

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Appendix TR-003-00006 – Report 9 of 12

Traffic and transport

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

High Speed Rail (Crewe – Manchester)

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Volume 5: Appendix TR-003-00006 – Report 9 of 12

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MA06: Hulseheath to Manchester Airport
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Department for Transport

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

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

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

Report 1 of 7

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

Report 2 of 7

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

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

SES2 and AP2 ES Volume 5

Traffic and transport

Transport Assessment Addendum

Report 4 of 7

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

Report 5 of 7

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

Report 6 of 7

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

Report 7 of 7

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

Transport Assessment Part 3 Addendum – AP2 revised scheme assessment

Part 3: MA01 (TR-003-00001)

Report 1 of 2

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

Report 2 of 2

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

Part 3: MA02 (TR-003-00002)

Report 1 of 2

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

Report 2 of 2

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

Part 3: MA03 (TR-003-00003)

Report 1 of 2

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

Report 2 of 2

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

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

Report 1 of 12

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

Report 2 of 12

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

Report 3 of 12

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

Report 4 of 12

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

Report 5 of 12

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

Report 6 of 12

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

Report 7 of 12

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

Report 8 of 12

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

Report 9 of 12

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

Report 10 of 12

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

Report 11 of 12

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

Report 12 of 12

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

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

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

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

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

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 18-264: M56 junction 6 key approaches 2039 and 2051 with the AP2 revised scheme junction capacity assessment	16-1055
Table 18-265: M56 junction 6 (west) 2039 and 2051 with the AP2 revised scheme junction capacity assessment	16-1058
Table 18-266: M56 junction 6 (east) 2039 and 2051 with the AP2 revised scheme junction capacity assessment	16-1059
Table 18-267: M56 junction 6 (main gyratory) 2039 and 2051 with the AP2 revised scheme junction capacity assessment	16-1061
Table 18-268: M56 junction 6 (M56 junction 6 Station Link Road/M56 junction 6 A538 Hale Road Link Road) 2039 and 2051 with the AP2 revised scheme junction capacity assessment	16-1063
Table 18-267.1: A538 Hale Road Station Link Road/Station Access Road West 2039 and 2051 with the AP2 revised scheme junction capacity assessment	16-1064
Table 18-268.1: Station Access Cross Link Road/Station Access Road East 2039 and 2051 with the AP2 revised scheme junction capacity assessment	16-1066
Table 18-269.1: Runger Lane/Avro Way 2039 and 2051 with the AP2 revised scheme junction capacity assessment	16-1068
Table 18-270: Enterprise Way/Outwood Lane West/World Way junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1070
Table 18-271: A56 Dunham Road/A556/A556 Chester Road/A56 Lymm Road (Bowdon Roundabout) junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1072
Table 18-272: Enterprise Way/Thorley Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1075
Table 18-273: Enterprise Way/Bailey Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1077
Table 18-274: B5086 Knutsford Road/B5085 Brook Lane/Russet Way/B5085 Knutsford Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1079
Table 18-275: B5086 Alderley Road/B5086 Knutsford Road/Alderley Road/Alderley Lodge/Bedells Lane (B5086 Fulshaw Cross Roundabout) junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1081

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 Addendum - Report 9 of 12

Table 18-276: A538 Water Lane/A538 Alderley Road/B5086 Alderley Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1083
Table 18-277: A34 MacLean Way/A34 Birrell Way/A538 Bollin Valley Link (A34 Bollin Valley Roundabout) junction 2039 and 2051 future baseline AP2 revised scheme junction capacity assessment	16-1085
Table 18-278: Ashley Road diversion/Mobberley Road realignment junction 2039 and 2051 AP2 revised scheme junction capacity assessment	16-1087
Table 18-279: A538 Wilmslow Road/Mill Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1089
Table 18-280: Castle Mill Lane/Brickhill Lane diversion junction 2039 and 2051 AP2 revised scheme junction capacity assessment	16-1091
Table 18-281: Castle Mill Lane/Back Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1092
Table 18-282: Ashley Road/Back Lane/Mobberley Road/Cow Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1094
Table 18-283: Chicago Avenue/Malaga Avenue junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1096
Table 18-284: World Way/Chicago Avenue/Palma Avenue junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1098
Table 18-285: Tithebarn Road/High Elm Road/Chapel Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1100
Table 18-286: A538 Hale Road/Elmridge Drive junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1102
Table 18-287: A538 Hale Road/Shay Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1104
Table 18-288: Runger Lane/Thorley Lane junction 2039 and 2051 future baseline and AP2 revised scheme (proposed layout) junction capacity assessment	16-1107
Table 18-289: A5144 Delahays Road/A538 Hale Road/B5162 Park Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1109
Table 18-290: A538 Hale Road/Westminster Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1111
Table 18-291: A5154 Delahays Road/Grove Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1113
Table 18-292: A56 Dunham Road/B5160 Park Road/B5160 Charcoal Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1115

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 Addendum - Report 9 of 12

Table 18-293: A538 Hale Road/Ashfield Road/Victoria Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1117
Table 18-294: A5144 Thorley Lane/Clay Lane/Wood Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1119
Table 18-295: A56 Old Market Place/Kingsway junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1121
Table 18-296: Oldfield Road/Gorse Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1123
Table 18-297: A560 Shaftesbury Avenue/A560 Stockport Road/Moss Lane/Wood Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1125
Table 18-298: A56 Manchester Road/B5164 Barrington Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1127
Table 18-299: A560 Shaftesbury Avenue/Aimson Road East junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1129
Table 18-300: A56 Manchester Road/B5165 Park Road/Woodcote Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1131
Table 18-300.1: A538 Altrincham Road/Mobberley Road junction 2039 and 2051 future baseline and AP2 revised scheme (existing layout) junction capacity assessment	16-1133
Table 18-300.2: A538 Altrincham Road/Mobberley Road junction 2039 and 2051 future baseline and AP2 revised scheme (proposed layout) junction capacity assessment	16-1133
Table 18-300.3: A538 Wilmslow Road/Sunbank Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1135
Table 18-300.4: A538 Manchester Road/A538 Alderley Road/Station Road/Swan Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1139
Table 18-300.5: Roaring Gate Lane/Thorley Lane/Shay Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1141
Table 18-300.6: Moss Lane/Grove Lane/Bancroft Road/Clarence Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1143
Table 18-300.7: Whitecarr Lane/Roaring Gate Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1145
Table 18-300.8: A56 Dunham Road/Regent Road/Booth Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1147
Table 18-300.9: A538 Altrincham Road/Hawthorn Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1149

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 Addendum - Report 9 of 12

Table 18-300.10: B5161 Langham Road/South Downs Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1151
Table 18-300.11: B5165 Park Road/Moss Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1153
Table 18-300.12: Thorley Lane/Palma Avenue junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment	16-1155

Figures

Figure 18-92: Junction layout diagram (M56 junction 6 permanent layout)	16-1054
Figure 18-92.1: Junction layout diagram (M56 junction 6 (west))	16-1058
Figure 18-92.2: Junction layout diagram (M56 junction 6 (east))	16-1059
Figure 18-92.3: Junction layout diagram (M56 junction 6 (main gyratory))	16-1061
Figure 18-92.4: Junction layout diagram (M56 junction 6 Station Link Road/M56 junction 6 A538 Hale Road Link Road)	16-1063
Figure 18-94: Junction layout diagram (A538 Hale Road Station Link Road/Station Access Road West)	16-1064
Figure 18-95: Junction layout diagram (Station Access Cross Link Road/Station Access Road East)	16-1066
Figure 18-95.1: Junction layout diagram (Runger Lane/Avro Way)	16-1068
Figure 18-96.1: Junction layout diagram (Ashley Road diversion/Mobberley Road realignment)	16-1087
Figure 18-97.1: Junction layout diagram (Runger Lane/Thorley Lane)	16-1106
Figure 18.98.1: Junction layout diagram (A538 Altrincham Road/Mobberley Road)	16-1132

Junction performance

MA06

- 16.5.290 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 2039 and 2051 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.
- 16.5.291 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 A538 Altrincham Road/Mobberley Road junction (Table 18-300.1). Where no updates to junction operation are provided, junction operation is as described in Section 18.5 of the main TA.
- 16.5.292 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.

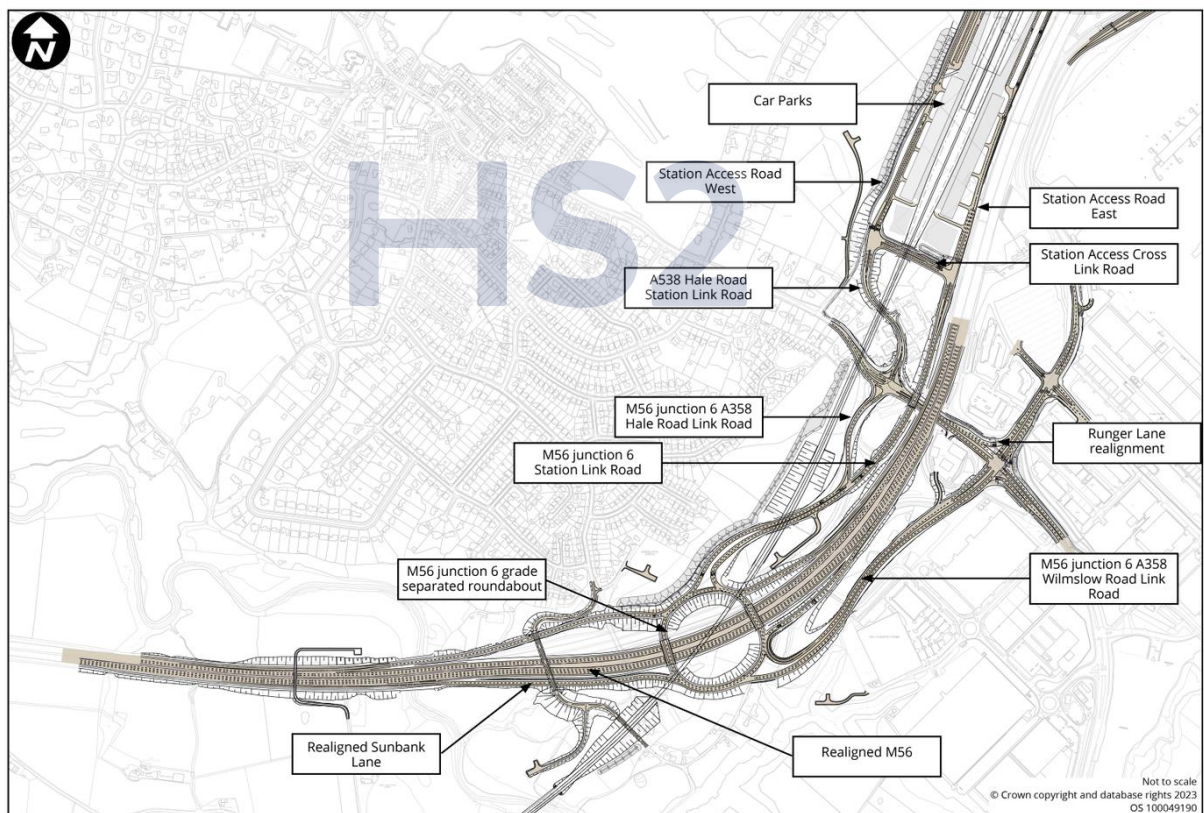
M56 junction 6

- 16.5.293 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 modifications include the introduction of a grade separated gyratory. 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 south-west of the existing M56 junction 6 east and west at-grade roundabouts;
 - the 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 at-grade roundabouts;
 - the existing M56 junction 6 western at-grade 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 existing M56 junction 6 eastern at-grade 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.

16.5.294 Figure 18.92 of the main TA shows the proposed layout of M56 junction 6 for the original scheme. This is replaced by Figure 18-92 below. Figure 18-92.1, Figure 18-92.2, Figure 18-92.3, Figure 18-92.4 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.

16.5.295 The operation of the junctions has been assessed for the 2039 and 2051 AM and PM peak hours with the AP2 revised scheme using Linsig software. Table 18.264 in the main TA summarises the performance of the main approaches, while the results for the western and eastern sides of the junction are included in Table 18-265 and 18-266. Table 18-264 replaces Table 18.264 in the main TA, while Table 18-265 and Table 18-266 replace Table 18-265 and 18-266 in the main TA. The results for the main gyratory are included in Table 18-267. The results for the Station Link Road/A538 Hale Road Link Road are included in Table 18-268.

Figure 18-92: Junction layout diagram (M56 junction 6 permanent 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 Addendum - Report 9 of 12

Table 18-264: M56 junction 6 key approaches 2039 and 2051 with the AP2 revised scheme junction capacity assessment

Junction/approach		Flow, PCU/hr	Max DoS	Total Q, PCU	Flow, PCU/hr	Max DoS	Total Q, PCU
08:00-09:00		2039 with the AP2 revised scheme (permanent layout)			2051 with the AP2 revised scheme (permanent layout)		
West	A538 Hale Road Station Link Road	102	38%	3	92	50%	3
	Underpass	288	44%	6	306	49%	7
	M56 junction 6 A538 Hale Road Link Road	418	28%	2	478	31%	2
	A538 Hale Road	1,345	59%	22	1,514	62%	23
East	Runger Lane	394	76%	10	451	92%	12
	A538 Wilmslow Road	1,400	82%	15	1,703	77%	17
	M56 junction 6 A538 Wilmslow Road Link Road	2,126	79%	29	2,134	83%	30
	Underpass	683	70%	13	758	73%	14
Main gyratory	M56 junction 6 southbound diverge	1,735	58%	11	1,825	65%	12
	M56 junction 6 A538 Wilmslow Road Link Road	1,151	37%	8	1,472	51%	10
	M56 junction 6 northbound diverge	1,439	88%	23	1,437	87%	22
	M56 junction 6 Station Link Road	981	64%	9	1,111	73%	11
Station Link Road/A538 Hale Road Link Road	M56 junction 6 Station Link Road (north)	359	24%	6	392	26%	7
	M56 junction 6 Station Link Road (south)	916	36%	9	998	39%	10
	M56 junction 6 A538 Hale Road Link Road	654	88%	10	740	100%	11
17:00-18:00		2039 with the AP2 revised scheme (permanent layout)			2051 with the AP2 revised scheme (permanent layout)		
West	A538 Hale Road Station Link Road	209	39%	4	208	47%	5
	Underpass	300	34%	2	321	39%	2
	M56 junction 6 A538 Hale Road Link Road	535	44%	5	710	56%	8
	A538 Hale Road	505	40%	12	558	41%	12
East	Runger Lane	1,093	71%	26	1,380	83%	36
	A538 Wilmslow Road	1,568	81%	23	1,659	82%	26

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 Addendum - Report 9 of 12

Junction/approach		Flow, PCU/hr	Max DoS	Total Q, PCU	Flow, PCU/hr	Max DoS	Total Q, PCU
	M56 junction 6 A538 Wilmslow Road Link Road	1,209	78%	19	1,353	85%	24
	Underpass	316	60%	6	342	62%	6
Main gyratory	M56 junction 6 southbound diverge	1,104	52%	6	1,320	64%	8
	M56 junction 6 A538 Wilmslow Road Link Road	1,837	63%	12	2,167	82%	18
	M56 junction 6 northbound diverge	971	70%	10	1,091	78%	13
	M56 junction 6 Station Link Road	1,006	47%	7	1,118	50%	8
Station Link Road/A538 Hale Road Link Road	M56 junction 6 Station Link Road (north)	745	40%	10	820	44%	11
	M56 junction 6 Station Link Road (south)	655	24%	3	941	34%	4
	M56 junction 6 A538 Hale Road Link Road	283	51%	5	494	90%	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 Addendum - Report 9 of 12

- 16.5.296 At the western junction, the assessment shows that the junction operates well within capacity in 2039 with the AP2 revised scheme.
- 16.5.297 At the eastern junction, the assessment shows that the junction operates within capacity in 2039 with the AP2 revised scheme.
- 16.5.298 At the main gyratory, in the AM peak hour, the assessment shows that the junction operates close to capacity in 2039 with the AP2 revised scheme. In the PM peak hour, the assessment shows that the junction operates well within capacity in 2039 with the AP2 revised scheme.
- 16.5.299 At the Station Link Road/A538 Hale Road Link Road junction, in the AM peak hour, the assessment shows that the junction operates close to capacity in 2039 with the AP2 revised scheme. In the PM peak hour, the assessment shows that the junction operates well within capacity in 2039 with the AP2 revised scheme.
- 16.5.300 At the western junction, the assessment shows that the junction operates well within capacity in 2051 with the AP2 revised scheme.
- 16.5.301 At the eastern junction, the assessment shows that the junction operates close to capacity in 2051 with the AP2 revised scheme.
- 16.5.302 At the main gyratory, in the AM peak hour, the assessment shows that the junction operates close to capacity in 2051 with the AP2 revised scheme. In the PM peak hour, the assessment shows that the junction operates within capacity in 2051 with the AP2 revised scheme.
- 16.5.303 At the Station Link Road/A538 Hale Road Link Road junction, in the AM peak hour, the assessment shows that the junction operates over capacity in 2051 with the AP2 revised scheme. In the PM peak hour, the assessment shows that the junction operates close to capacity in 2051 with the AP2 revised scheme.

Figure 18-92.1: Junction layout diagram (M56 junction 6 (west))

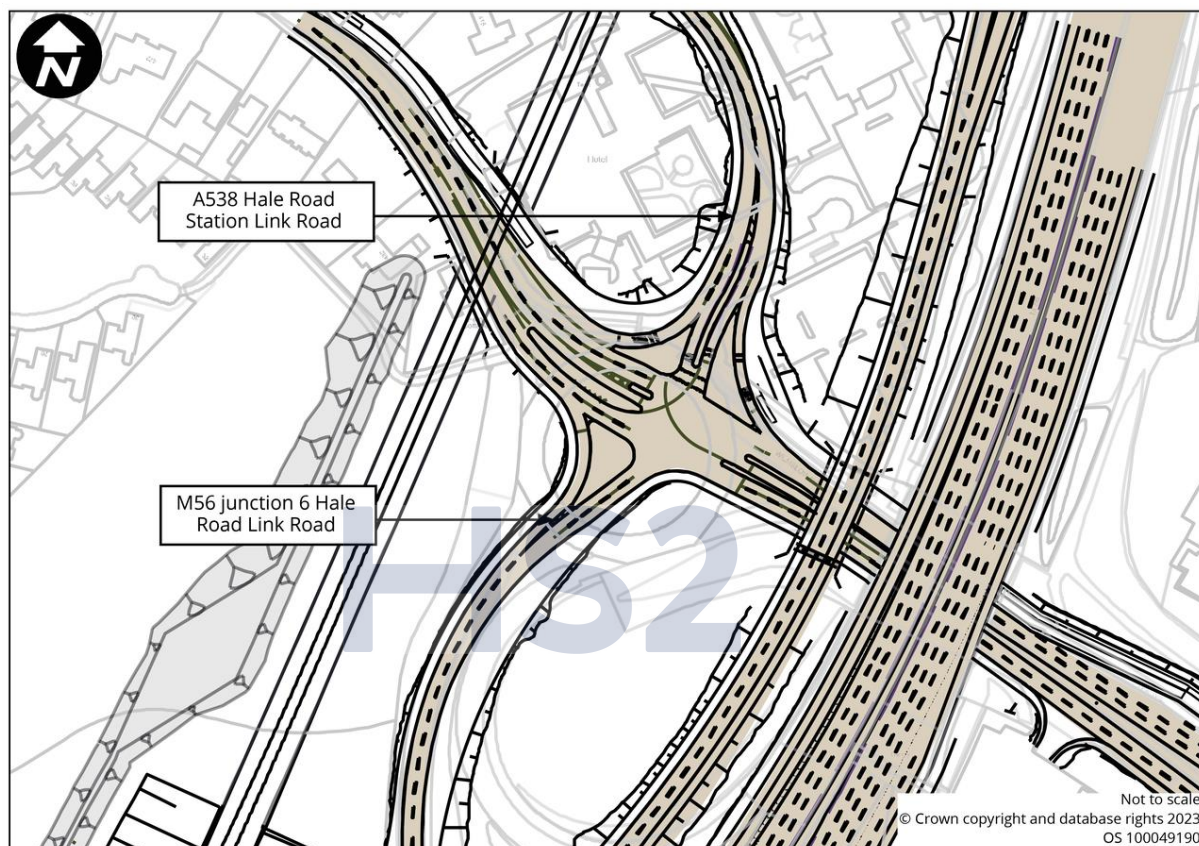


Table 18-265: M56 junction 6 (west) 2039 and 2051 with the AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00	2039 with the AP2 revised scheme (permanent layout)			2051 with the AP2 revised scheme (permanent layout)		
A538 Hale Road Station Link Road (left and right)	102	38%	3	92	50%	3
Underpass (nearside) (ahead)	78	23%	2	110	34%	3
Underpass (centre and offside) (ahead and right)	210	44%	4	196	49%	5
M56 junction 6 Hale Road Link Road (left)	418	28%	2	478	31%	2
A538 Hale Road (nearside) (left)	91	9%	1	89	8%	1
A538 Hale Road (centre 1 and centre 2) (ahead)	603	46%	6	685	48%	6
A538 Hale Road (offside) (right)	651	59%	15	740	62%	16
17:00-18:00	2039 with the AP2 revised scheme (permanent layout)			2051 with the AP2 revised scheme (permanent layout)		
A538 Hale Road Station Link Road (left and right)	209	39%	4	208	47%	5
Underpass (nearside) (ahead)	50	8%	0	60	11%	1
Underpass (centre and offside) (ahead and right)	250	34%	1	261	39%	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 Addendum - Report 9 of 12

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
M56 junction 6 Hale Road Link Road (left)	535	44%	5	710	56%	8
A538 Hale Road (nearside) (left)	38	6%	1	40	5%	1
A538 Hale Road (centre 1 and centre 2) (ahead)	188	24%	4	199	23%	4
A538 Hale Road (offside) (right)	279	40%	7	319	41%	8

Figure 18-92.2: Junction layout diagram (M56 junction 6 (east))

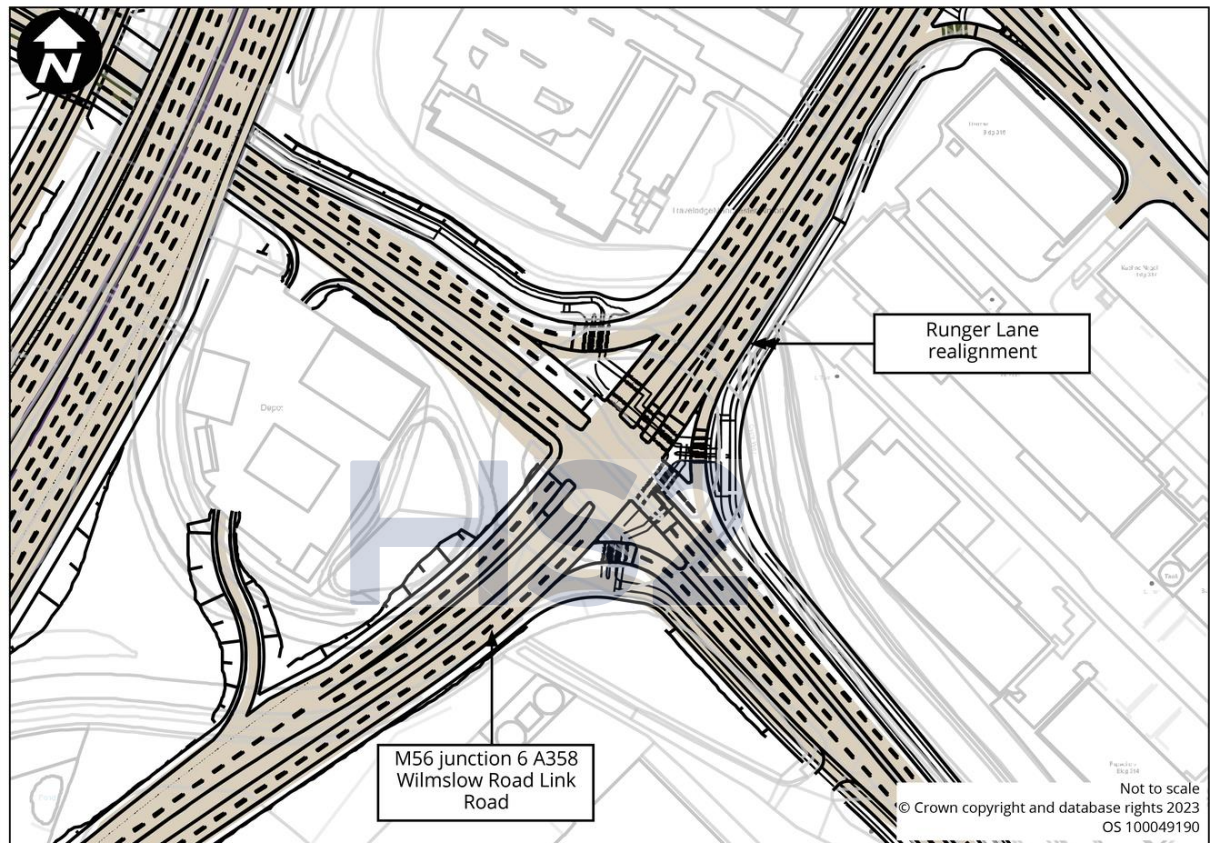


Table 18-266: M56 junction 6 (east) 2039 and 2051 with the AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	2039 with the AP2 revised scheme (permanent layout)		2051 with the AP2 revised scheme (permanent layout)			
Runger Lane (nearside and centre 1) (left and ahead)	268	76%	5	310	92%	6
Runger Lane (centre 2) (ahead)	88	55%	4	94	59%	4
Runger Lane (centre 3 and offside) (right)	38	26%	1	47	32%	2
A538 Wilmslow Road (nearside and centre 1) (left)	950	49%	5	1,241	64%	7
A538 Wilmslow Road (centre 2 and centre 3) (ahead)	250	34%	5	259	35%	5
A538 Wilmslow Road (centre 4 and offside) (right)	200	82%	5	203	77%	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 Addendum - Report 9 of 12

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
M56 junction 6 A538 Wilmslow Road Link Road (nearside and centre 1) (ahead)	955	70%	13	909	68%	12
M56 junction 6 A538 Wilmslow Road Link Road (centre 2 and offside) (right)	1,171	79%	16	1,225	83%	18
Underpass (nearside and centre 1) (left)	287	62%	6	365	73%	7
Underpass (centre 2 and offside) (ahead)	396	70%	8	393	66%	7
17:00-18:00	2039 with the AP2 revised scheme (permanent layout)		2051 with the AP2 revised scheme (permanent layout)			
Runger Lane (nearside and centre 1) (left and ahead)	679	71%	13	812	83%	18
Runger Lane (centre 2) (ahead)	357	67%	12	506	82%	18
Runger Lane (centre 3 and offside) (right)	57	12%	1	62	11%	1
A538 Wilmslow Road (nearside and centre 1) (left)	1,128	63%	11	1,193	70%	13
A538 Wilmslow Road (centre 2 and centre 3) (ahead)	243	38%	6	259	40%	6
A538 Wilmslow Road (centre 4 and offside) (right)	197	81%	7	207	82%	7
M56 junction 6 Wilmslow Road Link Road (nearside and centre 1) (ahead)	306	28%	4	444	46%	7
M56 junction 6 Wilmslow Road Link Road (centre 2 and offside) (right)	903	78%	15	909	85%	17
Underpass (nearside and centre 1) (left)	43	5%	1	60	8%	1
Underpass (centre 2 and offside) (ahead)	273	60%	5	282	62%	5

Figure 18-92.3: Junction layout diagram (M56 junction 6 (main gyratory))

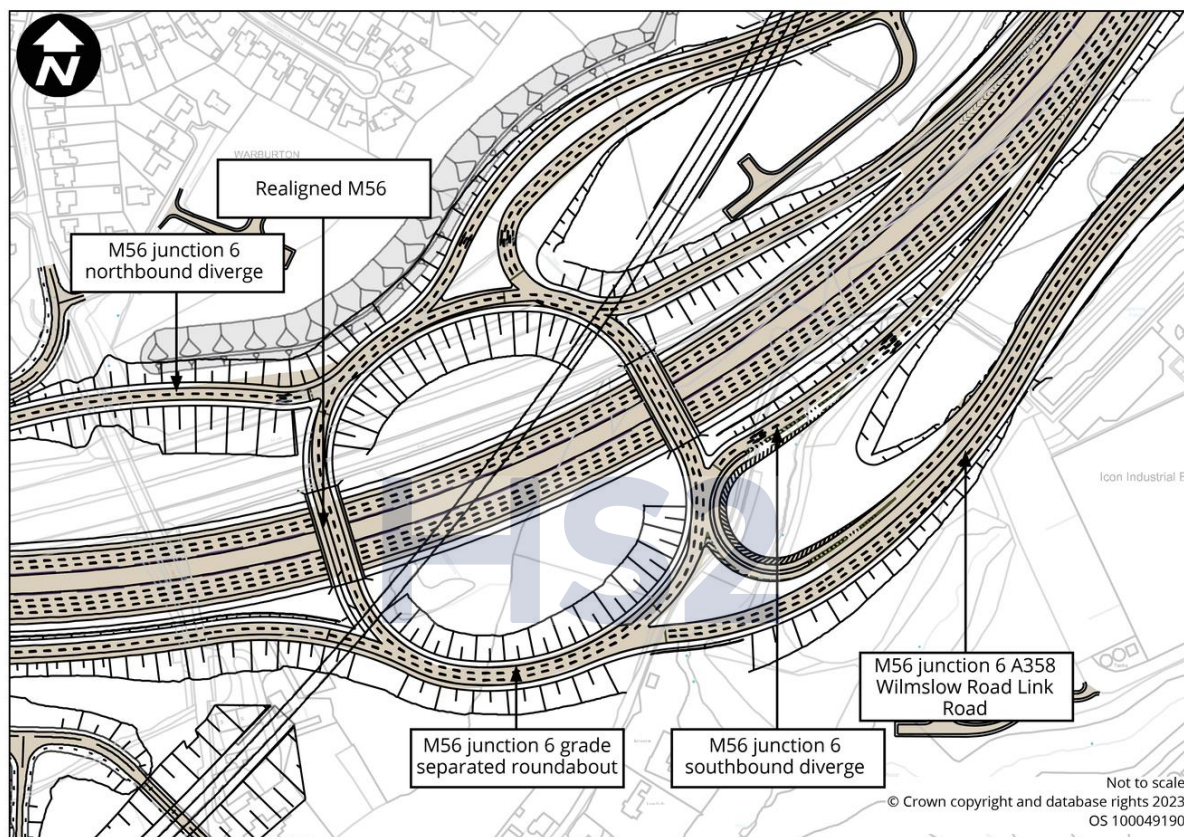


Table 18-267: M56 junction 6 (main gyratory) 2039 and 2051 with the AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00	2039 with the AP2 revised scheme (permanent layout)			2051 with the AP2 revised scheme (permanent layout)		
M56 junction 6 southbound diverge (nearside) (left)	1,086	57%	1	1,106	58%	1
M56 junction 6 southbound diverge (centre) (ahead)	334	58%	6	397	65%	7
M56 junction 6 southbound diverge (offside) (ahead)	315	55%	5	322	53%	5
M56 junction 6 A538 Wilmslow Road Link Road (nearside and centre) (left and ahead)	762	37%	4	1,041	51%	6
M56 junction 6 A538 Wilmslow Road Link Road (offside) (ahead)	389	31%	3	431	35%	4
M56 junction 6 northbound diverge (nearside) (left and ahead)	399	37%	4	409	37%	4
M56 junction 6 northbound diverge (offside) (ahead)	1,040	88%	19	1,028	87%	18
M56 junction 6 Station Link Road (nearside and centre) (left)	780	64%	7	889	73%	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 Addendum - Report 9 of 12

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
M56 junction 6 Station Link Road (offside) (ahead)	201	31%	3	222	34%	3
17:00-18:00	2039 with the AP2 revised scheme (permanent layout)		2051 with the AP2 revised scheme (permanent layout)			
M56 junction 6 southbound diverge (nearside) (left)	567	30%	0	629	33%	0
M56 junction 6 southbound diverge (centre) (ahead)	355	52%	4	502	64%	6
M56 junction 6 southbound diverge (offside) (ahead)	182	27%	2	189	24%	2
M56 junction 6 A538 Wilmslow Road Link Road (nearside and centre) (left and ahead)	1,284	63%	7	1,529	82%	11
M56 junction 6 A538 Wilmslow Road Link Road (offside) (ahead)	553	52%	5	638	66%	7
M56 junction 6 northbound diverge (nearside) (left and ahead)	329	38%	3	367	43%	3
M56 junction 6 northbound diverge (offside) (ahead)	642	70%	7	724	78%	9
M56 junction 6 Station Link Road (nearside and centre) (left)	626	42%	3	719	48%	4
M56 junction 6 Station Link Road (offside) (ahead)	380	47%	4	399	50%	4

Figure 18-92.4: Junction layout diagram (M56 junction 6 Station Link Road/M56 junction 6 A538 Hale Road Link Road)

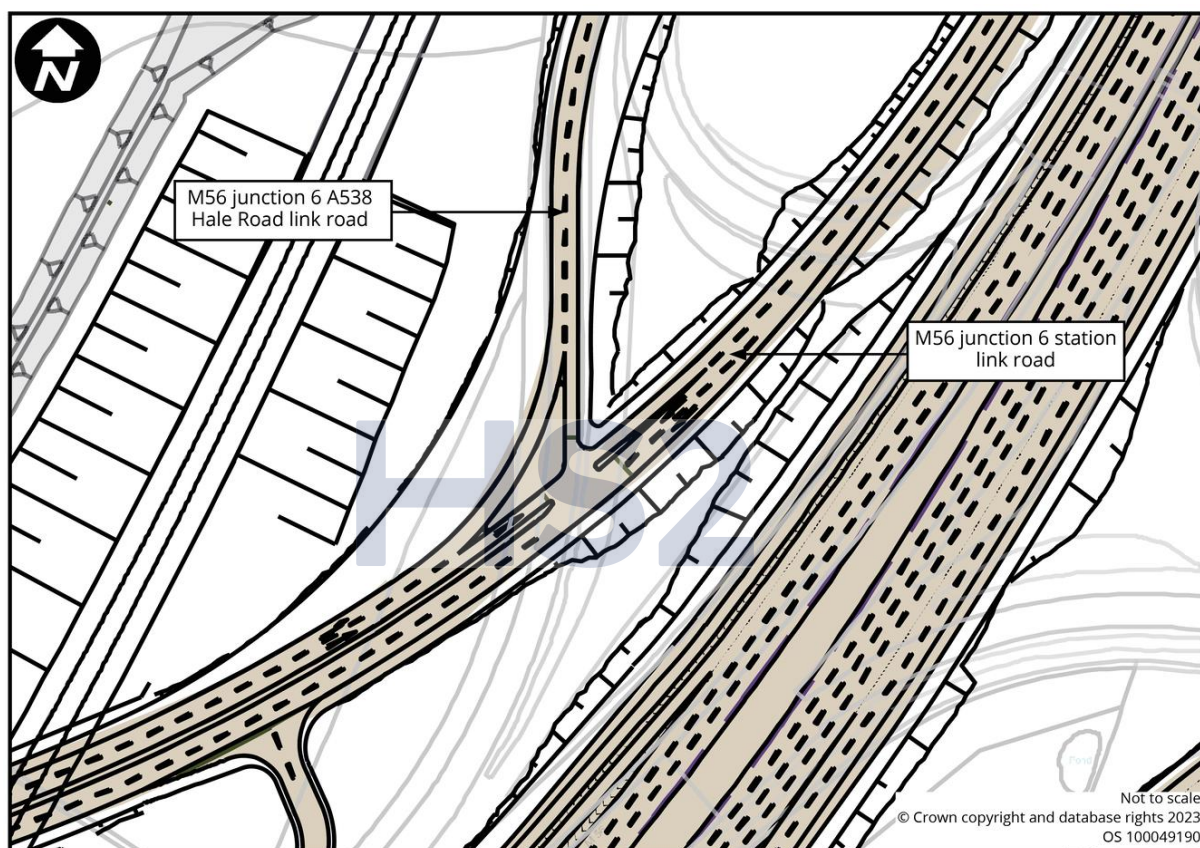


Table 18-268: M56 junction 6 (M56 junction 6 Station Link Road/M56 junction 6 A538 Hale Road Link Road) 2039 and 2051 with the AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00	2039 with the AP2 revised scheme (permanent layout)			2051 with the AP2 revised scheme (permanent layout)		
M56 junction 6 Station Link Road (north)	359	24%	6	392	26%	7
M56 junction 6 Station Link Road (south)	916	36%	9	998	39%	10
M56 junction 6 A538 Hale Road Link Road	654	88%	10	740	100%	11
17:00-18:00	2039 with the AP2 revised scheme (permanent layout)			2051 with the AP2 revised scheme (permanent layout)		
M56 junction 6 Station Link Road (north)	745	40%	10	820	44%	11
M56 junction 6 Station Link Road (south)	655	24%	3	941	34%	4
M56 junction 6 A538 Hale Road Link Road	283	51%	5	494	90%	10

A538 Hale Road Station Link Road/Station Access Road West

16.5.304 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 18-94 shows the junction layout introduced as part of the AP2 revised scheme and replaces Figure 18-94 in the main TA. Table 18-267.1

summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Figure 18-94: Junction layout diagram (A538 Hale Road Station Link Road/Station Access Road West)

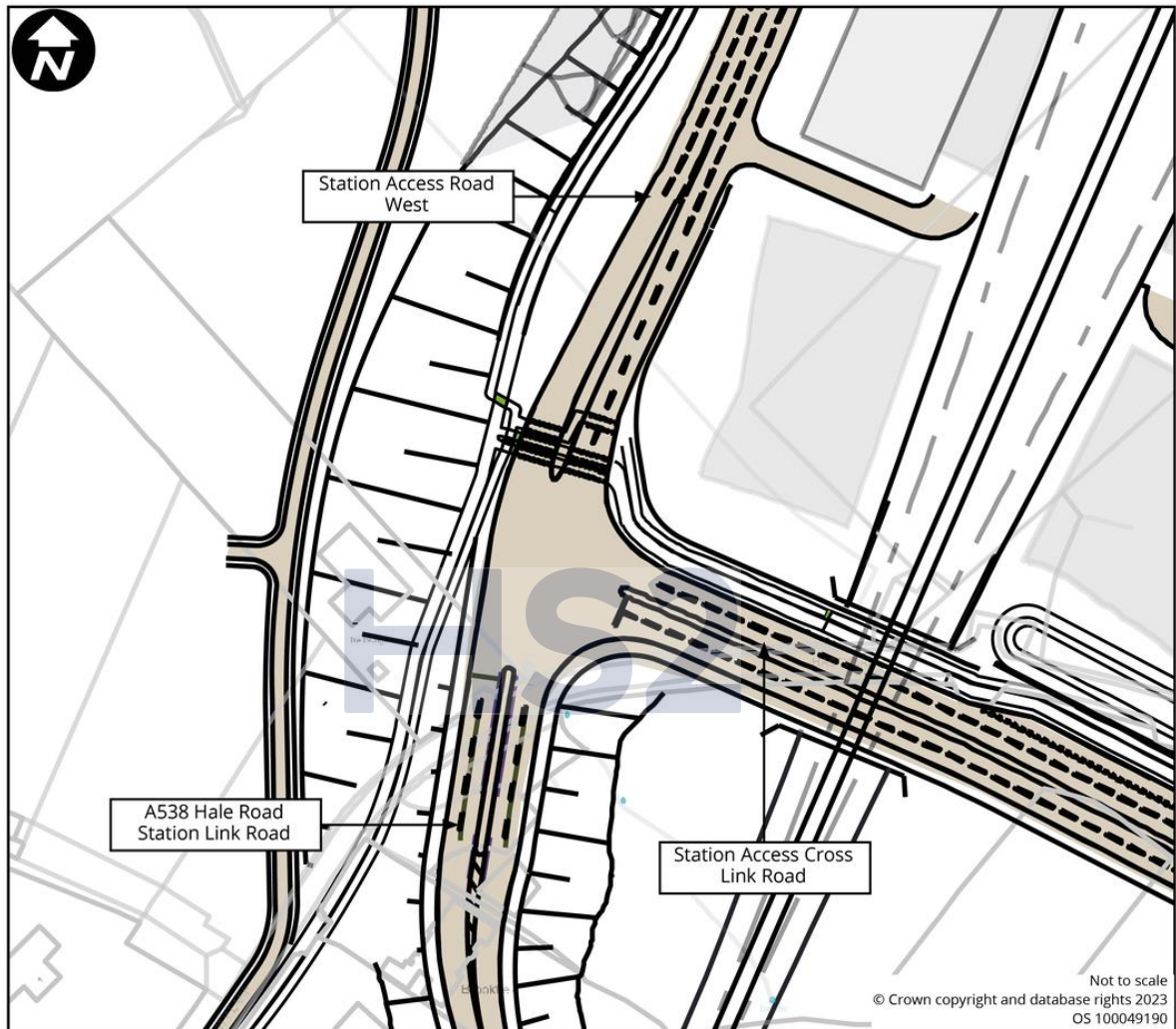


Table 18-267.1: A538 Hale Road Station Link Road/Station Access Road West 2039 and 2051 with the AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00	2039 with the AP2 revised scheme			2051 with the AP2 revised scheme		
Station Access Road West (nearside) (left and ahead)	77	21%	1	86	22%	1
Station Access Road West (offside) (ahead)	51	12%	1	45	10%	1
Station Access Cross Link Road (nearside) (left)	48	4%	0	42	4%	0
Station Access Cross Link Road (offside) (right)	129	39%	3	127	43%	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 Addendum - Report 9 of 12

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A538 Hale Road Station Link Road (nearside and offside) (ahead and right)	206	15%	1	220	15%	1
17:00-18:00	2039 with the AP2 revised scheme			2051 with the AP2 revised scheme		
Station Access Road West (nearside) (left and ahead)	109	25%	2	113	26%	2
Station Access Road West (offside) (ahead)	142	29%	2	144	29%	2
Station Access Cross Link Road (nearside) (left)	37	4%	0	41	4%	0
Station Access Cross Link Road (offside) (right)	107	41%	2	112	43%	2
A538 Hale Road Station Link Road (nearside and offside) (ahead and right)	116	10%	1	124	10%	1

16.5.305 The assessment shows that the junction operates well within capacity in 2039 and 2051 with the AP2 revised scheme.

Station Access Cross Link Road/Station Access Road East

16.5.306 This will be a new junction as part of the AP2 revised scheme, modified from the main 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 18-95 shows the junction layout introduced as part of the AP2 revised scheme and replaces 18-95 in the main TA. Table 18-268.1 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Figure 18-95: Junction layout diagram (Station Access Cross Link Road/Station Access Road East)

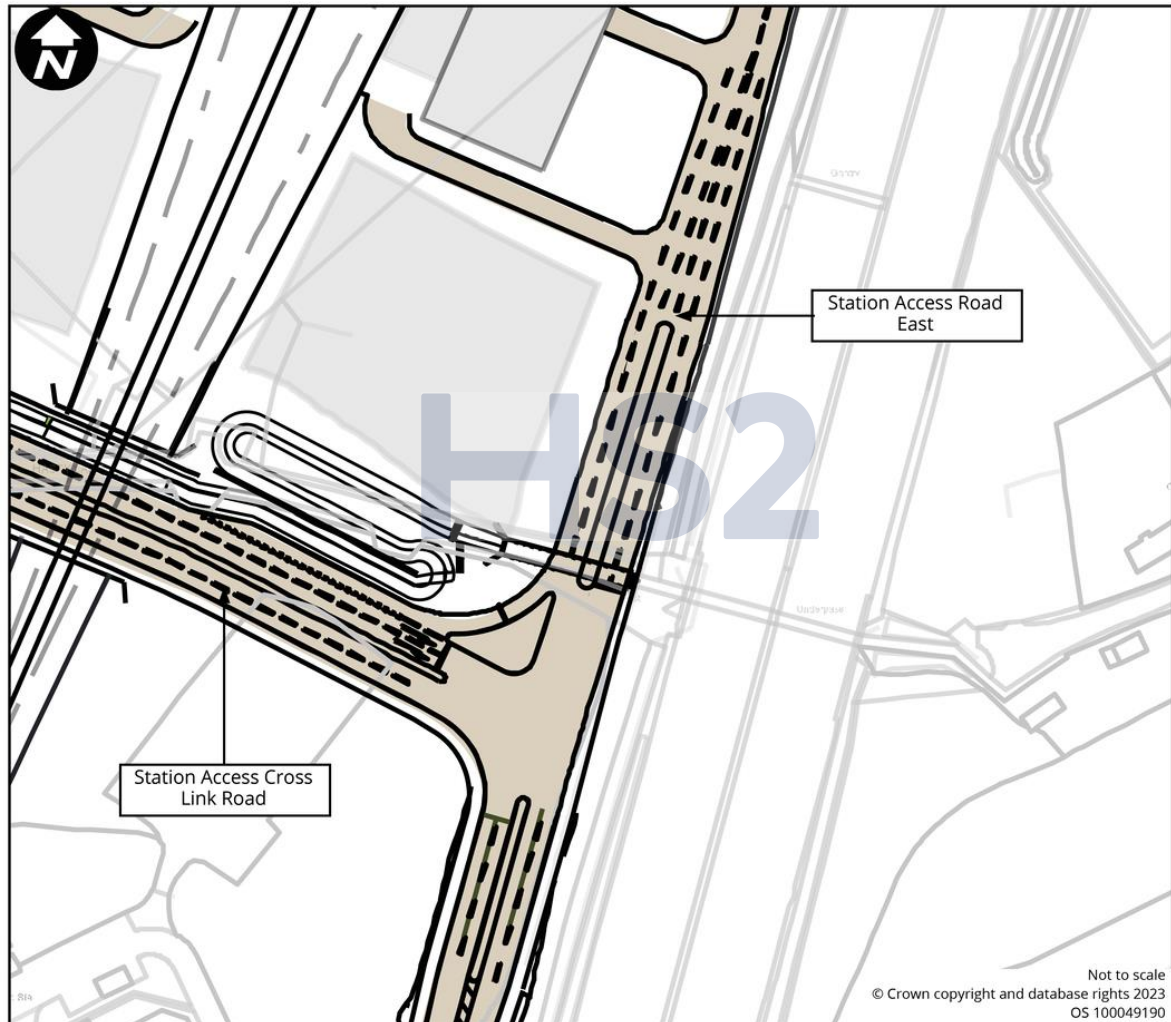


Table 18-268.1: Station Access Cross Link Road/Station Access Road East 2039 and 2051 with the AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00	2039 with the AP2 revised scheme			2051 with the AP2 revised scheme		
Station Access Road East (north) (nearside and offside) (ahead and right)	304	48%	3	332	46%	3
Station Access Road East (south) (nearside and offside) (left and right)	630	41%	4	650	43%	4
Station Access Cross Link Road (nearside and centre 1) (left and right)	111	24%	1	126	26%	1
Station Access Cross Link Road (offside) (right)	14	5%	0	16	6%	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 Addendum - Report 9 of 12

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
17:00–18:00	2039 with the AP2 revised scheme			2051 with the AP2 revised scheme		
Station Access Road East (north) (nearside and offside) (ahead and right)	685	44%	5	750	48%	5
Station Access Road East (south) (nearside and offside) (left and right)	331	53%	3	348	55%	3
Station Access Cross Link Road (nearside and centre 1) (left and right)	119	25%	1	132	28%	1
Station Access Cross Link Road (offside) (right)	16	6%	0	19	7%	0

16.5.307 The assessment shows that the junction operates well within capacity in 2039 and 2051 with the AP2 revised scheme.

Runger Lane/Avro Way

16.5.308 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 18-95.1 shows the junction layout introduced as part of the AP2 revised scheme. Table 18-269.1 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Figure 18-95.1: Junction layout diagram (Runger Lane/Avro Way)

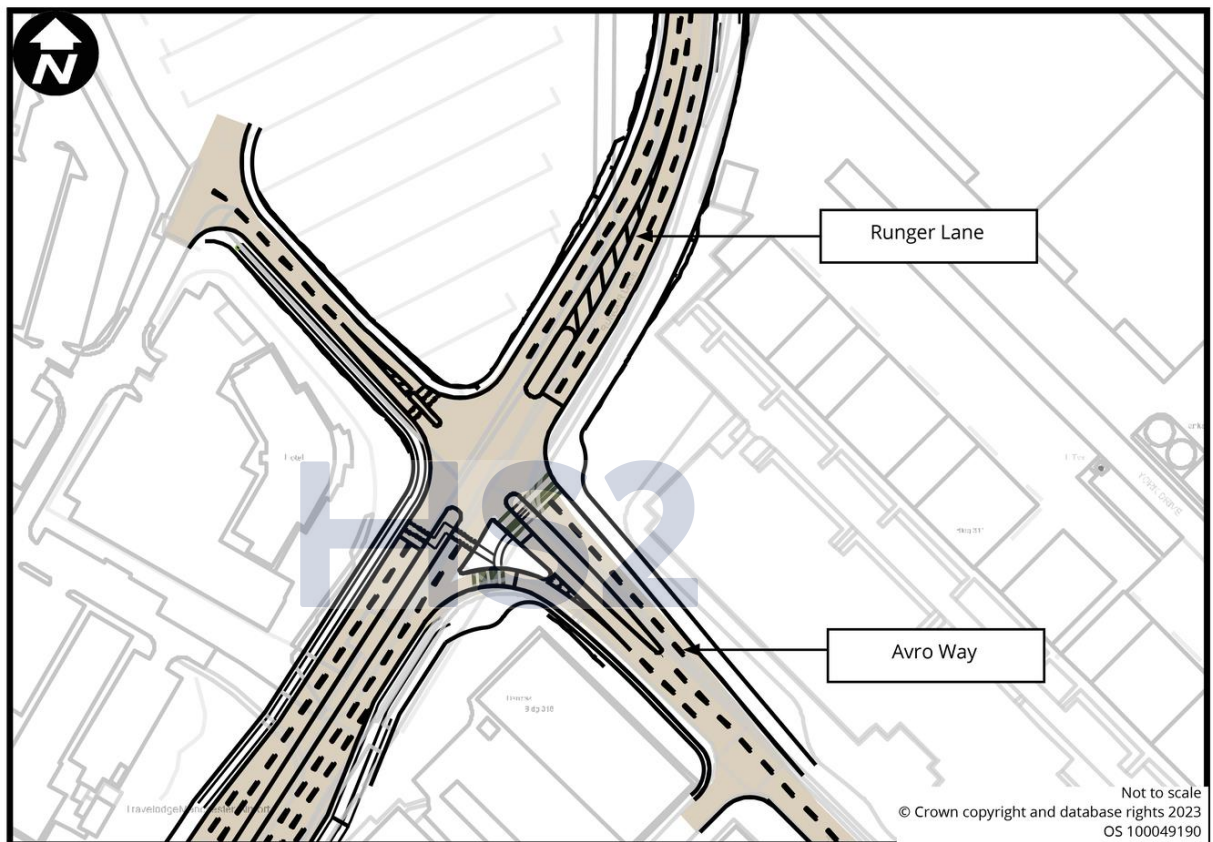


Table 18-269.1: Runger Lane/Avro Way 2039 and 2051 with the AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00	2039 with the AP2 revised scheme			2051 with the AP2 revised scheme		
Runger Lane (north) (nearside) (left and ahead)	223	82%	9	254	83%	11
Runger Lane (north) (offside) (ahead and right)	130	44%	4	144	43%	5
Avro Way (east) (nearside) (left)	143	11%	2	174	14%	3
Avro Way (east) (offside) (ahead and right)	104	51%	4	106	52%	4
Runger Lane (south) (nearside) (left and ahead)	696	77%	14	713	82%	16
Runger Lane (south) (offside) (ahead and right)	746	80%	13	764	85%	16
Avro Way (west) (left, ahead and right)	12	20%	1	13	22%	1
17:00-18:00	2039 with the AP2 revised scheme			2051 with the AP2 revised scheme		
Runger Lane (north) (nearside) (left and ahead)	423	65%	13	516	77%	17

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 Addendum - Report 9 of 12

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
Runger Lane (north) (offside) (ahead and right)	330	47%	9	487	67%	15
Avro Way (east) (nearside) (left)	416	47%	10	457	53%	12
Avro Way (east) (offside) (ahead and right)	73	36%	3	69	34%	2
Runger Lane (south) (nearside) (left and ahead)	218	42%	7	330	65%	11
Runger Lane (south) (offside) (ahead and right)	328	62%	11	381	74%	13
Avro Way (west) (left, ahead and right)	17	26%	1	19	31%	1

16.5.309 In the AM peak hour, the assessment shows that the junction operates within capacity in 2039 with the AP2 revised scheme. In the PM peak hour, the assessment shows that the junction operates well within capacity in 2039 with the AP2 revised scheme.

16.5.310 In the AM peak hour, the assessment shows that the junction operates close to capacity in 2051 with the AP2 revised scheme. In the PM peak hour, the assessment shows that the junction operates within capacity in 2051 with the AP2 revised scheme.

Enterprise Way/Outwood Lane West/World Way

16.5.311 Table 18-270 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-270 below replaces Table 18-270 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 Addendum - Report 9 of 12

Table 18-270: Enterprise Way/Outwood Lane West/World Way junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Enterprise Way	513	49%	0	511	48%	0	586	53%	1	584	58%	1
Outwood Lane West*	-	-	-	-	-	-	-	-	-	-	-	-
World Way	1,350	71%	1	1,641	87%	2	1,667	90%	2	1,742	95%	4
A555 Airport Spur eastbound off-slip	1,524	117%	9	1,480	117%	9	1,257	122%	9	1,544	117%	9
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Enterprise Way	540	105%	8	554	105%	8	484	108%	8	517	111%	8
Outwood Lane West*	-	-	-	-	-	-	-	-	-	-	-	-
World Way	1,519	86%	2	1,596	91%	3	1,796	94%	3	1,748	93%	3
A555 Airport Spur eastbound off-slip	1,859	101%	6	1,888	102%	6	1,773	106%	8	1,882	109%	7

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

16.5.312 The conclusions drawn paragraphs 18.5.137 to 18.5.138 of the main TA are replaced by:

“The change in traffic due to operation of the AP2 revised scheme will not increase the maximum VoC between the 2039 future baseline and the AP2 revised scheme in the AM or PM peak hours. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 71% in the 2039 future baseline to 87% with the AP2 revised scheme in 2039 on the World Way approach. Queue length will increase from one PCU in the future baseline to two PCU with the AP2 revised scheme. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 86% in the 2039 future baseline to 91% with the AP2 revised scheme in 2039 on the World Way approach. Queue length will increase from two PCU in the future baseline to three PCU with the AP2 revised scheme. The assessment shows that in the AM and PM peak hours, the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction which is, in any case, predicted to operate over its capacity in the future baseline.

The change in traffic due to operation of the AP2 revised scheme will increase the VoC from 90% in the 2051 future baseline to 95% with the AP2 revised scheme in 2051 on the World Way approach in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to four PCU. In the PM peak hour, the maximum VoC will increase from 108% in the 2051 future baseline to 111% with the AP2 revised scheme in 2051 on the Enterprise Way approach, with no change in corresponding queue length. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction, which is, in any case, predicted to operate over its capacity in the future baseline.”

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

16.5.313 Table 18-271 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-271 below replaces Table 18-271 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 Addendum - Report 9 of 12

Table 18-271: A56 Dunham Road/A556/A556 Chester Road/A56 Lymm Road (Bowdon Roundabout) junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A56 Durham Road (nearside) (left and ahead)	867	58%	10	862	61%	12	1,004	66%	13	984	69%	15
A56 Durham Road (offside) (ahead and right)	882	58%	10	876	61%	12	1,026	67%	13	998	69%	15
A556 (internal northbound) (nearside)	808	79%	3	808	77%	2	831	71%	1	820	74%	2
A556 (internal northbound) (offside)	16	2%	0	16	2%	0	8	1%	0	13	1%	0
A556 Chester Road (nearside and centre) (left and ahead)	554	49%	7	560	53%	7	524	58%	7	533	52%	7
A556 Chester Road (offside) (ahead)	7	1%	0	11	2%	0	3	1%	0	8	2%	0
A56 Lymm Road (left and ahead)	595	67%	4	599	58%	3	545	61%	3	541	55%	3
A556 (internal southbound) (nearside)	717	96%	27	705	97%	28	844	105%	53	823	98%	32
A556 (internal southbound) (offside)	717	96%	27	706	97%	28	844	105%	53	822	98%	32
M56 westbound off-slip (nearside) (ahead)	37	4%	1	37	4%	1	36	4%	1	34	4%	1
M56 westbound off-slip (offside) (ahead)	824	95%	29	824	93%	27	839	103%	46	833	107%	59
Yarwoodheath Lane (left, ahead and right)	0	0%	0	0	0%	0	0	0%	0	0	0%	0
17:00-18:00	2039 future baseline			2039 with AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A56 Durham Road (nearside) (left and ahead)	923	59%	9	945	60%	9	942	60%	9	998	63%	11
A56 Durham Road (offside) (ahead and right)	940	59%	9	960	60%	10	960	60%	10	1,013	63%	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 Addendum - Report 9 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
A556 (internal northbound) (nearside)	1,047	99%	37	1,031	81%	4	1,088	106%	61	1,068	76%	3
A556 (internal northbound) (offside)	10	1%	0	10	1%	0	10	1%	0	10	1%	0
A556 Chester Road (nearside and centre) (left and ahead)	716	82%	12	795	100%	24	689	79%	11	759	100%	24
A556 Chester Road (offside) (ahead)	15	3%	0	15	4%	0	13	3%	0	14	4%	0
A56 Lymm Road (left and ahead)	410	57%	3	408	55%	3	436	60%	4	428	57%	3
A556 (internal southbound) (nearside)	734	109%	58	746	111%	64	752	115%	76	796	115%	81
A556 (internal southbound) (offside)	733	109%	58	747	111%	65	754	115%	77	795	115%	81
M56 westbound off-slip (nearside) (ahead)	76	8%	1	72	8%	1	75	8%	1	74	8%	1
M56 westbound off-slip (offside) (ahead)	1,057	112%	94	1,041	110%	86	1,098	114%	106	1,078	117%	114
Yarwoodheath Lane (left, ahead and right)	0	0%	0	0	0%	0	0	0%	0	0	0%	0

16.5.314 The conclusions drawn in paragraphs 18.5.140 to 18.5.141 of the main TA are replaced by:

“The change in traffic due to operation of the AP2 revised scheme will decrease the DoS from 95% in the 2039 future baseline to 93% with the AP2 revised scheme in 2039 on the M56 westbound off-slip (offside) (ahead) approach in the AM peak hour, with a corresponding change in queue length from 29 PCU in the future baseline to 27 PCU. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the DoS from 82% in the 2039 future baseline to 100% with the AP2 revised scheme in 2039 on the A556 Chester Road (nearside and centre) (left and ahead) approach, with a corresponding change in queue length from 12 PCU in the future baseline to 24 PCU. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour.

The change in traffic due to operation of the AP2 revised scheme will decrease the maximum DoS from 105% in the 2051 future baseline to 98% with the AP2 revised scheme in 2051 on both the A556 (internal southbound) (nearside) approach and on the A556 (internal southbound) (offside) approach in the AM peak hour, with a corresponding change in queue length from 53 PCU in the future baseline to 32 PCU. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will decrease the DoS from 106% in the 2051 future baseline to 76% with the AP2 revised scheme in 2051 on the A556 (internal northbound) (nearside) approach, with a corresponding change in queue length from 61 PCU in the future baseline to three PCU. The assessment shows that in the AM and PM peak hours, the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction.”

Thorley Lane/Enterprise Way

16.5.315 Table 18-272 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-272 below replace Table 18-272 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 Addendum - Report 9 of 12

Table 18-272: Enterprise Way/Thorley Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Enterprise Way (north)	495	23%	3	499	24%	3	575	27%	3	581	27%	3
Enterprise Way (south)	1,085	45%	10	1,086	45%	10	1,114	46%	10	1,052	43%	9
Thorley Lane	770	92%	16	817	97%	16	791	94%	16	836	100%	17
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Enterprise Way (north)	931	62%	12	940	63%	12	1,045	66%	13	1,050	68%	13
Enterprise Way (south)	640	50%	10	660	51%	11	500	39%	8	541	42%	9
Thorley Lane	779	33%	10	818	35%	10	774	33%	9	854	36%	10

16.5.316 The conclusions drawn in paragraphs 18.5.143 and 18.5.145 of the main TA are replaced by:

“The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 92% in the 2039 future baseline to 97% with the AP2 revised scheme in 2039 on the Thorley Lane approach in the AM peak hour, with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. 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 changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 94% in the 2051 future baseline to 100% with the AP2 revised scheme in 2051 on the Thorley Lane approach in the AM peak hour, with a corresponding change in queue length from 16 PCU in the future baseline to 17 PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. 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 both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.”

Bailey Lane/Enterprise Way

16.5.317 Table 18-273 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-273 below replace Table 18-273 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 Addendum - Report 9 of 12

Table 18-273: Enterprise Way/Bailey Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Bailey Lane	216	122%	4	181	118%	4	218	137%	4	186	129%	4
Enterprise Way (south)	1,489	40%	0	1,568	42%	0	1,543	41%	0	1,536	41%	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Bailey Lane	111	34%	0	93	32%	0	128	36%	0	106	33%	0
Enterprise Way (south)	1,183	32%	0	1,251	34%	0	1,088	30%	0	1,179	32%	0

16.5.318 The conclusions drawn in paragraphs 18.5.144 and 18.5.146 of the main TA are replaced by:

“The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 122% in the 2039 future baseline to 118% with the AP2 revised scheme in 2039 on the Bailey Lane approach in the AM peak hour, with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 137% in the 2051 future baseline to 129% with the AP2 revised scheme in 2051 on the Bailey Lane approach in the AM peak hour, with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.”

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

16.5.319 Table 18-274 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-274 below replaces Table 18-274 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 Addendum - Report 9 of 12

Table 18-274: B5086 Knutsford Road/B5085 Brook Lane/Russet Way/B5085 Knutsford Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline (existing layout)			2039 with the AP2 revised scheme			2051 future baseline (existing layout)			2051 with the AP2 revised scheme		
B5086 Knutsford Road (north)	174	18%	0	171	18%	0	168	18%	0	232	25%	0
B5085 Brook Lane	882	86%	0	860	84%	0	1,030	100%	2	1,000	97%	1
Russet Way*	-	-	-	-	-	-	-	-	-	-	-	-
B5085 Knutsford Road (west)	272	44%	0	302	47%	0	459	90%	3	410	74%	1
17:00-18:00	2039 future baseline (existing layout)			2039 with the AP2 revised scheme			2051 future baseline (existing layout)			2051 with the AP2 revised scheme		
B5086 Knutsford Road (north)	51	6%	0	36	4%	0	57	7%	0	73	9%	0
B5085 Brook Lane	113	11%	0	128	12%	0	180	17%	0	301	29%	0
Russet Way*	-	-	-	-	-	-	-	-	-	-	-	-
B5085 Knutsford Road (west)	446	42%	0	451	43%	0	485	47%	0	511	52%	0

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

16.5.320 The conclusions drawn in paragraphs 18.5.148 to 18.5.149 of the main TA are replaced by:

“The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 86% in the 2039 future baseline to 84% with the AP2 revised scheme in 2039 on the B5085 Brook Lane approach in the AM peak hour, with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. 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 well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

The change in traffic due to operation of the AP2 revised scheme will decrease the VoC from 90% in the 2051 future baseline to 74% with the AP2 revised scheme in 2051 on the B5085 Knutsford Road (west) approach in the AM peak hour, with a corresponding change in queue length from three PCU in the future baseline to one PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates over 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. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.”

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

16.5.321 Table 18-275 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-275 below replaces Table 18-275 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 Addendum - Report 9 of 12

Table 18-275: B5086 Alderley Road/B5086 Knutsford Road/Alderley Road/Alderley Lodge/Bedells Lane (B5086 Fulshaw Cross Roundabout) junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline (existing layout)			2039 with the AP2 revised scheme			2051 future baseline (existing layout)			2051 with the AP2 revised scheme		
B5086 Alderley Road	732	98%	8	726	97%	7	751	92%	5	756	99%	9
Alderley Road	167	109%	5	176	109%	5	137	114%	5	129	111%	5
B5086 Knutsford Road	765	71%	1	743	70%	1	988	94%	4	903	87%	2
Bedells Lane	661	91%	4	674	96%	5	456	98%	6	538	100%	8
17:00-18:00	2039 future baseline (existing layout)			2039 with the AP2 revised scheme			2051 future baseline (existing layout)			2051 with the AP2 revised scheme		
B5086 Alderley Road	774	72%	1	824	79%	1	860	83%	2	871	87%	2
Alderley Road	648	93%	3	575	100%	9	544	104%	9	461	104%	9
B5086 Knutsford Road	119	17%	0	119	16%	0	167	21%	0	270	32%	0
Bedells Lane	652	60%	1	701	62%	1	707	63%	1	745	66%	1

16.5.322 The conclusions drawn in paragraphs 18.5.151 to 18.5.152 of the main TA are replaced by:

“The change in traffic due to operation of the AP2 revised scheme will not increase the maximum VoC between the 2039 future baseline and the AP2 revised scheme in the AM peak hour. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 91% in the 2039 future baseline to 96% with the AP2 revised scheme in 2039 on the Bedells Lane approach. Queue length will increase from four PCU in the future baseline to five PCU with the AP2 revised scheme. In the PM peak hour, the maximum VoC will increase from 93% in the 2039 future baseline to 100% with the AP2 revised scheme in 2039 on the Alderley Road approach, with a corresponding change in queue length from three PCU in the future baseline to nine PCU. 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. The changes in traffic will have an adverse impact on the operation of the junction, which is, in any case, predicted to operate over its capacity in the future baseline.

The change in traffic due to operation of the AP2 revised scheme will increase the VoC from 92% in the 2051 future baseline to 99% with the AP2 revised scheme in 2051 on the B5086 Alderley Road approach in the AM peak hour, with a corresponding change in queue length from five PCU in the future baseline to nine PCU. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 83% in the 2051 future baseline to 87% with the AP2 revised scheme in 2051 on the B5086 Alderley Road approach. There will be no change in queue lengths. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction, which is, in any case, predicted to operate over its capacity in the future baseline.”

A538 Water Lane/A538 Alderley Road/B5086 Alderley Road

16.5.323 Table 18-276 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-276 below replaces Table 18-276 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 Addendum - Report 9 of 12

Table 18-276: A538 Water Lane/A538 Alderley Road/B5086 Alderley Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A538 Alderley Road	1,233	78%	17	1,233	76%	17	1,233	77%	17	1,233	76%	17
B5086 Alderley Road	778	59%	15	762	58%	15	994	75%	19	896	68%	17
A538 Water Lane	370	51%	9	366	50%	9	374	51%	9	369	51%	9
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A538 Alderley Road	1,131	83%	18	1,200	87%	19	1,217	89%	19	1,243	91%	20
B5086 Alderley Road	633	51%	13	614	49%	13	635	51%	13	625	50%	13
A538 Water Lane	482	51%	11	476	50%	11	490	52%	11	481	51%	11

16.5.324 The conclusions draw in paragraphs 18.5.154 and 18.5.155 of the main TA are replaced by:

“The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will increase from 83% in the 2039 future baseline to 87% with the AP2 revised scheme in 2039 on the A538 Alderley Road approach, with a corresponding change in queue length from 18 PCU in the future baseline to 19 PCU. 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 changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour.”

The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will increase from 89% in the 2051 future baseline to 91% with the AP2 revised scheme in 2051 on the A538 Alderley Road approach, with a corresponding change in queue length from 19 PCU in the future baseline to 20 PCU. 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 changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour.”

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

16.5.325 Table 18-277 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-277 below replaces Table 18-277 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 Addendum - Report 9 of 12

Table 18-277: A34 MacLean Way/A34 Birrell Way/A538 Bollin Valley Link (A34 Bollin Valley Roundabout) junction 2039 and 2051 future baseline AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A34 MacLean Way	2,109	102%	7	2,113	102%	7	2,074	102%	7	2,071	102%	7
A34 Birrell Way	1,130	92%	3	1,173	95%	5	1,274	100%	10	1,316	101%	10
A538 Bollin Valley Link	1,391	65%	1	1,336	63%	0	1,403	66%	1	1,352	66%	1
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A34 MacLean Way	1,975	92%	1	1,994	95%	2	2,052	98%	4	2,066	99%	4
A34 Birrell Way	918	77%	1	913	80%	2	981	88%	3	992	91%	4
A538 Bollin Valley Link	1,523	75%	1	1,554	77%	1	1,521	78%	1	1,505	77%	1

16.5.326 The conclusions drawn in paragraphs 18.5.157 and 18.5.158 of the main TA are replaced by:

“The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 92% in the 2039 future baseline to 95% with the AP2 revised scheme in 2039 on the A34 Birrell Way approach in the AM peak hour, with a corresponding change in queue length from three PCU in the future baseline to five PCU. In the PM peak hour, the maximum VoC will increase from 92% in the 2039 future baseline to 95% with the AP2 revised scheme in 2051 on the A34 MacLean Way approach, with a corresponding change in queue length from one PCU in the future baseline to two PCU. 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 changes in traffic will have an adverse impact on the operation of the junction which is, in any case, predicted to operate over its capacity in the future baseline.”

“The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue length in the AM peak hour. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 88% in the 2051 future baseline to 91% with the AP2 revised scheme in 2051 on the A34 Birrell Way approach. Queue length will increase from three in the future baseline to four with the AP2 revised scheme. 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 changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour. “

Ashley Road diversion/Mobberley Road realignment

16.5.327 This junction is to be a new three-arm priority controlled (give way) T-junction with no controlled pedestrian facilities as a result of the AP2 revised scheme. Figure 18-96.1 shows the junction layout introduced as part of the AP2 revised scheme.

16.5.328 Table 18-278 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-278 below replaces Table 18-278 in the main TA.

Figure 18-96.1: Junction layout diagram (Ashley Road diversion/Mobberley Road realignment)

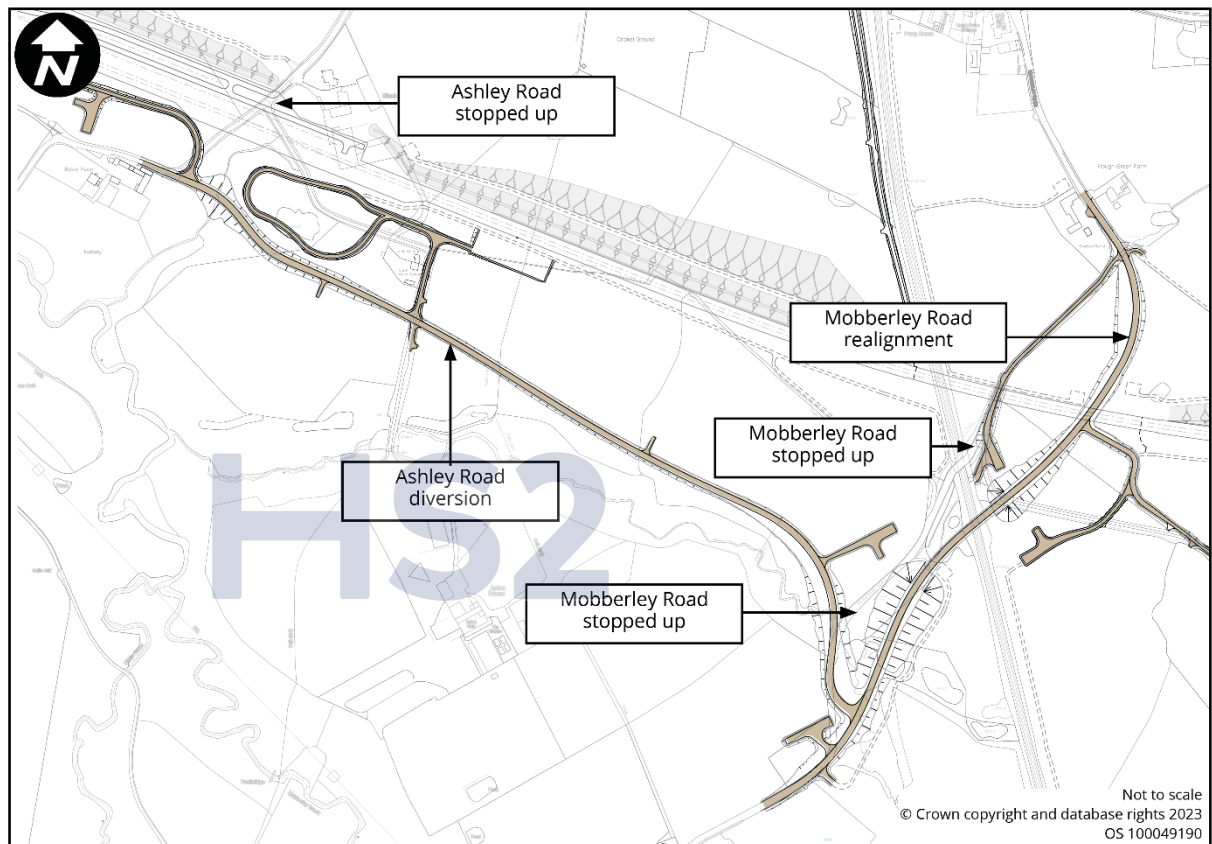


Table 18-278: Ashley Road diversion/Mobberley Road realignment junction 2039 and 2051 AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00-09:00	2039 with the AP2 revised scheme			2051 with the AP2 revised scheme		
Mobberley Road (north) (ahead and right)	578	0.37	1	627	0.43	1
Mobberley Road (south) (ahead)	536	-	-	582	-	-
Mobberley Road (south) (left)	14	-	-	15	-	-
Ashley Road (left)	350	0.70	2	380	0.79	4
Ashley Road (right)	42	0.24	0	45	0.32	1
17:00-18:00	2039 with the AP2 revised scheme			2051 with the AP2 revised scheme		
Mobberley Road (north) (ahead and right)	522	0.41	1	566	0.47	1
Mobberley Road (south) (ahead)	400	-	-	434	-	-
Mobberley Road (south) (left)	20	-	-	22	-	-
Ashley Road (left)	218	0.4	1	236	0.44	1
Ashley Road (right)	30	0.13	0	32	0.15	0

16.5.329 The conclusions drawn in paragraphs 18.5.161 to 18.5.162 of the main TA are replaced by:

“The assessment shows that this junction operates well within capacity in 2039 with the AP2 revised scheme.

The assessment shows that in the AM peak hour the junction operates within capacity in 2051 with the AP2 revised scheme. In the PM peak hour, the assessment shows that this junction operates well within capacity in 2051 with the AP2 revised scheme.”

A538 Wilmslow Road/Mill Lane

- 16.5.330 Table 18-279 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-279 below replaces Table 18-279 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 Addendum - Report 9 of 12

Table 18-279: A538 Wilmslow Road/Mill Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A538 Wilmslow Road (north) (ahead and right)	893	0.17	0	821	0.31	1	868	0.22	0	930	0.38	1
A538 Wilmslow Road (south) (ahead and left)	1,244	-	-	1415	-	-	1,415	-	-	1,586	-	-
Mill Lane (left)	101	0.99	6	158	1.70	37	107	1.18	12	165	2.10	52
Mill Lane (right)	195	0.99	9	243	1.66	57	191	1.17	20	238	2.10	75
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A538 Wilmslow Road (north) (ahead and right)	1,018	0.29	0	822	0.50	1	1,010	0.36	1	815	0.60	2
A538 Wilmslow Road (south) (ahead and left)	1,433	-	-	1,678	-	-	1,530	-	-	1,776	-	-
Mill Lane (left)	89	0.99	5	164	1.53	33	82	1.20	10	159	1.95	44
Mill Lane (right)	119	0.95	6	154	1.52	31	138	1.19	16	172	1.93	48

16.5.331 The conclusions drawn in paragraphs 18.5.164 to 18.5.165 of the main TA are replaced by:

“The change in traffic due to operation of the AP2 revised scheme will increase the maximum RFC from 0.99 in the 2039 future baseline to 1.70 with the AP2 revised scheme in 2039 on the Mill Lane (left) approach in the AM peak hour, with a corresponding change in queue length from six PCU in the future baseline to 37 PCU. In the PM peak hour, the RFC will increase from 0.95 in the 2039 future baseline to 1.52 with the AP2 revised scheme in 2039 on the Mill Lane (right) approach, with a corresponding change in queue length from six PCU in the future baseline to 31 PCU. The assessment shows that in the AM and PM peak hours, the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction.

The change in traffic due to operation of the AP2 revised scheme will increase the RFC from 1.17 in the 2051 future baseline to 2.10 with the AP2 revised scheme in 2051 on the Mill Lane (right) approach in the AM peak hour, with a corresponding change in queue length from 20 PCU in the future baseline to 75 PCU. In the PM peak hour, the maximum RFC will increase from 1.20 in the 2051 future baseline to 1.95 with the AP2 revised scheme in 2051 on the Mill Lane (left) approach, with a corresponding change in queue length from 10 PCU in the future baseline to 44 PCU. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction.”

Castle Mill Lane/Brickhill Lane diversion

16.5.332 Table 18-280 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-280 below replaced Table 18-280 in the main TA. Figure 18-97 in the main TA displays the junction layout of the junction. This figure is unchanged.

Table 18-280: Castle Mill Lane/Brickhill Lane diversion junction 2039 and 2051 AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00-09:00	2039 with the AP2 revised scheme (proposed layout)			2051 with the AP2 revised scheme (proposed layout)		
Castle Mill Lane (north) (ahead and right)	572	0.02	0	574	0.02	0
Castle Mill Lane (south) (left and ahead)	547	-	-	614	-	-
Brickhill Lane Diversion (left)	5	0.01	0	5	0.01	0
Brickhill Lane Diversion (right)	4	0.01	0	4	0.02	0
17:00-18:00	2039 with the AP2 revised scheme (proposed layout)			2051 with the AP2 revised scheme (proposed layout)		
Castle Mill Lane (north) (ahead and right)	446	0.02	0	458	0.02	0
Castle Mill Lane (south) (left and ahead)	753	-	-	883	-	-
Brickhill Lane Diversion (left)	15	0.03	0	16	0.04	0
Brickhill Lane Diversion (right)	1	0.00	0	1	0.01	0

16.5.333 The conclusions drawn in paragraph 18.5.167 of the main TA are replaced by:

“The assessment shows that this junction operates well within capacity in 2039 and 2051 with the AP2 revised scheme.”

Castle Mill Lane/Back Lane

16.5.334 Table 18-281 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-281 below replaces Table 18-281 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 Addendum - Report 9 of 12

Table 18-281: Castle Mill Lane/Back Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Realigned Farm Access (left, ahead and right)*	-	-	-	10	0.02	0	-	-	-	10	0.02	0
Castle Mill Lane (east) (left, ahead and right)	176	-	-	89	0.01	0	242	-	-	59	0.01	0
Back Lane (left, ahead and right)	14	0.03	0	14	0.03	0	15	0.03	0	15	0.03	0
Castle Mill Lane (west) (left, ahead and right)	249	0.01	0	112	0.01	0	251	0.01	0	132	0.01	0
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Realigned Farm Access (left, ahead and right)*	-	-	-	10	0.02	0	-	-	-	10	0.02	0
Castle Mill Lane (east) (left, ahead and right)	162	-	-	61	0.01	0	292	-	-	69	0.01	0
Back Lane (left, ahead and right)	5	0.01	0	5	0.01	0	6	0.01	0	6	0.01	0
Castle Mill Lane (west) (left, ahead and right)	176	0.00	0	196	0.00	0	188	0.00	0	276	0.00	0

*Realignment of existing farm access and therefore not reported in the future baseline results.

- 16.5.335 The conclusions drawn in paragraphs 18.5.169 to 18.5.170 of the main TA are replaced by:
- “The assessment shows that for this junction, the change in traffic due to operation in 2039 of the AP2 revised scheme will not result in substantial changes in RFC and queue lengths in the AM and PM peak hours. 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 traffic flow will have a negligible impact on the operation of the junction in the AM and PM peak hours.
- The assessment shows that for this junction, the change in traffic due to operation in 2051 of the AP2 revised scheme will not result in substantial changes in RFC and queue lengths in the AM and PM peak hours. 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 traffic flow will have a negligible impact on the operation of the junction in the AM and PM peak hours.”

Ashley Road/Back Lane/Mobberley Road/Cow Lane

- 16.5.336 Table 18-282 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-282 below replaces Table 18-282 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 Addendum - Report 9 of 12

Table 18-282: Ashley Road/Back Lane/Mobberley Road/Cow Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Cow Lane (ahead, left and right)	429	0.24	0	503	0.00	0	452	0.25	0	545	0.00	0
Back Lane (left and ahead)	70	0.13	0	89	0.18	0	66	0.12	0	97	0.20	0
Back Lane (right and ahead)	16	0.03	0	2	0.01	0	14	0.03	0	3	0.02	0
Mobberley Road (ahead, left and right)	446	0.21	0	885	0.61	2	459	0.23	0	961	0.67	3
Ashley Road (ahead, left and right)	340	0.88	6	0	0.00	0	349	0.94	9	0	0.00	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Cow Lane (ahead, left and right)	327	0.21	0	390	0.00	0	340	0.26	0	424	0.00	0
Back Lane (left and ahead)	156	0.26	0	138	0.27	0	195	0.33	1	150	0.30	0
Back Lane (right and ahead)	88	0.14	0	9	0.04	0	117	0.19	0	10	0.04	0
Mobberley Road (ahead, left and right)	415	0.10	0	618	0.22	0	493	0.11	0	670	0.24	0
Ashley Road (ahead, left and right)	221	0.51	1	1	0.00	0	295	0.73	3	1	0.00	0

- 16.5.337 The conclusions drawn in paragraphs 18.5.172 to 18.5.173 of the main TA are replaced by:
- “The change in traffic due to operation of the AP2 revised scheme will decrease the maximum RFC from 0.88 in the 2039 future baseline to 0.00 with the AP2 revised scheme in 2039 on the Ashley Road (ahead, left and right) approach in the AM peak hour, with a corresponding change in queue length from six PCU in the future baseline to no queue. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in RFC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and well within 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. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

The change in traffic due to operation of the AP2 revised scheme will decrease the maximum RFC from 0.94 in the 2051 future baseline to 0.00 with the AP2 revised scheme in 2051 on the Ashley Road (ahead, left and right) approach in the AM peak hour, with a corresponding change in queue length from nine PCU in the future baseline to no queue. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in RFC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and well within 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. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.”

Chicago Avenue/Malaga Avenue

- 16.5.338 Table 18-283 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-283 below replaces Table 18-283 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 Addendum - Report 9 of 12

Table 18-283: Chicago Avenue/Malaga Avenue junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Car Park Access Road	268	27%	0	271	28%	0	297	30%	0	300	31%	0
Malaga Avenue	751	112%	7	743	111%	7	784	122%	8	762	119%	8
Chicago Avenue	171	23%	0	220	29%	0	167	23%	0	161	23%	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Car Park Access Road	277	33%	0	279	39%	0	298	37%	0	300	40%	0
Malaga Avenue	643	93%	2	860	98%	2	677	101%	6	718	107%	7
Chicago Avenue	331	36%	0	438	47%	0	372	40%	0	409	44%	0

16.5.339 The conclusions drawn in paragraphs 18.5.175 to 18.5.176 of the main TA are replaced by:

“The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will increase from 93% in the 2039 future baseline to 98% with the AP2 revised scheme in 2039 on the Malaga Avenue approach, with no change in corresponding queue length. 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 changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline.

The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 122% in the 2051 future baseline to 119% with the AP2 revised scheme in 2051 on the Malaga Avenue approach in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the maximum VoC will increase from 101% in the 2051 future baseline to 107% with the AP2 revised scheme in 2051 on the Malaga Avenue approach, with a corresponding change in queue length from six PCU in the future baseline to seven PCU. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline.”

World Way/Chicago Avenue/Palma Avenue

16.5.340 Table 18-284 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-284 below replaces Table 18-284 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 Addendum - Report 9 of 12

Table 18-284: World Way/Chicago Avenue/Palma Avenue junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
World Way	52	3%	0	55	3%	0	34	2%	0	44	3%	0
Chicago Avenue	725	80%	0	748	83%	0	729	80%	0	705	75%	0
Palma Avenue (northwest)	1,313	79%	1	1,692	101%	7	1,656	99%	5	1,704	102%	7
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
World Way	383	20%	0	408	24%	0	336	19%	0	327	19%	0
Chicago Avenue	835	92%	1	896	103%	5	878	96%	1	884	96%	1
Palma Avenue (northwest)	1,324	79%	1	1,759	93%	1	1,510	101%	8	1,681	104%	8

16.5.341 The conclusions drawn in paragraphs 18.5.178 to 18.5.179 of the main are replaced by:

“The change in traffic due to operation of the AP2 revised scheme will increase the VoC from 79% in the 2039 future baseline to 101% with the AP2 revised scheme in 2039 on the Palma Avenue (north-west) approach in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to seven PCU. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 92% in the 2039 future baseline to 103% with the AP2 revised scheme in 2039 on the Chicago Avenue approach, with a corresponding change in queue length from one PCU in the future baseline to five PCU. 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 close to capacity in the future baseline and over capacity with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction.

The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 99% in the 2051 future baseline to 102% with the AP2 revised scheme in 2051 on the Palma Avenue (north-west) approach in the AM peak hour, with a corresponding change in queue length from five PCU in the future baseline to seven PCU. In the PM peak hour, the maximum VoC will increase from 101% in the 2051 future baseline to 104% with the AP2 revised scheme in 2051 on the Palma Avenue (north-west) approach, with no change in corresponding queue length. 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. The changes in traffic will have an adverse impact on the operation of the junction, which is, in any case, predicted to operate over its capacity in the future baseline.”

Tithebarn Road/High Elm Road/Chapel Road

16.5.342 Table 18-285 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-285 below replaces Table 18-285 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 Addendum - Report 9 of 12

Table 18-285: Tithebarn Road/High Elm Road/Chapel Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Tithebarn Road (north)	171	9%	0	212	11%	0	214	11%	0	214	11%	0
High Elm Road	1	0%	0	19	8%	0	16	7%	0	23	10%	0
Chapel Lane (south)	723	103%	3	715	90%	1	869	80%	0	858	79%	0
Chapel Lane (west)	108	48%	0	107	36%	0	60	19%	0	85	26%	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Tithebarn Road (north)	239	12%	0	241	12%	0	265	13%	0	266	13%	0
High Elm Road	32	7%	0	22	5%	0	26	7%	0	150	38%	0
Chapel Lane (south)	253	13%	0	260	13%	0	274	14%	0	300	16%	0
Chapel Lane (west)	152	42%	0	143	40%	0	237	63%	1	187	53%	0

16.5.343 The conclusions drawn in paragraphs 18.5.181 to 18.5.182 of the main TA are replaced by:

“The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 103% in the 2039 future baseline to 90% with the AP2 revised scheme in 2039 on the Chapel Lane (south) approach in the AM peak hour, with a corresponding change in queue length from three PCU in the future baseline to one PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hours. The assessment shows that in the AM peak hour the junction operates over 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. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline.

The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. 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 both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction.”

A538 Hale Road/Elmridge Drive

16.5.344 Table 18-286 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-286 below replaces Table 18-286 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 Addendum - Report 9 of 12

Table 18-286: A538 Hale Road/Elmridge Drive junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A538 Hale Road (east)	861	43%	0	796	40%	0	1,105	55%	0	973	49%	0
Elmridge Drive	610	94%	6	484	72%	2	288	46%	3	290	49%	3
A538 Hale Road (west)	367	18%	0	373	19%	0	334	17%	0	435	22%	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A538 Hale Road (east)	621	31%	0	317	16%	0	612	31%	0	347	17%	0
Elmridge Drive	17	3%	0	5	1%	0	83	15%	1	30	5%	0
A538 Hale Road (west)	531	27%	0	603	30%	0	640	32%	0	768	40%	0

16.5.345 The conclusions drawn in paragraphs 18.5.184 to 18.5.185 of the main TA are replaced by:

“The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 94% in the 2039 future baseline to 72% with the AP2 revised scheme in 2039 on the Elmridge Drive approach in the AM peak hour, with a corresponding change in queue length from six PCU in the future baseline to two PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and well within 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. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction.”

A538 Hale Road/Shay Lane

16.5.346 Table 18-287 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-287 below replaces Table 18-287 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 Addendum - Report 9 of 12

Table 18-287: A538 Hale Road/Shay Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A538 Hale Road (north)	847	42%	0	933	47%	0	1,088	55%	0	1,018	51%	0
Shay Lane	241	102%	6	153	83%	2	191	108%	5	163	97%	4
A538 Hale Road (south)	829	91%	1	797	93%	1	421	101%	2	511	97%	1
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A538 Hale Road (north)	673	34%	0	576	30%	0	657	33%	0	591	31%	0
Shay Lane	249	88%	2	263	98%	4	260	96%	4	293	91%	2
A538 Hale Road (south)	742	62%	0	823	81%	0	871	87%	0	828	96%	1

- 16.5.347 The conclusions drawn in paragraphs in 18.5.187 and 18.5.188 of the main TA are replaced by:

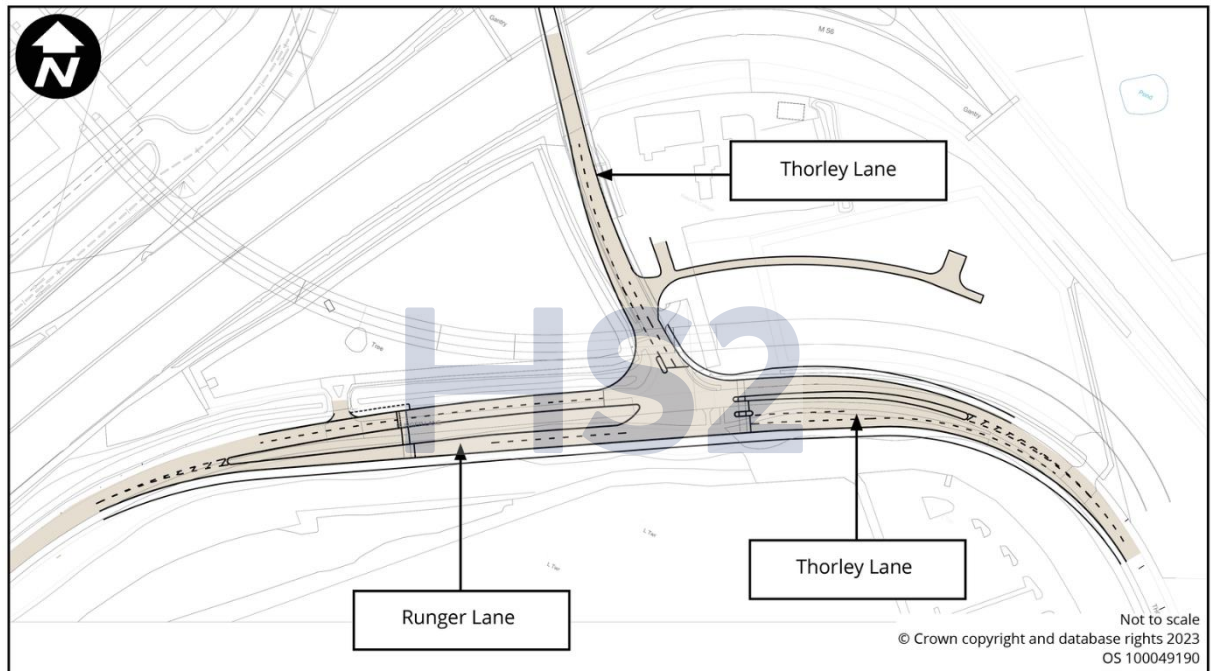
“The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 102% in the 2039 future baseline to 83% with the AP2 revised scheme in 2039 on the Shay Lane approach in the AM peak hour, with a corresponding change in queue length from six PCU in the future baseline to two PCU. In the PM peak hour, the maximum VoC will increase from 88% in the 2039 future baseline to 98% with the AP2 revised scheme in 2039 on the Shay Lane approach, with a corresponding change in queue length from two PCU in the future baseline to four PCU. The assessment shows that in the AM peak hour the junction operates over 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. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour, and an adverse impact on the operation of the junction in the PM peak hour which is, in any case, predicted to operate over its capacity in the future baseline.

The change in traffic due to operation of the AP2 revised scheme in 2051 will decrease the maximum VoC from 108% in the 2051 future baseline to 97% with the AP2 revised scheme in 2051 on the Shay Lane approach in the AM peak hour, with a corresponding change in queue length from five PCU in the future baseline to four PCU. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 87% in the future baseline to 96% with the AP2 revised scheme in 2051 on the A538 Hale Road (south) approach. Queue length will increase from no queue in the future baseline to one with the AP2 revised scheme. The assessment shows that in the AM peak hour the junction operates over 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. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour. ”

Runger Lane/Thorley Lane

- 16.5.348 Table 18-288 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-288 below replaces Table 18-288 in the main TA.
- 16.5.349 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 18-97.1 shows the junction layout introduced as part of the AP2 revised scheme.

Figure 18-97.1: 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 Addendum - Report 9 of 12

Table 18-288: Runger Lane/Thorley Lane junction 2039 and 2051 future baseline and AP2 revised scheme (proposed layout) junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme (proposed layout)			2051 future baseline			2051 with the AP2 revised scheme (proposed layout)		
Thorley Lane (east) (ahead)	305	29%	4	260	28%	4	352	34%	4	240	27%	4
Thorley Lane (east) (ahead and right)	459	43%	4	263	77%	8	516	59%	5	282	82%	9
Runger Lane (left and ahead)	785	86%	16	513	91%	14	883	99%	29	514	96%	19
Runger Lane (ahead)	619	74%	12	558	91%	15	736	87%	17	569	97%	22
Thorley Lane (west) (left)	211	33%	2	549	96%	27	243	41%	3	588	100%	40
Thorley Lane (west) (right)	88	44%	2	570	96%	27	82	41%	2	605	100%	40
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme (proposed layout)			2051 future baseline			2051 with the AP2 revised scheme (proposed layout)		
Thorley Lane (east) (ahead)	447	44%	6	504	45%	5	501	48%	7	560	50%	6
Thorley Lane (east) (ahead and right)	633	56%	7	537	68%	8	697	61%	8	637	66%	7
Runger Lane (left and ahead)	508	49%	4	206	61%	4	574	59%	7	284	53%	5
Runger Lane (ahead)	266	33%	4	233	63%	5	375	45%	6	313	55%	5
Thorley Lane (west) (left)	22	3%	0	350	68%	6	34	4%	0	684	66%	6
Thorley Lane (west) (right)	122	54%	3	351	68%	6	117	58%	3	344	66%	6

16.5.350 The conclusions drawn in paragraphs 18.5.190 to 18.5.191 of the main TA are replaced by:

“The change in traffic due to operation of the AP2 revised scheme will increase the DoS from 33% in the 2039 future baseline to 96% with the AP2 revised scheme in 2039 on the Thorley Lane (west) (left) approach in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to 27 PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in DoS and queue lengths in the PM peak hour. 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 changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

The change in traffic due to operation of the AP2 revised scheme will increase the DoS from 41% in the 2051 future baseline to 100% with the AP2 revised scheme in 2051 on both the Thorley Lane (west) (left) approach and on the Thorley Lane (west) (right) approach in the AM peak hour, with a corresponding change in queue length from three PCU in the future baseline to 40 PCU and from two PCU in the future baseline to 40 PCU respectively. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in DoS and queue lengths in the PM peak hour. 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 both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.”

A5144 Delahays Road/A538 Hale Road/B5162 Park Road

16.5.351 Table 18-289 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-289 below replaces Table 18-289 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 Addendum - Report 9 of 12

Table 18-289: A5144 Delahays Road/A538 Hale Road/B5162 Park Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A5144 Delahays Road	936	99%	20	1,177	87%	17	984	107%	20	1,265	95%	18
A538 Hale Road (south)	703	58%	12	646	75%	11	697	61%	12	718	86%	12
B5162 Park Road	436	37%	8	556	41%	6	531	46%	9	610	46%	7
A538 Hale Road (north)	449	58%	10	369	76%	7	551	70%	12	397	82%	8
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A5144 Delahays Road	681	61%	11	711	54%	10	787	73%	12	776	64%	11
A538 Hale Road (south)	664	67%	10	638	76%	10	682	69%	10	624	74%	10
B5162 Park Road	494	36%	6	553	38%	6	596	45%	7	661	46%	8
A538 Hale Road (north)	360	84%	7	411	84%	8	369	87%	7	442	91%	9

16.5.352 The conclusions drawn in paragraphs 18.5.193 to 18.5.194 of the main TA are replaced by:

“The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 99% in the 2039 future baseline to 87% with the AP2 revised scheme in 2039 on the A5144 Delahays Road approach in the AM peak hour, with a corresponding change in queue length from 20 PCU in the future baseline to 17 PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. 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. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 107% in the 2051 future baseline to 95% with the AP2 revised scheme in 2051 on the A5144 Delahays Road approach in the AM peak hour, with a corresponding change in queue length from 20 PCU in the future baseline to 18 PCU. In the PM peak hour, the maximum VoC will increase from 87% in the 2051 future baseline to 91% with the AP2 revised scheme in 2051 on the A538 Hale Road (north) approach, with a corresponding change in queue length from seven PCU in the future baseline to nine PCU. The assessment shows that in the AM peak hour the junction operates over 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. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour which is, in any case, predicted to operate over its capacity in the future baseline.”

A538 Hale Road/Westminster Road

16.5.353 Table 18-290 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-290 below replaces Table 18-290 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 Addendum - Report 9 of 12

Table 18-290: A538 Hale Road/Westminster Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Westminster Road	355	92%	2	281	87%	2	366	99%	5	298	84%	1
A538 Hale Road (east)	797	71%	0	811	72%	0	851	82%	0	921	82%	0
A538 Hale Road (west)	502	28%	0	447	24%	0	610	33%	0	534	29%	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Westminster Road	400	94%	2	370	93%	2	410	96%	2	359	95%	3
A538 Hale Road (east)	391	40%	0	410	42%	0	468	45%	0	483	56%	0
A538 Hale Road (west)	464	26%	0	499	27%	0	417	23%	0	508	27%	0

16.5.354 The conclusions drawn in paragraphs 18.5.184 to 18.5.185 of the main TA replaced by:

“The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 92% in the 2039 future baseline to 87% with the AP2 revised scheme in 2039 on the Westminster Road approach in the AM peak hour, with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM and PM peak hours the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 99% in the 2051 future baseline to 84% with the AP2 revised scheme in 2051 on the Westminster Road approach in the AM peak hour, with a corresponding change in queue length from five PCU in the future baseline to one PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM and PM peak hours the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.”

A5154 Delahays Road/Grove Lane

16.5.355 Table 18-291 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-291 below replaces Table 18-291 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 Addendum - Report 9 of 12

Table 18-291: A5154 Delahays Road/Grove Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A5154 Delahays Road (north)	646	42%	6	769	50%	7	690	46%	7	759	50%	7
Grove Lane (east)	325	50%	5	422	63%	7	353	58%	6	464	73%	7
A5154 Delahays Road (south)	742	66%	10	738	70%	10	808	75%	11	775	75%	10
Grove Lane (west)	385	56%	6	369	61%	6	429	65%	7	422	73%	7
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A5154 Delahays Road (north)	706	43%	7	680	42%	6	712	45%	7	626	39%	6
Grove Lane (east)	379	67%	6	418	74%	7	425	76%	7	421	75%	7
A5154 Delahays Road (south)	577	50%	8	567	49%	8	650	58%	9	633	54%	8
Grove Lane (west)	595	94%	9	554	92%	9	572	96%	9	576	97%	9

16.5.356 The conclusions drawn in paragraph 18.5.199 and 18.5.200 of the main TA are replaced by:

“The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will decrease from 94% in the 2039 future baseline to 92% with the AP2 revised scheme in 2039 on the Grove Lane (west) approach with no change in corresponding queue length. The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour.

The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue length in the AM or PM peak hours. 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 changes in traffic will have a negligible impact on the operation of the junction.”

A56 Dunham Road/B5160 Park Road/B5160 Charcoal Road

16.5.357 Table 18-292 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-292 below replaces Table 18-292 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 Addendum - Report 9 of 12

Table 18-292: A56 Dunham Road/B5160 Park Road/B5160 Charcoal Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A56 Dunham Road (north)	1,006	65%	19	1,033	67%	19	1,022	66%	19	990	64%	19
B5160 Park Road	729	48%	10	782	52%	10	822	58%	11	877	63%	12
A56 Dunham Road (south)	1,151	76%	20	1,118	74%	19	1,258	83%	21	1,262	84%	22
B5160 Charcoal Road	779	109%	14	767	110%	14	786	112%	14	764	112%	14
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A56 Dunham Road (north)	983	52%	15	986	52%	15	955	50%	15	966	51%	15
B5160 Park Road	757	66%	12	826	72%	13	832	75%	13	900	80%	14
A56 Dunham Road (south)	1,377	75%	21	1,374	74%	21	1,494	81%	23	1,454	79%	22
B5160 Charcoal Road	504	104%	11	502	104%	11	511	107%	11	505	107%	10

16.5.358 The conclusions drawn in paragraphs 18.5.202 to 18.5.203 of the main TA are replaced by:

“The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 and 2051 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction, which is, in any case, predicted to operate over its capacity in the future baseline.”

A538 Hale Road/Ashfield Road/Victoria Road

16.5.359 Table 18-293 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-293 below replaces Table 18-293 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 Addendum - Report 9 of 12

Table 18-293: A538 Hale Road/Ashfield Road/Victoria Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Ashfield Road	168	91%	3	164	89%	3	161	90%	3	165	90%	3
A538 Hale Road (east)	711	36%	0	742	37%	0	735	37%	0	723	36%	0
Victoria Road	71	22%	0	63	20%	0	98	31%	0	100	32%	0
A538 Hale Road (west)	494	31%	0	471	28%	0	556	32%	0	496	30%	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Ashfield Road	183	101%	5	185	101%	5	172	102%	5	180	102%	5
A538 Hale Road (east)	428	21%	0	430	21%	0	450	23%	0	423	21%	0
Victoria Road	49	11%	0	36	8%	0	92	22%	0	90	20%	0
A538 Hale Road (west)	746	67%	0	744	62%	0	780	81%	0	777	68%	0

16.5.360 The conclusions drawn in paragraphs 18.5.205 and 18.5.206 of the main TA are replaced by:

“The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 91% in the 2039 future baseline to 89% with the AP2 revised scheme in 2039 on the Ashfield Road approach in the AM peak hour, with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline.

The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction, which is, in any case, predicted to operate over its capacity in the future baseline.”

A5144 Thorley Lane/Clay Lane/Wood Lane

16.5.361 Table 18-294 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-294 below replaces Table 18-294 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 Addendum - Report 9 of 12

Table 18-294: A5144 Thorley Lane/Clay Lane/Wood Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A5144 Thorley Lane (north)	870	102%	5	851	104%	5	865	103%	5	869	105%	5
Clay Lane	821	106%	6	755	107%	7	797	108%	6	764	108%	7
A5144 Thorley Lane (south)	561	86%	2	623	91%	2	647	97%	4	681	100%	6
Wood Lane	388	73%	1	430	83%	2	387	80%	2	419	88%	2
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A5144 Thorley Lane (north)	920	101%	4	947	102%	3	954	103%	4	983	103%	3
Clay Lane	732	99%	5	764	101%	5	733	101%	6	779	101%	5
A5144 Thorley Lane (south)	704	100%	6	699	100%	6	706	101%	6	684	101%	6
Wood Lane	269	57%	1	266	57%	1	249	54%	1	258	57%	1

16.5.362 The conclusions drawn in paragraphs 18.5.208 and 18.5.209 in the main TA are replaced by:

“The change in traffic due to operation of the AP2 revised scheme will not substantially increase the maximum VoC between the 2039 future baseline and the AP2 revised scheme in the AM peak hour. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 86% in the 2039 future baseline to 91% with the AP2 revised scheme in 2039 on the A5144 Thorley Lane (south) approach. There will be no change in queue lengths. In the PM peak hour, the maximum VoC will increase from 99% in 2039 future baseline to 101% with the AP2 revised scheme in 2039 on the Clay Lane approach with no corresponding change in queue lengths. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour which is, in any case, predicted to operate over its capacity in the future baseline.

The change in traffic due to operation of the AP2 revised scheme will not increase the maximum VoC between the 2051 future baseline and the AP2 revised scheme in the AM and PM peak hours. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 103% in the 2051 future baseline to 105% with the AP2 revised scheme in 2051 on the A5144 Thorley Lane (north) approach. There will be no change in queue length. 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 changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour which is, in any case, predicted to operate over its capacity in the future baseline.”

A56 Old Market Place/Kingsway

16.5.363 Table 18-295 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-295 below replaces Table 18-295 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 Addendum - Report 9 of 12

Table 18-295: A56 Old Market Place/Kingsway junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A56 Old Market Place (north)	822	41%	0	866	43%	0	950	48%	0	885	44%	0
Kingsway	262	62%	2	258	65%	2	235	65%	2	277	70%	2
A56 Old Market Place (west)	527	26%	0	519	26%	0	434	22%	0	485	24%	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A56 Old Market Place (north)	551	28%	0	522	26%	0	544	27%	0	541	27%	0
Kingsway	627	88%	4	646	88%	4	677	95%	7	677	95%	7
A56 Old Market Place (west)	748	37%	0	753	38%	0	767	38%	0	775	39%	0

- 16.5.364 The conclusions drawn in paragraphs 18.5.211 to 18.5.212 of the main TA are replaced by:
- “The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 and 2051 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction.”

Oldfield Road/Gorse Lane

- 16.5.365 Table 18-296 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-296 below replaces Table 18-296 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 Addendum - Report 9 of 12

Table 18-296: Oldfield Road/Gorsey Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Oldfield Road (east)	401	44%	0	391	43%	0	421	45%	0	417	45%	0
Gorsey Lane	738	81%	0	722	79%	0	851	96%	2	842	94%	1
Oldfield Road (west)	315	48%	0	320	49%	0	300	52%	0	308	52%	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Oldfield Road (east)	606	64%	0	625	66%	0	623	67%	0	640	69%	0
Gorsey Lane	474	54%	0	471	54%	0	499	58%	0	513	59%	0
Oldfield Road (west)	241	31%	0	242	31%	0	271	35%	0	266	35%	0

16.5.366 The conclusions drawn in paragraphs 18.5.214 to 18.5.215 of the main TA are replaced by:

“The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. 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 both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction.

The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 96% in the 2051 future baseline to 94% with the AP2 revised scheme in 2051 on the Gorse Lane approach in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to one PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hours. 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 changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.”

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

16.5.367 Table 18-297 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-297 below replaces Table 18-297 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 Addendum - Report 9 of 12

Table 18-297: A560 Shaftesbury Avenue/A560 Stockport Road/Moss Lane/Wood Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Moss Lane	432	81%	5	455	93%	5	441	94%	5	465	98%	6
B5165 Stockport Road	220	53%	3	220	53%	3	248	60%	3	237	58%	3
A560 Stockport Road (east)	648	84%	8	656	85%	8	732	97%	9	718	95%	9
Wood Lane	397	83%	5	361	71%	4	423	97%	5	381	78%	5
A560 Stockport Road (west)	745	100%	9	759	102%	9	749	101%	9	759	102%	9
A560 Shaftesbury Avenue (internal westbound)	868	22%	0	877	22%	0	980	24%	0	956	24%	0
A560 Stockport Road (internal westbound)	868	48%	9	877	48%	9	980	54%	10	956	52%	10
A560 Stockport Road (internal eastbound)	658	17%	0	663	17%	0	664	17%	0	689	18%	0
A560 Shaftesbury Avenue (internal eastbound)	499	25%	4	532	27%	4	541	27%	4	605	31%	5
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Moss Lane	423	95%	5	423	95%	5	426	99%	5	427	99%	5
B5165 Stockport Road	203	55%	2	208	57%	2	232	63%	3	246	67%	3
A560 Stockport Road (east)	576	70%	7	581	71%	7	574	70%	7	616	76%	8
Wood Lane	340	64%	4	344	65%	4	361	69%	4	349	65%	4
A560 Stockport Road (west)	902	107%	10	905	107%	10	915	108%	10	918	108%	10
A560 Shaftesbury Avenue (internal westbound)	779	19%	0	789	20%	0	806	20%	0	862	22%	0
A560 Stockport Road (internal westbound)	779	40%	8	789	40%	8	806	41%	8	862	44%	8
A560 Stockport Road (internal eastbound)	951	26%	0	948	25%	0	985	26%	0	1,007	27%	0
A560 Shaftesbury Avenue (internal eastbound)	454	22%	3	472	23%	3	501	25%	4	539	26%	4

16.5.368 The conclusions drawn in paragraphs 18.5.217 to 18.5.218 of the main are replaced by:

“The change in traffic due to operation of the AP2 revised scheme will increase the VoC from 81% in the 2039 future baseline to 93% with the AP2 revised scheme in 2039 on the Moss Lane approach in the AM peak hour, with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline.

The change in traffic due to operation of the AP2 revised scheme will not substantially increase the maximum VoC between the 2051 future baseline and the AP2 revised scheme in the AM peak hour. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 94% in the 2051 future baseline to 98% with the AP2 revised scheme in 2051 on the Moss Lane approach. Queue length will increase from five in the future baseline to six with the AP2 revised scheme. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline.”

A56 Manchester Road/B5164 Barrington Road

16.5.369 Table 18-298 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-298 below replaces Table 18-298 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 Addendum - Report 9 of 12

Table 18-298: A56 Manchester Road/B5164 Barrington Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A56 Manchester Road (north)	1,176	48%	22	1,199	49%	23	1,182	49%	22	1,184	49%	22
B5164 Barrington Road	544	77%	11	551	78%	11	585	83%	11	599	85%	12
A56 Manchester Road (south)	698	56%	13	702	55%	13	715	68%	14	718	64%	14
Altrincham Fire Station*	-	-	-	-	-	-	-	-	-	-	-	-
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A56 Manchester Road (north)	524	22%	10	529	23%	10	586	25%	11	562	24%	11
B5164 Barrington Road	569	75%	10	579	77%	11	679	90%	12	684	90%	13
A56 Manchester Road (south)	785	50%	15	791	51%	15	806	52%	16	807	52%	16
Altrincham Fire Station*	-	-	-	-	-	-	-	-	-	-	-	-

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

16.5.370 The conclusions drawn in paragraphs 18.5.220 to 18.5.221 of the main TA are replaced by:

“The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. 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 changes in traffic will have a negligible impact on the operation of the junction.

The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 83% in the 2051 future baseline to 85% with the AP2 revised scheme in 2051 on the B5164 Barrington Road approach in the AM peak hour, with a corresponding change in queue length from 11 PCU in the future baseline to 12 PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. 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. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.”

A560 Shaftesbury Avenue/Aimson Road East

16.5.371 Table 18-299 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-299 below replaces Table 18-299 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 Addendum - Report 9 of 12

Table 18-299: A560 Shaftesbury Avenue/Aimson Road East junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A560 Shaftesbury Avenue (north)	1,241	80%	9	1,279	83%	9	1,278	83%	9	1,328	86%	9
Aimson Road East	17	6%	1	18	6%	1	37	12%	1	95	31%	3
A560 Shaftesbury Avenue (south)	1,361	85%	9	1,393	87%	10	1,391	87%	10	1,473	92%	10
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A560 Shaftesbury Avenue (north)	1,108	77%	7	1,194	83%	8	1,129	79%	8	1,221	85%	8
Aimson Road East	18	5%	0	26	7%	1	33	9%	1	84	23%	2
A560 Shaftesbury Avenue (south)	1,141	75%	8	1,228	81%	8	1,214	80%	8	1,284	85%	9

16.5.372 The conclusions drawn in paragraphs 18.5.223 to 18.5.224 of the main TA are replaced by:

“The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 85% in the 2039 future baseline to 87% with the AP2 revised scheme in 2039 on the A560 Shaftesbury Avenue (south) approach in the AM peak hour, with a corresponding change in queue length from nine PCU in the future baseline to 10 PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close 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 changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 87% in the 2051 future baseline to 92% with the AP2 revised scheme in 2051 on the A560 Shaftesbury Avenue (south) approach in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 79% in the 2051 future baseline to 85% with the AP2 revised scheme in 2051 on the A560 Shaftesbury Avenue (north) approach. There will be no change in queue lengths. 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. The changes in traffic will have an adverse impact on the operation of the junction.”

A56 Manchester Road/B5165 Park Road/Woodcote Road

16.5.373 Table 18-300 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-300 below replaces Table 18-300 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 Addendum - Report 9 of 12

Table 18-300: A56 Manchester Road/B5165 Park Road/Woodcote Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A56 Manchester Road (north)	1,957	101%	31	1,978	102%	31	2,019	104%	31	2,027	104%	31
B5165 Park Road	448	99%	11	452	100%	11	466	103%	11	468	104%	11
A56 Manchester Road (south)	1,275	49%	17	1,293	49%	17	1,351	52%	19	1,340	51%	18
Woodcote Road*	-	-	-	-	-	-	-	-	-	-	-	-
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A56 Manchester Road (north)	1,633	94%	29	1,632	94%	29	1,673	96%	30	1,669	96%	30
B5165 Park Road	493	100%	12	495	100%	12	504	102%	12	506	103%	12
A56 Manchester Road (south)	1,306	50%	18	1,346	52%	18	1,472	57%	21	1,495	58%	21
Woodcote Road*	-	-	-	-	-	-	-	-	-	-	-	-

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

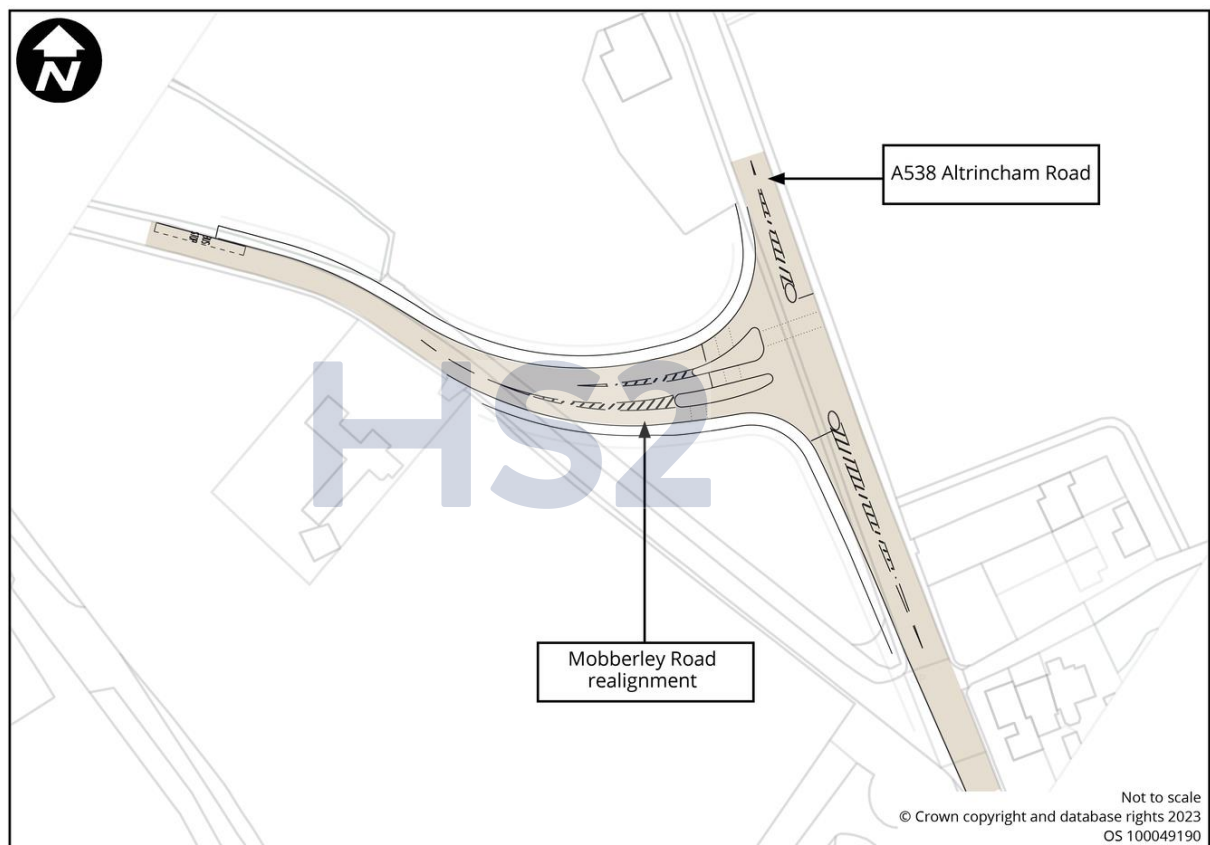
16.5.374 The conclusions drawn in paragraphs 18.5.226 to 18.5.227 of the main TA are replaced by:

“The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 and 2051 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction, which is, in any case, predicted to operate over its capacity in the future baseline.”

A538 Altrincham Road/Mobberley Road

16.5.375 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 18.98.1 shows the junction layout introduced as part of the AP2 revised scheme.

Figure 18.98.1: Junction layout diagram (A538 Altrincham Road/Mobberley Road)



16.5.376 Table 18-300.1 and Table 18-300.2 summarise the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051 based on the existing junction layout and with the proposed junction layout respectively.

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 Addendum - Report 9 of 12

Table 18-300.1: A538 Altrincham Road/Mobberley Road junction 2039 and 2051 future baseline and AP2 revised scheme (existing layout) junction capacity assessment

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
08:00–09:00	2039 future baseline (existing layout)			2039 with the AP2 revised scheme (existing layout)			2051 future baseline (existing layout)			2051 with AP2 revised scheme (existing layout)		
A538 Altrincham Road (north)	884	60%	0	982	96%	1	867	97%	1	894	103%	1
A538 Altrincham Road (south)	936	48%	0	1,077	55%	0	1,125	57%	0	1,213	62%	0
Mobberley Road	390	100%	6	346	100%	6	389	112%	6	340	109%	6
17:00–18:00	2039 future baseline (existing layout)			2039 with the AP2 revised scheme (existing layout)			2051 future baseline (existing layout)			2051 with AP2 revised scheme (existing layout)		
A538 Altrincham Road (north)	1,241	91%	0	1,269	99%	1	1,298	102%	1	1,302	103%	1
A538 Altrincham Road (south)	815	42%	0	813	41%	0	778	40%	0	833	42%	0
Mobberley Road	204	54%	0	329	87%	2	374	98%	5	385	104%	6

Table 18-300.2: A538 Altrincham Road/Mobberley Road junction 2039 and 2051 future baseline and AP2 revised scheme (proposed layout) junction capacity assessment

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
08:00–09:00	2039 future baseline (proposed layout)			2039 with the AP2 revised scheme (proposed layout)			2051 future baseline (proposed layout)			2051 with AP2 revised scheme (proposed layout)		
A538 Altrincham Road (north)	884	60%	0	1,006	97%	10	867	97%	1	911	105%	13
A538 Altrincham Road (south)	936	48%	0	1,015	94%	15	1,125	57%	0	1,073	100%	16
Mobberley Road	390	100%	6	444	64%	10	389	112%	6	593	86%	14
17:00–18:00	2039 future baseline (proposed layout)			2039 with the AP2 revised scheme (proposed layout)			2051 future baseline (proposed layout)			2051 with AP2 revised scheme (proposed layout)		
A538 Altrincham Road (north)	1,241	91%	0	1,269	95%	7	1,298	102%	1	1,302	102%	7
A538 Altrincham Road (south)	815	42%	0	802	74%	9	778	40%	0	817	75%	9
Mobberley Road	204	54%	0	294	48%	5	374	98%	5	428	70%	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 Addendum - Report 9 of 12

- 16.5.377 The assessment shows that in 2039, based on the existing layout, 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.
- 16.5.378 The assessment shows that in 2051, 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.
- 16.5.379 With the proposed layout, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 48% in the 2039 future baseline to 94% with the AP2 revised scheme in 2039 on the A538 Altrincham Road (south) approach in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to 15 PCU. In the PM peak hour, the maximum VoC will increase from 91% in the 2039 future baseline to 95% with the AP2 revised scheme in 2039 on the A538 Altrincham Road (north) approach, with a corresponding change in queue length from no queue in the future baseline to seven PCU. The assessment shows that in the AM peak hour the junction operates over 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. The changes in traffic will have an adverse impact on the operation of the junction, which is, in any case, predicted to operate over its capacity in the future baseline.
- 16.5.380 The change in traffic due to operation of the AP2 revised scheme will increase the VoC from 57% in the 2051 future baseline to 100% with the AP2 revised scheme in 2051 on the A538 Altrincham Road (south) approach in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to 16 PCU. In the PM peak hour, the VoC will decrease from 98% in the 2051 future baseline to 70% with the AP2 revised scheme in 2051 on the Mobberley Road approach, with a corresponding change in queue length from five PCU in the future baseline to eight PCU. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline.
- 16.5.381 The junction mitigation scheme upgrades this junction from a priority junction to a signalised junction, which increases the overall junction capacity and as a result, increases traffic flows through this junction.

A538 Wilmslow Road/Sunbank Lane

- 16.5.382 Table 18-300.3 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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 Addendum - Report 9 of 12

Table 18-300.3: A538 Wilmslow Road/Sunbank Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00–09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with AP2 revised scheme		
A538 Wilmslow Road (internal southbound) (nearside) (ahead)	448	36%	1	629	51%	1	439	36%	1	635	51%	1
A538 Wilmslow Road (internal southbound) (centre) (ahead)	571	43%	2	757	57%	7	531	40%	1	777	59%	7
A538 Wilmslow Road (internal southbound) (offside) (right)	631	85%	17	683	95%	23	663	92%	21	745	110%	60
A538 Wilmslow Road (south) (nearside) (left and ahead)	626	83%	17	744	96%	26	702	90%	21	916	111%	78
A538 Wilmslow Road (south) (offside) (ahead)	644	85%	18	748	96%	27	722	93%	23	916	111%	76
Sunbank Lane (west) (nearside and centre) (left)	183	14%	2	205	18%	2	203	16%	2	237	22%	3
Sunbank Lane (west) (offside) (right)	23	12%	1	2	1%	0	37	20%	1	3	2%	0
A538 Wilmslow Road (internal northbound) (nearside) (ahead)	704	45%	16	792	51%	20	789	51%	19	974	57%	22
A538 Wilmslow Road (internal northbound) (offside) (ahead and right)	749	45%	17	905	54%	21	838	50%	19	1095	62%	24
Sunbank Lane (east) (left and right)	29	9%	0	29	14%	1	31	9%	0	31	15%	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 Addendum - Report 9 of 12

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
A538 Wilmslow Road (north) (nearside) (left and ahead)	478	44%	7	669	62%	12	467	43%	7	678	63%	13
A538 Wilmslow Road (north) (centre and offside) (ahead)	1193	61%	11	1439	74%	15	1181	64%	12	1520	77%	15
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with AP2 revised scheme		
A538 Wilmslow Road (internal southbound) (nearside) (ahead)	600	49%	1	653	53%	1	589	48%	1	653	53%	1
A538 Wilmslow Road (internal southbound) (centre) (ahead)	705	53%	5	754	57%	6	700	53%	5	757	57%	7
A538 Wilmslow Road (internal southbound) (offside) (right)	213	63%	6	218	61%	6	233	58%	6	240	60%	6
A538 Wilmslow Road (south) (nearside) (left and ahead)	744	62%	13	759	64%	14	733	65%	14	788	70%	16
A538 Wilmslow Road (south) (offside) (ahead)	763	64%	14	761	65%	14	747	66%	14	790	70%	16
Sunbank Lane (west) (nearside and centre) (left)	565	64%	7	571	67%	8	621	65%	8	633	70%	9
Sunbank Lane (west) (offside) (right)	12	6%	0	11	6%	0	18	10%	1	12	6%	0
A538 Wilmslow Road (internal northbound) (nearside) (ahead)	1005	64%	16	984	63%	17	1019	65%	17	1044	67%	19
A538 Wilmslow Road (internal northbound) (offside) (ahead and right)	1067	64%	16	1107	66%	17	1082	65%	17	1167	70%	19

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 Addendum - Report 9 of 12

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
Sunbank Lane (east) (left and right)	65	28%	2	65	29%	2	70	29%	2	71	31%	2
A538 Wilmslow Road (north) (nearside) (left and ahead)	630	58%	11	685	63%	13	620	57%	11	687	63%	13
A538 Wilmslow Road (north) (centre and offside) (ahead)	913	64%	13	967	69%	14	924	64%	12	991	69%	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 Addendum - Report 9 of 12

- 16.5.383 The change in traffic due to operation of the AP2 revised scheme will increase the VoC from 83% in the 2039 future baseline to 96% with the AP2 revised scheme in 2039 on the A538 Wilmslow Road (south) (nearside) (left and ahead) approach in the AM peak hour, with a corresponding change in queue length from 17 PCU in the future baseline to 26 PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. 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 changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.
- 16.5.384 The change in traffic due to operation of the AP2 revised scheme will increase the VoC from 90% in the 2051 future baseline to 111% with the AP2 revised scheme in 2051 on the A538 Wilmslow Road (south) (nearside) (left and ahead) approach in the AM peak hour, with a corresponding change in queue length from 21 PCU in the future baseline to 78 PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. 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 both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

A538 Manchester Road/A538 Alderley Road/Station Road/Swan Street

- 16.5.385 Table 18-300.4 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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 Addendum - Report 9 of 12

Table 18-300.4: A538 Manchester Road/A538 Alderley Road/Station Road/Swan Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00–09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A538 Manchester Road	927	83%	15	927	81%	15	930	81%	15	929	80%	15
Station Road	15	2%	0	2	0%	0	7	1%	0	4	1%	0
Station Road (left slip)	221	101%	5	225	105%	5	176	102%	5	203	104%	5
A538 Alderley Road	944	77%	14	896	73%	13	909	74%	13	891	72%	13
Swan Street	151	30%	3	161	32%	4	264	53%	6	205	41%	5
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A538 Manchester Road	888	76%	14	933	79%	15	930	80%	15	936	80%	15
Station Road	2	0%	0	2	0%	0	2	0%	0	2	0%	0
Station Road (left slip)	243	82%	2	262	96%	4	273	102%	5	252	102%	5
A538 Alderley Road	1,110	81%	15	1,087	79%	14	1,117	82%	15	1,103	81%	14
Swan Street	2	1%	0	7	2%	0	21	5%	1	63	16%	2

- 16.5.386 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 101% in the 2039 future baseline to 105% with the AP2 revised scheme in 2039 on the Station Road (left slip) approach in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the maximum VoC will increase from 82% in the 2039 future baseline to 96% with the AP2 revised scheme in 2039 on the Station Road (left slip) approach, with a corresponding change in queue length from two PCU in the future baseline to four PCU. 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. The changes in traffic will have an adverse impact on the operation of the junction.
- 16.5.387 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 102% in the 2051 future baseline to 104% with the AP2 revised scheme in 2051 on the Station Road (left slip) approach in the AM peak hour, with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

Roaring Gate Lane/Thorley Lane/Shay Lane

- 16.5.388 Table 18-300.5 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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 Addendum - Report 9 of 12

Table 18-300.5: Roaring Gate Lane/Thorley Lane/Shay Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Roaring Gate Lane	332	30%	0	916	56%	0	405	39%	0	1,004	60%	0
Thorley Lane	315	16%	0	477	24%	0	307	15%	0	600	30%	0
Shay Lane	13	2%	0	148	107%	4	17	3%	0	114	108%	4
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Roaring Gate Lane	275	24%	0	635	38%	0	297	27%	0	675	46%	0
Thorley Lane	442	23%	0	703	37%	0	407	21%	0	599	31%	0
Shay Lane	0	0%	0	210	100%	5	23	5%	0	218	101%	5

- 16.5.389 The change in traffic due to operation of the AP2 revised scheme will not substantially increase the maximum VoC between the 2039 future baseline and the AP2 revised scheme in the AM or PM peak hours. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 2% in the 2039 future baseline to 107% with the AP2 revised scheme in 2039 on the Shay Lane approach. Queue length will increase from no queue in the future baseline to 4 PCU with the AP2 revised scheme. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 0% in the 2039 future baseline to 100% with the AP2 revised scheme in 2039 on the Shay Lane approach. Queue length will increase from no queue in the future baseline to 5 PCU with the AP2 revised scheme. The assessment shows that in the AM and PM peak hours, the junction operates well within capacity in the future baseline and over capacity with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction.
- 16.5.390 The change in traffic due to operation of the AP2 revised scheme will not substantially increase the maximum VoC between the 2051 future baseline and the AP2 revised scheme in the AM or PM peak hours. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 3% in the 2051 future baseline to 108% with the AP2 revised scheme in 2051 on the Shay Lane approach. Queue length will increase from no queue in the future baseline to four PCU with the AP2 revised scheme. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 5% in the 2051 future baseline to 101% with the AP2 revised scheme in 2051 on the Shay Lane approach. Queue length will increase from no queue in the future baseline to five PCU with the AP2 revised scheme. The assessment shows that in the AM and PM peak hours, the junction operates well within capacity in the future baseline and over capacity with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction.

Moss Lane/Grove Lane/Bancroft Road/Clarence Road

- 16.5.391 Table 18-300.6 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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 Addendum - Report 9 of 12

Table 18-300.6: Moss Lane/Grove Lane/Bancroft Road/Clarence Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00–09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Moss Lane	422	22%	0	380	21%	0	488	26%	0	437	23%	0
Grove Lane	380	101%	5	398	95%	2	356	105%	5	351	98%	4
Bancroft Road	496	54%	0	445	43%	0	549	61%	0	558	57%	0
Clarence Road*	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Moss Lane	630	34%	0	609	33%	0	677	37%	0	680	37%	0
Grove Lane	331	80%	1	304	74%	1	286	74%	1	235	65%	1
Bancroft Road	427	58%	0	405	52%	0	421	56%	0	450	57%	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 Addendum - Report 9 of 12

- 16.5.392 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 101% in the 2039 future baseline to 95% with the AP2 revised scheme in 2039 on the Grove Lane approach in the AM peak hour, with a corresponding change in queue length from five PCU in the future baseline to two PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates over 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 the future baseline and well within capacity with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.
- 16.5.393 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 105% in the 2051 future baseline to 98% with the AP2 revised scheme in 2051 on the Grove Lane approach in the AM peak hour, with a corresponding change in queue length from five PCU in the future baseline to four PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates over 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. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

Whitecarr Lane/Roaring Gate Lane

- 16.5.394 Table 18-300.7 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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 Addendum - Report 9 of 12

Table 18-300.7: Whitecarr Lane/Roaring Gate Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Whitecarr Lane (east)	1,009	52%	0	1,360	74%	0	999	52%	0	1,426	78%	0
Roaring Gate Lane	320	73%	4	448	74%	3	318	66%	3	566	88%	5
Whitecarr Lane (west)	562	69%	0	339	112%	2	561	70%	0	334	113%	2
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Whitecarr Lane (east)	993	51%	0	1,103	59%	0	918	47%	0	1,107	59%	0
Roaring Gate Lane	372	96%	8	513	99%	8	389	94%	8	526	97%	8
Whitecarr Lane (west)	655	81%	0	553	106%	2	711	90%	1	573	106%	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 Addendum - Report 9 of 12

- 16.5.395 The change in traffic due to operation of the AP2 revised scheme will not substantially increase the maximum VoC between the 2039 future baseline and the AP2 revised scheme in the AM peak hour. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 69% in the 2039 future baseline to 112% with the AP2 revised scheme in 2039 on the Whitecarr Lane (west) approach. Queue length will increase from no queue in the future baseline to two PCU with the AP2 revised scheme. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 81% in the 2039 future baseline to 106% with the AP2 revised scheme in 2039 on the Whitecarr Lane (west) approach. Queue length will increase from no queue in the future baseline to two PCU with the AP2 revised scheme. 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 close to capacity in the future baseline and over capacity with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction.
- 16.5.396 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 70% in the 2051 future baseline to 113% with the AP2 revised scheme in 2051 on the Whitecarr lane (west) approach in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to two PCU. In the PM peak hour, the VoC will increase from 90% in the 2051 future baseline to 106% with the AP2 revised scheme in 2051 on the Whitecarr Lane (west) approach, with a corresponding change in queue length from one PCU in the future baseline to two PCU. 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, the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction.

A56 Dunham Road/Regent Road/Booth Road

- 16.5.397 Table 18-300.8 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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 Addendum - Report 9 of 12

Table 18-300.8: A56 Dunham Road/Regent Road/Booth Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00–09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Booth Road*	-	-	-	-	-	-	-	-	-	-	-	-
A56 Dunham Road (east)	1,084	87%	10	1,085	87%	10	1,145	91%	10	1,094	87%	10
Regent Road	127	69%	3	129	70%	3	145	79%	3	138	75%	3
A56 Dunham Road (west)	523	101%	5	478	87%	4	298	102%	4	362	101%	4
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Booth Road*	-	-	-	-	-	-	-	-	-	-	-	-
A56 Dunham Road (east)	1,050	83%	9	1,057	84%	9	1,113	88%	10	1,120	89%	10
Regent Road	121	65%	3	122	65%	3	138	74%	3	138	74%	3
A56 Dunham Road (west)	594	73%	5	611	74%	5	646	84%	6	637	84%	6

* 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 Addendum - Report 9 of 12

- 16.5.398 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 101% in the 2039 future baseline to 87% with the AP2 revised scheme in 2039 on the A56 Dunham Road (west) in the AM peak hour with a corresponding change in queue length from five PCU in the future baseline to four PCU. The assessment shows that for this junction, the change in traffic due to operation in 2039 of the AP2 revised scheme will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates over 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. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour which is, however, predicted to operate over its capacity in the future baseline.
- 16.5.399 The change in traffic due to operation of the AP2 revised scheme will not substantially decrease the maximum VoC between the 2051 future baseline and the AP2 revised scheme in the AM peak hour. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will decrease the VoC from 91% in the 2051 future baseline to 87% with the AP2 revised scheme in 2051 on the A56 Dunham Road (east) approach. There will be no change in queue lengths. 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 changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour which is, however, predicted to operate over its capacity in the future baseline.

A538 Altrincham Road/Hawthorn Street

- 16.5.400 Table 18-300.9 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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 Addendum - Report 9 of 12

Table 18-300.9: A538 Altrincham Road/Hawthorn Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00–09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A538 Altrincham Road (east)	684	34%	0	735	37%	0	937	47%	0	848	42%	0
Hawthorn Street	383	102%	6	358	101%	6	267	102%	5	305	101%	6
A538 Altrincham Road (west)	1,188	106%	0	1,145	107%	0	980	110%	0	1,046	109%	0
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A538 Altrincham Road (east)	351	17%	0	367	18%	0	351	17%	0	358	18%	0
Hawthorn Street	545	97%	3	544	99%	4	517	92%	2	564	101%	5
A538 Altrincham Road (west)	1,130	56%	0	1,174	59%	0	1,195	60%	0	1,224	61%	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 Addendum - Report 9 of 12

- 16.5.401 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will increase from 97% in the 2039 future baseline to 99% with the AP2 revised scheme in 2039 on the Hawthorn Street approach with a corresponding change in queue length from three PCU in the future baseline to four PCU. 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 changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour.
- 16.5.402 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will increase from 92% in the 2051 future baseline to 101% with the AP2 revised scheme in 2051 on the Hawthorn Street approach with a corresponding change in queue length from two PCU in the future baseline to five PCU. 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. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour.

B5161 Langham Road/South Downs Road

- 16.5.403 Table 18-300.10 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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 Addendum - Report 9 of 12

Table 18-300.10: B5161 Langham Road/South Downs Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
B5161 Langham Road (east)	45	2%	0	36	2%	0	141	7%	0	69	3%	0
South Downs Road	405	60%	0	511	76%	0	444	72%	0	616	94%	1
B5161 Langham Road (west)	362	49%	0	381	52%	0	405	61%	0	410	58%	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
B5161 Langham Road (east)	141	7%	0	141	7%	0	154	8%	0	194	10%	0
South Downs Road	216	35%	0	345	56%	0	257	42%	0	380	65%	0
B5161 Langham Road (west)	219	33%	0	239	35%	0	219	33%	0	256	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 Addendum - Report 9 of 12

- 16.5.404 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. 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 well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction.
- 16.5.405 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 72% in the 2051 future baseline to 94% with the AP2 revised scheme in 2051 on the South Downs Road approach in the AM peak hour with a corresponding change in queue length from no queue in the future baseline to one PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates well 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. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

B5165 Park Road/Moss Lane

- 16.5.406 Table 18-300.11 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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 Addendum - Report 9 of 12

Table 18-300.11: B5165 Park Road/Moss Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
B5165 Park Road (east)	741	40%	0	784	43%	0	821	45%	0	818	45%	0
Moss Lane	94	13%	0	99	14%	0	113	16%	0	166	23%	0
B5165 Park Road (west)	601	93%	1	598	93%	1	607	94%	1	613	97%	2
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
B5165 Park Road (east)	496	26%	0	514	27%	0	505	26%	0	534	28%	0
Moss Lane	374	52%	4	352	51%	3	382	54%	4	348	52%	4
B5165 Park Road (west)	597	62%	0	641	68%	0	672	66%	0	710	71%	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 Addendum - Report 9 of 12

- 16.5.407 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. 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 with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction.
- 16.5.408 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 94% in the 2051 future baseline to 97% with the AP2 revised scheme in 2051 on the B5165 Park Road (west) approach in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to two PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. 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 with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

Thorley Lane/Palma Avenue

- 16.5.409 Table 18-300.12 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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 Addendum - Report 9 of 12

Table 18-300.12: Thorley Lane/Palma Avenue junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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
08:00-09:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Thorley Lane (east)	238	18%	0	245	28%	0	262	28%	0	268	30%	0
Palma Avenue	103	6%	0	158	10%	0	92	6%	0	96	6%	0
Hong Kong Avenue	1,108	71%	1	1,109	74%	1	1,292	85%	1	1,294	83%	1
Sydney Avenue	100	13%	0	105	14%	0	108	17%	0	113	17%	0
Thorley Lane (west)	1,296	70%	5	1,545	103%	12	1,537	92%	9	1,420	110%	13
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Thorley Lane (east)	860	45%	0	862	58%	1	1,075	63%	1	1,035	65%	1
Palma Avenue	244	17%	0	562	35%	0	234	18%	0	341	24%	0
Hong Kong Avenue	1,147	93%	3	1,143	106%	10	1,241	110%	11	1,244	110%	11
Sydney Avenue	107	19%	0	110	22%	0	111	22%	0	114	22%	0
Thorley Lane (west)	622	34%	1	832	52%	0	818	46%	1	933	52%	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 Addendum - Report 9 of 12

- 16.5.410 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 70% in the 2039 future baseline to 103% with the AP2 revised scheme in 2039 on the Thorley Lane (west) approach in the AM peak hour, with a corresponding change in queue length from five PCU in the future baseline to 12 PCU. In the PM peak hour, the maximum VoC will increase from 93% in the 2039 future baseline to 106% with the AP2 revised scheme in 2039 on the Hong Kong Avenue approach, with a corresponding change in queue length from three PCU to 10 PCU. 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 close to capacity in the future baseline and over capacity with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction.
- 16.5.411 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 92% in the 2051 future baseline to 110% with the AP2 revised scheme in 2051 on the Thorley Lane (west) approach in the AM peak hour, with a corresponding change in queue length from nine PCU in the future baseline to 13 PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. 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. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

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