

PEIR Technical Appendix

Appendix 11C – Baseline Description

September 2022

Revision 1

Volume 0001

Document ref. 0001

Contents

1.	Introduction	2
2.	Highways Network Review	3
2.2	Strategic Road Network	3
	M6	3
	M56	3
	M62	3
	M60	3
	A556	3
2.3	Local Highways Network	4
	West Corridor Local Highways Network	4
	North Corridor Local Highways Network	7
	East Corridor Local Highways Network	14
	South Corridor Local Highways Network	19

1. Introduction

- 1.1.1 This appendix has been prepared to set out the baseline description of all roads in the Study Area. The Study Area for the Traffic and Transport Assessment has been defined based on:
- Roads providing access for construction traffic generated by the Project;
 - Road crossed by any element of the Project
- 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 Section 42 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 (SHBC).
- 1.1.4 The Study Area also includes access routes along the SRN, managed by National Highways.
- 1.1.5 The four corridors of the Preliminary 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 Spur);
 - North Corridor (including Warrington Spurs + Clock Face Spurs + St Helens Spurs);
 - East Corridor (including Warburton Spur + Partington Spur); and
 - South Corridor (including Northwich Spur).
- 1.1.6 It should be noted the Study Area is based on the PEIR maximum design scenario, which assumes the worst case for traffic generation considering the optionality included as part of the design, details of which are set out in **Section 11.8 of PEIR Chapter 11: Traffic and Transport**.

2. Highways Network Review

- 2.1.1 This section provides a description of the baseline conditions of the local and strategic 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

- 2.2.2 The M6 is longest motorway in the United Kingdom linking the M1 near Rugby to the A74(M) at the Scottish Boarder 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 3 to 4 lanes in both directions.

M56

- 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 2 to 4 lanes in both directions.

M62

- 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 1 (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 2 to 3 lanes in both directions.

M60

- 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 3 to 4 lanes in both directions.

A556

- 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 2 lanes in both directions.

2.3 Local Highways Network

- 2.3.1 This section of the report provides details of the existing local highways network 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.

West Corridor Local Highways Network

Pool Lane

- 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/A5177/B5132 is a signalised junction.

B5132 Cryers Lane

- 2.3.3 The B5132 routes from A5177, 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

- 2.3.4 The section of Ince Lane within the Study Area includes approx. 130m, from the A5117 northward. This section of Ince Lane is single carriageway, is subject to a 40mph speed limit and routes 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

- 2.3.5 The A5117 between A56 Chester Road (south) and A5117/Pool Lane/B5132 is within the Study Area. It routes 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

- 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 routes 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 routes 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

- 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

- 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

- 2.3.13 Marsh Lane routes 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

- 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

- 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 routes from A56 southeast for approx. 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 routes 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 approx. 650m. These links are single carriageway without central road markings, footway is provided on Aston Lane and in the vicinity of residential properties.

A533

- 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 routes 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 routes through an urban area.

A557

- 2.3.19 The A557 between the A56 and Rocksavage Way is within the Study Area. It is subject to various speed limits: NSL, 60mph and 40mph. This section has access and egress to the M56 Junction 12. South of the M56 the A557 routes by an industrial area and is single carriageway. The majority of this section of the A557 is dual carriageway. There is streetlighting and sections of footway provision.

Rocksavage Way

- 2.3.20 Rocksavage Way between the A557/Rocksavage Way westbound entry/exit, north to the Rocksavage Way/Cavendish Farm Road mini-roundabout and east 880m on Rocksavage Way is within the Study Area. The first section of this route is subject to a 30mph speed limit passes under A557 and has split carriageway and footpaths with streetlighting.
- 2.3.21 The eastern arm of this rural road section is single carriageway, subject to a 40mph speed limit and a 7.5T wight restriction. A footway is provided set back from the south side of the carriageway between this road and the A557.

Weaver View

- 2.3.22 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.

Cholmondeley Road

- 2.3.23 Cholmondeley Road between Weaver View, south, to its termination near the Weaver Navigation is within the Study Area. This road section is a single-track road without footways or streetlighting, with access to property at its end. It is subject to the NSL.

North Corridor Local Highways Network

Marsh Lane

- 2.3.24 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 410m approx. 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 routes through a rural area and is subject to the NSL.

Grimsditch Lane/Higher Lane

- 2.3.25 Grimsditch Lane and Higher Lane (between Marsh Lane and Grimsditch Lane) are within the Study Area. They are subject to the NSL and are rural single carriageway. For the majority of this route there are no footways or streetlighting. Grimsditch Lane routes past a nursery and pre-school and residential properties and benefits from streetlighting and footway. Similarly between Grimsditch Lane and Morphany Lane there is area stretch of road with footways and, also, a warning for cattle likely to be in the road ahead.

A49

- 2.3.26 In the North Corridor the A49 routes 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

- 2.3.27 Between the M56 J11 and the A5060, the A56 is within the Study Area. This section of the A56 routes through, mainly, rural areas and also routes passed 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

- 2.3.28 Between the A56 and Gainsborough Road the A5060 is within the Study Area. This section routes 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

- 2.3.29 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 routes between a priority junction with A5060 to a signalised junction, with pedestrian phases, with the A49 and Loushers Lane.

Loushers Lane

- 2.3.30 Loushers Lane connects Wash Lane to the Loushers Lane/A49/Gainsborough Road signalised junction. It routes 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

- 2.3.31 Wash Lane between Loushers Lane and the A5061 is within the Study Area. This section is single carriageway with footways and streetlighting and routes 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

- 2.3.32 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

- 2.3.33 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 routes 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

- 2.3.34 The A50, from the A57 to just east of Station Road, is within the Study Area. This section is subject to a 30mph speed limit and routes through an urban area. Between Station Road and Thelwall Lane there is a one-way system on the A50.

The majority of this section is single carriageway, with footway, streetlighting and uncontrolled and controlled crossings. The route crosses the River Mersey and has a crossing with barriers over the Manchester Ship Canal.

A57 (Manchester Road)

- 2.3.35 The A57 between A50 and the M6 Junction 21 is within the Study Area. It routes through an urban area, has single and separated carriageway sections. There is footway, streetlighting and un/controlled crossings present. The speed limit varies with sections of 30mph, 40mph and the NSL.

Thelwall Lane

- 2.3.36 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/Baronet Road

- 2.3.37 Taylor Street connects Eastford Road and the A5060. Baronet Road continues the route of Taylor Street to an industrial area. They route 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

- 2.3.38 The Study Area includes 630 m 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

- 2.3.39 Runcorn Road has a signalised junction with the A56. Runcorn Road between the A56 junctions, westward, until approx. 70m west of Mill 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.

Holly Hedge Lane

- 2.3.40 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 Holly Hedge Lane from the priority junction with the A56 north-westward for approx. 290 m. In majority of this section Holly Hedge Lane a narrow single-track road, without

footways and unlit. It routes through a rural area, with residential properties present at the south of this section.

Park Lane

- 2.3.41 T 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

- 2.3.42 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

- 2.3.43 The B5356 connects the A56, Daresbury, east-west, to the A50 through various settlements including Hatton and Stretton. Only a section of approx. 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.
- 2.3.44 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.
- 2.3.45 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 routes through a rural area and the majority has no footways or streetlighting.

Delph Lane/Chester Road/Newton Lane (West)

- 2.3.46 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.
- 2.3.47 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

- 2.3.48 Summer Lane routes between Windmill Lane and Pilmoss Lane, through a rural area. The section of Summer Lane from Newton Lane (west) approx. 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)

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

Forest Way

- 2.3.50 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 routes through a rural area.

Barnard Street

- 2.3.51 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

- 2.3.52 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

- 2.3.53 The A562 between Liverpool Road and the access road to the Fiddler's Ferry Power Station is within the Study Area. The majority of this section is multilane dual carriageway, routing through an urban area, with signalised crossings, footway and streetlighting. North of A562/A5080 there is a 30mph speed limit, south of this junction the speed limit is 50mph. South of Mowcroft Lane the A562 in this section is single carriageway.

Mowcroft Lane

- 2.3.54 Mowcroft Lane is a narrow single-track road which routes from the A562 to Back Lane, without footways. The Study Area includes Mowcroft Lane from the A562 for

approx. 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

- 2.3.55 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 routes 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

- 2.3.56 Mill Lane connects the A5080, A557 (southbound) and the A57. Mill Lane from the A5080 north to approx. 530m north of Twyford Lane is within the Study Area. There is footway, which varies in quality and width, and streetlighting.
- 2.3.57 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 routes passed 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 routes through a rural area.

Twyford Lane

- 2.3.58 Twyford Lane connects Mill Lane and the A57. It serves a small number of properties and routes through a rural area. The 610m (approx.) 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

- 2.3.59 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 routes through a rural area.

A57 (Warrington Road)

- 2.3.60 The A57 between the A57/M62/A570/A557 junction eastward until approx. 640m east of the A57/B5419 junction is within the Study Area. This section of the A57 is single carriageway and routes through a rural area. The speed limit for the majority of this section of access route is 50mph. In this 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.

B5419

- 2.3.61 The B5419 from its junction with the A57 northward until, approx. 250m north of Union Bank Lane is within the Study Area. This section routes 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)

- 2.3.62 The St Helens Linkway (A570) routes between the A58 and A570/A57/M62/A557. St Helens Linkway between the M62 and Burtonhead Road is within the Study Area. In this section the A570 is multilane dual carriageway and has key roundabout 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 routes through an urban area and has characteristics including footway or shared foot/cycleway.

Burtonhead Road

- 2.3.63 Burtonhead Road is a single carriageway road which routes 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

- 2.3.64 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

- 2.3.65 Sherdley Road is a single carriageway road which routes 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)

- 2.3.66 The B5204 between the signalised junction with the St Helens Linkway to approx. 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 routes 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

- 2.3.67 Eurolink is a single carriageway road connecting A570 and Lea Green Road. The road is subject to a 30mph speed limit. It routes 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

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

Chapel Lane

- 2.3.69 The section of Chapel Lane between A570 and School Lane is within the Study Area. It routes 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

- 2.3.70 School Lane routes 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

A559

- 2.3.71 The A559 between A49/M56/A559, southward, to approx. 330m south of the A559/Knutsford Road/Lake Lane junction is within the Study Area. The road routes through rural areas, however, the northern section of the road routes 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.
- 2.3.72 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

- 2.3.73 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

- 2.3.74 Old Mill Lane between Lake Lane and Norman's Lane and approx. 210 m 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

- 2.3.75 Knutsford Road routes 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, routes through a rural area and is single carriageway without footways.

Barber's Lane

- 2.3.76 Barber's Lane connects Arley Road to Antrobus. The section of Barber's Lane between the priority junction with Arley Road westward until approx. 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 routes past a small number of properties.

Pools Platt Lane

- 2.3.77 Pools Platt Lane from Barber's Lane for, approx. 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 routes through a rural area.

Cladwell's Gate Lane

- 2.3.78 Cladwell's Gate Lane routes 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

- 2.3.79 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 Cladwell'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

- 2.3.80 The B5356 between Arley Road and the A50 is within the Study Area. It routes through the urban area of Appleton Thorn. In this section the B5356 is single carriageway, with footways and streetlighting and is subject to a 30mph speed limit. North of Appleton Thorn the speed limit is 40mph and there is a 7.5T weight restriction aside for agricultural vehicles and, generally, without footway. East of Broad Lane the NSL applies.

A50 (M6 to High Legh)

- 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 routes through a rural area. There are sections without footway provision and sections subject to the NSL and 40mph.

Swineyard Lane

- 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 routes passed a small number of residential properties, including with direct frontage onto the carriageway with no footway provision.

Moss Brow Lane

- 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

- 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)

- 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. Routing through the rural area there is footway and a 50mph speed limit in general on this road. The B5169 routes through a height restricted bridge (2.8 m and 9"), that is signalised single-track.

Bradshaw Lane/Spring Lane

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

B5159 West Lane

- 2.3.87 The Study Area includes West Lane (B5159) between the A50 and the M56. The B5159 in this section routes 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

- 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)

- 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)

- 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 routes past a primary school in this area) and Broomedge, on this section of the A56, the speed limit is 40mph.

Froghall Lane

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

Agden Lane

- 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

- 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 routes through a residential area, with residential property with direct frontage onto the carriageway.

A556

- 2.3.94 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 and is a dual carriageway for a majority of its length, with grade separation in some locations. The speed limits across the link include NSL, 40mph and 50mph sections.

B5160 (A56 to Barns Lane)

- 2.3.95 The B5160 between the signalised junction with the A56 and Barns Lane is within the Study Area. The road is single carriageway and routes 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 routes under a height restricted bridge (9") with single file traffic. On approach to Dunham Woodhouse the road is subject to a 30mph speed limit as it routes through a residential area.

B5160 (Carrgreen Lane to A6144)

- 2.3.96 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

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

Sawpit Street

- 2.3.98 Sawpit Street is a rural single-track road, without streetlighting that routes 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

- 2.3.99 Carrgreen Lane routes 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

- 2.3.100 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 routing 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.

Moss Lane/Covershaw Lane/Sinderland Lane

- 2.3.101 Moss Lane routes from Partington to Covershaw Lane. This is a single carriageway road subject to a 30mph speed limit through an urban area. It has footways and streetlighting and speed management (speed humps and horizontal

deflections with priority flows). Routing south-east from Partington Moss Lane, Covershaw Lane and approx. 80m of Sinderland Lane is single track, through a rural area. This section has no footway or streetlighting and is subject to the NSL. There is significant narrowing of this route, including a bridge with 7.5T weight limit and priority flows.

South Corridor Local Highways Network

A49

- 2.3.102 Within the South Corridor the Study Area includes the A49 between the A533 and Millington Lane. 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 and 40mph speed limits in this section. Some sections have no footway and there are some segregated/shared foot/cycleway.

Hefferston Rise

- 2.3.103 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)

- 2.3.104 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; routing away west of Weaverham the speed limit is 40mph.

B5142 (Sandy Lane)

- 2.3.105 Sandy Lane is a single carriageway road with footway and streetlighting. It routes 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

- 2.3.106 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

- 2.3.107 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

- 2.3.108 Weaverham Road connects Millington Lane to Sandiway, via a rural route. of the Study Area 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.

Ash House Lane

- 2.3.109 Approximately 220m of Ash House Lane, from A533 eastward, is within the Study Area. This section of road is single carriageway, with central road markings in the vicinity of the priority junction with the A533. It is subject to a 40mph speed limit, does not have footways and routes through a rural area providing access to a few residential properties.

A533 – (A49 to Winnington Avenue)

- 2.3.110 The A533 between the A49 and Winnington Avenue is a single carriageway road section that is within the Study Area. North of Barton this section routes through a rural area, with limited footway only in the vicinity of properties. The A533 through Barton is an urban road with streetlighting, footway and sections of on-street parking. This section includes a signalised, barriered narrow bridge crossing over the River Weaver. Along the study route section there are various speed limits: NSL, 50mph, 40mph and 30mph.

Scoot Hill/New Road/Marbury Road

- 2.3.111 The Study Area includes Scoot Hill, New Road and a section of Marbury Road; between the A533 and Uplands Road. These roads are single carriageway, with streetlighting and footway on a minimum of one side of the carriageway. This section of route is subject to 40mph and 30mph speed limits. Scoot Hill routes through a rural area, with industrial land-use access, the rest of these roads route through Anderton.

Uplands Road

- 2.3.112 Uplands Road is subject to a 30mph speed limit. It routes through a rural area and has some commercial property accesses from it. It is a single carriageway road without central road markings, aside from in the vicinity of its priority junction with Marbury Road. The Study Area includes Uplands Road from the junction with Marbury Road eastward for approx. 110m. In this section there is a narrow bridge with no footway, which is signed for oncoming vehicles in middle of road. West of this bridge there is footway. Streetlighting is present.

Shutley Lane

- 2.3.113 Shutley Lane connects the A533 and Cogshall Lane. Shutley Lane, north of the A533, is within the Study Area for a stretch of approximately 490m. This section of road is single carriageway, with central road markings in the vicinity of the priority junction with the A533. It is subject to a 40mph speed limit, does not have footways and routes through a rural area providing access to a few residential properties.

Stone Heyes Lane

- 2.3.114 Stone Heyes Lane is situated at the western extent of Barnton. It connects A533 to Hough Lane and is subject to a 20mph speed limit within the residential area it routes through. In the residential section the road is single carriageway and there are footways and streetlighting. Approximately 50m north west of Broomfield Road the road is subject to the NSL northward as Stone Heyes Lane routes through a rural area, with warnings for 'Cattle likely to be in road ahead'. There are no footways and the road is single carriageway without central road markings, in this northern section.

Hough Lane

- 2.3.115 Hough Lane, between Stone Heyes Lane and Cogshall Lane is within the Study Area. This section of Hough Lane is a narrow rural road, is subject to the NSL and has no footways. There are accesses from Hough Lane to a small number of residential and agricultural/commercial properties.

Cogshall Lane

- 2.3.116 Approximately 180m of Cogshall Lane, east from Hough Lane, is within the Study Area.. This section of Cogshall Lane is a narrow rural road, is subject to the NSL and has no footways.

A556 (M6 to Norley Road)

- 2.3.117 The A556 between the M6 Junction 19 and Norley Road (Sandiway), routing past Rudheath, Davenham and Hartford is within the Study Area. The majority of this road section is multi-lane dual carriageway routing 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

- 2.3.118 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

- 2.3.119 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

- 2.3.120 Hartford Road between A556 and Eaton Road is within the Study Area. The road routes 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

- 2.3.121 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 (and section of A5190) (A556 to London Road)

- 2.3.122 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, routing 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

- 2.3.123 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

- 2.3.124 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 approx. 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)

- 2.3.125 The A530 between the A556 and approx. 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

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

HyNet North West Hydrogen Pipeline

Delivering clean growth

Cadent
Your Gas Network