

Appendix 11D

Baseline Descriptions

October 2024

Revision 1

Volume

Document ref.

0001

852552-WSPE-IA-ES-RP-TR-480782

Contents

1.	Introduction	2
2.	Highways Network Review	3
2.2.	Strategic Road Network	3
	M6 (National Highways)	3
	M56 (National Highways)	3
	M62 (National Highways)	3
	M60 (National Highways)	3
	A556 (National Highways)	4
2.3.	Local Highways Network	4
	West Corridor Local Highways Network (Halton Borough Council and Cheshire West and Chester Council)	4
	North Corridor Local Highways Network St. Helens Borough Council, Halton Borough Council, Cheshire West and Chester and Warrington Borough Council	7
	East Corridor Local Highways Network (Warrington Borough Council, Cheshire East Council and Cheshire West and Chester Council)	15
	South Corridor Local Highways Network (Cheshire West and Chester Council and Cheshire East Council)	20
3.	High Level Accident Review: Data Summary	23
	West Corridor	24
	North Corridor	26
	East Corridor	31
	South Corridor	35

Table 11D 3.1	PIA data summary – West Corridor	24
Table 11D 3.2	PIA data summary – North Corridor (excluding Warrington authority area)	26
Table 11D 3.3	PIA data summary – North Corridor – Warrington authority area only	29
Table 11D 3.4	PIA data summary – East Corridor (excluding Warrington authority area)	32
Table 11D 3.5	PIA data summary – East Corridor – Warrington authority area only	34
Table 11D 3.6	PIA data summary – South Corridor	35

1. Introduction

- 1.1.1. This appendix has been prepared to set out the baseline description of all roads in the Study Area (as detailed in the Draft ES Chapter 11: Traffic and Transport) that provide access for construction traffic. It also sets out the number of accidents recorded on the links within the Transport Study Area for the latest available five-year period.
- 1.1.2. The Transport Study Area will be reviewed and amended, if required, as the Project is developing in response to the identification of any additional impact pathways, estimates of construction traffic levels, identification of working and laydown areas and in response to feedback from Stage Three Statutory Consultation and technical consultation.
- 1.1.3. The Study Area includes following local highway authority areas:
- Cheshire West and Chester Council;
 - Cheshire East Council;
 - Trafford Council;
 - Halton Borough Council;
 - Warrington Borough Council; and
 - St Helens Borough Council.
- 1.1.4. The Study Area also includes access routes along the Strategic Road Network (SRN), managed by National Highways.
- 1.1.5. The four corridors of the Draft Order Limits inform the Study Area. The various Spurs from these corridors have also been included in the Study Area as follows:
- West Corridor (including Runcorn/Rocksavage Spur);
 - North Corridor (including Warrington Spurs + Clock Face Spurs + St Helens Spurs);
 - East Corridor (including Warburton Spur + Partington Spur); and
 - South Corridor.
- 1.1.6. It should be noted the Study Area is based on the design scenario are set out in **Chapter 11: Traffic and Transport**.

2. Highways Network Review

- 2.1.1. This section provides a description of the baseline conditions of the local road network (LRN) and SRN roads which are proposed to be used for access to the Project.

2.2. Strategic Road Network

- 2.2.1. This section sets out the details of the overarching SRN which forms the framework of the access route to all elements of the Project.

M6 (National Highways)

- 2.2.2. The M6 is longest motorway in the United Kingdom linking the M1 near Rugby to the A74(M) at the Scottish Border over 236 miles. In the Study Area the M6 runs from Junction 18 (Middlewich and Holmes Chapel) to Junction 22 (Winwick). The M6 in the Study Area provides a north-south corridor for strategic traffic and varies between three to four lanes in both directions.

M56 (National Highways)

- 2.2.3. The M56 is a motorway which runs between Manchester and Chester linking the M60, M6 and M53. In the Study Area the M56 runs between Junction 15 (Chester and the M53) and Junction 1 (the M60). The Motorway provides an east-west corridor for strategic traffic travelling from North Wales and Cheshire to Greater Manchester and the M60 for destinations further to the east and north. The road varies between two to four lanes in both directions.

M62 (National Highways)

- 2.2.4. The M62 is a motorway which runs between Liverpool and Hull over the Pennines. In the Study Area the M62 runs between Junction 7 (Warrington and St Helens) and Junction 12 (M60 and M602). The Motorway provides a key east-west corridor for strategic traffic between Liverpool and Manchester and also has a key junction with the M6. The road varies between two to three lanes in both directions.

M60 (National Highways)

- 2.2.5. The M60 is the Manchester Orbital Motorway which links with a number of other key roads on its route around the city such as the M62, M56, M602, M61 and M66. In the Study Area the M60 runs between Junction 3 (M56) and Junction 12 (M62) and forms the western section of the M60. The M60 in the Study Area is three to four lanes in both directions.

A556 (National Highways)

- 2.2.6. The A556 is partially part of the SRN and also part of the local highways networks and runs between Delamere (A54) and the Bowdon Interchange (A56). The section that is part of the SRN in the Study Area is a section that links the M6 and M56 and is two lanes in both directions.

2.3. Local Highways Network

- 2.3.1. This section of the report provides details of the existing LRN for each of the four corridors. Some roads are long distance national routes (such as the A57 and A50) and this section will detail the elements of these roads that are key to the Study Area. For each road description the relevant local highway authority is identified.

West Corridor Local Highways Network (Halton Borough Council and Cheshire West and Chester Council)

Pool Lane (Cheshire West and Chester Council)

- 2.3.2. Pool Lane, between the A5117 and the Pool Lane/Oil Sites Road roundabout is a single carriageway road. There are multiple lanes per direction in the southern section of the road and a narrowing on approach to the Pool Lane/Oil Sites Road roundabout. The section of road within the Study Area has a 50mph speed limit. There is footway on the west side of the carriageway and street lighting. Pool Lane has accesses to the industrial areas and Science Park situated to its west. Pool Lane/A5117/B5132 is a signalised junction.

B5132 Cryers Lane (Cheshire West and Chester Council)

- 2.3.3. The B5132 runs from A5117, south, to the A56. An approximate 350m section of the B5132, from A5117/B1532 southward, is part of the study area. The section of this road within the Study Area is in a rural area, does not have footways, is single carriageway and is subject to the National Speed Limit (NSL). From the signalised junction with A5117/Pool Lane, there is a 7.5T weight restriction aside from access.

Ince Lane (Cheshire West and Chester Council)

- 2.3.4. The section of Ince Lane within the Study Area includes approximately 130m, from the A5117 northward. This section of Ince Lane is single carriageway, is subject to a 40mph speed limit and passes through a rural area. The Ince Lane/A5117 junction is signalised, with pedestrian/cycle phase across Ince Lane. There is footway on both sides of the carriageway, with the western side also serving as a cycleway in this section. Streetlighting is present.

A5117 (Cheshire West and Chester Council)

- 2.3.5. The A5117 between A56 Chester Road (south) and A5117/Pool Lane/B5132 is within the Study Area. It runs through a rural area, with industrial land uses and the villages of Elton and Hapsford to its north. This section includes a grade separated junction with the M56 (J14) and access to the M56 J14 motorway services. The road is subject to NSL between Pool Lane and M56, plus 50mph speed limit between M56 and the A56.
- 2.3.6. The A5117 comprises sections of single carriageway east of M56 J14 and dual carriageway west of the M56 J14. There are footways adjacent to the carriageway between Pool Lane and School Lane (western access to Elton) and from Ince Lane to the A56, via, Hapsford. The footways vary in quality and width. There is street lighting on this section of A5117.

A56 (Warrington Borough Council and Halton Borough Council)

- 2.3.7. The A56 between the signalised junction with A5117 and priority junction with the A533 is within the Study Area. The A5117/A56 junction is left turn only from the A56. It passes through Helsby village and Frodsham and rural areas north of Frodsham.
- 2.3.8. This section of the A56 is single carriageway with footpaths. The road has varying characteristics as it passes through both urban and rural areas. The speed limit varies with parts of the road subject to 30mph, 40mph and the NSL.
- 2.3.9. In urban areas the road features include uncontrolled and controlled crossing points; residential and urban frontage; streetlighting; stretches of segregated pedestrian/cycle way and cycle lanes and on street parking.
- 2.3.10. Within the Study Area, the A56 has two height restricted (4.4m 14'4") bridges, a bridge crossing with barrier and passes over the M56.

Lower Rake Lane (Cheshire West and Chester Council)

- 2.3.11. Lower Rake Lane between Balmoral Drive and the A56 is within the Study Area. It is subject to a 20mph speed limit. There are footways, with limited street lighting. The road is single carriageway without central road markings, along the access route, and provides access to residential properties.

Hatley Lane/Matty's Lane (Cheshire West and Chester Council)

- 2.3.12. Hatley Lane and Matty's Lane connect the A56 to Godscroft Lane/Straight Length. They are rural single carriage way roads, subject to NSL. Hatley Lane and the northern section of Matty's Lane are narrow and have no footways and limited streetlighting. There are accesses to residential properties from Matty's Lane.

Marsh Lane (Cheshire West and Chester Council)

- 2.3.13. Marsh Lane runs through a residential area of Frodsham. It is single carriageway without central road markings. Streetlight and footways are present, the footways vary in width. The road is subject to a 20mph speed limit.

Ship Street (Cheshire West and Chester Council)

- 2.3.14. Ship Street is a single carriageway urban road subject to a 20mph speed limit. Ship Street between the priority junction with A56 to Weaver Lane is within the Study Area. It has footways and streetlighting on at least one side of the carriageway for its length. The road frontage includes residential and commercial properties, in some sections of the road footway separating residential frontage from the carriageway is narrow.

Aston Lane (Cheshire West and Chester Council and Halton Borough Council)

- 2.3.15. Aston Lane connects the A56, at Sutton Weaver, to the A533, at the Whitehouse Industrial Estate. Two separate sections of this road are within the Study Area.
- 2.3.16. One access runs from A56 southeast for approximately 750m. Aston Lane is single carriageway without central road markings, with footway on one side of the carriageway in this section. To the western end it provides access to residential properties, there is streetlighting and the road is subject to a 30mph speed limit. To the east of the residential area the speed limit is 50mph.
- 2.3.17. The second section within the Study Area runs between the Whitehouse Industrial Estate and Aston, through rural areas. The northern terminus of Aston Lane is the Aston Lane/Aston Lane North/A533 roundabout. This section, in an industrial area, is subject to a 30mph speed limit. South of the industrial area the speed limit is 40mph speed limit until the approach to Aston Village where it reduces to 30mph. The Study Area, also, includes an unnamed link (locally also known as Aston Lane), providing access to residential and agricultural properties, south-east of Aston Lane for approximately 650m. These links are single carriageway without central road markings, footway is provided on Aston Lane and in the vicinity of residential properties.

A533 (Halton Borough Council and Cheshire West and Chester Council)

- 2.3.18. On the West Corridor the A533 between the A56 and a signalised junction with the A49 is within the Study Area. For the majority of this section the A533 is single carriageway, subject to the NSL and passes through rural areas without footways or streetlighting (with some exceptions). The western end of this section is subject to a 30mph speed limit, has footway and streetlighting and runs through an urban area.

A557 (Halton Borough Council and Cheshire West and Chester Council)

- 2.3.19. The A557 between the A56 and the M56 junction 12 is within the Study Area. In the vicinity of the M56 Junction 12 the A557 provides various access/egress routes for the M56 which are typically subject to a 40mph speed limit and dual carriageway. South of the M56 the A557 passes by an industrial area and is single carriageway. There is streetlighting and sections of footway provision.

Weaver View (Halton Borough Council)

- 2.3.20. Approximately 555m of Weaver View, from the Weaver View/A557/M56 roundabout westward, is within the Study Area. The road in this section is single carriageway, is subject to the NSL, and has narrow footway on the north side of the carriageway until just west of the Cholmondeley Road/Weaver View junction, with streetlighting. At this point, westward, the road provides access to commercial/industrial buildings and is subject to a 15mph speed limit, narrows and has speed ramps.

Ashville Way (Halton Borough Council)

- 2.3.21. Ashville Way runs from the A557 west through an industrial/business area. The road is subject to a 30mph speed limit and has streetlighting. The majority of the road has a footway on a minimum of one side of the carriageway; at its northern extent there is no footway provision.

North Corridor Local Highways Network St. Helens Borough Council, Halton Borough Council, Cheshire West and Chester and Warrington Borough Council*Marsh Lane (Cheshire West and Chester Council)*

- 2.3.22. Marsh Lane connects Higher Lane and the A49. 800m of Marsh Lane, south from Higher Lane is within the Study Area. A second section of Marsh Lane, comprised of approximately 410m of Marsh Lane from the A49 north, is within the Study Area. On these two sections it is a single carriageway road, of varying widths, without footways or streetlighting. It runs through a rural area and is subject to the NSL.

Higher Lane (Cheshire West and Chester Council)

- 2.3.23. Higher Lane, from the A533 east by approximately 1.9km, is within the Study Area. Higher Lane is subject to the NSL and is rural single carriageway without footways or streetlighting.

A49 (Cheshire West and Chester and Warrington Borough Council)

- 2.3.24. In the North Corridor the A49 passes between the signalised junction with the A533 and the M56/A49/A559 junction. For the majority of its length this section of the A49 is a rural single carriageway road, with footway and subject to the NSL. Some sections of road are subject to 40 or 50mph speed limits. On approach to the M56/A49/A559 junction the A49 is separated carriageway.

A56 (Halton Borough Council and Warrington Borough Council)

- 2.3.25. Between the M56 J11 and the A5060, the A56 is within the Study Area. This section of the A56 runs through, mainly, rural areas and also passes Daresbury and Higher Walton. It has sections of dual and single carriageway. There are multiple speed limits in place in this section of the A56: NSL, 50mph, 40mph and 30mph. Typically, there is footway on a minimum of one side of the carriageway (including stretches of shared foot/cycleway).

A5060 (Warrington Borough Council)

- 2.3.26. Between the A56 and Gainsborough Road the A5060 is within the Study Area. This section passes through an urban area, is subject to a 30mph speed limit and has footways and streetlighting. The road is single carriageway and the A5060 crosses the Manchester Ship Canal via a narrow, barriered bridge.

Gainsborough Road (Warrington Borough Council)

- 2.3.27. Gainsborough Road is a residential single carriageway road, with footways and streetlighting. It is subject to a 30mph speed limit and has a 7.5T weight restriction aside from access. It runs between a priority junction with A5060 to a signalised junction, with pedestrian phases, with the A49 and Loushers Lane.

Loushers Lane (Warrington Borough Council)

- 2.3.28. Loushers Lane connects Wash Lane to the Loushers Lane/A49/Gainsborough Road signalised junction. It runs through an urban area, is single carriageway and subject to a 30mph speed limit. This road has footways and streetlighting. There is a 7.5T weight restriction, aside from access, on the eastern section of this road.

Wash Lane (Warrington Borough Council)

- 2.3.29. Wash Lane between Loushers Lane and the A5061 is within the Study Area. This section is single carriageway with footways and streetlighting and passes through an urban area, including past a primary school. The speed limit varies between 30mph and 20mph sections. This section of Wash Lane passes under a height restricted bridge (4.7m; 15' 6").

Station Road/Station Road B5156 (Warrington Borough Council)

- 2.3.30. Station Road is an urban single carriageway road that connects Knutsford Road and Wash Lane. It is subject to a 30mph speed limit and has streetlighting and footway on a minimum of one side of the carriageway.

A5061 (Warrington Borough Council)

- 2.3.31. The A5061 from Wash Lane to the A50 is within the Study Area. This section of the A5061 is a one-way system, with left turn only out of Wash Lane. It runs through retail and residential areas and is subject to a 30mph speed limit. There are controlled and uncontrolled crossings, footway, and a stretch of on-street bike lane.

A50 (Warrington Borough Council)

- 2.3.32. The A50, from Thelwall Lane to the M6 Junction 20 is within the Study Area. From the M6 Junction 20 northbound the A50 passes through a rural area as a single carriageway road, with footway on a minimum of one side of the carriageway and subject to a the NSL speed limit. On approach to the Knutsford Road Bridge and the urban area of Grappenhall, northbound, the A50 is subject to a 30mph speed limit. Routing north towards Thelwall Lane the A50 passes through urban areas

with footway provision. The A50 in this area also passes over the Manchester Ship Canal.

Thelwall Lane (Warrington Borough Council)

- 2.3.33. Thelwall Lane between the signalised junction with the A50 and a mini-roundabout junction with Powder Mill Road is within the Study Area. This section of residential road is single carriageway has a zebra crossing, footways and streetlighting and is subject to a 20mph speed limit.

Taylor Street/Westford Road/Baronet Road (Warrington Borough Council)

- 2.3.34. Taylor Street connects Eastford Road and the A5060. Westford Road connects Eastford Road and Baronet Road. Baronet Road continues the route of Taylor Street and Westford Road to an industrial area. These roads pass through a residential area, are single carriageway and have footways and streetlighting. It is a 20mph speed limit zone. The Trans Pennine cycle route includes Taylor Street.

Eastford Road (Warrington Borough Council)

- 2.3.35. The Study Area includes 630m of Eastford Road from Taylor Street north-westward. Eastford Road/Taylor Street is a 'stop' junction. The southern section is a residential single carriageway street, with parking areas, footways and streetlighting. North of the residential area the road narrows and passes under a 14' 6" height restricted bridge and a railway bridge, in the vicinity of the Trans Pennine Trail (with cyclists directed onto Eastford Road).

Runcorn Road (Halton Borough Council and Warrington Borough Council)

- 2.3.36. Runcorn Road has a signalised junction with the A56. Runcorn Road between the A56 junction and Moore Lane is within the Study Area. In this section, Runcorn Lane is a rural road providing access to a small number of properties. On approach to the A56/Runcorn Road, Runcorn Road is subject to a 40mph speed limit, the rest of the access route section is subject to the NSL. The majority of this section of road has unlit footway on one side of the carriageway, the footway is not continuous in the vicinity of the Runcorn Road/Holly Hedge Lane junction. On entering Moore, Runcorn Road is subject to a 30mph speed limit.

Moore Lane (Halton Borough Council)

- 2.3.37. Moore Lane is single carriageway and subject to the NSL. The road passes over a narrow bridge with priority flows and a narrow bridge with signalised flows, north of which Moore Lane is single track without footway provision or streetlighting. Moore Lane passes over the Moore Lane Swing Bridge and under a height restricted bridge (4.72m; 15' 6").

Lapwing lane (Warrington Borough Council)

- 2.3.38. Lapwing Lane runs north from Moore Lane. It is a narrow single-track road without pedestrian provision or streetlighting.

Holly Hedge Lane (Warrington Borough Council)

- 2.3.39. Holly Hedge Lane is subject to the NSL and a 7.5T weight restriction aside from access and is signed as unsuitable for HGVs. The Study Area includes Holley Hedge Lane from the priority junction with the A56 north-westward for approximately 290m. In the majority of this section Holly Hedge Lane is a narrow single-track road, without footways and unlit. It passes through a rural area, with residential properties present at the south of this section.

Park Lane (Warrington Borough Council)

- 2.3.40. Park Lane between the A56 and Warrington Road is within the Study Area. This section is subject to a 30mph speed limit. It is single carriageway of varying widths. Typically, there are no footways or streetlighting. Park Lane passes through a ford and is liable to flooding. There are accesses to a small number of residential properties from this section of Park Lane.

Warrington Road (Warrington Borough Council)

- 2.3.41. Warrington Road connects Hatton and Higher Walton. A small section from Park Lane southward is within the Study Area. This section is a rural road with 30 and 40mph speed limits. It is single carriageway, without central road markings, footways or streetlighting.

B5356 (Halton Borough Council and Warrington Borough Council)

- 2.3.42. The B5356 connects the A56, Daresbury, east-west, to the A50 through various settlements including Hatton and Stretton. Only a section of approximately 1.6km is within the Study Area, this section runs from the A56 west and terminates before Hatton. This section of the B5356 is single carriageway.
- 2.3.43. In the vicinity of the priority junction with the A56 there is a segregated pedestrian/cycleway. The section routing through Daresbury is 20mph and includes speed management measures including speed cushions and a horizontal build out with priority flow and speed cushion. The road has residential and commercial properties bordering it. There is footway and street lighting.
- 2.3.44. Routing east from Daresbury, along the access route, the road is subject to the NSL and at the speed change there is a horizontal speed management measure, with priority flows and cycle facility. This section passes through a rural area and the majority has no footways or streetlighting.

Delph Lane/Chester Road/Newton Lane (West) (Halton Borough Council)

- 2.3.45. Delph Lane connects the A56 to Chester Road (north and south) with priority junctions between at each terminus. The section of Chester Road between Delph Lane and Newton Road is within the Study Area. Newton Lane connects Chester Road and Summer Lane, through a rural area and with priority junctions at each terminus.
- 2.3.46. All three roads are single carriageway and subject to the NSL. This is a rural route with access to a small number of residential properties. Delph Lane and Chester Road have footway and are predominantly unlit. They are single carriageway,

subject to the NSL and have footways. Newton Lane typically does not have central road markings, has significant narrowing in places and includes a bridge crossing over the M56.

Summer Lane (Warrington Borough Council and Halton Borough Council)

- 2.3.47. Summer Lane runs between Windmill Lane and Pilmoos Lane, through a rural area. The section of Summer Lane from Newton Lane (west) approximately 625m northward is within the Study Area. This section is adjacent to the M56. In this section Summer Lane is subject to the NSL. It is single carriageway, without footways or streetlighting.

Newton Lane (East) (Halton Borough Council)

- 2.3.48. Newton Lane (East) has a priority junction with Summer Lane. The Study Area includes the section of the link from Summer Lane eastward approximately 205m. The study section is single track with passing places, through a rural area. It is unlit and without footways.

Forest Way (Warrington Borough Council)

- 2.3.49. Forest Way is subject to a 20mph speed limit and is single carriageway. Forest Way from Barnard Street to the vicinity of a gated access point near the pedestrian link to Eastford Road is within the Study Area. There is footway and streetlighting. The northern section of this road provides access to industrial/commercial land uses and the southern section passes through a rural area.

Barnard Street (Warrington Borough Council)

- 2.3.50. Barnard Street between Forest Way and Old Liverpool Road is subject to a 20mph speed limit and is single carriageway. This section has a signalised junction with pedestrian phases with Old Liverpool Road, streetlighting and footways. In the vicinity of the Barnard Street/Forest Way junction there is a zebra crossing.

Liverpool Road/Old Liverpool Road (Warrington Borough Council)

- 2.3.51. Liverpool Road and Old Liverpool Road, between Liverpool Road and Barnard Street, is within the Study Area. They are urban single carriageway roads subject to a 30mph speed limit. They have footways, streetlighting, stretches of on-street parking. Liverpool Road has a signalised junction with the A562 and a water crossing. Old Liverpool Road/Barnard Street junction is signalised with pedestrian phases.

A562 (Warrington Borough Council)

- 2.3.52. The A562 between The A5080 and the access road to the Fiddler's Ferry Power Station is within the Study Area. This section of the A562 is subject to a 50mph speed limit and there is footway provision and streetlighting. Between the A5080 and Mowcroft Lane the road is dual carriageway. South of Mowcroft Lane the A562 in this section is single carriageway.

Mowcroft Lane (Warrington Borough Council)

- 2.3.53. Mowcroft Lane is a narrow single-track road which runs from the A562 to Back Lane, without footways. The Study Area includes Mowcroft Lane from the A562 for approximately 490m westward. At the Mowcroft Lane/A562 junction Mowcroft Lane can only be accessed by northbound traffic and can only join northbound traffic on the A562. This rural road is subject to the NSL.

A5080 (Warrington Borough Council and Halton Borough Council)

- 2.3.54. The A5080 connects the A557 and A562. For the majority of its length, the A5080 is a rural single carriageway road, subject to a 50mph speed limit with footway and streetlighting. It enters into urban areas at its east and west extent. To the west there is separated carriageway and a 30mph speed limit. In the vicinity of the A5080/A562 approach there is a horizontal deflection with speed hump and is subject to a 30mph speed limit. The A5080 passes under a height restricted bridge (4.5 m 15'0")

Mill Lane (Halton Borough Council and St. Helens Borough Council)

- 2.3.55. Mill Lane connects the A5080, A557 (southbound) and the A57. Mill Lane from the A5080 north to approximately 530m north of Twyford Lane is within the Study Area. There is footway, which varies in quality and width, and streetlighting.
- 2.3.56. South of Twyford Lane, Mill Lane is subject to a 30mph speed limit, is single carriageway, aside from a short section of separated carriageway and passes residential and commercial properties. North of the A557 egress slip road there is a 7.5T weight restriction, aside from access. North of Twyford Lane Mill Lane is single carriageway, subject to a 50mph and passes through a rural area.

Twyford Lane (St. Helens Borough Council)

- 2.3.57. Twyford Lane connects Mill Lane and the A57. It serves a small number of properties and passes through a rural area. The circa 610m (of Twyford Lane northward from the priority junction with Mill Lane) is part of the study access route. This section is subject to the NSL. For the majority of its length this section is single carriageway, without central road markings, footways or streetlighting.

A557 (Halton Borough Council)

- 2.3.58. The A557 between the A5080 and the A557/M62/St Helens Linkway/A57 is within the Study Area. This section of the A557 is subject to the NSL and is a lit dual carriageway with parking areas, without footway and passes through a rural area.

A57 (Warrington Road) (St. Helens Borough Council and Warrington Borough Council)

- 2.3.59. The A57 between the A57/M62/A570/A557 junction and the A562 is within the Study Area. The western section of the A57 is single carriageway and passes through a rural area and is subject to a 50mph speed limit. In this western section there is streetlighting and footway on a minimum of one side of the carriageway and the A57/B5419 junction is signalised, with pedestrian phases and advanced stop lines for cyclists. Through the settlement of Bold Heath the A57 is subject to a

30mph speed limit, there is footway on both sides of the carriageway and on carriageway cycle lane sections and sections of shared pedestrian/ cycleway. East of Bold Heath the A57 passes through a rural area and is subject to a 40mph speed limit, with footway provision and on carriageway cycle lanes with physical separation bollards at intervals. The eastern section of the A59, within the study area passes through an urban area of Warrington and is subject to a 30mph speed limit. There is footway provision, sections of shared footway/cycleway and some advanced cycle stop lines and sections of on carriageway cycle lane. On approach to the junction with the A562 the speed limit is 40mph and the carriageway is separated by a central area.

B5419 (St. Helens Borough Council)

- 2.3.60. The B5419 from its junction with the A57 northward until, approximately 250m north of Union Bank Lane is within the Study Area. This section passes through a rural area. This section of the B5419 is subject to a 50mph speed limit, is single carriageway and crosses over the M62. There is footway provision, which varies in quality and width, and streetlighting.

St Helens Linkway (A570) (St. Helens Borough Council)

- 2.3.61. The St Helens Linkway (A570) runs between the A58 and A570/A57/M62/A557. St Helens Linkway between the M62 and the access road the St Helen's stadium (approximately 350m north of Burtonhead Road) is within the Study Area. In this section the A570 is a multi-lane dual carriageway and has key roundabouts and signalised junctions along its length. For the majority of its length, it is subject to the NSL or 40mph or 30mph speed limits. The northern section of the A570 passes through an urban area and has characteristics including footway or shared foot/cycleway.

Burtonhead Road (St. Helens Borough Council)

- 2.3.62. Burtonhead Road is a single carriageway road which runs in an east-west orientation from A570/Scorecross/Burtonhead Road/Sherdley Road roundabout junction. Approximately 630m of Burtonhead Road is within the Study Area, it has a retail park to its north and industrial areas to the south of the carriageway. This section of the road is subject to a 30mph speed limit. There is footway and streetlighting. There is a signalised pedestrian and cycle crossing on the approach to the A570/Scorecross/Burtonhead Road/Sherdley Road roundabout.

Sutton Heath Road (St. Helens Borough Council)

- 2.3.63. Sutton Heath Road connects an industrial/commercial area to St Helens Linkway. The Study Area includes Sutton Heath Road between the priority junction with St Helens Linkway and the gated start point of the private access section of Sutton Heath Road, via a priority junction at Sherdley Road/Sutton Heath Road. In this section the speed limit is 30mph; there is footway on the north side of the carriageway and streetlighting.

Sherdley Road (St. Helens Borough Council)

- 2.3.64. Sherdley Road is a single carriageway road which passes through an urban area between the B5204 and Sutton Heath Road. It is subject to a 30mph speed limit, has streetlighting and footways. There are sections of parking provisions adjacent to the carriageway.

B5204 (Elton Head Road) (St. Helens Borough Council)

- 2.3.65. The B5204 between the signalised junction with the St Helens Linkway to approximately 60m west of Stratton Drive is within the Study Area. This section of road is typically single carriageway road subject to a 30mph speed limit. Along the study route the B5204 provides access to residential areas and runs past a primary school. Lit footways are provided, with sections of shared and segregated pedestrian/cycleways; along this section there are signalised and unsignalised crossing points.

Eurolink (St. Helens Borough Council)

- 2.3.66. Eurolink is a single carriageway road connecting A570 and Lea Green Road. The road is subject to a 30mph speed limit. It passes through, and provides access to, an industrial area. For most of its length there is streetlighting and footways. The Eurolink/A570 is a roundabout junction.

Lea Green Road (St. Helens Borough Council)

- 2.3.67. The section of Lea Green Road between Eurolink and just east of Chapel Lane is within the Study Area. This link section is approximately 180m. It is a single carriageway road, with footways and streetlighting. It is subject to a 30mph speed limit.

Chapel Lane (St. Helens Borough Council)

- 2.3.68. The section of Chapel Lane between A570 and School Lane is within the Study Area. It runs from a priority junction with the A570 east-westward through a rural area. The road is single carriageway and is subject to a 30mph speed limit. There is streetlighting and a footpath, on the south side of the carriageway.

School Lane (St. Helens Borough Council)

- 2.3.69. School Lane runs from a priority junction with Chapel Lane to a non-motor vehicle through-route connection across the A570. The road is subject to the NSL. It is a single-track road, with significant narrowing along its length. School Lane is a rural road, with accesses to a small number of properties and without footways or streetlighting.

East Corridor Local Highways Network (Warrington Borough Council, Cheshire East Council and Cheshire West and Chester Council)

A559 (Warrington Borough Council and Cheshire West and Chester Council)

- 2.3.70. The A559 between A49/M56/A559, southward, to approximately 330m south of the A559/Knutsford Road/Lake Lane junction is within the Study Area. The road passes through rural areas, however, the northern section of the road passes through Lower Stretton. Through this settlement the A559 is subject to a 30mph speed limit, is single carriageway, has footway, streetlighting and there is a section narrowed with a horizontal deflection with priority flows.
- 2.3.71. The majority of the A559, in the Study Area, is subject to a 50mph speed limit, with narrow footway. South of the properties in the vicinity of the A559/Knutsford Road/Lake Lane there is no footway.

Lake Lane (Cheshire West and Chester Council)

- 2.3.72. Lake Lane between A559 and Old Mill Lane is within the Study Area. This section is a single carriageway rural road, with layby area, without footways and subject to NSL.

Old Mill Lane/Norman's Lane (Cheshire West and Chester Council)

- 2.3.73. Old Mill Lane between Lake Lane and Norman's Lane and approximately 210m of Norman's Lane, westward, is part of the study access route. They are narrow single track rural roads, without footways and subject to the NSL.

Knutsford Road (Cheshire West and Chester Council)

- 2.3.74. Knutsford Road runs from the A559 southeast, through settlements including Antrobus. The Study Area includes the section of Knutsford Road between A557 to Knutsford Road/Reed Lane and a further 110m south of this road. This section of Knutsford Road is subject to the NSL, passes through a rural area and is single carriageway without footways.

Barber's Lane (Cheshire West and Chester Council)

- 2.3.75. Barber's Lane connects Arley Road to Antrobus. The section of Barber's Lane between the priority junction with Arley Road westward until approximately 180m east of Nook Lane is within the Study Area. Barber's Lane is a rural single carriageway road, without footway and subject to the NSL. It runs past a small number of properties.

Pools Platt Lane (Cheshire West and Chester Council)

- 2.3.76. Pools Platt Lane from Barber's Lane for, approximately 420m southward, is within the Study Area. In this section Pools Platt Lane is a narrow single track road, without footways and subject to the NSL. It passes through a rural area.

Cladwell's Gate Lane (Cheshire West and Chester Council)

- 2.3.77. Cladwell's Gate Lane runs between Arley Road and Reedgate Lane. It is a rural road which is signed as unsuitable for HGVs. Approximately 660m of this road, from the junction with Arley Road eastward, is within the Study Area. In this section, Cladwell's Gate Lane is subject to the NSL and is a narrow single track road, without footways.

Arley Road/New Road (Cheshire West and Chester Council and Warrington Borough Council)

- 2.3.78. Arley Road is a single carriageway road. The Study Area includes Arley Road through the urban area of Appleton Thorn then south through a rural area, via New Road, to Caldwell's Gate Lane. In the urban area, typically, the speed limit is 30mph and there is footway and streetlighting. In the rural section the NSL applies and there are no footways or streetlighting and the road becomes single-track.

B5356 (Warrington Borough Council)

- 2.3.79. The B5356 between the A49 and Arley Road is within the Study Area and is single carriageway. It passes through the southern extent of the urban area of Stretton. Within Stretton the road is subject to a 30mph speed limit, typically there is footway on a minimum of one side of the carriageway. There is a section of shared foot/cycleway adjacent to a residential development on Swinley Forest Drive on the north side of the B5356. East of Stretton the B5356 passes through a rural area and is subject to a 40mph speed limit and has sections with and without footway provision. On the approach to the urban area of Appleton Thorn there is a section of shared foot/cycleway. The road is subject to a 30mph speed limit on entry to and within Appleton Thorn, where there is footway provision.

A49 (M56 Junction 10 to B5356) (Warrington Borough Council)

- 2.3.80. The A49 north of the M56 Junction 10 to the B5356 is within the Study Area. The A49 in this section is single carriageway, with footway and streetlighting. It is subject to the NSL in the vicinity of the M56 Junction 10 and a 40mph speed limit to the north as the road runs through a more urban area.

A50 (M6 to High Legh) (Cheshire East Council and Warrington Borough Council)

- 2.3.81. The A50, between the B5356/M6 Junction 20 and West Lane (B5159) High Legh, is within the Study Area. The majority of this section of the A50 is single carriageway road with unlit footway, is subject to a 50mph speed limit and passes through a rural area. There are sections without footway provision and sections subject to the NSL and 40mph.

Swineyard Lane (Cheshire East Council)

- 2.3.82. Swineyard Lane between A50 and Moss Brow Lane is within the Study Area. This section of Swineyard Lane is subject to the NSL, is single carriageway and does not have footways or streetlighting. At the eastern end of this section, Swineyard Lane runs past a small number of residential properties, including with direct frontage onto the carriageway with no footway provision.

Moss Brow Lane (Cheshire East Council)

2.3.83. Moss Brow Lane is a rural single carriageway road connecting Swineyard Lane and Moss Lane. It is subject to the NSL and a 7.5T weight restriction except for access. There are no footways or streetlighting.

Moss Lane (Cheshire East Council)

2.3.84. Moss Lane is a rural, narrow single carriageway route. There are accesses to a small number of properties from Moss Lane. It is subject to the NSL and does not have footway or streetlighting. The Study Area includes the northern section of this link, from Moss Brow Lane for sections to both the east and west.

B5159 and B5169 (Broomedge to Stage Lane) (Warrington Borough Council)

2.3.85. The B5159 from Broomedge to the B5169 to Stage Lane is within the Study Area. In Broomedge the road is subject to 40mph speed limit, there is a 7.5T weight restriction (aside from access), footways and streetlighting. Passing through the rural area there is footway and a 50mph speed limit in general on this road. The B5169 passes under a height restricted bridge (2.8 m and 9"), that is signalised single-track.

Bradshaw Lane/Spring Lane (Warrington Borough Council and Cheshire East Council)

2.3.86. Bradshaw Lane and Spring Lane are subject to the NSL. They pass through a rural area and are narrow single track, without footways or streetlighting. Bradshaw Lane runs between the B5169 and Spring Lane. A section of Spring Lane from Bradshaw Lane eastwards, terminating approximately 300m north of Warrington Lane, is within the Study Area.

B5159 West Lane (Cheshire East Council)

2.3.87. The Study Area includes West Lane (B5159) between the A50 and the M56. The B5159 in this section runs past High Legh and is subject to a 40mph speed limit and has streetlighting and footway in its vicinity. North of High Legh this section route through a rural area, subject to the NSL, typically with footway.

Mowpen Brow (Cheshire East Council)

2.3.88. From the B5159, the Study Area includes 400m of Mowpen Brow. Mowpen Brow is a single-track rural road which provides access to a small number of properties, there are no footways. This section is subject to the NSL.

A56 (M56 to B5160) (Trafford Council and Cheshire East Council)

2.3.89. The A56 between the M56 Junction 7 and the B5160 is, in the majority, a multi-lane single carriageway road subject to a 50mph speed limit with some footway provision. On approach to the signalised A56/B5160 junction the speed limit is 40mph and the carriageways are separated.

A56 (M56 to Broomedge) (Cheshire East Council and Warrington Borough Council)

- 2.3.90. The A56 between the M56 Junction 7 and Broomedge is single carriageway with footway and streetlighting and is within the Study Area. Through rural areas it is subject to the NSL. Through the urban areas of Little Bollington (the A56 passes a primary school in this area) and Broomedge, on this section of the A56, the speed limit is 40mph

Froghall Lane (Cheshire East Council)

- 2.3.91. Froghall Lane has a priority junction with Agden Lane/Adgen Park Lane. The Study Area includes approximately 360m of Froghall Lane south of this junction. This section of Froghall Lane is rural narrow single track carriageway, without footways or street lighting and subject to the NSL.

Agden Lane (Cheshire East Council)

- 2.3.92. An approximately 300m section of Agden Lane from Agden Park Lane eastward is within the Study Area. This section of Agden Lane is a rural single carriageway road, without central road markings, footway or streetlighting, and is subject to the NSL.

Adgen Park Lane (Cheshire East Council)

- 2.3.93. Adgen Park Lane connects the A56 to Froghall Lane and Agden Lane. It is subject to a 40mph speed limit. This road is single carriageway and has streetlighting but no footways. Adgen Park Lane runs through a residential area, with residential property with direct frontage onto the carriageway.

B5160 (A56 to Barns Lane) (Trafford Council)

- 2.3.94. The B5160 between the signalised junction with the A56 and Barns Lane is within the Study Area. The road is single carriageway and passes through a rural area. It is subject to a 40mph speed limit and has footway and sections of streetlighting. West of Brickkiln Lane the B5160 runs under a height restricted bridge (9") with single file traffic. On approach to Dunham Woodhouses the road is subject to a 30mph speed limit as it runs through a residential area.

B5160 (Carrgreen Lane to A6144) (Trafford Council)

- 2.3.95. The section of the B5160 between Carrgreen Lane and the A6144 fits within the Study Area. This section is, in the majority, a rural single carriageway road, without footway or streetlighting and subject to the NSL. On approach to the A6144 the speed limit is 40mph.

Barns Lane (Trafford Council)

- 2.3.96. Barns Lane is rural single-track road, routing past a small number of properties. There are no footways or streetlighting. Barns Lane runs between Sawpit Street and the B5160. It is subject to a 30mph speed limit.

Sawpit Street (Trafford Council)

- 2.3.97. Sawpit Street is a rural single-track road, without streetlighting that runs between Barns Lane and Gorsey Lane. Sawpit Street west for approximately 160m from Barns Lane is within the Study Area. There is footway in the vicinity of the properties near Sawpit Street/Barns Lane. This section of road is subject to NSL and 30mph speed limits.

Carrgreen Lane (Trafford Council)

- 2.3.98. Carrgreen Lane passes through a rural area and is a single-track road with passing places. It is subject to the NSL and has no footway or streetlighting. The Study Area includes the section of this road from B5160/Carrgreen Lane (east) junction approximately 290m west.

A6144 (Trafford Council)

- 2.3.99. The Study Area includes the A6144 between the B5160 and the M60 Junction 7. This section of road is single carriageway. In general, along this section of the A6144, the speed limit in urban areas is 30mph (for example in Partington) and in rural areas is 40mph. When passing through urban areas the A6144 has typical urban features such as uncontrolled crossings and on-street cycle lanes. Typically, there is footway and streetlighting. The exception is the Carrington Spur which is 50mph and does not have footways.

Sinderland Lane (Trafford Council)

- 2.3.100. Sinderland Lane passes west from Sinderland Road. Sinderland Lane is single carriageway, through a rural area. For the majority of the section within the Study Area Sinderland Lane has no footway or streetlighting and is subject to the NSL. There is a section of the road with narrow footway provision on one side of the carriageway and streetlighting, in the vicinity of residential properties. In the vicinity of Covershaw Lane Sinderland Lane is single track.

Sinderland Road (Trafford Council)

- 2.3.101. Sinderland Road runs between Sinderland Lane and the A56. It passes through an urban area and is subject to a 30mph speed limit, adjacent land uses include a school, residential and retail. There is a school safety zone on a section of Sinderland Road with 20mph maximum speed at indicated times, the zone is marked by signage and, on the eastern approach, build outs. The road is single carriageway with streetlighting, footway and pedestrian crossing provisions.

A56 (between M60 and Sinderland Road) (Trafford Council)

- 2.3.102. The Study Area includes the A56 between Sinderland Road and the M60 Junction 7. This section of the A56 passes through an urban area. Typically, this section of the A56 is single carriageway with two lanes in each direction. The A56 has street lighting, footway and pedestrian crossing provision and is subject to a 30mph speed limit. There is provision for cyclists along this section of the A56 in the form of advanced stop lines at signalised junctions. There is a restricted height bridge

(16' 0"). On approach to the M60 the speed limit is 40mph and the carriageway traffic flow directions are separated.

South Corridor Local Highways Network (Cheshire West and Chester Council and Cheshire East Council)

A49 (A533 to A556) (Cheshire West and Chester Council)

2.3.103. Within the South Corridor the Study Area includes the A49 between the A533 and the A556. The majority of this road section is single carriageway, with footway and streetlighting. There is a bridge crossing, with barriers, over the River Weaver. The road has NSL, 50mph, 40mph and 30mph speed limits in this section. Some sections have no footway and there are some segregated/shared foot/cycleway.

Hefferston Rise (Cheshire West and Chester Council)

2.3.104. Hefferston Rise provides access to a number of residential properties. A short section of Hefferston Rise is used to access one of the Project accesses. This section is between the A49 and Grange Lane, it is approximately 30m in length. The road is single carriageway and has footpath on one side of the carriageway at this location and subject to the NSL. The A49/Hefferston Rise junction is a priority junction.

Station Road (B5153) (Cheshire West and Chester Council)

2.3.105. Station Road is a single carriageway road with footway and streetlighting. The Study Area includes Station Road from the B5144 until approximately 70m west of the A49. The B5153/A49 is grade separated. Near the residential properties in Weaverham a 30mph speed limit applies; running away west of Weaverham the speed limit is 40mph.

B5142 (Sandy Lane) (Cheshire West and Chester Council)

2.3.106. Sandy Lane is a single carriageway road with footway and streetlighting. It runs between the A49 and Station Road. It is subject to the NSL in its northern rural section and on approach to Weaverham a 30mph speed limit.

Acton Lane (Cheshire West and Chester Council)

2.3.107. Acton Lane connects the A49 to Acton Bridge village. Acton Lane/A49 is a priority junction. The Study Area includes 120m of Acton Lane, from Acton Lane/A49 southward, providing access to two access locations. The study section is subject to a 50mph speed limit and 7.5T weight restriction (except for access). Acton Lane is single carriageway, has streetlighting and there is a footway set back from the southeast side of the carriageway along the study route.

Millington Lane (Cheshire West and Chester Council)

2.3.108. Millington Lane, between the A49 and Weaverham Road, is within the Study Area. This section of road is subject to NSL and a 7.5T weight restriction (except access). It is single carriageway, without central road markings, predominantly. The road is situated in a rural area. There are no footways.

Weaverham Road (Cheshire West and Chester Council)

2.3.109. Weaverham Road connects Millington Lane to Sandiway, and includes approximately 200m of Weaverham Road from Millington Lane southward. The road is subject to NSL. It is single carriageway, with central road markings only in the vicinity of the 'Stop' junction with Millington Lane. There are no footways on Weaverham Road in the Study Area.

A556 (M6 to A49) (Cheshire West and Chester Council and Cheshire East Council)

2.3.110. Within the Study Area the A556 links the A49 and the M56 Junction 7. This is a key route that is part of the SRN between the M6 and M56. The remaining route to the south and west links the M6 to the A49. The A556 between the M6 Junction 19 and the A49 (Sandiway), passing Rudheath, Davenham, Hartford and Sandiway is within the Study Area. The majority of this road section is multi-lane dual carriageway running through rural areas, with footway and streetlighting. There are some sections of single carriageway. This section of the A556 is subject to various speed limits: NSL, 40mph, 50mph and 60mph.

A559 (Cheshire West and Chester Council)

2.3.111. The Study Area includes the A559 between the A556 and Whitegate Lane. This section of the A559 is the access and egress for the A556 eastbound. The majority of this section is single carriageway, subject to a 50mph speed limit and has some sections of footway.

Whitegate Lane (Cheshire West and Chester Council)

2.3.112. A section of Whitegate Lane is within the Study Area. Between the A559 and Whitegate Lane over the A556 the road is single carriageway, subject to a 40mph speed limit and footway. South of the A556 the study route includes, approximately 700m of Whitegate Lane. This rural section is subject to the NSL, with a weight restriction (7.5T) aside from access, typically without footway, and in some places is single-track.

Hartford Road (Cheshire West and Chester Council)

2.3.113. Hartford Road between A556 and Eaton Road is within the Study Area. The road passes through a residential area. The access route section is subject to a 20mph speed limit and 7.5T weight restriction. On approach to the signalised junction with the A556 the speed limit is 60mph. This signalised junction includes an advanced stop area for cyclists and unsignalised pedestrian crossing features. In the 20mph zone there is footway provided and street lighting. Hartford Road is single carriageway in the Study Area.

Eaton Lane (Cheshire West and Chester Council)

2.3.114. The Study Area includes Eaton Lane between the Eaton Lane/Hartford Road priority junction and just west of Pritchard Drive (an approximate 190m link section). Within the Study Area Eaton Lane is a residential single carriageway road, with footways and streetlighting.

A533 (A556 to London Road) (Cheshire West and Chester Council)

2.3.115. The A533 between the A566 and the southern junction with London Road, is a single carriageway road. The majority of this section of the A533 is subject to the NSL, running through a rural area and without footways. The section between A533/A5018 and the southern junction with London Road is subject to 40mph and has footway provision.

London Road (Cheshire West and Chester Council)

2.3.116. The section of London Road from the A533 northwards through a rural area (towards Bostock Green) for approximately 1.01 km is within the Study Area. This part of the road is subject to a 7.5T weight restriction aside from access. The speed limit is 50mph, along the southern part of the access route, and 40mph on the northern part. It is single carriageway with unlit footway on its west side.

Jack Lane (Cheshire West and Chester Council)

2.3.117. Jack Lane connects the A533 and Moulton Village, with a southern branch (Jack Lane (south)) which provides access to commercial property. The Study Area includes the section of Jack Lane from the priority junction Jack Lane/A533, east to Jack Lane (south), and then approximately 165m of this road. This section of Jack Lane is single carriageway in a rural setting. Between the Jack Lane/A533 junction and Jack Lane (south) there is unlit footway on the north side of the carriageway. Jack Lane (south) is single carriageway without central road markings of footway.

A530 (south of A556) (Cheshire West and Chester Council)

2.3.118. The A530 between the A556 and approximately 600m south of Whatcroft Lane, is within the Study Area. Between the A556 and the roundabout junction A530/industrial area access, the A530 is dual carriageway, with footway and lighting, and subject to the NSL. South of this junction, the majority of this section of the A530 is a rural single carriageway road, without footway and streetlighting, subject to the NSL.

Whatcroft Hall Lane (Cheshire West and Chester Council)

2.3.119. Whatcroft Hall Lane is a single-track road with passing places west from A530/Whatcroft Hall Lane priority junction. Whatcroft Hall Lane runs through a rural area and passes under a height restricted bridge (4.6m; 15'0"). There are no footways or streetlighting.

3. High Level Accident Review: Data Summary

- 3.1.1. As set out in detail in the **Chapter 11: Traffic and Transport**, Personal Injury Accident (PIA) data has been obtained from the WSP Collision Analysis UK Collision Dashboard which presents DfT STATS19 verified accident data for the 2018 to 2022 period. This data has been sourced for the entirety of the accident assessment area excluding collisions that occurred within the WBC authority area.
- 3.1.2. As requested by Warrington Borough Council (WBC) (as outlined in the **Appendix 11A**) accident data for the WBC area is being obtained from WBC direct. For the assessment presented within the **Chapter 11: Traffic and Transport** data has been obtained from the WSP Collision Analysis UK Collision Dashboard for the WBC authority area. It is anticipated that WBC data will be presented within the final ES.
- 3.1.3. This appendix presents the summary of recorded accidents for each of the four Project corridors.
- 3.1.4. The assessment of accidents has been split between the four corridors. Data for road links / sections of links that are within the WBC area, limited to sections of the east and north corridors only, are reported separately.
- 3.1.5. No assessment has been undertaken for the SRN due to the high traffic flows on these routes and established accident safety features, such as central reservations and hard shoulders.
- 3.1.6. It should be noted in the tables in the following sections there are several highway links assessed for which no baseline traffic data is available. The results of the five-year accident record have still been presented as these, where relevant, feed into the detailed environmental link assessments in the **Draft ES Chapter 11: Traffic and Transport, Section 11.10**.

West Corridor

3.1.7. **Table 11D 3.1** provides a summary of the accidents and details of the accident rate per million vehicle kilometre, which is a means of assessing the number of accidents against national statistics. Estimated annual flows have been calculated by using the base year for traffic for 24 hours multiplied by 365 days of the year.

3.1.8. Road links that did not record any accidents have not been included in the assessment below.

Table 11D 3.1 PIA data summary – West Corridor

Road Link Location	Severity			Total	PIA p.a.	Link Length (km)	Estimated Annual Flow	PIA p/a Million Vehicles km
	Slight	Serious	Fatal					
A5117 Between Pool Lane and M56 J14	1	2	0	3	0.6	1.26	3,967,258	0.12
A5117 between M56 J14 interchange and A56 Chester Road	1	0	0	1	0.2	1.5	4,999,514	0.03
Callenderway/A56 Junction	2	0	0	2	0.4	n/a	n/a	n/a
A56 between Callender Way and B5393	11	1	1	13	2.6	3.67	4,237,765	0.17
Ship Street between A56 and Waterside Drive	1	0	0	1	0.2	1.02	-	-
A56 between B5393 and the A557	20	5	0	25	5	3.54	6,804,184	0.21

Road Link Location	Severity			Total	PIA p.a.	Link Length (km)	Estimated Annual Flow	PIA p/a Million Vehicles km
	Slight	Serious	Fatal					
A56 between A557 and Halton Station Road	2	0	0	2	0.4	0.73	-	-
A56/Halton Station Road Junction	4	2	0	6	1.2	n/a	n/a	n/a
A56 between Halton Station Road and south of the A533/A56/Murdishaw Avenue roundabout	4	1	0	5	1	0.47	1,970,733	1.08
A533/Murdishaw Avenue	8	1	0	9	1.8	n/a	n/a	n/a
A557 (Chester Way) between A56 and A557 (Chester Way)/A557 Rocksavage Expy/M56J12	3	0	0	3	0.6	0.66	4,482,759	0.20
A557 (Chester Way)/A557 Rocksavage Expy/M56J12	6	1	0	7	1.4	n/a	n/a	n/a
A557 between A557 (Chester Road) Roundabout and A557 (Weston Point Expy) 'roundabout'	5	1	0	6	1.2	0.32	-	-
A557/M56 J12/A557 (Weston Point Expy) 'roundabout'	2	2	0	4	0.8	n/a	n/a	n/a

Road Link Location	Severity			Total	PIA p.a.	Link Length (km)	Estimated Annual Flow	PIA p/a Million Vehicles km
	Slight	Serious	Fatal					
A533 between south of A533/A56/Murdishaw Avenue roundabout and Higher Lane	7	3	0	10	2	2.47	2,915,045	0.28
A533 between Higher Lane and A49	6	0	0	6	1.2	3.72	2,902,409	0.11

North Corridor

3.1.9. **Table 11D 3.2** provides a summary of the accidents and details of the accident rate per million vehicle kilometre which is a means of assessing the number of accidents against national statistics for the North Corridor excluding the Warrington authority area. **Table 11D 3.3** provides the same summary for the North Corridor within the Warrington authority area only.

3.1.10. Road links that did not record any accidents have not been included in the assessment below.

Table 11D 3.2 PIA data summary – North Corridor (excluding Warrington authority area)

Road Link Location	Severity			Total	PIA p.a.	Link Length (km)	Estimated Annual Flow	PIA p/a Million Vehicles km
	Slight	Serious	Fatal					
Higher Lane between A49 and end of access route	2	0	0	2	0.4	1.86	206517	1.04
A56 between M56 J11 and WBC authority boundary	8	1	0	9	1.8	5.65	9941031	0.03

Road Link Location	Severity			Total	PIA p.a.	Link Length (km)	Estimated Annual Flow	PIA p/a Million Vehicles km
	Slight	Serious	Fatal					
B5356 between A56/B5356 and the WBC authority boundary	1	0	0	1	0.2	1.6	-	-
A5080 between A557 and the WBC authority boundary	1	1	0	2	0.4	1.13	1931049	0.18
A557/A5080 Junction (Derby Road Roundabout)	1	0	0	1	0.2	n/a	n/a	n/a
A557 between M62J7 and A557/A5080 junction and A557/Mill Lane	6	1	0	7	1.4	2.99	4889710	0.10
A57 between the WBC authority boundary and M62 J7	1	0	0	1	0.2	1.93	4227941	0.20
B5204 between Access Road to the Small Animal Hotel and A570	2	3	0	5	1	1.18	11207815	0.21
Sherdley Road (s) between Sutton Heath Road and B5204	3	2	0	5	1	1.16	-	-
Sutton Heath Road between A570 and Sherdley Road (N)	4	2	0	6	1.2	2.25	-	-
Burtonhead Road between Burtonhead Road/A570 roundabout and end of access route south of Ravenhead Road	0	1	0	1	0.2	0.63	-	-

Road Link Location	Severity			Total	PIA p.a.	Link Length (km)	Estimated Annual Flow	PIA p/a Million Vehicles km
	Slight	Serious	Fatal					
A570/Burtonhead Road/Sherdley Road/Scorecross Junction	10	2	0	12	2.4	n/a	n/a	n/a
Access road to Tesco	1	0	0	1	0.2	0.13	-	-
A570 between access road to Tesco and A570/Burtonhead Road	2	1	0	3	0.6	0.26	11207815	0.21
A570 between A570/Burtonhead Road roundabout and A570/B5204 junction	4	1	0	5	1	1.49	9286805	0.07
A570 between A570/B5204 junction and M62 J7	3	2	1	6	1.2	2.61	9382353	0.05
Lea Green Road between Eurolink and Chapel Lane	1	0	0	1	0.2	0.21	-	-

Table 11D 3.3 PIA data summary – North Corridor – Warrington authority area only

Road Link Location	Severity			Total	PIA p.a.	Link Length (km)	Estimated Annual Flow	PIA p/a Million Vehicles km
	Slight	Serious	Fatal					
The A57 between the A562 and the edge of the local authority area to the west.	10	3	0	13	2.6	2.83	-	-
The A5080 between the A562 and the edge of the local authority area to the west.	3	1	0	4	0.8	1.62	1,931,049	0.26
The A562 from the A5080 to Loverose Way.	3	0	0	3	0.6	1.59	4,462,529	0.08
The A562 between the A57 and Liverpool Road.	4	2	0	6	1.2	0.15		
Liverpool Road and Old Liverpool Road between the A562 and Barnard Street.	3	1	0	4	0.8	1.17	3,004,315	0.23
Forrest Way from Barnard Street south over the River Mersey to the road fork after the roundabout.	1	0	0	1	0.2	0.75	-	-
A50 between M6 J20 and the B5156	11	4	0	15	3	4.30	5,025,622	0.14

Road Link Location	Severity			Total	PIA p.a.	Link Length (km)	Estimated Annual Flow	PIA p/a Million Vehicles km
	Slight	Serious	Fatal					
Kingsway S between A5061 and Thelwall Lane.	3	2	0	5	1	0.20	-	-
A5061 between Wash Lane and Brook Place and the A50 and Kingsway S.	4	0	0	4	0.8	0.68	-	-
Thelwall Lane between Kingsway S and Clearwater Quays	2	0	0	2	0.4	0.62	-	-
Wash Lane between Loushers Lane and the A5061.	1	0	0	1	0.2	0.42	-	-
B5156 between The A50 and Wash Lane.	3	0	0	3	0.6	0.74	-	-
Loushers Lane and Gainsborough Road between Wash Lane and the A5060.	1	1	0	2	0.4	0.91	-	-
The A5060 between Loushers Lane and the A56.	4	0	0	4	0.8	1.00	-	-
The A56 between the A5060 south to the edge of the local authority area.	8	2	0	10	2	3.88	10,043,803	0.05

Road Link Location	Severity			Total	PIA p.a.	Link Length (km)	Estimated Annual Flow	PIA p/a Million Vehicles km
	Slight	Serious	Fatal					
Runcorn Road between the A56 and the edge of the local authority boundary to the west.	0	1	0	1	0.2	1.28	1,003,093	0.16
Moore Lane and Lapwing Lane from the edge of the local authority area north to approximately 750m.	1	0	0	1	0.2	0.75	-	-
Warrington Road from Park Lane south by approximately 1.25km	0	1	0	1	0.2	1.29	-	-
The B5356 from the edge of the local authority boundary near St Elphins View east by approximately 500m.	1	0	0	1	0.2	0.3	-	-

East Corridor

3.1.11. **Table 11D 3.4** provides a summary of the accidents and details of the accident rate per million vehicle kilometre, which is a means of assessing the number of accidents against national statistics for the North Corridor excluding the Warrington authority area. **Table 11D 3.5** provides the same summary for the North Corridor within the Warrington authority area only.

3.1.12. Road links that did not record any accidents have not been included in the assessment below.

Table 11D 3.4 PIA data summary – East Corridor (excluding Warrington authority area)

Road Link Location	Severity			Total	PIA p.a.	Link Length (km)	Estimated Annual Flow	PIA p/a Million Vehicles km
	Slight	Serious	Fatal					
A49 between A533 and the WBC authority boundary	5	0	0	5	1	4.02	5,095,011	0.05
A559 between the WBC authority boundary and end of access route south of Lake Lane	3	0	1	4	0.8	1.08	2,918,018	0.25
A50 between B5159 and the WBC authority boundary	1	1	0	2	0.4	3.06	3,021,330	0.04
Swineyard Lane Between A50 and Moss Brow Lane	0	1	0	1	0.2	1.17	-	-
B5159 between A50 and location of M56 (near Beechtree Lane)	5	1	0	6	1.2	1.47	-	-
A56 between J7 M56 and the WBC authority boundary	5	0	0	5	1	3.86	3,686,205	0.07
A56 between B5160 and J7 M56	3	2	1	6	1.2	1.3	5,662,262	0.16
B5160 between A56 and Carrgreen Lane	4	1	1	6	1.2	4.04	1,215,158	0.24
A56 between the M60 junction 7 and Sinderland Road	22	4	1	27	5.4	4.67	9,576,015	0.12

Road Link Location	Severity			Total	PIA p.a.	Link Length (km)	Estimated Annual Flow	PIA p/a Million Vehicles km
	Slight	Serious	Fatal					
Sinderland Road between A56 and Sinderland Lane	4	0	0	4	0.8	1.13	-	-
Sinderland Lane between Sinderland Road and the end of the access route	3	1	0	4	0.8	3.06	-	-
A6144 between Moss Lane and the B5160	6	0	1	7	1.4	2.57	2,630,024	0.21
A6144 between Moss Lane and B5158	3	1	0	4	0.8	3.64	4,753,931	0.05
A6144 Carrington Lane and B5158 and Carrington Spur	4	2	0	6	1.2	1.94	5,344,216	0.12
A6144 Carrington Spur between A6144 Carrington Spur and J8 M60	3	1	0	4	0.8	1.84	5,344,216	0.08

Table 11D 3.5 PIA data summary – East Corridor – Warrington authority area only

Road Link Location	Severity			Total	PIA p.a.	Link Length (km)	Estimated Annual Flow	PIA p/a Million Vehicles km
	Slight	Serious	Fatal					
A56 between B5159 east to the edge of the local authority area.	1	0	0	1	0.2	0.3	-	-
B5159 between the A56 and Bradshaw Lane.	2	0	0	2	0.4	1.52	-	-
A49 from M56 J10 south to the edge of the local authority area.	1	1	0	2	0.4	0.85	5,095,011	0.09
A559 from M56 J10 south to the edge of the local authority area.	2	0	0	2	0.4	1.31	2,918,018	0.10
A49 from M56 J10 north to the B5356	0	1	0	1	0.2	0.52	-	-
The B5356 between the A49 and Arley Road	5	0	0	5	1	2.38	-	-
Arley Road between the B5356 and the edge of the local authority area.	1	1	0	2	0.4	1.72	464,906	0.50
A50 from M6 J20 east to the edge of the local authority area.	2	0	0	2	0.4	0.91	3,021,330	0.15

South Corridor

3.1.1 **Table 11D 3.6** provides a summary of the accidents and details of the accident rate per million vehicle kilometre, which is a means of assessing the number of accidents against national statistics.

3.1.2 Road links that did not record any accidents have not been included in the assessment below.

Table 11D 3.6 PIA data summary – South Corridor

Road Link Location	Severity			Total	PIA p.a.	Link Length (km)	Estimated Annual Flow	PIA p/a Million Vehicles km
	Slight	Serious	Fatal					
A533 between Jack Lane and London Road (Near Bostock Hall Farm)	4	1	0	5	1	1.61	8,077,320	0.08
A533/Jack Lane junction	1	0	0	1	0.2	n/a	n/a	n/a
A553 between Jack Lane and A556	1	2	0	3	0.6	2.34	8,077,320	0.03
London Road between A533 Bostock Rd (s) and the end of the access route (south of Bostock Green)	0	0	1	1	0.2	1.08	-	-
A556 slip road at A556/A533 junction (east)	0	1	0	1	0.2	0.29	-	-

Road Link Location	Severity			Total	PIA p.a.	Link Length (km)	Estimated Annual Flow	PIA p/a Million Vehicles km
	Slight	Serious	Fatal					
A530 between Davenham and Road end of access route (approx. 0.18km north of Halfway House)	1	4	0	5	1	1.48	5,383,022	0.13
A530/Davenham Road Junction	6	0	0	6	1.2	n/a	n/a	n/a
A530 between Davenham Road and A556	3	0	0	3	0.6	1.11	5,383,022	0.10
A556 between A559/A556 junction and A556/A553 junction (east)	11	6	1	18	3.6	5.32	10,815,470	0.06
A559 (n)/A556 Junction	4	0	0	4	0.8	n/a	n/a	n/a
A556 between A559/A556 junction and A556/Plumley Moor Rad	10	2	0	12	2.4	0.93	-	-
A556/Plumley Moor Road junction	3	1	0	4	0.8	n/a	n/a	n/a

Road Link Location	Severity			Total	PIA p.a.	Link Length (km)	Estimated Annual Flow	PIA p/a Million Vehicles km
	Slight	Serious	Fatal					
A556 between A556/Plumley Moor Road and A556/A5033	10	0	2	12	2.4	2.37	-	-
A556/A5033 junction	1	1	0	2	0.4	n/a	n/a	n/a
A556 between A556/A5033 junction and M6 J19	4	2	0	6	1.2	0.84	-	-
A556/A533 junction (west)	2	0	0	2	0.4	n/a	n/a	n/a
A556 between A556/A533 junction (west) and A556/A49 Tarporley Road	19	4	0	23	4.6	5.55	6,467,059	0.13
A559/Whitegate Lane (s) junction/slip roads	0	1	0	1	0.2	0.8	-	-
Whitegate Lane (s) between A556/A556 and Farm Access Track	1	0	0	1	0.2	0.68	-	-
Millington Lane between A49 and Weaverham Road	3	1	0	4	0.8	0.7	-	-

Road Link Location	Severity			Total	PIA p.a.	Link Length (km)	Estimated Annual Flow	PIA p/a Million Vehicles km
	Slight	Serious	Fatal					
Sandy Lane between A49 and Station Road	2	0	0	2	0.4	1.29	-	-
A49 between A556 and B5144	5	2	0	7	1.4	3.79	4,749,397	0.08
A49 between B5144 and A533	9	5	0	14	2.8	4.09	6,569,256	0.10

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