

High Speed Rail (Crewe – Manchester)

Background information and data accompanying SES2 and AP2 ES

Traffic and transport

BID TR-004-00001 SES2 and AP2 ES

Transport Assessment policy and data

MA01: Hough to Walley's Green

MA02: Wimboldsley to Lostock Gralam

MA03: Pickmere to Agden and Hulseheath

MA06: Hulseheath to Manchester Airport

MA07: Davenport Green to Ardwick

MA08: Manchester Piccadilly Station

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Department for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

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**Background Information and Data accompanying Supplementary Environmental Statement 2 and
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1 Introduction

- 1.1.1 This Background Information and Data (BID) report presents additional information used in the Transport Assessment (TA)¹ which is part of the Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement (SES2 and AP2 ES)²; referred to here as the SES2 and AP2 ES TA.
- 1.1.2 This report covers the following community areas (CA):
- Hough to Walley's Green (MA01);
 - Wimboldsley to Lostock Gralam (MA02);
 - Pickmere to Agden and Hulseheath (MA03);
 - Hulseheath to Manchester Airport (MA06);
 - Davenport Green to Ardwick (MA07); and
 - Manchester Piccadilly Station (MA08).
- 1.1.3 This document details policy information and baseline data not reported in the BID report (the main TA BID report)³ that accompanied the TA (the main TA)⁴ which was part of the High Speed Two High Speed Rail (Crewe – Manchester) Environmental Statement (ES)⁵ (the main ES), as amended by the BID report (the SES1 and AP1 ES TA BID report)⁶ that accompanied

¹ High Speed Two Ltd (2023), High Speed Rail (Crewe – Manchester), *Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement, Transport Assessment Addendum Parts 1-4*, SES2 and AP2 ES Volume 5, Appendices: TR-001 to TR-003 and TR-005. Available online at:

<https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-2-and-additional-provision-2-environmental-statement>.

² High Speed Two Ltd (2023), High Speed Rail (Crewe – Manchester), *Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement*. Available online at:

<https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-2-and-additional-provision-2-environmental-statement>.

³ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Background Information and Data, Transport Assessment policy and data*, BID TR-004-00001. Available online at:

<https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement>.

⁴ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Environmental Statement, Transport Assessment Parts 1-4*, Volume 5, Appendices: TR-001 to TR-003 and TR-005. Available online at:

<https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement>.

⁵ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Environmental Statement*. Available online at: <https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement>.

⁶ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Background Information and Data accompanying Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement, Transport Assessment policy and data*, BID TR-004-00001 SES1 and AP1 ES. Available online at:

<https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-1-and-additional-provision-1-environmental-statement>.

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the TA (the SES1 and AP1 ES TA)⁷ which was part of the High Speed Rail (Crewe – Manchester) Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement (the SES1 and AP1 ES)⁸.

- 1.1.4 This report also covers the Broomedge to Glazebrook (MA04) and Risley to Bamfurlong (MA05) community areas, as reported in the main TA and the SES1 and AP1 ES TA, where additional policy information is available or where additional baseline data has been used in the development of the updated baseline for the AP1 revised scheme and AP2 revised scheme.
- 1.1.5 In order to differentiate between the original scheme and subsequent changes, the following terms are used:
- ‘the original scheme’ – the Bill scheme submitted to Parliament in 2022, which was assessed in the main ES;
 - ‘the SES1 scheme’ – the original scheme with any changes described in SES1 that are within the existing powers of the Bill;
 - ‘the AP1 revised scheme’ – the original scheme as amended by SES1 changes and AP1 amendments;
 - ‘the SES2 scheme’ – the original scheme with any changes described in SES1 (submitted in July 2022) and the SES2; and
 - ‘the AP2 revised scheme’ – the original scheme as amended by SES1 and SES2 changes (as relevant) and AP2 amendments.
- 1.1.6 This report includes:
- updates to relevant policies and guidance identified within the main TA BID report and SES1 and AP1 ES TA BID report that have informed development of the AP2 revised scheme and its assessment; and
 - updates to other data used in the development of the baseline for the SES2 and AP2 ES TA which is in addition to the surveys identified within the main TA and SES1 and AP1 ES TA.

⁷ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement, Transport Assessment Parts 1-4*, Volume 5, Appendices: TR-001 to TR-003 and TR-005. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-1-and-additional-provision-1-environmental-statement>.

⁸ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement*. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-1-and-additional-provision-1-environmental-statement>.

2 Policies and guidance

2.1 Introduction

- 2.1.1 This section sets out the relevant policy documents and guidance that have been revised since the assessment of the original scheme and the AP1 revised scheme and supplements the information set out within the main TA BID report and the SES1 AP1 ES TA BID report which were considered in the preparation of the SES2 and AP2 ES TA and covers national policy and regional and local transport policy and guidance.

2.2 National policy

- 2.2.1 All national policies reported in Section 2 of the main TA BID and SES1 and AP1 ES TA BID report remain valid.

2.3 Regional and local planning and transport policy

- 2.3.1 This section provides an overview of the relevant planning and policy proposals of regional and local planning authorities and other key stakeholders that have been updated since the publication of the main TA BID report and the SES1 and AP1 ES TA BID report.

Greater Manchester Combined Authority local transport policy and guidance

- 2.3.2 A summary of the relevant current and emerging local planning and transport planning strategies, policies and guidance in the Greater Manchester area that have been updated since the publication of the main TA BID report and the SES1 and AP1 ES TA BID report is presented below.

Places for Everyone

- 2.3.3 Places for Everyone⁹ is the long-term joint development plan of nine Greater Manchester districts: Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan. The plan has been submitted to the Secretary of State for Levelling Up, Housing and Communities and is currently the subject of an independent examination.
- 2.3.4 The Places for Everyone plan was developed following Stockport Council's decision to withdraw from the Greater Manchester Spatial Framework, with the remaining nine councils

⁹ Greater Manchester Combined Authority (2021), *Places for Everyone, Joint Development Plan Document*. Available online at: <https://www.greatermanchester-ca.gov.uk/media/4838/places-for-everyone.pdf>.

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agreeing to continue with a joint development plan. The plan sets out the strategic policy framework for the nine boroughs to help meet local housing and employment needs by identifying land and infrastructure to support growth.

- 2.3.5 New high-speed services are identified as having major benefits for Greater Manchester, consolidating the region's position as one of the most connected areas in the UK and supporting existing businesses, inward investment and job creation.
- 2.3.6 The Places for Everyone plan also describes how the introduction of HS2 services will significantly improve Manchester Airport's connectivity, reduce journey times and make the airport area one of the best-connected locations in the country.

Liverpool City Region local transport policy and guidance

- 2.3.7 A summary of the relevant current and emerging local planning and transport planning strategies, policies and guidance in the Liverpool City Region that have been updated since the publication of the main TA BID report and the SES1 and AP1 ES TA BID report is presented below.

Local Transport Plan (1st stage consultation)

- 2.3.8 The Liverpool City Region Combined Authority have released the first stage consultation document for the fourth Local Transport Plan for the region, titled Developing a vision for local transport to 2040¹⁰.
- 2.3.9 The plan sets out the stages towards developing a region-wide approach to ensuring transport is sustainable, resilient, and positively contributes to health and quality of life.
- 2.3.10 The plan summarises the Department for Transport's (DfT) Integrated Rail Plan, and the combined authority commits to working with the DfT regarding concerns regarding delivery of Northern Powerhouse Rail.

Warrington local transport policy and guidance

- 2.3.11 A summary of relevant current and emerging local planning and transport planning strategies, policies and guidance in the Warrington area that have been updated since the publication of the main TA BID report and the SES1 and AP1 ES TA BID report is presented below.

¹⁰ Liverpool City Region Combined Authority (2022), *Local Transport Plan, Developing a vision for local transport to 2040, 1st Stage Consultation*. Available online at: <https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LTP4-VISION-090522.pdf>.

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Warrington Local Plan 2021 – 2038 (draft)

- 2.3.12 The draft Warrington Local Plan 2021¹¹ sets out the vision and spatial framework for future development of the area up to 2038.
- 2.3.13 The plan has been submitted to the Secretary of State for Levelling Up, Housing and Communities and is currently the subject of an independent examination. Adoption of the plan is anticipated to take place by autumn 2023.
- 2.3.14 The plan describes how HS2 services will further enhance the town’s strategic connectivity and provide the opportunity for the transformation of Warrington Bank Quay rail station to become a hub for north-south and east-west express rail connections.

Manchester City Council local transport policy and guidance

- 2.3.15 A summary of the relevant current and emerging local planning and transport planning strategies, policies and guidance in the Manchester city area that have been updated since the publication of the main TA BID report and the SES1 and AP1 ES TA BID report is presented below.

City Centre Transport Strategy to 2040

- 2.3.16 The City Centre Transport Strategy¹², developed by Transport for Greater Manchester (TfGM), Manchester City Council and Salford City Council, sets out proposals to improve the city centre’s public transport and active travel networks and reduce car-based trips up to 2040.
- 2.3.17 The strategy describes how the arrival of HS2 and Northern Powerhouse Rail at Manchester Piccadilly and Manchester Airport present a once-in-a generation opportunity to drive economic success for the city centre and wider region. Significant development is planned in the south-east of the city centre at Piccadilly and Mayfield to accompany HS2 proposals, including enhanced Metrolink facilities, a new Metrolink stop at Piccadilly central and a multi-modal interchange to accommodate the growth in patronage driven by HS2.

¹¹ Warrington Borough Council (2021), *Warrington Local Plan 2021 to 2038, Updated Proposed Submission Version*. Available online at: https://www.warrington.gov.uk/sites/default/files/2021-09/warrington_updated_proposed_submission_version_local_plan_upsvlp_2021-2038_-_september_2021.pdf.

¹² Manchester City Council (2021), *City Centre Transport Strategy to 2040*. Available online at: https://www.manchester.gov.uk/download/downloads/id/27951/full_transport_strategy_document.pdf.

Carlisle City Council local transport policy and guidance

- 2.3.18 A summary of the relevant current and emerging local planning and transport planning strategies, policies and guidance in the Carlisle City Region that have been updated since the publication of the main TA BID report and the SES1 and AP1 ES TA BID report is presented below.

Carlisle Plan 2021 – 2023

- 2.3.19 The Carlisle Plan¹³ covers the three-year period from 2021 – 2023 and sets out the vision, priorities and key actions of the Council to increase prosperity and growth in the region's capital.
- 2.3.20 One of the key economic growth programmes and projects in the plan is the Borderlands Inclusive Growth Deal. This includes the Carlisle Station Gateway project, which includes improving the railway station and surrounding public spaces as the key transport hub for the Borderlands and preparing for HS2 services.

¹³ Carlisle City Council (2021), *Carlisle Plan 2021 – 2023*. Available online at: <https://www.carlisle.gov.uk/Council/Council-and-Democracy/Carlisle-Plan>.

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3 Transport surveys

- 3.1.1 No additional surveys have been undertaken over and above those set out in the main TA BID report.
- 3.1.2 Since the main TA BID report, additional traffic information has been used in the development of updated baseline and future baseline models for the AP1 revised scheme and the AP2 revised scheme in community areas MA02 to MA08. This includes traffic data from National Highways and TfGM, and TrafficMaster journey time data from the DfT. These data have been combined with information collected for local junction modelling, as set out in the main TA BID report.
- 3.1.3 The appendices to this document describe, for each CA, the additional traffic count information that has been used since the main TA BID report to inform the development of the updated baseline for the AP1 revised scheme and the AP2 revised scheme. These counts include:
- automatic traffic counts (ATC), manual classified counts (MCC) and traffic data from the National Highways Traffic Information System (WebTRIS) on highway links; and
 - manual classified counts (MCC) at highway junctions.
- 3.1.4 The details of the counts in each CA are set out in the Appendices.
- 3.1.5 In addition to traffic count information, TrafficMaster journey time data provided by the DfT has been used for journey time validation. The journey time data represented the month of June for 2017 and 2018 aligning with respective model baseline years.

Appendix A: MA02 Wimboldsley to Lostock Gralam area traffic and transport survey information

The location of additional traffic count information used in the development of the updated baseline models for the AP1 revised scheme are set out in Table 4-5.1 and presented in Figure 3-1.

No additional traffic count information has been used in the development of the updated baseline models for the AP2 revised scheme.

Table 4-5.1: Additional traffic information used for updated AP1 revised scheme baseline models

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
A17097	Coal Pit Lane between Birch Lane and Clive Green Lane	368845,365279	ATC	07/02/17 - 17/02/17

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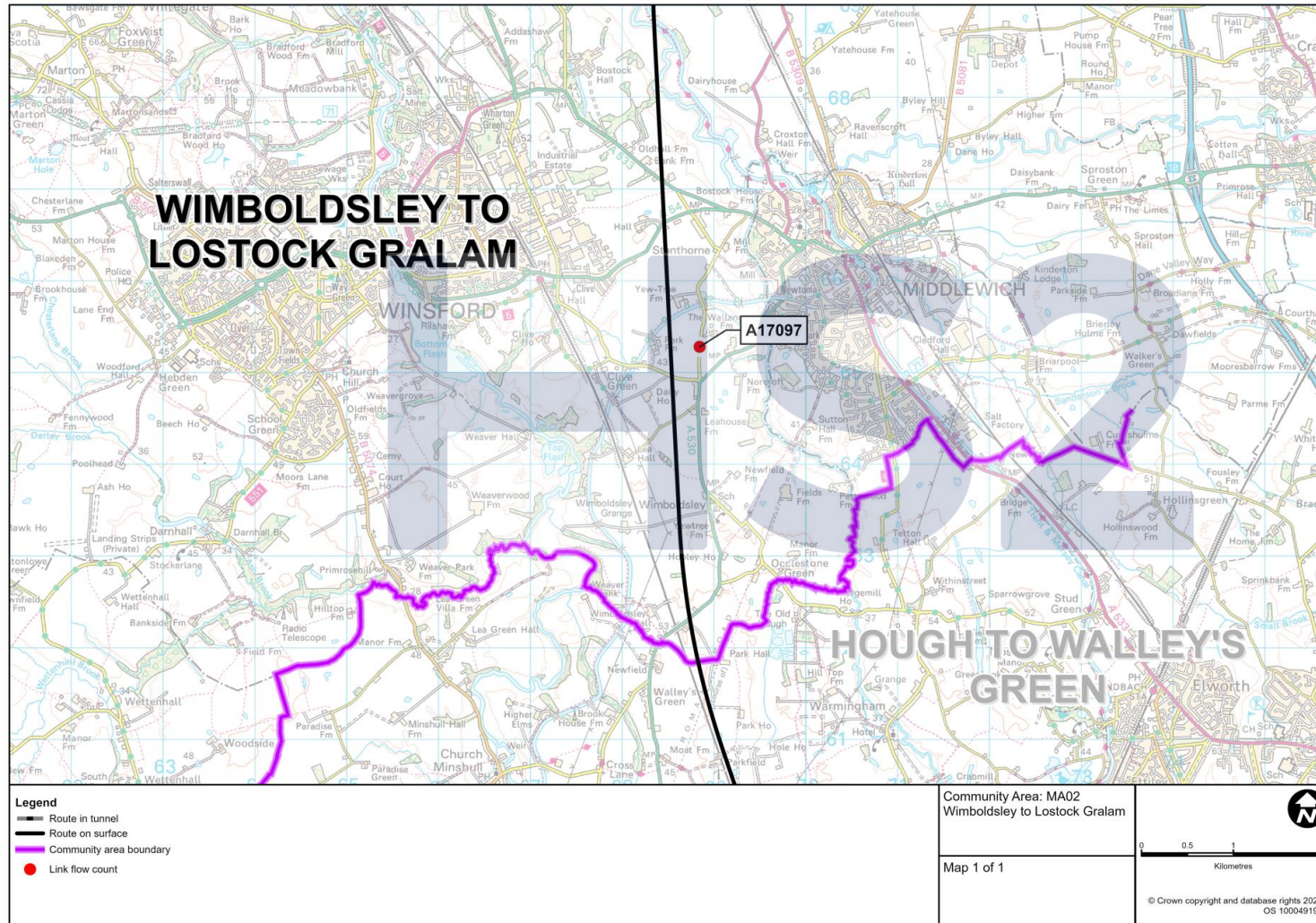
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Figure 3-1: MA02 additional traffic information used for updated baseline and future baseline location map



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Appendix B: MA03 Pickmere to Agden and Hulseheath area traffic and transport survey information

The locations of additional traffic count information used in the development of the updated baseline models for the AP1 revised scheme are set out in Table 4-8.1 and presented in Figure 3-2.

No additional traffic count information has been used in the development of the updated baseline models for the AP2 revised scheme.

Table 4-8.1: Additional traffic information used for updated AP1 revised scheme baseline models

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
MIDAS site at M56/8256A & MIDAS site at M56/8229A	M56 Junction 8 to Junction 9 westbound	369277,385111	WebTRIS	13/06/18 - 26/06/18
MIDAS site at M56/8257B	M56 Junction 8 to Junction 9 eastbound	369130,385091	WebTRIS	13/06/18 - 26/06/18
MIDAS site at M6/6972J	M56 Junction 9 westbound off-slip	366911,384068	WebTRIS	13/06/18 - 26/06/18
MIDAS site at M6/6976J	M6 on-slip from M56 Junction 9 westbound loop	366512,384177	WebTRIS	13/06/18 - 26/06/18
MIDAS site at M56/8283M	M56 Junction 9 westbound on-slip from M6 Junction 20 north	366851,384127	WebTRIS	13/06/18 - 26/06/18
ATC_04_13	Pickmere Lane between Budworth Road and Holly Grove	371382,379079	ATC	06/11/17 - 03/12/17
MCC_04_20	A556 Chester Road/Pickmere Lane/Tabley Hill Lane	372256,379295	MCC	15/11/17 - 16/11/17

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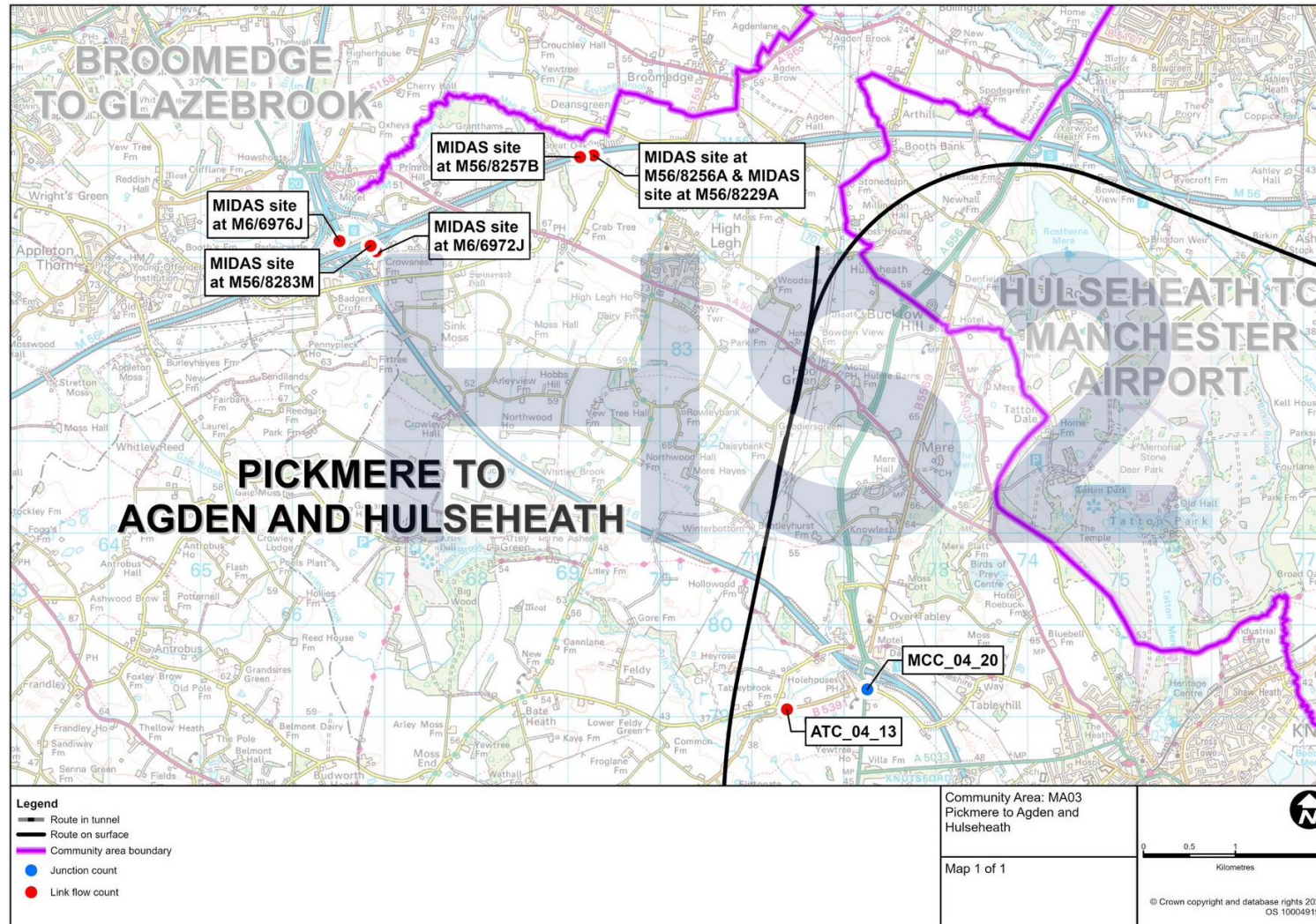
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Figure 3-2: MA03 additional traffic information used for updated baseline and future baseline location map



Appendix C: MA04 Broomedge to Glazebrook area traffic and transport survey information

The locations of additional traffic count information used in the development of the updated baseline models for the AP1 revised scheme and AP2 revised scheme are set out in Table 4-11.1 and Table 4-11.2 respectively and presented in Figure 3-3 .

Table 4-11.1: Additional traffic information used for updated AP1 revised scheme baseline models

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
MIDAS site at M6/6988K	A50 Cliff Ln northbound on-slip to M6 Junction 20	366131,385363	WebTRIS	13/06/18 - 26/06/18
MIDAS site at M6/6988L	M6 Junction 20 southbound off-slip	366191,385367	WebTRIS	13/06/18 - 26/06/18

Table 4-11.2: Additional traffic information used for updated AP2 revised scheme baseline models

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
Webtris Site M6/7024J 5372 NB	M6 Junction 21 northbound off-slip	366165,388932	WebTRIS	01/06/18 - 14/06/18
Webtris Site M6/7030L 384 SB	M6 Junction 21 southbound off-slip	366044,389469	WebTRIS	01/06/18 - 14/06/18
Webtris site M6/7041 2196 NB	M6 Junction 21 to Junction 21a northbound	365200,390273	WebTRIS	01/06/18 - 14/06/18
Webtris site M6/7042B 2196 SB	M6 Junction 21 to Junction 21a southbound	365159,390322	WebTRIS	01/06/18 - 14/06/18

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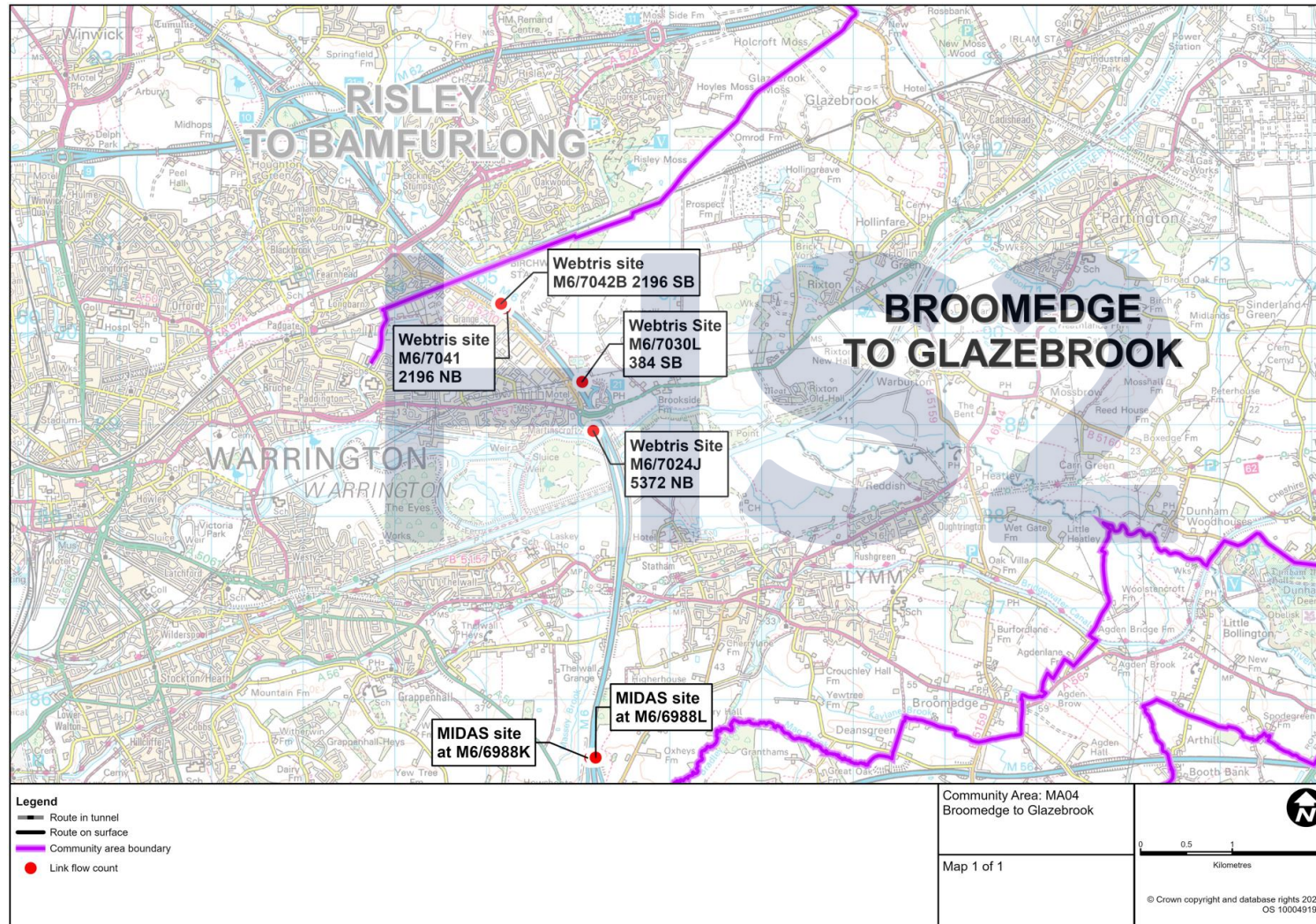
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Figure 3-3: MA04 additional traffic information used for updated baseline and future baseline location map



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Appendix D: MA05 Risley to Bamfurlong area traffic and transport survey information

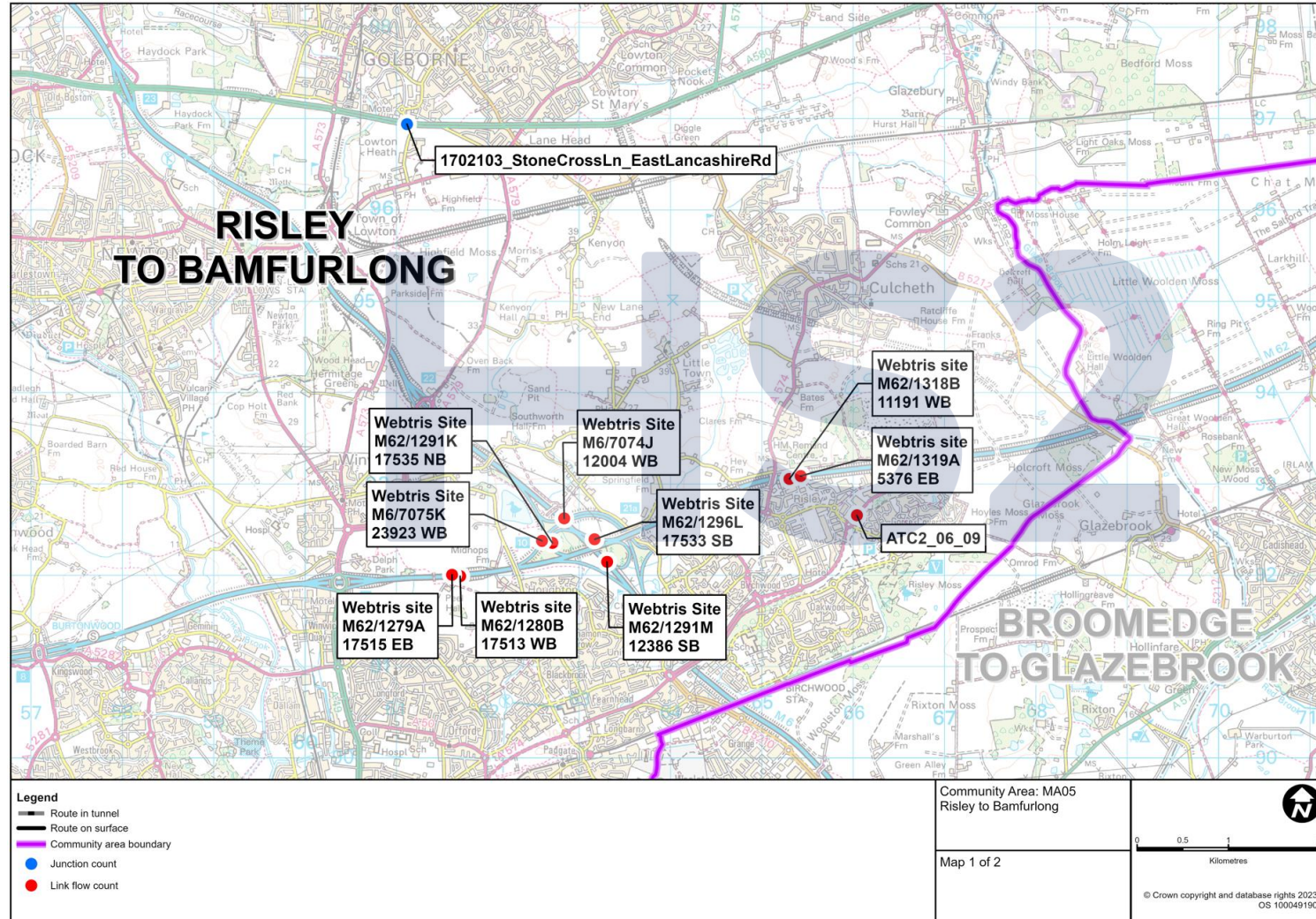
The locations of additional traffic count information used in the development of the updated baseline models for the AP2 revised scheme are set out in Table 4-14.1 and presented in Figure 3-4 and Figure 3-5.

No additional traffic count information has been used in the development of the updated baseline models for the AP2 revised scheme.

Table 4-14.1: Additional traffic information used for updated AP2 revised scheme baseline models

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
Webtris Site M62/1291K 17535 NB	M6 Junction 21a northbound off-slip onto M62 eastbound	362708,392353	WebTRIS	01/06/18 - 14/06/18
Webtris Site M62/1291M 12386 SB	M6 Junction 21a southbound off-slip onto M62 westbound	363306,392147	WebTRIS	01/06/18 - 14/06/18
Webtris Site M62/1296L 17533 SB	M6 Junction 21a southbound off-slip onto M62 eastbound	363170,392393	WebTRIS	01/06/18 - 14/06/18
Webtris Site M6/7074J 12004 WB	M62 Junction 9 westbound off-slip	362837,392622	WebTRIS	01/06/18 - 14/06/18
Webtris Site M6/7075K 23923 WB	M62 Junction 9 eastbound off-slip	362594,392376	WebTRIS	01/06/18 - 14/06/18
Webtris site M62/1280B 17513 WB	M62 Junction 9 to Junction 10 westbound	361698,391989	WebTRIS	01/06/18 - 14/06/18
Webtris site M62/1279A 17515 EB	M62 Junction 9 to Junction 10 eastbound	361609,392005	WebTRIS	01/06/18 - 14/06/18
Webtris site M62/1318B 11191 WB	M62 Junction 10 to Junction 11 westbound	365303,393054	WebTRIS	01/06/18 - 14/06/18
Webtris site M62/1319A 5376 EB	M62 Junction 10 to Junction 11 eastbound	365426,393086	WebTRIS	01/06/18 - 14/06/18
ATC2_06_09	Birchwood Way between Daten Avenue and Silver Lane	366041,392656	ATC	07/11/17 - 20/11/17
1702094_EastLancashireRd_WalkdenRd	A575 Walkden Road/East Lancashire Road/A580 Lancashire Road	374097,401755	MCC	14/02/2017
1702103_StoneCrossLn_EastLancashireRd	Stone Cross Lane/East Lancashire Road/Stone Cross Lane/A580 Lancashire Road	361116,396939	MCC	28/02/2017
Webtris site M62/1318B 11191 WB	M62 Junction 10 to Junction 11 Westbound	365303,393054	WebTRIS	01/06/17 - 14/06/17
Webtris site M62/1319A 5376 EB	M62 Junction 10 to Junction 11 Eastbound	365426,393086	WebTRIS	05/06/17 - 29/06/17

Figure 3-4: MA05 additional traffic information used for updated baseline and future baseline location map – Map 1 of 2



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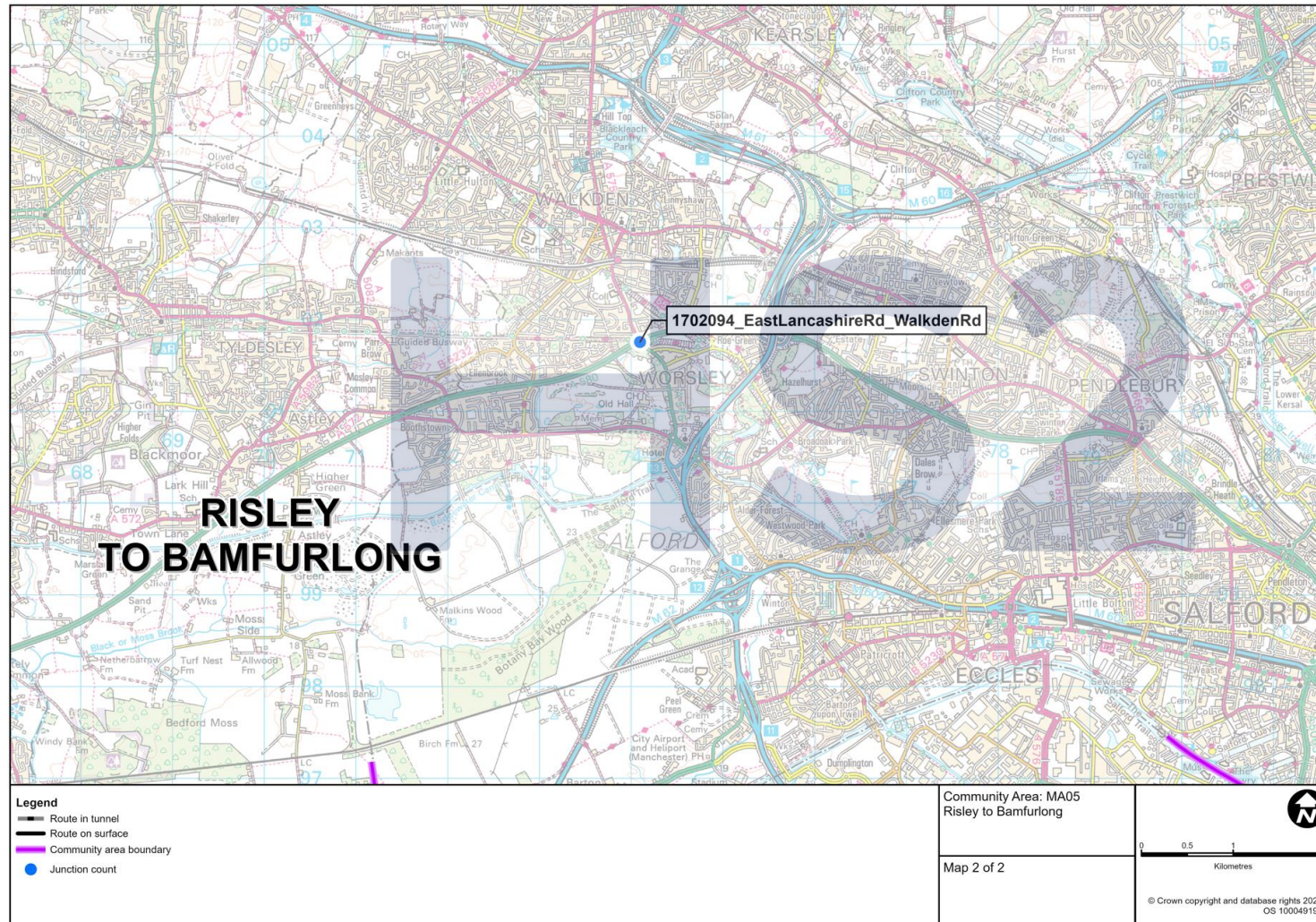
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Traffic and transport

MA01, MA02, MA03, MA06, MA07 and MA08

Transport Assessment policy and data

Figure 3-5: MA05 additional traffic information used for updated baseline and future baseline location map – Map 2 of 2



Appendix E: MA06 Hulseheath to Manchester Airport area traffic and transport survey information

The locations of additional traffic count information used in the development of the updated baseline models for the AP2 revised scheme are set out in Table 4-17.1 and presented in Figure 3-6.

Table 4-17.1: Additional traffic information used for updated AP2 revised scheme baseline models

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
MIDAS site at M56/8202A	M56 Junction 8 westbound before on-slip	374571,385101	WebTRIS	13/06/18 - 26/06/18
8536 Manchester Airport - 5817 J4	Wilmslow Road/Sunbank Lane	380793,384580	MCC	16/05/2018

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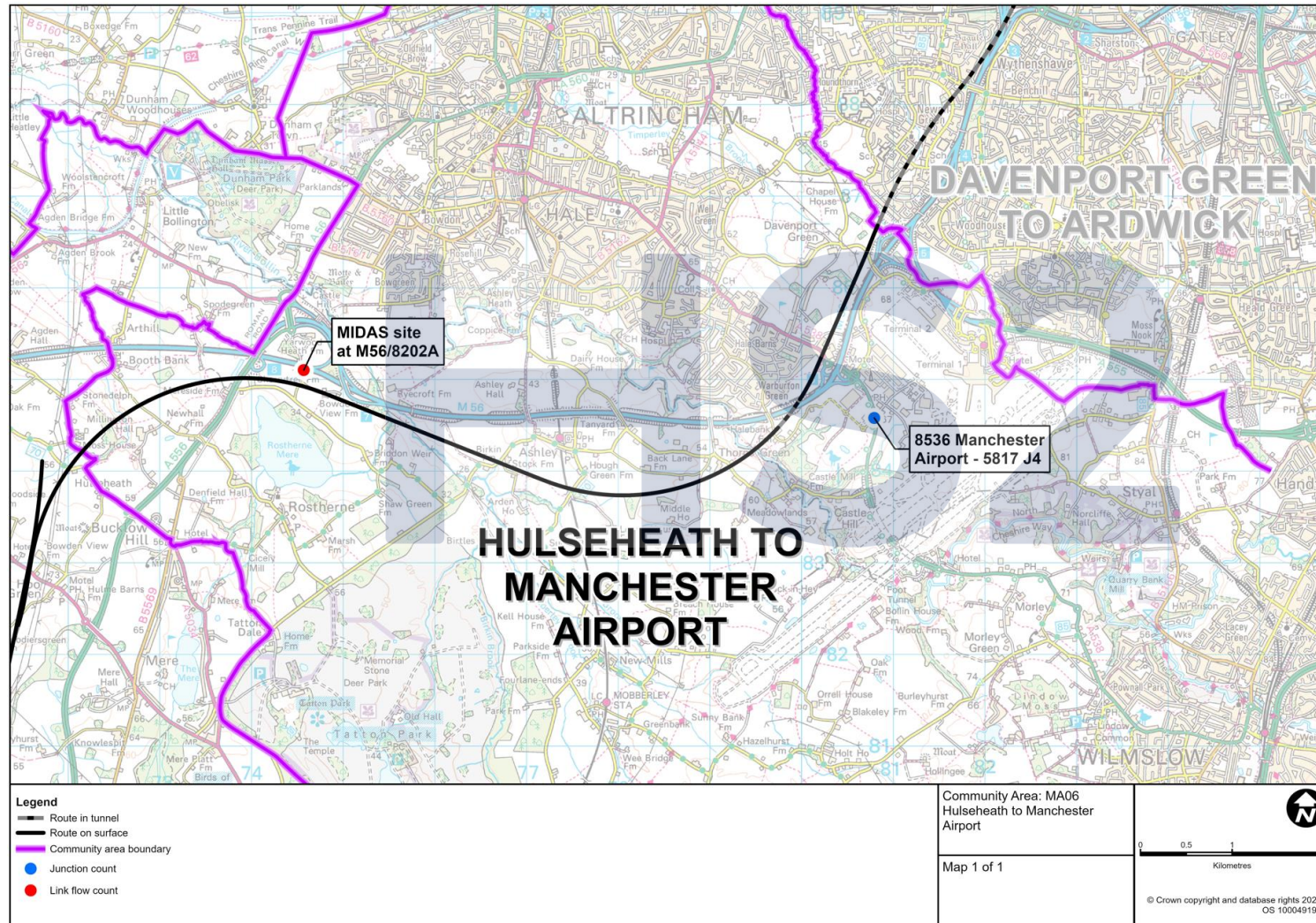
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Traffic and transport

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Figure 3-6: MA06 additional traffic information used for updated baseline and future baseline location map



Appendix F: MA07 Davenport Green to Ardwick area traffic and transport survey information

The locations of additional traffic count information used in the development of the updated baseline models for the AP2 revised scheme are set out in Table 4-20.1 and presented in Figure 3-7 and Figure 3-8.

Table 4-20.1: Additional traffic information used for updated AP2 revised scheme baseline models

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
7647 Sale, Trafford - J9 (Tuesday)	M60 Junction 8/A6144 Carrington Spur	377815,393845	MCC	19/11/2019
Webtris site M60/9435B	M60 Junction 22 to Junction 23 northbound	391617,400466	WebTRIS	05/06/17 - 29/06/17
Webtris site M60/9432A	M60 Junction 22 to Junction 23 southbound	391527,400720	WebTRIS	05/06/17 - 29/06/17
Webtris site M60/9473A	M60 Junction 23 to Junction 24 westbound	391354,397309	WebTRIS	05/06/17 - 29/06/17
Webtris site M60/9475B	M60 Junction 23 to Junction 24 eastbound	391186,397213	WebTRIS	05/06/17 - 29/06/17
Webtris site M60/9508B	M60 Junction 24 to Junction 25 northbound	391249,394138	WebTRIS	05/06/17 - 29/06/17
Webtris site M60/9510A	M60 Junction 24 to Junction 25 southbound	391331,393924	WebTRIS	05/06/17 - 29/06/17

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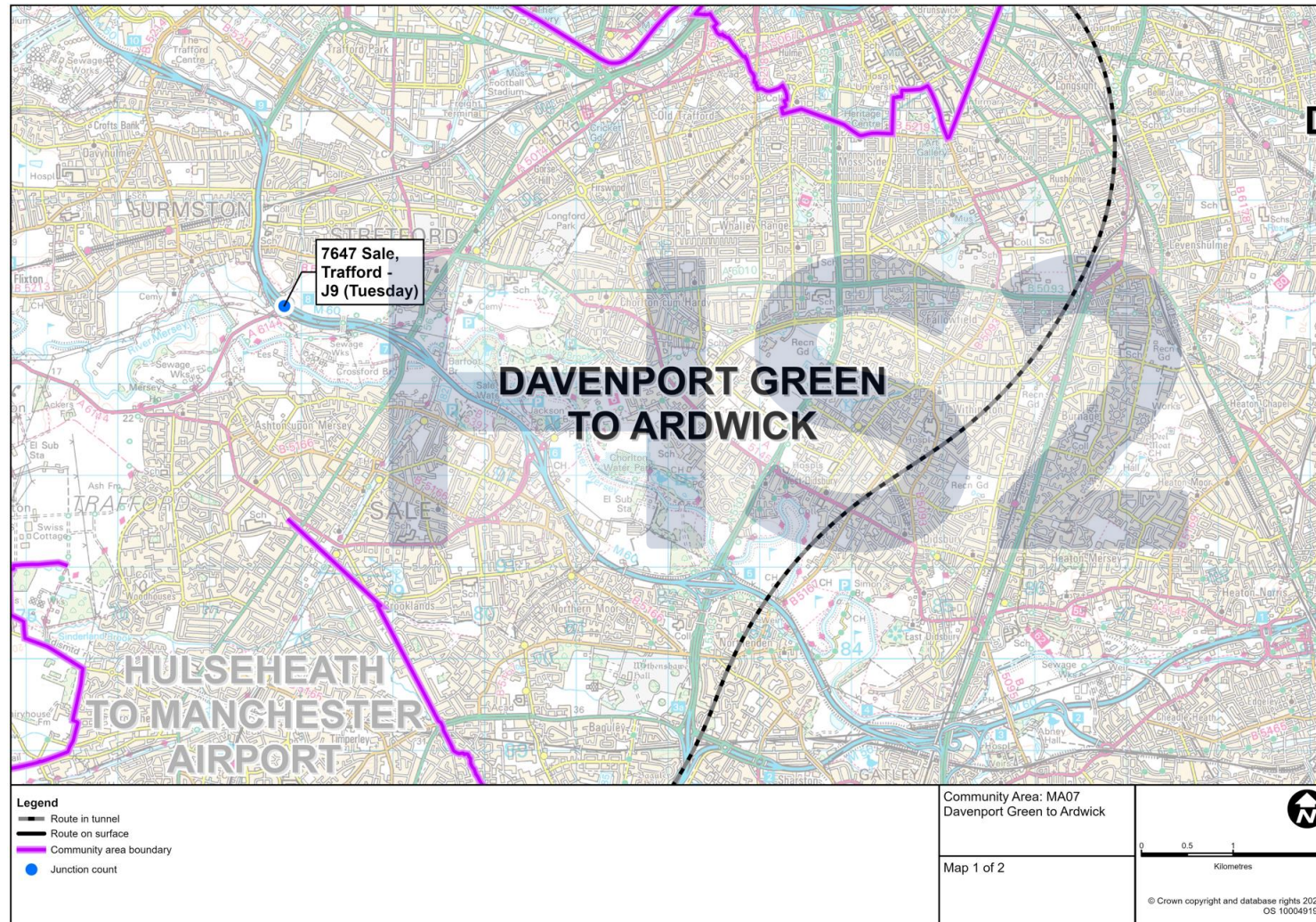
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Traffic and transport

MA01, MA02, MA03, MA06, MA07 and MA08

Transport Assessment policy and data

Figure 3-7: MA07 additional traffic information used for updated baseline and future baseline location map – Map 1 of 2



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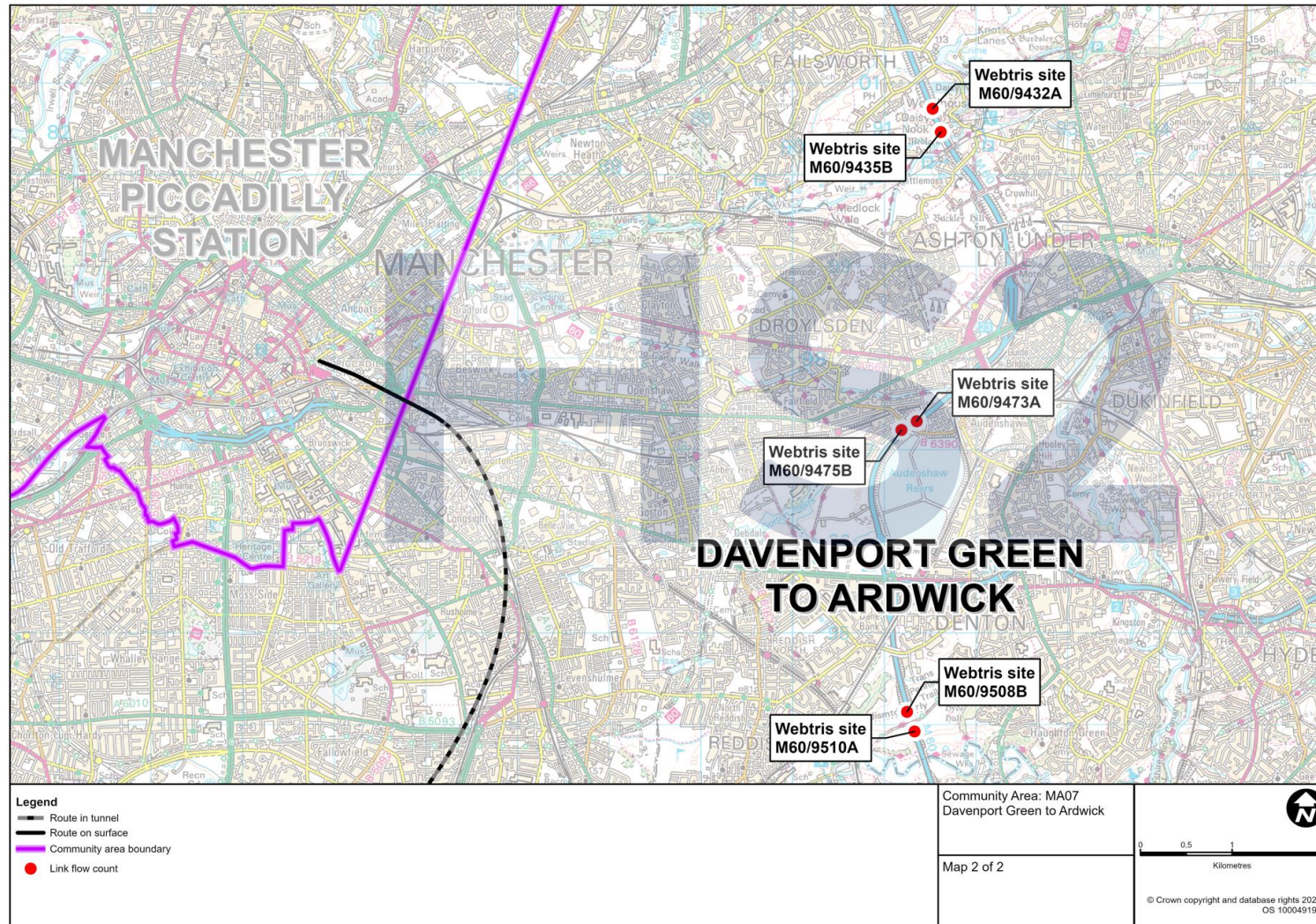
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Traffic and transport

MA01, MA02, MA03, MA06, MA07 and MA08

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Figure 3-8: MA07 additional traffic information used for updated baseline and future baseline location map – Map 2 of 2



Appendix G: MA08 Manchester Piccadilly Station area traffic and transport survey information

The locations of additional traffic count information used in the development of the updated baseline models for the AP2 revised scheme are set out in Table 4-25.1 and presented in Figure 3-9 and Figure 3-10.

Table 4-25.1: Additional traffic information used for updated AP2 revised scheme baseline models

Unique reference	Location	OS grid reference (E, N)	Survey type	Survey date
6106 Manchester - J2 (Thursday)	Travis Street/B6469 Fairfield Street	384992,397739	MCC	19/07/2018
1602099_ChapelSt_New BaileySt	Chapel Street/New Bailey Street	383171,398559	MCC	09/02/2016
1711062_ChapelSt_Blac kfriarsSt	A6041 Blackfriars Road/A6041 Chapel Street/A6 Blackfriars Street/A6 Chapel Street	383544,398707	MCC	30/11/2017
1906727_Picadilly_Lond onRd_DucieSt	A6 Piccadilly/Ducie Street/Auburn Street	384638,398051	MCC	20/06/2019
GtAncoats_PollardSt_Ch apelTownSt_Wed	Pollard Street/Great Ancoats Street	385322,398106	MCC	11/12/2019
Webtris site M60/9338B	M60 Junction 19 northbound through-road	384258,404888	WebTRIS	05/06/17 - 29/06/17
Webtris site M60/9341A	M60 Junction 19 southbound through-road	384476,404816	WebTRIS	05/06/17 - 29/06/17

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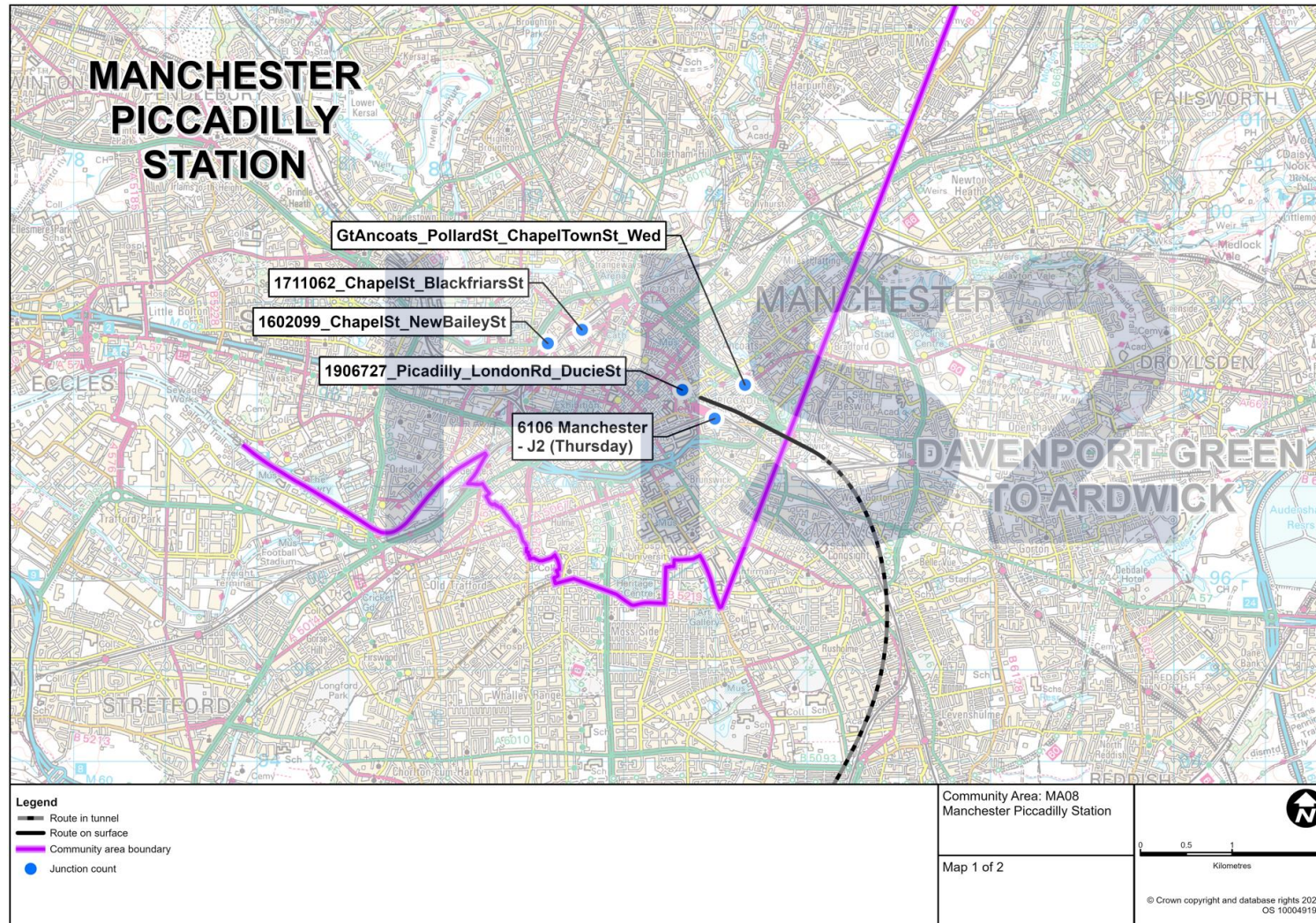
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Traffic and transport

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Figure 3-9: MA08 additional traffic information used for updated baseline and future baseline location map – Map 1 of 2



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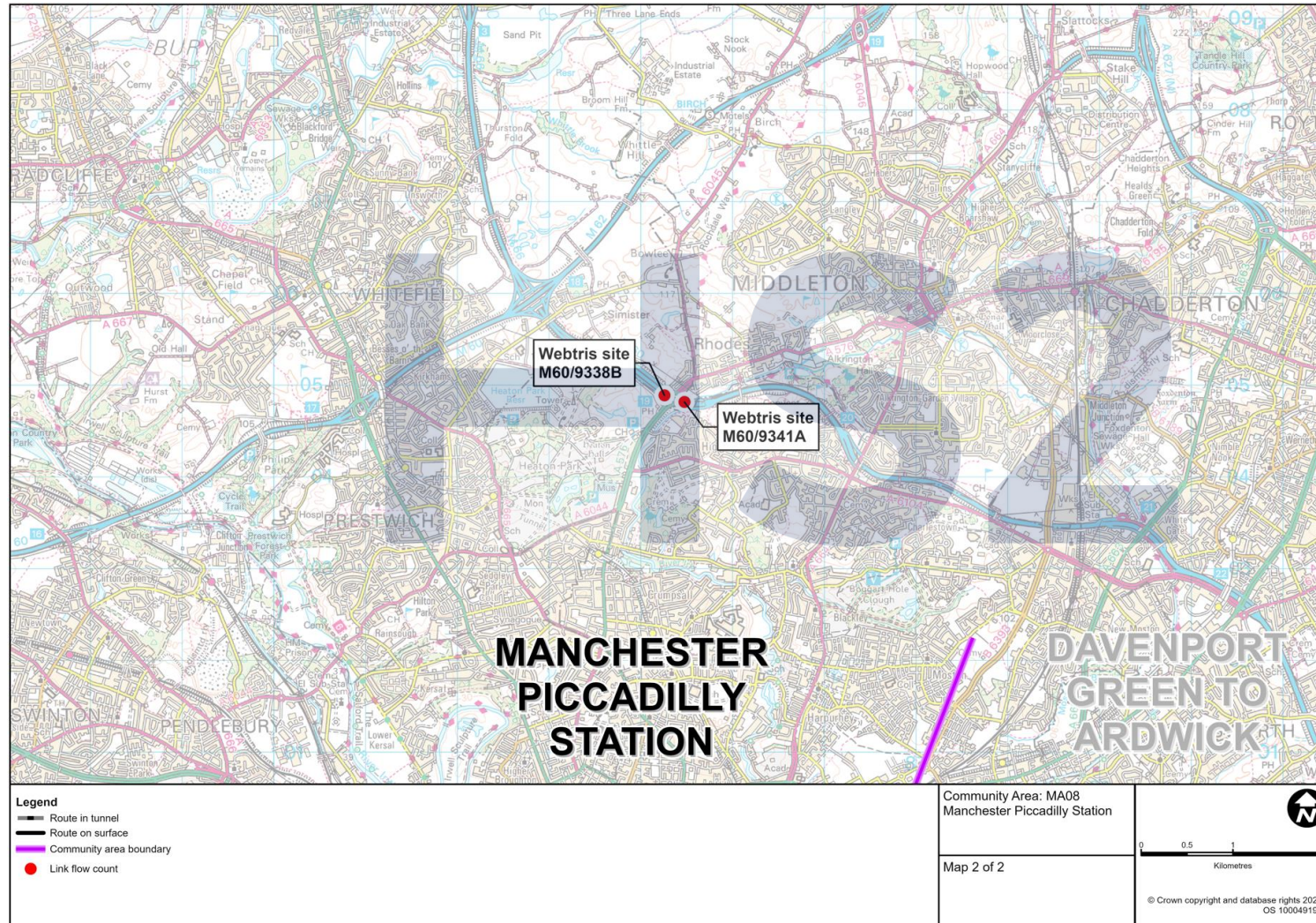
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MA01, MA02, MA03, MA06, MA07 and MA08

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Figure 3-10: MA08 additional traffic information used for updated baseline and future baseline location map – Map 2 of 2



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