in the AM peak hour the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme. In the PM peak hour, the junction operates within capacity in the future baseline and close to capacity with the AP2 revised scheme.

With the proposed layout, 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 within capacity in the future baseline and close to capacity with the AP2 revised scheme.

In scenarios 2, 3 and 4, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A538 Altrincham Road (south) approach from 53% in the future baseline to 98% in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to 16 PCU.

In scenario 3 the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A538 Altrincham Road (north) approach from 84% in the future baseline to 91%, with a corresponding change in queue length from zero PCU in the future baseline to seven PCU.”

Morley Green Road/Mobberley Road

16.3.81 Table 18-40 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-40 below replaces Table 18-40 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-40: Morley Green Road/Mobberley Road junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Morley Green Road	239	62%	1	448	79%	0	209	63%	1	198	62%	1	210	64%	1	297	75%	1
Mobberley Road (east)	146	7%	0	55	3%	0	235	12%	0	239	12%	0	240	12%	0	178	9%	0
Unnamed road*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mobberley Road (west)	585	30%	0	556	29%	0	627	32%	0	645	33%	0	627	32%	0	598	31%	0
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Morley Green Road	330	77%	1	448	79%	0	341	81%	1	333	82%	1	337	81%	1	374	83%	1
Mobberley Road (east)	150	8%	0	24	1%	0	180	9%	0	195	10%	0	183	9%	0	162	8%	0
Unnamed road*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mobberley Road (west)	567	30%	0	543	29%	0	579	30%	0	592	31%	0	587	31%	0	557	29%	0

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

16.3.82 The conclusions drawn in paragraphs 18.3.93 to 18.3.94 of the main TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and within capacity with the AP2 revised scheme. In the PM peak hour, the junction operates 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 VoC and queue lengths at this junction.”

A538 Altrincham Road/Morley Green Road

16.3.83 Table 18-41 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-41 below replaces Table 18-41 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-41: A538 Altrincham Road/Morley Green Road junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A538 Altrincham Road (east)	1,251	64%	0	694	35%	0	1,333	68%	0	1,364	69%	0	1,331	68%	0	1,092	56%	0
Morley Green Road	253	104%	5	503	111%	5	221	104%	5	209	104%	5	222	104%	5	316	105%	5
A538 Altrincham Road (west)	1,165	53%	5	1,157	48%	5	1,153	53%	5	1,120	52%	5	1,139	52%	5	1,267	56%	5
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A538 Altrincham Road (east)	1,005	51%	0	694	35%	0	975	50%	0	996	51%	0	986	50%	0	887	45%	0
Morley Green Road	349	104%	5	490	108%	5	363	105%	5	355	105%	5	359	105%	5	399	105%	5
A538 Altrincham Road (west)	1,578	69%	5	1,233	51%	5	1,563	68%	5	1,566	68%	5	1,570	68%	5	1,550	66%	5

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

16.3.84 The conclusions drawn in paragraphs 18.3.96 to 18.3.97 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.

In scenario 1, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Morley Green Road approach from 104% in the future baseline to 111% in the AM peak hour, with no corresponding change in queue length. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Morley Green Road approach from 104% in the future baseline to 108%, with no corresponding change in queue length.”

A5034 Mereside Road/A5034 Chester Road/B5569 Chester Road

16.3.85 Table 18-42 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-42 below replaces Table 18-42 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-42: A5034 Mereside Road/B5569 Chester Road/A5034 Chester 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	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A5034 Chester Road (ahead and right)	629	0.19	0	697	0.29	0	697	0.34	1	672	0.31	1	722	0.31	0	674	0.17	0
A5034 Mereside Road (left and ahead)	113	0.06	0	252	0.11	0	185	0.08	0	260	0.12	0	251	0.11	0	519	0.23	0
B5569 Chester Road (left)	47	0.09	0	46	0.10	0	49	0.10	0	57	0.11	0	40	0.08	0	34	0.08	0
B5569 Chester Road (right)	68	0.17	0	75	0.20	0	68	0.19	0	64	0.18	0	59	0.17	0	62	0.18	0
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A5034 Chester Road (ahead and right)	286	0.08	0	362	0.21	0	345	0.34	1	329	0.16	0	321	0.11	0	377	0.15	0
A5034 Mereside Road (left and ahead)	157	0.07	0	115	0.05	0	157	0.08	0	152	0.07	0	156	0.07	0	210	0.09	0
B5569 Chester Road (left)	59	0.11	0	74	0.13	0	58	0.10	0	57	0.11	0	145	0.28	0	67	0.12	0
B5569 Chester Road (right)	52	0.12	0	56	0.14	0	50	0.19	0	61	0.15	0	120	0.30	0	50	0.13	0

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

16.3.86 The conclusions drawn in paragraphs 18.3.99 to 18.3.100 of the main TA are replaced by:

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

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

B5358 Wilmslow Road/B5358 Station Road/Bulkeley Road

16.3.87 Table 18-43 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-43 below replaces Table 18-43 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-43: B5358 Wilmslow Road/B5358 Station Road/Bulkeley Road junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	
	08:00 - 09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
B5358 Wilmslow Road	522	82%	12	553	78%	11	582	92%	11	581	94%	11	582	92%	11	574	86%	11	
B5358 Station Road	507	38%	11	521	42%	11	538	43%	11	536	43%	11	539	43%	11	540	43%	11	
Wilmslow Road	95	36%	3	115	13%	2	130	14%	3	131	15%	3	128	14%	2	126	14%	2	
Bulkeley Road*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	17:00 - 18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
B5358 Wilmslow Road	420	66%	10	512	73%	11	509	73%	11	519	73%	11	520	73%	11	519	72%	11	
B5358 Station Road	411	31%	9	465	34%	9	476	34%	9	473	34%	9	465	34%	9	479	35%	9	
Wilmslow Road	121	46%	4	173	21%	4	171	21%	4	171	21%	4	171	21%	4	174	21%	4	
Bulkeley Road*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

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

16.3.88 The conclusions drawn in paragraphs 18.3.102 to 18.3.103 of the main TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and close to capacity 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.

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the B5358 Wilmslow Road approach from 82% in the future baseline to 94% in the AM peak hour, with a corresponding change in queue length from 12 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 VoC and queue lengths.”

Ashley Road diversion/Mobberley Road realignment

16.3.89 Table 18-44 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-44 below replaces Table 18-44 in the main TA.

Table 18-44: Ashley Road diversion / Mobberley Road realignment 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	AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Mobberley Road (north) (ahead and right)	597	0.47	2	596	0.46	2
Mobberley Road (south) (ahead)	659	0.00	0	648	0.00	0
Mobberley Road (south) (left)	12	0.00	0	12	0.00	0
Ashley Road (left)	301	0.64	2	301	0.64	2
Ashley Road (right)	34	0.21	0	34	0.21	0
17:00–18:00	AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Mobberley Road (north) (ahead and right)	708	0.54	2	665	0.51	2
Mobberley Road (south) (ahead)	593	0.00	0	565	0.00	0
Mobberley Road (south) (left)	19	0.00	0	19	0.00	0
Ashley Road (left)	199	0.41	1	199	0.40	1
Ashley Road (right)	61	0.16	0	28	0.15	0

16.3.90 The conclusions drawn in paragraph 18.3.105 of the main TA are replaced by:

“The assessment shows that in the AM and PM peak hour the junction operates well within capacity 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.”

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

- 16.3.91 Table 18-45 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-45 below replaces Table 18-45 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-45: A556 southbound off-slip/B5569 Chester Road/Chester Road junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A556 SB Slip Road	644	54%	1	789	66%	2	814	68%	2	728	61%	2	837	7%	2	777	65%	2
Chester Road	11	1%	0	25	3%	0	5	1%	0	5	1%	0	12	1%	0	12	1%	0
B5569 Chester Road	26	2%	0	33	2%	0	5	0%	0	5	0%	0	26	2%	0	26	2%	0
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A556 SB Slip Road	312	26%	0	370	31%	0	336	28%	0	278	23%	0	356	3%	0	406	34%	1
Chester Road	14	1%	0	53	5%	0	67	6%	0	63	5%	0	20	2%	0	31	3%	0
B5569 Chester Road	20	1%	0	20	1%	0	0	0%	0	0	0%	0	20	1%	0	21	1%	0

16.3.92 The conclusions drawn in paragraph 18.3.107 to 18.3.108 of the main TA are replaced by:

“The assessment shows that in the AM and PM peak hours the junction operates well within capacity in 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.”

Castle Mill Lane/Brickhill Lane realignment

16.3.93 Table 18-46 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-46 below replaces Table 18-46 in the main TA.

Table 18-46: Castle Mill Lane/Brickhill Lane realignment 2031 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	AP2 revised scheme scenario 1			AP2 revised scheme scenario 2		
Castle Mill Lane (north) (ahead and right)	307	0.00	0	303	0.00	0
Castle Mill Lane (south) (left and ahead)	209	-	-	242	-	-
Brickhill Lane Diversion (left)	2	0.00	0	2	0.00	0
Brickhill Lane Diversion (right)	5	0.01	0	5	0.01	0
17:00–18:00	AP2 revised scheme scenario 1			AP2 revised scheme scenario 2		
Castle Mill Lane (north) (ahead and right)	214	0.01	0	243	0.01	0
Castle Mill Lane (south) (left and ahead)	451	-	-	406	-	-
Brickhill Lane Diversion (left)	5	0.01	0	5	0.01	0
Brickhill Lane Diversion (right)	1	0.00	0	1	0.00	0

16.3.94 The conclusions drawn in paragraph 18.3.110 of the main TA are replaced by:

“The assessment shows that in the AM and PM peak hours the junction operates well within capacity with the AP2 revised scheme.”

Castle Mill Lane/Back Lane

16.3.95 Table 18-47 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-47 below replaces Table 18-47 in the main TA.

Table 18-47: Castle Mill Lane/Back 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	AP2 revised scheme scenario 1			AP2 revised scheme scenario 2		
Realigned Farm Access (left, ahead and right)	10	0.02	0	10	0.02	0
Castle Mill Lane (east) (left, ahead and right)	103	0.01	0	127	0.01	0
Back Lane (left, ahead and right)	13	0.03	0	13	0.03	0
Castle Mill Lane (west) (left, ahead and right)	151	0.01	0	147	0.01	0
17:00–18:00	AP2 revised scheme scenario 1			AP2 revised scheme scenario 2		
Realigned Farm Access (left, ahead and right)	10	0.02	0	10	0.02	0
Castle Mill Lane (east) (left, ahead and right)	239	0.01	0	197	0.01	0
Back Lane (left, ahead and right)	6	0.01	0	6	0.01	0
Castle Mill Lane (west) (left, ahead and right)	97	0.00	0	126	0.00	0

16.3.96 The conclusions drawn in paragraphs 18.3.112 to 18.3.113 of the main TA are replaced by:

“The assessment shows that in the AM and PM peak hours the junction operates well within capacity with the AP2 revised scheme.”

Ashley Road/Back Lane/Mobberley Road/Cow Lane

16.3.97 Table 18-48 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-48 below replaces Table 18-48 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-48: Ashley Road/Back Lane/Mobberley Road/Cow 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	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3		
Cow Lane (ahead, left and right)	402	0.23	0	451	0.26	0	513	0.30	0	509	0.30	0
Back Lane (left and ahead)	56	0.13	0	81	0.20	0	134	0.34	1	127	0.32	1
Back Lane (right and ahead)	17	0.03	0	27	0.06	0	41	0.09	0	39	0.08	0
Mobberley Road (ahead, left and right)	445	0.21	0	467	0.24	0	474	0.26	0	450	0.25	0
Ashley Road (ahead, left and right)	335	0.86	5	374	1.03	17	377	1.10	27	372	1.04	19
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3		
Cow Lane (ahead, left and right)	342	0.18	0	353	0.24	0	377	0.29	0	386	0.28	0
Back Lane (left and ahead)	61	0.18	0	87	0.34	1	103	0.48	1	104	0.47	1
Back Lane (right and ahead)	56	0.09	0	114	0.20	0	143	0.31	0	146	0.31	0
Mobberley Road (ahead, left and right)	374	0.10	0	462	0.20	0	603	0.35	1	543	0.34	1
Ashley Road (ahead, left and right)	227	0.50	1	309	0.79	4	349	1.01	15	350	0.96	10

16.3.98 The conclusions drawn in paragraphs 18.3.115 to 18.3.116 of the main TA are replaced by:

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

In scenario 2, the change in traffic due to construction of the AP2 revised scheme will increase the RFC on the Ashley Road (ahead, left and right) approach from 0.86 in the future baseline to 1.10 in the AM peak hour, with a corresponding change in queue length from five PCU in the future baseline to 27 PCU. In the PM Peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the RFC on the Ashley Road (ahead, left and right) approach from 0.50 in the future baseline to 1.01, with a corresponding change in queue length from one PCU in the future baseline to 15 PCU.”

A538 Wilmslow Road/Sunbank Lane

16.3.99 Table 18-49 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-49 below replaces Table 18-49 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-49: A538 Wilmslow Road/Sunbank 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	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A538 Wilmslow Road (north) (nearside) (left and ahead)	712	66%	13	711	66%	13	632	58%	11	564	52%	10	557	51%	9	689	64%	13
A538 Wilmslow Road (north) (centre and offside) (ahead)	1,273	75%	16	1,273	75%	16	1,205	69%	13	1,132	64%	12	1,119	63%	12	1,263	74%	15
Sunbank Lane (east) (left and right)	27	13%	1	28	14%	1	27	14%	1	27	14%	1	27	14%	1	27	14%	1
A538 Wilmslow Road (south) (nearside) (left and ahead)	792	78%	18	631	74%	15	736	80%	18	768	82%	19	738	80%	18	644	76%	15
A538 Wilmslow Road (south) (offside) (ahead)	794	78%	18	641	76%	15	745	81%	18	778	83%	19	749	82%	18	653	77%	16
Sunbank Lane (west) (nearside and centre) (left)	149	16%	2	157	13%	1	194	17%	2	167	15%	2	160	15%	2	161	14%	2
Sunbank Lane (west) (offside) (right)	3	2%	0	0	0%	0	1	1%	0	0	0%	0	0	0%	0	0	0%	0

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A538 Wilmslow Road (internal southbound) (nearside) (ahead)	674	55%	1	672	54%	1	593	48%	1	525	43%	1	518	42%	1	650	53%	1
A538 Wilmslow Road (internal southbound) (centre) (ahead)	788	60%	7	787	60%	7	718	54%	5	658	50%	3	650	49%	3	767	58%	7
A538 Wilmslow Road (internal southbound) (offside) (right)	487	96%	19	486	74%	12	487	82%	13	474	83%	13	469	79%	13	496	76%	12
A538 Wilmslow Road (internal northbound) (nearside) (ahead)	830	53%	20	693	44%	16	814	52%	19	835	54%	20	801	51%	19	708	45%	16
A538 Wilmslow Road (internal northbound) (offside) (ahead and right)	905	54%	20	736	44%	16	860	52%	19	878	53%	20	846	51%	19	750	45%	17
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A538 Wilmslow Road (north) (left and ahead)	696	64%	13	657	61%	12	653	60%	12	664	61%	12	679	63%	13	640	59%	11
A538 Wilmslow Road (north) (ahead)	960	70%	15	924	67%	14	930	66%	13	939	67%	14	947	68%	14	910	65%	13

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
Sunbank Lane (east) (left and right)	61	28%	2	63	32%	2	63	32%	2	63	32%	2	63	32%	2	63	32%	2
A538 Wilmslow Road (south) (left and ahead)	824	63%	14	881	69%	16	807	66%	15	826	66%	15	749	60%	13	735	60%	13
A538 Wilmslow Road (south) (ahead)	853	65%	14	912	72%	17	835	68%	15	855	69%	16	777	62%	13	762	62%	13
Sunbank Lane (west) (left)	440	57%	6	460	56%	6	501	58%	6	473	56%	6	466	55%	6	467	54%	6
Sunbank Lane (west) (right)	7	4%	0	0	0%	0	1	1%	0	0	0%	0	0	0%	0	0	0%	0
A538 Wilmslow Road (internal southbound) (ahead)	666	54%	1	621	50%	1	617	50%	1	628	51%	1	643	52%	1	604	49%	1
A538 Wilmslow Road (internal southbound) (ahead)	766	58%	7	726	55%	5	722	55%	5	733	55%	6	746	56%	6	710	54%	5
A538 Wilmslow Road (internal southbound) (right)	197	85%	7	198	72%	6	208	66%	6	206	70%	6	201	68%	6	200	63%	5
A538 Wilmslow Road (internal northbound) (ahead)	1,026	66%	17	1,092	70%	20	1,038	67%	18	1,044	67%	18	966	62%	16	952	61%	15

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
A538 Wilmslow Road (internal northbound) (ahead and right)	1,091	65%	18	1,161	70%	21	1,104	66%	19	1,110	67%	19	1,026	61%	16	1,012	61%	16

16.3.100 The conclusions drawn in paragraph 18.3.118 and 18.3.119 of the main TA are replaced by:

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

In scenario 1, the change in traffic due to construction of the AP2 revised scheme will decrease the DoS on the A538 Wilmslow Road (internal southbound) (offside) (right) approach from 96% in the future baseline to 74% in the AM peak hour, with a corresponding change in queue length from 19 PCU in the future baseline to 12 PCU.

In scenario 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the DoS on the A538 Wilmslow Road (internal southbound) (right) approach from 85% in the future baseline to 63% with a corresponding change in queue length from seven PCU in the future baseline to five PCU.”

A34 Handforth Bypass/B5094 Stanley Road

16.3.101 Table 18-50 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-50 below replaces Table 18-50 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-50: A34 Handforth Bypass/B5094 Stanley Road junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A34 Handforth Bypass (north)	2,362	71%	20	2,375	71%	20	2,449	73%	21	2,451	74%	21	2,436	73%	20	2,405	72%	20
B5094 Stanley Road (east)	1,703	82%	21	1,691	81%	21	1,659	80%	20	1,658	80%	20	1,658	80%	20	1,684	81%	21
A34 Handforth Bypass (south)	2,610	76%	21	2,705	79%	22	2,716	79%	22	2,725	80%	22	2,708	79%	22	2,732	80%	22
B5094 Stanley Road (west)	167	20%	2	167	20%	2	167	20%	2	167	20%	2	167	20%	2	167	20%	2
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A34 Handforth Bypass (north)	2,241	96%	26	2,288	98%	27	2,293	98%	27	2,304	99%	27	2,298	99%	27	2,292	98%	27
B5094 Stanley Road (east)	945	40%	11	953	41%	11	948	41%	11	951	41%	11	955	41%	11	957	41%	11
A34 Handforth Bypass (south)	1,985	85%	23	2,008	86%	23	2,002	86%	23	2,016	86%	23	2,002	86%	23	2,031	87%	23
B5094 Stanley Road (west)	349	22%	4	349	22%	4	356	23%	4	353	23%	4	355	23%	4	351	23%	4

16.3.102 The conclusions drawn in paragraphs 18.3.121 to 18.3.123 of the main 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 VoC and queue lengths in the AM peak hour.

In scenarios 3 and 4, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A34 Handforth Bypass (north) approach from 96% in the future baseline to 99%, with a corresponding change in queue length from 26 PCU in the future baseline to 27 PCU.”

A538 Hale Road/Hasty Lane

16.3.103 Table 18-51 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-51 below replaces Table 18-51 in the main TA.

Table 18-51: A538 Hale Lane/Hasty 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	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2		
A538 Hale Road (north) (ahead and left)	898	-	-	901	-	-	884	-	-
Hasty Lane (left)	7	0.02	0	7	0.02	0	8	0.02	0
Hasty Lane (right)	1	0.01	0	0	0.00	0	0	0.00	0
A538 Hale Road (south) (ahead and right)	683	0.03	0	682	0.04	0	614	0.03	0
17:00–18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2		
A538 Hale Road (north) (ahead and left)	964	-	-	951	-	-	902	-	-
Hasty Lane (left)	6	0.01	0	6	0.01	0	5	0.01	0
Hasty Lane (right)	2	0.01	0	2	0.01	0	2	0.01	0
A538 Hale Road (south) (ahead and right)	811	0.01	0	742	0.01	0	617	0.01	0

16.3.104 The conclusions drawn in paragraphs 18.3.125 to 18.3.126 of the main 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 route of the AP2 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction.”

World Way/Chicago Avenue/Palma Avenue

16.3.105 Table 18-52 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-52 below replaces Table 18-52 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-52: World Way/Chicago Avenue/Palma Avenue junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme Scenario 5		
World Way	50	3%	0	49	3%	0	69	4%	0	61	3%	0	56	3%	0	57	3%	0
Chicago Avenue	729	75%	0	730	75%	0	714	73%	0	714	74%	0	720	74%	0	700	72%	0
Palma Avenue (north west)	1,162	76%	1	1,195	78%	1	1,040	67%	0	936	61%	0	985	64%	0	1,222	78%	1
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme Scenario 5		
World Way	159	9%	0	185	10%	0	137	8%	0	155	9%	0	145	8%	0	148	8%	0
Chicago Avenue	822	83%	0	822	83%	0	872	88%	0	880	89%	0	893	91%	0	891	91%	0
Palma Avenue (north west)	1,111	72%	1	1,128	71%	1	1,127	71%	1	1,237	77%	1	1,104	75%	1	1,137	76%	1

16.3.106 The conclusions drawn in paragraphs 18.3.128 to 18.3.130 of the main 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 within capacity in the future baseline and close to capacity 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 VoC and queue lengths in the AM peak hour.

In scenarios 4 and 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Chicago Avenue approach from 83% in the future baseline to 91%, with no change in corresponding queue length.”

A538 Hale Road/Tithebarn Road

16.3.107 Table 18-53 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-53 below replaces Table 18-53 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-53: A538 Hale Road/Tithebarn Road junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme Scenario 5		
A538 Hale Road (north)	470	81%	1	320	38%	0	703	78%	0	653	63%	0	692	65%	0	762	77%	0
A538 Hale Road (south)	686	34%	0	326	16%	0	42	2%	0	202	10%	0	209	10%	0	369	18%	0
Tithebarn Road	302	88%	2	148	29%	0	509	76%	0	489	84%	1	505	87%	1	466	94%	2
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme Scenario 5		
A538 Hale Road (north)	796	87%	1	467	38%	0	397	55%	0	527	71%	0	588	81%	1	506	68%	0
A538 Hale Road (south)	619	31%	0	355	18%	0	341	17%	0	537	27%	0	608	30%	0	514	26%	0
Tithebarn Road	233	62%	1	86	17%	0	330	65%	0	277	67%	1	270	71%	1	295	70%	1

16.3.108 The conclusions drawn in paragraphs 18.3.132 to 18.3.133 in the main 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 close to capacity in the future baseline and within capacity with the AP2 revised scheme.

In scenario 5, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Tithebarn Road approach from 88% in the future baseline to 94%, in the AM peak hour, with no corresponding change in queue length.

In scenario 1, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the A538 Hale Road (north) approach from 87% in the future baseline to 38%, with a corresponding change in queue length from one PCU in the future baseline to no queue.”

A538 Hale Road/Shay Lane

16.3.109 Table 18-54 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-54 below replaces Table 18-54 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-54: A538 Hale Road/Shay Lane junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A538 Hale Road (north)	533	28%	0	300	73%	7	635	33%	0	757	39%	0	773	40%	0	835	43%	0
Shay Lane	218	76%	1	125	38%	3	369	102%	6	199	89%	3	189	89%	3	184	75%	1
A538 Hale Road (south)	990	78%	0	443	97%	10	551	67%	0	693	77%	0	716	83%	0	837	86%	0
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A538 Hale Road (north)	707	36%	0	327	77%	7	381	20%	0	561	29%	0	640	34%	0	533	28%	0
Shay Lane	213	78%	1	199	61%	5	330	93%	2	278	95%	3	253	89%	2	273	92%	3
A538 Hale Road (south)	854	71%	0	443	95%	10	673	67%	0	816	81%	0	881	89%	1	810	86%	1

16.3.110 The conclusions drawn in paragraphs 18.3.135 to 18.3.136 in the main TA are replaced by:

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

In scenario 2, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Shay Lane approach from 76% in the future baseline to 102% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to 6 PCU.

In scenario 1, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A538 Hale Road (south) approach from 71% in the future baseline to 95% with a corresponding change in queue length from no queue to 10 PCU.”

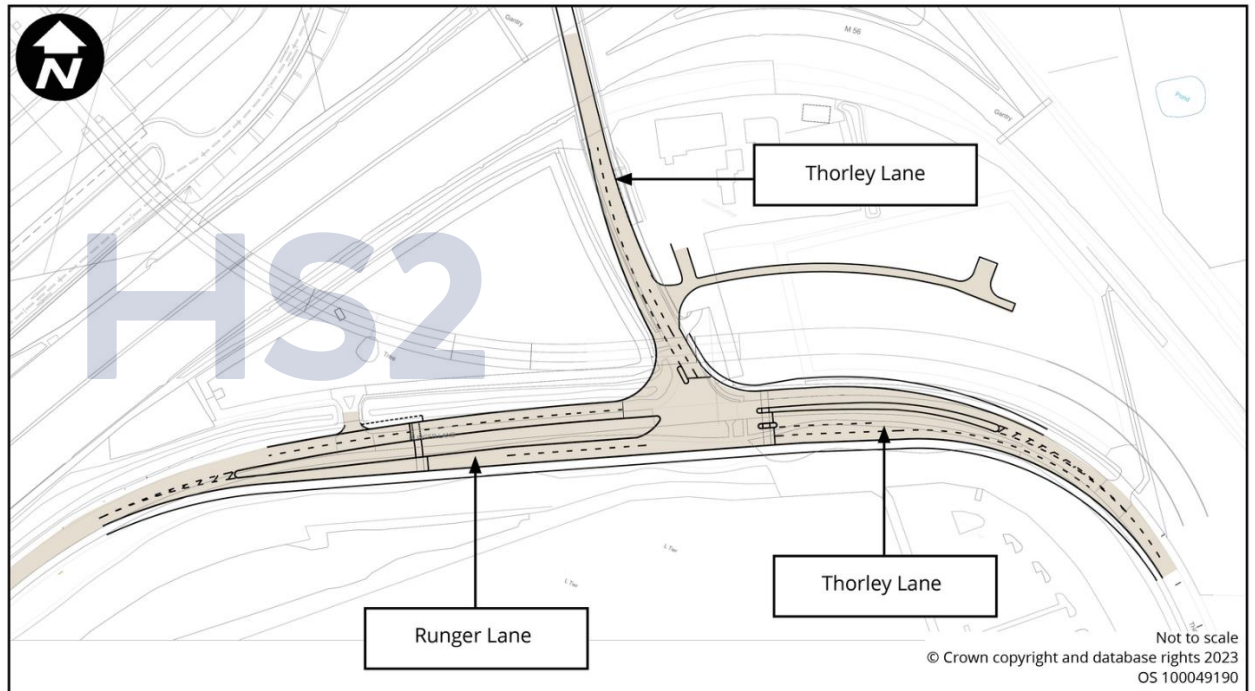
Runger Lane/Thorley Lane

16.3.111 Table 18-55 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-55 and Table 18-55.1 below replace Table 18-55 in the main TA.

16.3.112 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. Figure 18.48 shows the junction layout introduced as part of the AP2 revised scheme.

16.3.113 The permanent junction layout will be introduced during construction scenario 3 and has therefore been assessed for scenario 3, 4 and 5 AM and PM peak hours.

Figure 18-48: Junction layout diagram (Runger Lane/Thorley Lane)



Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-55: Runger Lane/Thorley Lane junction 2031 future baseline and with the AP2 revised scheme (existing layout) junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1 (existing layout)			AP2 revised scheme scenario 2 (existing layout)		
Runger Lane (left and ahead)	835	-	-	527	-	-	279	-	-
Thorley Lane (west) (left)	440	1.39	72	282	0.95	8	217	1.33	35
Thorley Lane (west) (right)	161	1.37	27	189	0.93	6	373	1.34	60
Thorley Lane (east) (ahead and right)	492	0.56	2	616	0.57	2	725	0.84	6
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1 (existing layout)			AP2 revised scheme scenario 2 (existing layout)		
Runger Lane (left and ahead)	681	-	-	830	-	-	596	-	-
Thorley Lane (west) (left)	351	1.49	76	174	1.15	17	159	0.47	1
Thorley Lane (west) (right)	254	1.48	55	223	1.15	21	167	0.70	2
Thorley Lane (east) (ahead and right)	579	0.85	6	553	0.76	4	551	0.68	3

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-55.1: Runger Lane/Thorley Lane junction 2031 with the AP2 revised scheme (proposed layout) junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	AP2 revised scheme scenario 3 (proposed layout)			AP2 revised scheme scenario 4 (proposed layout)			AP2 revised scheme scenario 5 (proposed layout)		
Thorley Lane (east) (ahead)	322	0.74	8	318	0.74	8	266	0.64	7
Thorley Lane (east) (ahead and right)	549	0.33	1	503	0.31	1	163	0.10	0
Runger Lane (left and ahead)	314	0.67	8	304	0.65	8	361	0.63	9
Runger Lane (ahead)	364	0.70	10	356	0.69	9	418	0.66	10
Thorley Lane (west) (left)	928	0.74	9	927	0.74	9	776	0.68	8
Thorley Lane (west) (right)	542	0.65	12	495	0.59	10	158	0.17	2
17:00–18:00	AP2 revised scheme scenario 3 (proposed layout)			AP2 revised scheme scenario 4 (proposed layout)			AP2 revised scheme scenario 5 (proposed layout)		
Thorley Lane (east) (ahead)	450	0.71	8	418	0.74	8	419	0.71	7
Thorley Lane (east) (ahead and right)	182	0.12	1	352	0.23	1	290	0.19	1
Runger Lane (left and ahead)	300	0.70	6	320	0.61	6	309	0.67	6
Runger Lane (ahead)	335	0.71	7	368	0.64	7	341	0.68	7
Thorley Lane (west) (left)	782	0.71	7	842	0.75	8	844	0.71	7
Thorley Lane (west) (right)	178	0.17	2	347	0.34	4	285	0.29	3

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

- 16.3.114 The conclusions drawn in paragraphs 18.3.138 to 18.3.139 of the main TA are replaced by:
- “The assessment shows that, based on the existing layout, in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme.
- With the proposed layout, the assessment shows that in the AM peak hour the junction operates well within capacity with the AP2 revised scheme. In the PM peak hour, the junction operates within capacity with the AP2 revised scheme.”

A5144 Delahays Road/A538 Hale Road/B5162 Park Road

- 16.3.115 Table 18-56 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-56 below replaces Table 18-56 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-56: A5144 Delahays Road/A538 Hale Road/B5162 Park Road junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A5144 Delahays Road	782	82%	17	857	64%	12	1,116	81%	16	1,165	83%	17	1,177	84%	17	1,118	81%	16
A538 Hale Road (south)	895	67%	15	696	70%	12	477	50%	8	639	70%	11	638	71%	11	703	80%	12
B5162 Park Road	423	35%	7	488	35%	6	489	36%	6	496	37%	6	490	36%	6	543	40%	6
A538 Hale Road (north)	295	45%	6	225	47%	4	272	47%	5	314	65%	6	328	68%	6	349	72%	7
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A5144 Delahays Road	596	52%	9	603	45%	9	648	50%	9	705	55%	10	684	63%	11	699	54%	10
A538 Hale Road (south)	753	76%	12	533	62%	9	561	66%	9	650	77%	11	711	71%	10	609	72%	10
B5162 Park Road	471	34%	6	526	34%	6	522	35%	6	557	38%	7	492	39%	7	526	36%	6
A538 Hale Road (north)	370	85%	7	386	71%	8	386	76%	8	400	81%	8	532	78%	9	397	81%	8

- 16.3.116 The conclusions drawn in paragraphs 18.3.141 to 18.3.142 of the main 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 the future baseline and within capacity 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 VoC and queue lengths at this junction.”

A538 Hale Road/Westminster Road

- 16.3.117 Table 18-57 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-57 below replaces Table 18-57 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-57: A538 Hale Road/Westminster Road junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Westminster Road	264	84%	1	266	77%	1	285	88%	2	259	87%	2	274	88%	2	266	86%	2
A538 Hale Road (east)	792	72%	0	615	60%	0	656	53%	0	805	67%	0	823	68%	0	777	69%	0
A538 Hale Road (west)	458	25%	0	364	20%	0	396	22%	0	422	23%	0	413	22%	0	427	23%	0
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Westminster Road	387	94%	2	390	92%	2	347	91%	2	358	91%	2	339	93%	2	370	92%	2
A538 Hale Road (east)	407	45%	0	361	39%	0	361	41%	0	425	43%	0	500	50%	0	391	40%	0
A538 Hale Road (west)	504	28%	0	420	23%	0	506	27%	0	511	28%	0	548	29%	0	489	27%	0

16.3.118 The conclusions drawn in paragraphs 18.3.144 to 18.3.146 of the main TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and close to capacity 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.

In scenarios 2 and 4, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Westminster Road approach from 84% in the future baseline to 88% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to two PCU.

In scenarios 2 and 3, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the Westminster Road approach from 94% in the future baseline to 91%, with no corresponding change in queue length.”

A56 Dunham Road/B5160 Park Road/B5160 Charcoal Road

16.3.119 Table 15-58 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-58 below replaces Table 15-58 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-58: A56 Dunham Road/B5160 Park Road/B5160 Charcoal Road junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A56 Dunham Road (north)	994	64%	19	987	64%	19	978	63%	18	982	64%	18	998	65%	19	1,015	66%	19
B5160 Park Road	726	48%	10	727	48%	10	690	46%	9	698	46%	9	748	49%	10	736	49%	10
A56 Dunham Road (south)	1,104	73%	19	1,155	76%	20	1,181	78%	20	1,154	76%	20	1,121	74%	19	1,102	73%	19
B5160 Charcoal Road	752	109%	14	753	109%	14	778	110%	14	776	109%	14	763	109%	14	763	109%	14
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A56 Dunham Road (north)	988	52%	15	978	52%	15	1,019	54%	16	972	51%	15	992	52%	15	1,014	53%	16
B5160 Park Road	768	66%	12	748	65%	12	902	81%	15	851	75%	14	907	81%	15	935	84%	15
A56 Dunham Road (south)	1,276	69%	19	1,286	70%	20	1,477	80%	22	1,420	77%	22	1,372	74%	21	1,378	75%	21
B5160 Charcoal Road	497	103%	11	496	103%	11	486	104%	10	485	103%	10	483	103%	10	483	104%	10

16.3.120 The conclusions drawn in paragraphs 18.3.148 to 18.3.149 in the main TA are replaced by:

“The assessment shows that in the AM and 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 VoC and queue lengths at this junction.”

A538 Hale Road/Ashfield Road/Victoria Road

16.3.121 Table 18-59 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-59 below replaces Table 18-59 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-59: A538 Hale Road/Ashfield Road/Victoria Road junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Ashfield Road	170	90%	3	172	90%	3	195	92%	3	182	91%	3	177	91%	3	166	90%	3
A538 Hale Road (east)	756	38%	0	759	38%	0	680	34%	0	750	38%	0	748	37%	0	747	37%	0
Victoria Road	11	4%	0	19	7%	0	76	23%	0	12	4%	0	12	4%	0	22	7%	0
A538 Hale Road (west)	430	28%	0	406	29%	0	449	29%	0	430	24%	0	423	26%	0	450	23%	0
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Ashfield Road	189	100%	5	193	100%	5	196	101%	5	185	100%	5	175	100%	5	194	101%	5
A538 Hale Road (east)	399	20%	0	364	18%	0	375	19%	0	409	20%	0	429	21%	0	386	19%	0
Victoria Road	2	0%	0	27	6%	0	41	9%	0	9	2%	0	9	2%	0	26	6%	0
A538 Hale Road (west)	741	56%	0	749	70%	0	739	56%	0	754	60%	0	779	58%	0	735	59%	0

- 16.3.122 The conclusions drawn in paragraphs 18.3.151 to 18.3.152 of the main 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.
- In scenario 2, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Ashfield Road approach from 90% in the future baseline to 92% in the AM peak hour, with no change in corresponding queue length.
- 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.”

Whitecarr Lane/Roaring Gate Lane

- 16.3.123 Table 18-60 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-60 below replaces Table 18-60 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-60: Whitecarr Lane/Roaring Gate Lane junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Whitecarr Lane (east)	980	51%	0	873	45%	0	1,269	68%	0	1,329	72%	0	1,329	72%	0	1,180	63%	0
Roaring Gate Lane	405	84%	4	426	82%	4	479	89%	5	400	70%	2	409	71%	2	401	78%	3
Whitecarr Lane (west)	569	97%	2	621	98%	2	438	107%	2	310	110%	3	284	110%	3	460	103%	2
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Whitecarr Lane (east)	1,081	57%	0	873	46%	0	1,014	52%	0	1,070	56%	0	1,117	59%	0	1,115	59%	0
Roaring Gate Lane	475	98%	8	552	91%	6	434	101%	8	485	100%	9	521	99%	9	488	98%	8
Whitecarr Lane (west)	547	103%	2	610	102%	2	661	101%	1	576	103%	2	495	106%	2	550	107%	2

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

- 16.3.124 The conclusions drawn in paragraphs 18.3.154 to 18.3.156 of the main TA are replaced by:
- “The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity 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.
- In scenarios 3 and 4 the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Whitecarr Lane (west) approach from 97% in the future baseline to 110% in the AM peak hour, with a corresponding change in queue length from two PCU to three PCU.
- In scenario 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Whitecarr Lane (west) approach from 103% in the future baseline to 107%, with no change in corresponding queue length.”

A5144 Thorley Lane/Clay Lane/Wood Lane

- 16.3.125 Table 18-61 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-61 below replaces Table 18-61 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-61: A5144 Thorley Lane/Clay Lane/Wood Lane junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A5144 Thorley Lane (north)	860	102%	5	863	103%	5	856	104%	5	859	104%	5	858	104%	5	844	104%	5
Clay Lane	816	105%	6	798	104%	6	744	106%	6	734	105%	6	741	106%	6	754	105%	6
A5144 Thorley Lane (south)	552	85%	1	563	86%	2	607	89%	2	599	87%	2	592	86%	1	578	85%	1
Wood Lane	382	71%	1	388	73%	1	432	80%	1	432	80%	1	436	80%	1	434	80%	1
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A5144 Thorley Lane (north)	893	101%	4	903	101%	4	952	101%	3	956	101%	3	955	101%	3	950	101%	3
Clay Lane	731	94%	2	711	93%	2	745	99%	4	750	100%	5	747	99%	4	746	100%	5
A5144 Thorley Lane (south)	714	99%	5	706	96%	3	704	98%	4	707	99%	5	710	100%	6	710	99%	5
Wood Lane	312	64%	1	318	65%	1	258	53%	1	241	50%	0	236	49%	0	252	52%	1

16.3.126 The conclusions drawn in paragraphs 18.3.158 to 18.3.159 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.

In scenarios 2, 3, 4 and 5, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A5144 Thorley Lane (north) approach from 102% in the future baseline to 104% in the AM peak hour, with no change in corresponding queue length.

In scenarios 3 and 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Clay Lane approach from 94% in the future baseline to 100%, with a corresponding change in queue length from two PCU in the future baseline to five PCU.”

A560 Woodlands Road/B5164 Barrington Road

16.3.127 Table 18-62 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-62 below replaces Table 18-62 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-62: A560 Woodlands Road/B5164 Barrington Road junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
B5164 Barrington Road (south)	678	85%	13	675	85%	13	681	86%	13	682	86%	13	685	87%	13	679	86%	13
A560 Woodlands Road (west)	680	59%	14	675	58%	14	696	60%	14	701	61%	14	689	59%	14	694	60%	14
B5164 Barrington Road (north)	593	89%	14	595	89%	14	592	89%	13	600	90%	14	605	91%	14	605	91%	14
A560 Woodlands Road (east)	1,285	56%	20	1,247	55%	19	1,314	58%	20	1,296	57%	20	1,298	57%	20	1,310	58%	20
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
B5164 Barrington Road (south)	995	88%	19	977	88%	19	1,022	91%	20	1,020	91%	20	1,022	91%	20	1,013	91%	20
A560 Woodlands Road (west)	774	79%	17	768	79%	17	795	82%	17	788	81%	17	782	80%	17	784	81%	17
B5164 Barrington Road (north)	189	41%	5	210	46%	5	196	47%	5	195	45%	5	195	47%	5	202	48%	5
A560 Woodlands Road (east)	888	43%	16	860	42%	15	891	45%	16	899	45%	16	928	46%	16	906	45%	16

16.3.128 The conclusions drawn in paragraphs 18.3.161 to 18.3.164 in the main 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.

In scenarios 4 and 5, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the B5164 Barrington Road (north) approach from 89% in the future baseline to 91% in the AM peak hour, with no change in corresponding queue length.

In scenarios 2, 3, 4 and 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the B5164 Barrington Road (south) approach from 88% in the future baseline to 91%, with a corresponding change in queue length from 19 PCU in the future baseline to 20 PCU.”

A560 Stockport Road/A538 Stockport Road/A560 Woodlands Road/Woodlands Parkway

16.3.129 Table 18-63 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-63 below replaces Table 18-63 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-63: A560 Stockport Road/A538 Stockport Road/A560 Woodlands Road/Woodlands Parkway junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Woodlands Parkway	198	89%	3	198	88%	3	200	90%	4	198	89%	3	200	89%	4	199	89%	3
A560 Stockport Road (east)	1,229	52%	15	1,196	51%	15	1,287	55%	16	1,243	53%	16	1,252	53%	16	1,260	54%	16
A560 Stockport Road (west)	982	39%	7	963	39%	7	963	39%	7	983	39%	7	968	39%	7	941	38%	7
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Woodlands Parkway	122	55%	2	121	55%	2	125	57%	2	122	55%	2	123	56%	2	124	56%	2
A560 Stockport Road (east)	1,007	43%	13	979	42%	12	973	42%	12	986	42%	12	992	42%	12	991	42%	12
A560 Stockport Road (west)	1,417	57%	11	1,384	56%	10	1,487	60%	11	1,484	60%	11	1,459	59%	11	1,460	59%	11

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

- 16.3.130 The conclusions drawn in paragraphs 18.3.166 to 18.3.167 of the main 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 not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction.”

Oldfield Road/Gorse Lane

- 16.3.131 Table 18-64 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-64 below replaces Table 18-64 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-64: Oldfield Road/Gorsey Lane junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Oldfield Road (east)	407	46%	0	412	46%	0	385	43%	0	410	46%	0	406	45%	0	403	44%	0
Gorsey Lane	725	79%	0	743	81%	0	744	81%	0	731	80%	0	721	79%	0	707	77%	0
Oldfield Road (west)	335	51%	0	339	52%	0	325	50%	0	319	49%	0	318	49%	0	321	49%	0
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Oldfield Road (east)	596	64%	0	589	63%	0	598	64%	0	596	64%	0	606	65%	0	605	65%	0
Gorsey Lane	446	51%	0	452	51%	0	492	56%	0	483	54%	0	476	54%	0	463	52%	0
Oldfield Road (west)	235	30%	0	242	31%	0	240	31%	0	245	32%	0	242	32%	0	244	31%	0

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

16.3.132 The conclusions drawn in paragraphs 18.3.169 to 18.3.171 of the main TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates within capacity in both the future baseline and 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 not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction.”

A56 Manchester Road/A56 Church Street/Oldfield Road

16.3.133 Table 18-65 in the main TA summarised the results of the changes to the performance of the junction as a result of the original scheme. Table 18-65 below replaces Table 18-65 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-65: A56 Manchester Road/A56 Church Street/Oldfield Road junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A56 Manchester Road	805	101%	3	810	101%	2	828	101%	2	823	101%	2	825	101%	2	832	101%	2
A56 Church Street	328	19%	0	326	18%	0	344	19%	0	337	19%	0	340	19%	0	350	20%	0
Oldfield Road	839	95%	3	845	96%	4	842	96%	4	849	96%	4	845	96%	4	845	96%	4
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A56 Manchester Road	552	96%	2	541	96%	3	551	97%	3	554	98%	3	554	98%	3	547	98%	3
A56 Church Street	457	25%	0	462	25%	0	476	26%	0	472	25%	0	479	26%	0	483	26%	0
Oldfield Road	652	81%	2	644	80%	2	660	83%	3	655	83%	3	647	82%	3	646	82%	3

- 16.3.134 The conclusions drawn in paragraphs 18.3.173 to 18.3.175 of the main 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 VoC and queue lengths in the AM peak hour.
- In scenarios 3, 4 and 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A56 Manchester Road approach from 96% in the future baseline to 98%, with a corresponding change in queue length from two PCU in the future baseline to three PCU.”

Moss Lane/Grove Lane

- 16.3.135 Table 18-66 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-66 below replaces Table 18-66 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-66: Moss Lane/Grove Lane junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Moss Lane (north)	631	33%	0	651	34%	0	697	37%	0	695	37%	0	697	37%	0	671	36%	0
Grove Lane	97	12%	0	97	12%	0	92	12%	0	94	12%	0	94	12%	0	95	12%	0
Moss Lane (south)	211	42%	0	199	40%	0	197	41%	0	191	39%	0	190	39%	0	194	39%	0
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Moss Lane (north)	320	17%	0	337	18%	0	312	16%	0	299	15%	0	298	15%	0	309	16%	0
Grove Lane	79	10%	0	103	13%	0	79	10%	0	80	10%	0	78	10%	0	80	10%	0
Moss Lane (south)	673	78%	0	650	74%	0	691	82%	0	692	82%	0	665	79%	0	665	79%	0

16.3.136 The conclusions drawn in paragraphs 8.3.177 to 8.3.178 of the main 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 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 VoC and queue lengths at this junction.”

A56 Manchester Road/B5165 Park Road/Woodcote Road

16.3.137 Table 18-67 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-67 below replaces Table 18-67 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-67: A56 Manchester Road/B5165 Park Road/Woodcote Road junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A56 Manchester Road (north)	1,922	99%	31	1,930	99%	31	1,964	101%	31	1,959	101%	31	1,958	101%	31	1,960	101%	31
B5165 Park Road	442	98%	11	440	98%	11	443	98%	11	444	98%	11	444	98%	11	440	98%	11
A56 Manchester Road (south)	1,258	48%	17	1,259	48%	17	1,267	48%	17	1,277	49%	17	1,270	48%	17	1,274	49%	17
Woodcote Road*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A56 Manchester Road (north)	1,598	91%	28	1,604	92%	29	1,639	94%	29	1,615	92%	29	1,610	92%	29	1,621	93%	29
B5165 Park Road	488	99%	12	488	99%	12	489	99%	12	488	99%	12	489	99%	12	489	99%	12
A56 Manchester Road (south)	1,215	47%	17	1,210	47%	16	1,329	51%	18	1,324	51%	18	1,317	51%	18	1,309	50%	18
Woodcote Road*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

16.3.138 The conclusions drawn in paragraphs 18.3.180 to 18.3.182 in the main TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity 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.

In scenarios 2, 3, 4 and 5, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A56 Manchester Road (north) approach from 99% in the future baseline to 101% in the AM peak hour with no corresponding change in queue length.

In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A56 Manchester Road (north) from 91% in the future baseline to 94%, with a corresponding change in queue length from 28 PCU in the future baseline to 29 PCU.”

A56 Washway Road/Woodhouse Lane/Eastway

16.3.139 Table 18-68 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-68 below replaces Table 18-68 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-68: A56 Washway Road/Woodhouse Lane/Eastway junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Woodhouse Lane	529	47%	12	532	47%	12	546	48%	12	542	48%	12	540	48%	12	536	47%	12
A56 Washway Road (north)	1,323	97%	29	1,327	97%	29	1,338	98%	29	1,339	98%	29	1,340	98%	29	1,339	98%	29
Eastway*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A56 Washway Road (south)	1,374	102%	29	1,376	103%	29	1,379	103%	29	1,385	103%	29	1,379	103%	29	1,376	103%	29
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Woodhouse Lane	165	15%	4	165	15%	4	166	15%	4	165	15%	4	165	15%	4	165	15%	4
A56 Washway Road (north)	1,480	87%	28	1,487	87%	29	1,523	90%	29	1,499	88%	29	1,494	88%	29	1,505	89%	29
Eastway*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A56 Washway Road (south)	1,401	87%	27	1,402	88%	27	1,492	93%	29	1,482	93%	28	1,466	92%	28	1,459	91%	28

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

- 16.3.140 The conclusions drawn in paragraphs 18.3.184 to 18.3.185 of the main 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 VoC and queue lengths in the AM peak hour.
- In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A56 Washway Road (south) approach from 87% in the future baseline to 93%, with a corresponding change in queue length from 27 PCU in the future baseline to 29 PCU.”

A56 Washway Road/A6144 Marsland Road/A6144 Harboro Way

- 16.3.141 Table 18-69 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-69 below replaces Table 18-69 in the main TA.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-69: A56 Washway Road/A6144 Marsland Road/A6144 Harboro Way junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Woodhouse Lane	859	78%	20	863	78%	20	870	78%	20	869	78%	20	877	79%	20	873	78%	20
A56 Washway Road (north)	979	77%	18	976	77%	18	984	77%	19	973	77%	18	979	77%	19	975	77%	18
Eastway	1,331	99%	25	1,327	100%	25	1,322	101%	24	1,325	100%	24	1,322	101%	24	1,319	101%	24
A56 Washway Road (south)	595	67%	14	597	67%	14	593	67%	14	599	67%	14	595	67%	14	599	68%	14
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Woodhouse Lane	1,299	95%	28	1,300	95%	28	1,309	97%	28	1,302	96%	28	1,302	96%	28	1,305	96%	28
A56 Washway Road (north)	925	76%	19	940	77%	19	971	79%	20	961	79%	20	960	78%	19	967	79%	20
Eastway	1,000	83%	18	999	83%	18	1,051	88%	19	1,045	87%	19	1,036	86%	19	1,032	86%	19
A56 Washway Road (south)	428	55%	10	426	56%	10	436	58%	11	431	57%	11	428	56%	10	428	57%	10

16.3.142 The conclusions drawn in paragraphs 18.3.187 to 18.3.188 of the main TA are replaced by:
“The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity 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.

In scenarios 2, 4 and 5, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Eastway approach from 99% in the future baseline to 101% in the AM peak hour, with a corresponding change in queue length from 25 PCU in the future baseline to 24 PCU. In the PM peak hour, the change in traffic due to construction of the revised scheme will increase the VoC on the Woodhouse Lane approach from 95% in the future baseline to 97%, with no change in corresponding queue length.”

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

16.3.143 Table 18-69.1 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-69.1: A34 MacLean Way/A34 Birrell Way/A538 Bollin Valley Link (A34 Bollin Valley Roundabout) 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A34 Maclean Way	2,150	101%	6	2,151	101%	6	2,108	101%	7	2,113	101%	7	2,110	101%	7	2,131	101%	6
A34 Birrell Way	890	78%	2	989	82%	2	1,127	84%	2	1,127	84%	2	1,081	82%	2	1,052	82%	2
A538 Bollin Valley Link	1,132	51%	0	1,120	53%	0	1,187	58%	0	1,190	58%	0	1,225	59%	0	1,170	57%	0
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A34 Maclean Way	1,837	86%	1	1,910	90%	1	1,893	89%	1	1,926	91%	1	1,908	90%	1	1,900	90%	1
A34 Birrell Way	918	72%	1	993	80%	2	1,001	78%	1	1,013	79%	1	995	79%	1	977	78%	1
A538 Bollin Valley Link	1,454	72%	1	1,416	74%	1	1,472	76%	1	1,471	76%	1	1,476	76%	1	1,502	76%	1

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

- 16.3.144 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.
- 16.3.145 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 in the AM peak hour.
- 16.3.146 In scenario 3, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A34 Maclean Way approach from 86% in the future baseline to 91%, with no change in corresponding queue length.

A5154 Delahays Road/Grove Lane

- 16.3.147 Table 18-69.2 summarised the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-69.2: A5154 Delahays Road/Grove Lane junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A5154 Delahays Road (north)	634	40%	6	674	43%	6	775	50%	7	787	51%	7	780	50%	7	762	49%	7
Grove Lane (east)	246	36%	4	272	39%	4	452	66%	7	432	62%	7	434	62%	7	402	59%	6
A5154 Delahays Road (south)	748	64%	10	837	74%	11	761	72%	10	722	70%	10	709	68%	9	742	70%	10
Grove Lane (west)	369	48%	6	346	46%	5	350	60%	6	330	56%	5	325	55%	5	355	57%	6
17:00–18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A5154 Delahays Road (north)	664	40%	6	711	43%	7	693	42%	7	719	44%	7	693	42%	7	721	44%	7
Grove Lane (east)	288	50%	5	289	51%	5	365	65%	6	385	68%	6	363	64%	6	383	68%	6
A5154 Delahays Road (south)	500	42%	7	606	52%	8	660	56%	9	588	51%	8	545	46%	7	570	50%	8
Grove Lane (west)	661	93%	10	566	80%	9	561	87%	9	566	90%	9	512	80%	8	548	87%	9

- 16.3.148 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.
- 16.3.149 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 in the AM peak hour.
- 16.3.150 In scenario 1 and 4, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the Grove Lane (west) approach from 93% in the future baseline to 80%, with a corresponding change in queue length from 10 PCU in the future baseline to nine PCU.

Ashley Road/Birkinheath Lane

- 16.3.151 Table 18-69.3 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-69.3: Ashley Road/Birkinheath Lane junction 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	Flow , PCU/ hr	VoC	Q, PCU	Flow , PCU/ hr	VoC	Q, PCU	Flow , PCU/ hr	VoC	Q, PCU	Flow , PCU/ hr	VoC	Q, PCU	Flow , PCU/ hr	VoC	Q, PCU
08:00–09:00	2031 future baseline			AP2 revised scheme utilities scenario			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Ashley Road (north)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ashley Road (south)	280	24%	0	273	23%	0	348	30%	0	426	36%	0	375	32%	0	311	26%	0	389	33%	0
Birkinheath Lane	15	15%	0	16	16%	0	38	38%	0	61	61%	0	16	16%	0	15	15%	0	27	27%	0
17:00–18:00	2031 future baseline			AP2 revised scheme utilities scenario			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Ashley Road (north)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ashley Road (south)	136	12%	0	140	12%	0	187	16%	0	264	22%	0	184	16%	0	121	10%	0	163	14%	0
Birkinheath Lane	19	19%	0	20	20%	0	79	79%	0	96	96%	1	89	89%	1	81	81%	0	67	67%	0

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

16.3.152 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 well within capacity in the future baseline and close to capacity with the AP2 revised scheme.

16.3.153 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 in the AM peak hour.

In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Birkinheath Lane approach from 19% in the future baseline to 96%, with a corresponding change in queue length from no queue in the future baseline to one PCU.

A560 Shaftesbury Avenue/Aimson Road East

16.3.154 Table 18-69.4 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-69.4: A560 Shaftesbury Avenue/Aimson Road East junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A560 Shaftesbury Avenue (north)	1,150	75%	8	1,181	77%	8	1,306	85%	9	1,265	82%	9	1,274	83%	9	1,253	81%	9
Aimson Road East	18	6%	1	18	6%	1	17	6%	1	17	6%	1	17	6%	1	17	6%	1
A560 Shaftesbury Avenue (south)	1,345	84%	9	1,349	84%	9	1,399	87%	10	1,392	87%	10	1,384	86%	10	1,348	84%	9
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A560 Shaftesbury Avenue (north)	1,142	79%	8	1,191	83%	8	1,157	81%	8	1,158	81%	8	1,158	81%	8	1,162	81%	8
Aimson Road East	18	5%	0	18	5%	0	20	6%	0	26	7%	1	18	5%	0	21	6%	0
A560 Shaftesbury Avenue (south)	1,116	74%	7	1,153	76%	8	1,259	83%	8	1,246	82%	8	1,252	83%	8	1,241	82%	8

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

- 16.3.155 The assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and close to capacity with the AP2 revised scheme. In the PM peak hour, the junction operates within capacity in both the future baseline and with the AP2 revised scheme.
- 16.3.156 In scenarios 2 and 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A560 Shaftesbury Avenue (south) approach from 84% in the future baseline to 87% in the AM peak hour, with a corresponding change in queue length from nine PCU in the future baseline to 10 PCU.
- 16.3.157 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.

Chicago Avenue/Malaga Avenue

- 16.3.158 Table 18-69.5 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-69.5: Chicago Avenue/Malaga Avenue junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Car Park Access Road	228	23%	0	228	23%	0	227	23%	0	226	23%	0	219	22%	0	227	24%	0
Malaga Avenue	732	102%	6	729	102%	6	774	108%	7	785	109%	7	796	109%	7	754	105%	6
Chicago Avenue	152	21%	0	155	21%	0	110	15%	0	116	16%	0	112	16%	0	124	18%	0
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Car Park Access Road	242	30%	0	242	32%	0	242	29%	0	242	33%	0	236	30%	0	242	31%	0
Malaga Avenue	657	91%	2	656	91%	2	767	99%	4	798	97%	3	742	101%	6	801	99%	4
Chicago Avenue	315	34%	0	354	38%	0	281	31%	0	375	40%	0	336	36%	0	337	36%	0

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

- 16.3.159 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 the future baseline and over capacity with the AP2 revised scheme.
- 16.3.160 In scenarios 3 and 4, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Malaga Avenue approach from 102% in the future baseline to 109% in the AM peak hour, with a corresponding change in queue length from six PCU in the future baseline to seven PCU.
- 16.3.161 In scenario 4, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Malaga Avenue approach from 91% in the future baseline to 101% in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to six PCU.

B5165 Park Road/Moss Lane

- 16.3.162 Table 18-69.6 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-69.6: B5165 Park Road/Moss Lane junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
B5165 Park Road (east)	671	36%	0	685	37%	0	769	42%	0	768	42%	0	767	42%	0	734	40%	0
Moss Lane	91	12%	0	89	12%	0	93	12%	0	91	12%	0	90	12%	0	90	12%	0
B5165 Park Road (west)	581	86%	1	587	88%	1	566	86%	1	577	87%	1	582	88%	1	588	89%	1
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
B5165 Park Road (east)	522	27%	0	495	26%	0	517	27%	0	528	27%	0	526	27%	0	524	27%	0
Moss Lane	367	51%	4	397	53%	3	353	50%	3	356	51%	3	339	49%	3	346	50%	3
B5165 Park Road (west)	534	58%	0	525	59%	0	591	60%	0	587	57%	0	597	59%	0	600	60%	0

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

- 16.3.163 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.
- 16.3.164 In scenario 5, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the B5165 Park Road (west) approach from 86% in the future baseline to 89%, with no change in corresponding queue length.
- 16.3.165 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.

Roaring Gate Lane/Thorley Lane/Shay Lane

- 16.3.166 Table 18-69.7 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-69.7: Roaring Gate Lane/Thorley Lane/Shay Lane junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Roaring Gate Lane	486	34%	0	481	27%	0	776	75%	0	844	56%	0	844	55%	0	676	40%	0
Thorley Lane	375	19%	0	413	20%	0	592	28%	0	545	24%	0	554	25%	0	572	25%	0
Shay Lane	199	61%	1	139	42%	0	233	103%	6	193	105%	6	194	105%	6	207	96%	4
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Roaring Gate Lane	561	34%	0	621	36%	0	433	31%	0	560	33%	0	648	40%	0	615	37%	0
Thorley Lane	534	27%	0	671	34%	0	608	31%	0	679	34%	0	625	31%	0	614	31%	0
Shay Lane	165	71%	1	108	61%	1	211	78%	1	195	96%	4	208	101%	5	196	101%	5

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

- 16.3.167 The assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and over capacity with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and over capacity with the AP2 revised scheme.
- 16.3.168 In scenarios 3 and 4, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Shay Lane approach from 61% in the future baseline to 105% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to six PCU.
- 16.3.169 In scenarios 4 and 5 the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Shay Lane approach from 71% in the future baseline to 101% with a corresponding change in queue length from one PCU to five PCU.

A538 Altrincham Road/Hawthorn Street

- 16.3.170 Table 18-69.8 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-69.8: A538 Altrincham Road/Hawthorn Street junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A538 Altrincham Road (east)	731	36%	0	481	24%	0	793	40%	0	807	40%	0	802	40%	0	660	33%	0
Hawthorn Street	361	102%	6	480	99%	5	330	101%	6	324	101%	6	326	101%	6	395	102%	6
A538 Altrincham Road (west)	1,085	101%	0	1,161	58%	0	1,048	104%	0	1,032	103%	0	1,036	103%	0	1,172	103%	0
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A538 Altrincham Road (east)	367	18%	0	379	19%	0	374	19%	0	374	19%	0	371	19%	0	358	18%	0
Hawthorn Street	532	96%	3	493	90%	2	520	95%	3	526	96%	3	532	97%	3	532	96%	3
A538 Altrincham Road (west)	1,150	57%	0	915	46%	0	1,092	54%	0	1,096	55%	0	1,120	56%	0	1,092	54%	0

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

- 16.3.171 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.
- 16.3.172 In scenario 2, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A538 Altrincham Road (west) approach from 101% in the future baseline to 104% in the AM peak hour, with no change in corresponding queue length.
- 16.3.173 In scenario 1, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the Hawthorn Street approach from 96% in the future baseline to 90% with a corresponding change in the queue length from three PCU to two PCU.

Moss Lane/Grove Lane/Bancroft Road/Clarence Road

- 16.3.174 Table 18-69.9 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-69.9: Moss Lane/Grove Lane/Bancroft Road/Clarence Road junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Moss Lane	291	16%	0	293	16%	0	311	17%	0	308	17%	0	325	18%	0	363	20%	0
Grove Lane	410	98%	3	406	89%	1	440	94%	2	403	91%	1	393	90%	1	400	91%	1
Bancroft Road	502	50%	0	450	41%	0	371	37%	0	413	39%	0	413	39%	0	413	38%	0
Clarence Road*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Moss Lane	628	34%	0	643	35%	0	554	30%	0	572	31%	0	597	33%	0	575	31%	0
Grove Lane	326	75%	1	313	70%	0	329	71%	0	317	74%	1	291	69%	1	324	75%	1
Bancroft Road	467	64%	0	364	45%	0	394	49%	0	414	54%	0	362	43%	0	393	51%	0
Clarence Road*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

- 16.3.175 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 within capacity in both the future baseline and with the AP2 revised scheme.
- 16.3.176 In scenario 1, the change in traffic due to construction of the AP2 revised scheme will decrease the VoC on the Grove Lane approach from 98% in the future baseline to 89% in the AM peak hour, with a corresponding change in queue length from three PCU in the future baseline to one PCU.
- 16.3.177 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.

Manchester Road/Stanneylands Road/Dean Row Road

- 16.3.178 Table 18-69.10 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-69.10: Manchester Road/Stanneylands Road/Dean Row Road junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Manchester Road (north)	238	53%	5	268	60%	6	313	70%	7	319	72%	7	313	70%	7	298	66%	6
Dean Row Road	288	77%	6	275	73%	6	311	83%	7	307	82%	6	310	83%	7	291	78%	6
Manchester Road (south)	207	43%	4	235	51%	4	207	43%	4	208	43%	4	204	42%	4	217	45%	4
Stanneylands Road	2	1%	0	2	1%	0	2	1%	0	2	1%	0	2	1%	0	2	1%	0
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Manchester Road (north)	116	24%	2	140	29%	3	144	30%	3	129	27%	3	122	26%	3	121	26%	3
Dean Row Road	134	59%	3	136	60%	3	136	60%	3	136	60%	3	136	60%	3	137	60%	3
Manchester Road (south)	145	50%	3	164	100%	3	164	31%	3	164	31%	3	164	100%	3	167	101%	3
Stanneylands Road	4	1%	0	16	4%	0	14	3%	0	14	4%	0	14	4%	0	16	4%	0

- 16.3.179 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 well within capacity in the future baseline and over capacity with the AP2 revised scheme.
- 16.3.180 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 in the AM peak hour.
- 16.3.181 In scenario 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VOC on the Manchester Road (south) approach from 50% in the future baseline to 101%, with no change in corresponding queue length.

A538 Hale Road/High Elm Road

- 16.3.182 Table 18-69.11 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-69.11: A538 Hale Road/High Elm Road junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A538 Hale Road (east)	799	35%	0	791	34%	0	694	22%	0	1,058	41%	0	1,096	46%	0	1,290	57%	0
High Elm Road	205	94%	3	215	95%	3	210	71%	1	181	88%	2	203	97%	5	147	97%	4
A538 Hale Road (west)	210	12%	0	193	11%	0	224	12%	0	383	21%	0	435	24%	0	583	32%	0
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A538 Hale Road (east)	882	43%	0	808	39%	0	672	30%	0	844	38%	0	934	45%	0	786	37%	0
High Elm Road	81	37%	0	93	37%	0	305	103%	5	257	102%	5	226	100%	5	201	102%	5
A538 Hale Road (west)	577	28%	0	511	24%	0	160	6%	0	341	16%	0	468	22%	0	411	19%	0

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

- 16.3.183 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 the future baseline and over capacity with the AP2 revised scheme.
- 16.3.184 In scenarios 4, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the High Elm Road approach from 94% in the future baseline to 97% in the AM peak hour, with a corresponding change in queue length from three PCU in the future baseline to five PCU.
- 16.3.185 In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the High Elm Road approach from 37% in the future baseline to 103%, with a corresponding change in queue length from no queue in the future baseline to five PCU.

Thorley Lane/Sydney Avenue

- 16.3.186 Table 18-69.12 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-69.12: Thorley Lane/Sydney Avenue junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Thorley Lane (east)	403	21%	0	389	21%	0	528	28%	0	595	31%	0	600	31%	0	396	21%	0
Sydney Avenue	241	85%	2	239	84%	2	274	94%	3	383	97%	4	334	95%	4	240	87%	2
Thorley Lane (west)	937	94%	1	941	93%	1	678	77%	0	898	103%	2	881	103%	2	1,002	104%	2
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Thorley Lane (east)	450	23%	0	353	18%	0	392	20%	0	454	23%	0	601	30%	0	578	29%	0
Sydney Avenue	179	93%	3	224	92%	3	242	95%	3	245	93%	3	165	91%	3	142	91%	3
Thorley Lane (west)	922	73%	0	905	69%	0	752	56%	0	1,102	94%	1	1,066	83%	0	1,075	83%	0

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

- 16.3.187 The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity 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.
- 16.3.188 In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Sydney Avenue approach from 85% in the future baseline to 97% in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to four PCU.
- 16.3.189 In the PM Peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Thorley Lane (west) approach from 73% in the future baseline to 94%, with a corresponding change in queue length from no queue in the future baseline to one PCU.

A56 Dunham Road/Regent Road/Booth Road

- 16.3.190 Table 18-69.13 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-69.13: A56 Dunham Road/Regent Road/Booth Road junction 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	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Booth Road*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A56 Dunham Road (east)	1,008	81%	9	1,000	80%	9	1,020	82%	9	1,006	80%	9	1,022	82%	9	1,062	85%	9
Regent Road	120	65%	3	123	67%	3	127	69%	3	125	68%	3	129	70%	3	123	67%	3
A56 Dunham Road (west)	524	91%	5	523	91%	5	492	101%	5	506	101%	5	495	89%	4	494	89%	4
17:00–18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Booth Road*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A56 Dunham Road (east)	1,028	81%	9	1,034	82%	9	1,022	81%	9	1,025	81%	9	1,037	82%	9	1,016	81%	9
Regent Road	117	63%	3	114	61%	3	114	61%	3	114	61%	3	116	63%	3	113	61%	3
A56 Dunham Road (west)	580	69%	5	593	70%	5	610	71%	5	600	71%	5	598	71%	5	612	70%	5

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

- 16.3.191 The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme. In the PM peak hour, the junction operates within capacity in both the future baseline and with the AP2 revised scheme.
- 16.3.192 In scenarios 2 and 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A56 Dunham Road (west) approach from 91% in the future baseline to 101% in the AM peak hour, with no change in corresponding queue length.
- 16.3.193 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.

A538 Wilmslow Road/Mill Lane

- 16.3.194 Table 18-69.14 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

Table 18-69.14: A538 Wilmslow Road/Mill 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	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A538 Wilmslow Road (north) (ahead and right)	1,228	0.22	0	1,230	0.20	0	1,113	0.27	0	1,013	0.24	0	998	0.22	0	1,198	0.24	0
A538 Wilmslow Road (south) (left and ahead)	1,389	-	-	1,122	-	-	1,417	-	-	1,380	-	-	1,341	-	-	1,187	-	-
Mill Lane (left)	103	1.04	8	106	0.52	1	102	1.22	13	114	1.00	7	116	0.98	6	113	0.81	3
Mill Lane (right)	95	1.03	8	129	0.81	3	137	1.21	17	123	0.99	8	131	0.94	6	129	0.88	5
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A538 Wilmslow Road (north) (ahead and right)	1,128	0.33	1	1,031	0.36	1	1,026	0.32	1	1,047	0.34	1	1,071	0.37	1	1,003	0.33	1
A538 Wilmslow Road (south) (left and ahead)	1,479	-	-	1,580	-	-	1,446	-	-	1,456	-	-	1,454	-	-	1,387	-	-
Mill Lane (left)	82	0.39	1	87	1.01	6	105	1.04	8	99	1.04	8	84	1.06	7	100	0.98	6
Mill Lane (right)	60	0.71	2	78	0.96	5	114	1.04	9	103	1.03	8	117	1.06	9	130	0.97	7

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

MA06, MA07 and MA08

Transport Assessment Part 3 - Report 4 of 12

- 16.3.195 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 the future baseline and over capacity with the AP2 revised scheme.
- 16.3.196 In scenario 2, the change in traffic due to construction of the AP2 revised scheme will increase the RFC on the Mill Lane (right) approach from 1.03 in the future baseline to 1.21 in the AM peak hour, with a corresponding change in queue length from eight PCU in the future baseline to 17 PCU.
- 16.3.197 In scenario 4, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the RFC on the Mill Lane (left) approach from 0.39 in the future baseline to 1.06, with a corresponding change in queue length from one PCU in the future baseline to seven PCU.

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