In Parliament – Session 2022 - 2023

HS2

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

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

Traffic and transport

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

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Department for Transport

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

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16.3.198 The results are presented from south to north through the MA07 area, firstly for junctions on the strategic road network, followed by junctions on other roads. The 2031 future baseline results are included for comparison. The models developed to assess the existing and future baseline have been used, except where otherwise stated. Where there are changes to infrastructure compared to the main Transport Assessment (main TA), these are highlighted.

16.3.199 The results are presented in the same order as presented in the main TA. Junctions that were not modelled in the main TA are provided at the end of the junction performance section after the M60 junction 25/A6017 Ashton Road/A560 Crookilley Way/Oldmoor Road junction (Table 18-137.1). Where no updates to junction operation are provided, junction operation is as described in Section 18.5 of the main TA.

16.3.200 It should be noted that the assessments consider the peak level of construction traffic in each location, for each scenario, and these conditions will not be present across the whole construction period.

16.3.201 The junction performance tables presented in this report use the following abbreviations: PCU = Passenger Car Unit; VoC = Volume over Capacity; DoS = Degree of Saturation; RFC = Ratio of Flow to Capacity; and Q = Queue.

M60 junction 3

16.3.202 Table 18-70 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-70 below replaces Table 18-70 in the main TA.

Table 18-70: M60 junction 3 junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Kingsway	797	106%	15	794	105%	15	792	105%	15	793	105%	15	792	105%	15	793	105%	15
M60 off-slip	2,355	80%	27	2,358	80%	27	2,428	82%	28	2,430	83%	28	2,426	82%	28	2,400	82%	28
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Kingsway	1,144	68%	21	1,183	71%	22	1,224	73%	23	1,221	73%	23	1,176	70%	22	1,180	71%	22
M60 off-slip	2,277	88%	31	2,296	88%	31	2,267	87%	31	2,276	88%	31	2,314	89%	31	2,311	89%	31

16.3.203 The conclusions drawn in paragraphs 18.3.190 to 18.3.192 of the main TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the Additional Provision 2 (AP2) revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme.

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

M56 junction 3a/A560 Altrincham Road

16.3.204 Table 18-71 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-71 below replaces Table 18-71 in the main TA.

Table 18-71: M56 junction 3a/A560 Altrincham Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5103 Princess Parkway	1,237	101%	9	1,229	103%	9	1,238	102%	9	1,215	102%	9	1,227	102%	9	1,247	101%	9
A560 Altrincham Road (east)	1,201	104%	9	1,191	105%	9	1,190	105%	9	1,173	105%	9	1,177	104%	9	1,239	104%	9
M56 northbound off slip	787	91%	3	791	90%	3	788	95%	5	804	98%	7	813	99%	8	763	91%	4
A560 Altrincham Road (west)	1,466	103%	10	1,532	103%	10	1,500	103%	10	1,457	104%	10	1,452	104%	10	1,479	103%	10
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5103 Princess Parkway	1,251	100%	9	1,307	101%	9	1,149	102%	9	1,219	100%	9	1,228	100%	9	1,238	100%	9
A560 Altrincham Road (east)	1,175	103%	9	1,186	104%	9	1,112	104%	9	1,157	104%	9	1,151	103%	9	1,143	104%	9
M56 northbound off slip	490	50%	1	462	49%	1	529	52%	1	458	47%	0	465	48%	0	472	49%	0
A560 Altrincham Road (west)	1,424	78%	1	1,409	76%	1	1,587	87%	1	1,534	83%	1	1,546	83%	1	1,540	83%	1

16.3.205 The conclusions drawn in paragraphs 18.3.194 to 18.3.196 of the main TA are replaced by:

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

In scenario 4, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the M56 northbound off slip approach from 91% in the future baseline to 99% in the AM peak hour, with a corresponding change in queue length from 3 PCU in the future baseline to eight PCU.

In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A560 Altrincham Road (west) approach from 78% in the future baseline to 87%, with no change in corresponding queue length."

A5103 Princess Parkway/B5167 Palatine Road

16.3.206 Table 18-72 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-72 below replaces Table 18-72 in the main TA.

Table 18-72: A5103 Princess Parkway/B5167 Palatine Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5103 Princess Parkway southbound off-slip	421	40%	8	469	44%	9	425	40%	8	426	40%	8	432	41%	8	402	38%	8
B5167 Palatine Road	1,100	66%	17	1,098	66%	17	1,127	68%	17	1,119	68%	17	1,119	68%	17	1,125	68%	17
A5103 Princess Parkway northbound off-slip	798	75%	15	784	74%	15	787	74%	15	787	74%	15	788	74%	15	787	74%	15
B5167 Wythenshawe Road	1,114	42%	17	1,121	43%	17	1,134	43%	17	1,140	43%	17	1,134	43%	17	1,096	42%	17
B5167 Palatine Road eastbound central link	690	47%	8	676	46%	8	684	47%	7	684	47%	7	685	47%	7	678	47%	7
B5167 Palatine Road westbound central link	739	50%	7	771	52%	6	731	50%	6	730	50%	6	736	50%	6	748	50%	7
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5103 Princess Parkway southbound off-slip	705	86%	15	738	90%	16	728	89%	15	728	89%	15	727	89%	15	727	89%	15
B5167 Palatine Road	948	50%	13	944	50%	13	982	52%	14	968	52%	13	958	51%	13	963	51%	13
A5103 Princess Parkway northbound off-slip	641	78%	14	632	77%	13	696	85%	15	694	85%	15	698	85%	15	679	83%	14
B5167 Wythenshawe Road	1,125	39%	16	1,115	38%	15	1,109	38%	15	1,110	38%	15	1,107	38%	15	1,105	38%	15
B5167 Palatine Road eastbound central link	957	55%	8	937	54%	8	993	56%	9	995	56%	9	993	55%	9	983	55%	9

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
B5167 Palatine Road westbound central link	1,060	59%	9	1,081	60%	10	1,143	63%	10	1,106	61%	10	1,108	61%	10	1,108	61%	10

16.3.207 The conclusions drawn in paragraphs 18.3.198 to 18.3.200 of the main TA are replaced by:

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

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

In scenario 1, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A5103 Princess Parkway southbound off-slip approach from 86% in the future baseline to 90%, with a corresponding change in queue length from 15 PCU in the future baseline to 16 PCU."

M60 junction 27 (A560 Portwood Roundabout)

16.3.208 Table 18-73 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-73 below replaces Table 18-73 in the main TA.

Table 18-73: M60 junction 27 (A560 Portwood Roundabout) junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6188 Tiviot Way	1,328	86%	15	1,322	85%	15	1,340	86%	15	1,342	86%	15	1,353	87%	15	1,332	86%	15
Circulatory at A6188 Tiviot Way	1,621	43%	10	1,621	43%	10	1,596	42%	10	1,560	41%	10	1,599	42%	10	1,610	42%	10
A560 Crookilley Way	1,304	64%	13	1,315	65%	14	1,351	66%	14	1,409	69%	14	1,343	66%	14	1,338	66%	14
Circulatory at A560 Crookilley Way	2,163	90%	23	2,162	90%	23	2,146	89%	23	2,115	88%	23	2,152	89%	23	2,142	89%	23
B6104 Carrington Road	1,213	101%	12	1,213	101%	12	1,213	101%	12	1,213	101%	12	1,213	101%	12	1,213	101%	12
Circulatory at B6104 Carrington Road	3,467	50%	26	3,475	51%	26	3,493	51%	26	3,518	51%	26	3,493	51%	26	3,474	50%	26
A6188 St Marys Way	1,044	87%	13	1,045	87%	13	1,044	86%	13	1,034	86%	13	1,043	86%	13	1,049	87%	13
Circulatory at A6188 St Marys Way	2,903	81%	19	2,912	81%	19	2,921	81%	19	2,964	82%	20	2,928	81%	19	2,910	81%	19
A560 Great Portwood Street	234	28%	4	240	29%	4	253	30%	4	244	29%	4	250	30%	4	258	31%	4
Circulatory at A560 Great Portwood Street	2,967	54%	9	2,976	54%	10	2,985	55%	10	3,017	55%	10	2,991	55%	10	2,977	54%	10
M60 eastbound off-slip	1,545	63%	17	1,555	64%	17	1,584	65%	18	1,577	64%	18	1,595	65%	18	1,581	65%	18
Circulatory at M60 eastbound off-slip	1,395	37%	8	1,411	37%	8	1,422	37%	8	1,450	38%	9	1,424	37%	8	1,427	37%	9

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6188 Tiviot Way	1,223	105%	14	1,223	105%	14	1,225	105%	14	1,223	105%	14	1,225	105%	14	1,225	105%	14
Circulatory at A6188 Tiviot Way	2,596	61%	12	2,616	61%	13	2,651	62%	13	2,665	63%	14	2,661	63%	13	2,627	62%	13
A560 Crookilley Way	1,091	102%	14	1,091	102%	14	1,092	102%	14	1,093	102%	14	1,092	102%	14	1,092	102%	14
Circulatory at A560 Crookilley Way	1,950	55%	15	1,973	55%	15	2,009	56%	16	2,024	57%	16	2,017	57%	16	1,984	56%	15
B6104 Carrington Road	828	69%	10	829	69%	10	830	69%	10	841	70%	10	828	69%	10	830	69%	10
Circulatory at B6104 Carrington Road	3,017	44%	18	3,039	44%	19	3,073	44%	19	3,086	45%	19	3,082	45%	19	3,045	44%	19
A6188 St Marys Way	1,669	97%	19	1,670	97%	19	1,671	97%	19	1,670	97%	19	1,671	97%	19	1,673	97%	19
Circulatory at A6188 St Marys Way	1,834	59%	13	1,853	59%	13	1,894	61%	13	1,939	62%	13	1,911	61%	13	1,876	60%	13
A560 Great Portwood Street	729	61%	10	730	61%	10	736	62%	10	731	61%	10	737	62%	10	740	62%	10
Circulatory at A560 Great Portwood Street	2,841	56%	8	2,862	56%	8	2,927	58%	9	2,970	59%	9	2,942	58%	9	2,908	57%	8
M60 eastbound off-slip	1,763	81%	20	1,776	81%	20	1,770	81%	20	1,776	81%	20	1,778	81%	20	1,755	80%	20
Circulatory at M60 eastbound off-slip	2,148	53%	12	2,162	53%	12	2,206	55%	13	2,228	55%	13	2,206	55%	13	2,197	54%	13

16.3.209 The conclusions drawn in paragraph 18.3.202 to 18.3.204 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will decrease the VoC on the Circulatory at A560 Crookilley Way approach from 90% in the future baseline to 88% in the AM peak hour, with no corresponding change in queue length.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths."

M60 junction 24/A57 Manchester Road

16.3.210 Table 18-74 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-74 below replaces Table 18-74 in the main TA.

Table 18-74: M60 junction 24/A57 Manchester Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
M60 (north)	2,085	57%	29	2,098	58%	29	2,148	59%	30	2,213	61%	31	2,126	58%	29	2,128	59%	29
M67	2,224	92%	25	2,246	93%	25	2,276	94%	25	2,355	97%	26	2,295	95%	26	2,301	95%	26
A57 Manchester Road South (east)	665	88%	10	663	88%	10	675	89%	10	698	93%	10	675	90%	10	677	90%	10
M60 (south)	1,374	58%	18	1,352	57%	18	1,329	56%	18	1,279	54%	17	1,320	56%	18	1,319	56%	18
A57 Manchester Road (west)	1,164	76%	16	1,228	80%	17	1,170	76%	16	1,120	73%	16	1,213	79%	17	1,219	79%	17
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
M60 (north)	2,330	64%	32	2,330	64%	32	2,330	64%	32	2,330	64%	32	2,330	64%	32	2,330	64%	32
M67	1,748	96%	27	1,750	96%	27	1,745	96%	27	1,788	98%	27	1,742	96%	27	1,741	96%	27
A57 Manchester Road South (east)	957	104%	14	956	104%	14	955	104%	14	957	104%	14	954	104%	14	954	104%	14
M60 (south)	1,539	51%	21	1,527	51%	21	1,566	52%	21	1,543	51%	21	1,538	51%	21	1,553	52%	21
A57 Manchester Road (west)	1,931	102%	25	1,939	102%	26	1,941	103%	26	1,946	103%	25	1,944	103%	25	1,946	103%	25

16.3.211 The conclusions drawn in paragraphs 18.3.206 to 18.3.210 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A57 Manchester Road South (east) approach from 88% in the future baseline to 93% in the AM peak hour, with no corresponding change in queue length. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the M67 approach from 96% in the future baseline to 98%, with no change in corresponding queue length."

M60 junction 23/A6140 Moss Way

16.3.212 Table 18-75 in the main TA summarises the results of the changes in performance of the junction as a result of the Additional Provision 1 (AP1) revised scheme. Table 18-75 below replaces Table 18-75 in the main TA.

Table 18-75: M60 junction 23/A6140 Moss Way junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**		
A6140 Moss Way (north)	390	26%	4	421	28%	4	447	30%	4	423	28%	4	408	27%	4
A6140 Moss Way (south)	775	30%	3	773	30%	3	889	34%	4	798	31%	3	778	30%	3
M60 northbound off-slip	943	52%	10	970	54%	10	978	54%	10	979	55%	10	985	55%	10
A6140 Moss Way northbound central link	352	24%	2	355	24%	2	351	24%	2	358	24%	2	357	24%	2
A6140 Moss Way southbound central link	486	31%	6	522	34%	7	531	34%	7	564	36%	7	532	34%	7
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**		
A6140 Moss Way (north)	553	33%	5	557	33%	5	590	35%	5	561	33%	5	556	33%	5
A6140 Moss Way (south)	738	34%	4	748	35%	4	777	36%	5	739	34%	4	734	34%	4
M60 northbound off-slip	1,172	76%	13	1,211	79%	13	1,251	81%	14	1,224	80%	14	1,207	78%	13
A6140 Moss Way northbound central link	295	18%	3	295	18%	3	296	18%	3	279	17%	3	292	17%	3
A6140 Moss Way southbound central link	752	44%	7	782	46%	8	788	46%	8	844	50%	8	798	47%	8

16.3.213 The conclusions drawn in paragraphs 18.3.212 to 18.3.213 of the main TA are replaced by:

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

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM or PM peak hours."

M60 junction 23/A635 Manchester Road

16.3.214 Table 18-76 in the main TA summarises the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 18-76 below replaces Table 18-76 in the main TA.

Table 18-76: M60 junction 23/A635 Manchester Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
M60 southbound off slip	1,809	84%	40	1,817	84%	40	1,858	86%	41	1,852	86%	41	1,824	85%	41	1,825	85%	41
A635 Manchester Road (east)	2,182	45%	15	2,181	45%	15	2,233	46%	15	2,251	46%	14	2,204	45%	14	2,189	45%	14
A635 Manchester Road (west)	1,738	40%	40	1,734	40%	40	1,734	40%	40	1,784	41%	41	1,741	40%	40	1,741	40%	40
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
M60 southbound off slip	1,421	100%	35	1,424	100%	35	1,426	101%	35	1,430	101%	35	1,426	101%	35	1,426	101%	35
A635 Manchester Road (east)	2,007	36%	13	2,004	36%	13	1,984	36%	13	1,931	35%	13	1,983	36%	13	1,983	36%	13
A635 Manchester Road (west)	1,883	54%	34	1,884	54%	34	1,880	54%	34	1,914	55%	34	1,917	55%	34	1,906	55%	34

16.3.215 The conclusions drawn in paragraph 18.3.215 to 18.3.216 of the main TA are replaced by:

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

In scenarios 2 and 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the M60 southbound off slip approach from 84% in the future baseline to 86% in the AM peak hour, with a corresponding change in queue length from 40 PCU in the future baseline to 41 PCU.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths."

A555 Ringway Road/B5166 Styal Road

16.3.216 Table 18-77 in the main TA summarises the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 18-77 below replaces Table 18-77 in the main TA.

Table 18-77: A555 Ringway Road/B5166 Styal Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5166 Styal Road (north)	981	69%	23	964	68%	22	992	70%	23	976	68%	23	973	68%	23	964	68%	22
A555 (east)	1,904	81%	31	1,918	81%	31	1,966	83%	31	1,965	83%	31	1,952	83%	31	1,918	81%	31
B5166 Styal Road (south)	591	71%	12	624	74%	13	603	72%	13	598	71%	12	586	70%	12	624	74%	13
A555 Ringway Road	2,000	79%	33	2,001	79%	33	1,962	78%	32	2,028	81%	34	2,039	81%	34	2,001	79%	33
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5166 Styal Road (north)	936	66%	21	962	67%	21	954	67%	21	962	67%	22	950	67%	21	962	67%	21
A555 (east)	1,395	59%	24	1,387	59%	24	1,395	59%	24	1,402	59%	24	1,389	59%	24	1,387	59%	24
B5166 Styal Road (south)	860	103%	17	870	103%	17	860	103%	17	860	103%	17	860	103%	17	870	103%	17
A555 Ringway Road	2,256	90%	37	2,293	91%	37	2,261	90%	37	2,289	91%	37	2,285	91%	37	2,293	91%	37

16.3.217 The conclusions drawn in paragraph 18.3.218 to 18.3.219 of the main TA are replaced by:

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

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM and PM peak hours."

B5166 Styal Road/Finney Lane/Simonsway

16.3.218 Table 18-78 in the main TA summarises the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 18-78 below replaces Table 18-78 in the main TA.

Table 18-78: B5166 Styal Road/Finney Lane/Simonsway junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5166 Styal Road (north)	568	57%	12	552	55%	12	547	54%	11	544	54%	11	547	54%	11	539	53%	11
Finney Lane	689	28%	10	681	28%	10	727	29%	10	736	29%	10	733	29%	10	718	29%	10
B5166 Styal Road (south)	431	39%	7	432	39%	7	440	40%	7	440	40%	7	442	40%	7	446	40%	7
Simonsway	669	71%	14	658	69%	13	647	69%	13	629	67%	13	628	67%	13	649	69%	13
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5166 Styal Road (north)	452	97%	10	449	96%	10	450	98%	10	451	97%	10	450	96%	10	448	96%	10
Finney Lane	568	16%	5	605	17%	5	626	17%	5	596	16%	5	597	16%	5	602	16%	5
B5166 Styal Road (south)	582	86%	11	592	87%	12	575	85%	11	585	86%	11	591	87%	12	590	87%	12
Simonsway	240	97%	6	236	99%	6	246	100%	6	243	100%	6	238	98%	6	238	97%	6

16.3.219 The conclusions drawn in paragraph 18.3.221 to 18.3.222 of the main TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme. The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

In scenarios 2 and 3, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Simonsway approach from 97% in the future baseline to 100%, with no corresponding change in queue length."

Greenbrow Road/Newall Road

16.3.220 Table 18-79 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-79 below replaces Table 18-79 in the main TA.

Table 18-79: Greenbrow Road/Newall Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Greenbrow Road (north)	217	73%	1	300	83%	2	119	74%	1	129	93%	3	127	93%	3	137	75%	1
Greenbrow Road (south)	864	50%	0	719	42%	0	1,193	69%	0	1,243	72%	0	1,247	72%	0	1,135	66%	0
Newall Road	529	84%	0	529	88%	0	380	60%	0	214	34%	0	190	31%	0	405	64%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Greenbrow Road (north)	128	61%	1	295	86%	2	146	61%	1	141	64%	1	127	65%	1	132	67%	1
Greenbrow Road (south)	1,079	62%	0	760	44%	0	1,003	58%	0	1,050	61%	0	1,112	64%	0	1,101	64%	0
Newall Road	447	73%	0	449	95%	2	636	101%	2	484	77%	0	408	66%	0	466	74%	0

16.3.221 The conclusions drawn in paragraphs 18.3.224 to 18.3.225 in the main TA are replaced by:

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

In scenarios 3 and 4, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Greenbrow Road (north) approach from 73% in the future baseline to 93% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to three PCU.

In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Newall Road approach from 73% in the future baseline to 101%, with a corresponding change in queue length from no queue in the future baseline to two PCU."

A34 Kingsway/Broadway

16.3.222 Table 18-80 in the main TA summarises the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 18-80 below replaces Table 18-80 in the main TA.

Table 18-80: A34 Kingsway/Broadway junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Kingsway (north)	2,925	51%	0	2,913	51%	0	2,946	51%	0	2,946	51%	0	2,946	51%	0	2,944	51%	0
Broadway	8	27%	0	8	26%	0	8	26%	0	8	26%	0	8	25%	0	8	26%	0
A34 Kingsway (south)	3,249	81%	0	3,347	84%	0	3,358	84%	0	3,368	84%	0	3,326	83%	0	3,371	84%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Kingsway (north)	2,595	45%	0	2,639	46%	0	2,663	47%	0	2,665	47%	0	2,665	47%	0	2,656	46%	0
Broadway	13	32%	0	7	20%	0	7	19%	0	5	15%	0	6	18%	0	7	19%	0
A34 Kingsway (south)	2,577	64%	0	2,587	65%	0	2,590	65%	0	2,593	65%	0	2,590	65%	0	2,593	65%	0

16.3.223 The conclusions drawn in paragraphs 18.3.227 to 18.3.228 of the main TA are replaced by:

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

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

A34 Kingsway/A560 Gatley Road

16.3.224 Table 18-81 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-81 below replaces Table 18-81 in the main TA.

Table 18-81: A34 Kingsway/A560 Gatley Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Kingsway (north)	3,108	98%	37	3,111	98%	37	3,181	100%	38	3,183	100%	38	3,179	100%	38	3,153	99%	38
A560 Gatley Road (east)	136	38%	5	143	40%	6	163	46%	7	164	46%	7	160	45%	6	156	44%	6
A34 Kingsway (south)	3,250	90%	64	3,347	93%	66	3,358	93%	67	3,368	93%	67	3,326	92%	66	3,371	94%	67
A560 Gatley Road (west)	965	87%	31	937	85%	30	929	85%	30	926	85%	30	930	85%	30	952	87%	31
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Kingsway (north)	3,421	93%	40	3,479	95%	41	3,491	95%	41	3,498	95%	41	3,491	95%	41	3,491	95%	41
A560 Gatley Road (east)	256	44%	10	265	46%	11	222	41%	9	223	42%	9	220	41%	9	230	42%	9
A34 Kingsway (south)	2,577	100%	75	2,587	101%	75	2,590	101%	75	2,593	101%	75	2,590	101%	75	2,593	101 %	75
A560 Gatley Road (west)	1,045	61%	24	1,039	61%	24	1,176	69%	27	1,164	68%	26	1,164	68%	26	1,143	67%	26

16.3.225 The conclusions drawn in paragraphs 18.3.230 to 18.3.232 in the main TA are replaced by:

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

In scenario 5, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A34 Kingsway (south) approach from 90% in the future baseline to 94% in the AM peak hour, with a corresponding change in queue length from 64 PCU in the future baseline to 67 PCU.

In scenarios 1, 2, 3, 4 and 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A34 Kingsway (north) approach from 93% in the future baseline to 95%, with a corresponding change in queue length from 40 PCU in the future baseline to 41 PCU."

A560 Altrincham Road/A560 Shaftesbury Avenue/B5165 Stockport Road/Brooklands Road

16.3.226 Table 18-82 in the main TA summarises the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 18-82 below replaces Table 18-82 in the main TA.

Table 18-82: A560 Altrincham Road/A560 Shaftesbury Avenue/B5165 Stockport Road/Brooklands Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Brooklands Road	817	105%	7	818	106%	7	807	106%	7	806	106%	7	811	106%	7	820	106%	7
A560 Altrincham Road	1,218	42%	0	1,194	42%	0	1,356	47%	0	1,308	46%	0	1,328	47%	0	1,298	46%	0
Brooks Drive*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A560 Shaftesbury Avenue	1,364	73%	1	1,369	72%	1	1,418	76%	1	1,411	75%	1	1,403	75%	1	1,367	73%	1
B5165 Stockport Road	688	101%	7	688	101%	7	678	103%	7	681	103%	7	679	102%	7	690	101%	7
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Brooklands Road	852	100%	6	848	101%	6	831	103%	7	823	101%	7	823	101%	7	828	102%	7
A560 Altrincham Road	1,269	44%	0	1,316	46%	0	1,295	45%	0	1,318	46%	0	1,322	46%	0	1,323	46%	0
Brooks Drive*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A560 Shaftesbury Avenue	1,133	62%	0	1,171	64%	0	1,279	70%	1	1,271	70%	1	1,270	70%	1	1,262	69%	1
B5165 Stockport Road	568	73%	1	570	74%	1	606	83%	2	598	82%	1	600	82%	1	601	82%	1

**Minor approach arm not represented within the strategic traffic mode.l*

16.3.227 The conclusions drawn in paragraphs 18.3.234 to 18.3.235 in the main TA are replaced by:

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

In scenarios 2 and 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the B5165 Stockport Road approach from 101% in the future baseline to 103% in the AM peak hour, with no corresponding change in PCU.

In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Brooklands Road approach from 100% in the future baseline to 103%, with a corresponding change in queue length from six PCU in the future baseline to seven PCU."

A560 Stockport Road/B5465 Edgeley Road

16.3.228 Table 18-83 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-83 below replaces Table 18-83 in the main TA.

Table 18-83: A560 Stockport Road/B5465 Edgeley Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A560 Stockport Road (north)	854	92%	13	855	93%	13	869	94%	13	873	95%	13	865	94%	13	865	94%	13
B5465 Edgeley Road	802	64%	7	825	65%	7	865	68%	7	883	70%	7	859	68%	7	852	67%	7
A560 Stockport Road (south)	838	40%	5	847	40%	5	846	40%	5	855	41%	5	845	40%	5	847	40%	5
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A560 Stockport Road (north)	789	99%	10	792	100%	10	793	100%	10	791	100%	10	792	100%	10	794	100%	10
B5465 Edgeley Road	1,043	79%	7	1,063	81%	7	1,070	81%	7	1,072	82%	7	1,067	81%	7	1,076	82%	7
A560 Stockport Road (south)	821	42%	9	823	42%	9	848	43%	10	855	44%	10	851	43%	10	848	43%	10

16.3.229 The conclusions drawn in paragraphs 18.3.237 to 18.3.238 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A560 Stockport Road (north) approach from 92% in the future baseline to 95% in the AM peak hour, with no change in corresponding queue length.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths."

A560 Stockport Road/St Lesmo Road/Essex Avenue

16.3.230 Table 18-84 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-84 below replaces Table 18-84 in the main TA.

Table 18-84: A560 Stockport Road/St Lesmo Road/Essex Avenue junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A560 Stockport Road (north)	1,009	50%	0	1,021	51%	0	1,038	52%	0	1,044	52%	0	1,034	52%	0	1,038	52%	0
St Lesmo Road	81	101%	4	78	101%	4	76	101%	4	74	101%	4	76	101%	4	76	101%	4
A560 Stockport Road (south)	791	80%	0	801	81%	0	803	82%	0	813	83%	0	803	82%	0	802	82%	0
Essex Avenue*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A560 Stockport Road (north)	860	43%	0	867	43%	0	869	43%	0	869	43%	0	866	43%	0	867	43%	0
St Lesmo Road	55	72%	1	53	70%	1	51	72%	1	51	72%	1	52	72%	1	52	72%	1
A560 Stockport Road (south)	1,106	71%	0	1,112	72%	0	1,136	70%	0	1,147	70%	0	1,135	70%	0	1,132	70%	0
Essex Avenue*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**Minor approach arm not represented within the strategic traffic mode.l*

16.3.231 The conclusions drawn in paragraphs 18.3.240 to 18.3.241 of the main TA are replaced by:

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

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

B5167 Palatine Road/Longley Lane/Greenpark Road

16.3.232 Table 18-85 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-85 below replaces Table 18-85 in the main TA.

Table 18-85: B5167 Palatine Road/Longley Lane/Greenpark Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Greenpark Road*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B5167 Palatine Road (east)	806	40%	0	803	40%	0	852	43%	0	838	42%	0	837	42%	0	847	42%	0
Longley Lane	351	83%	6	347	83%	6	326	83%	6	333	83%	6	331	82%	6	330	82%	6
B5167 Palatine Road (west)	614	31%	0	642	32%	0	622	31%	0	621	31%	0	624	31%	0	587	29%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Greenpark Road*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B5167 Palatine Road (east)	533	27%	0	526	26%	0	597	30%	0	572	29%	0	552	28%	0	563	28%	0
Longley Lane	418	83%	5	429	84%	5	388	84%	5	399	84%	5	409	84%	5	404	84%	5
B5167 Palatine Road (west)	1,070	54%	0	1,062	53%	0	1,111	56%	0	1,114	56%	0	1,115	56%	0	1,106	55%	0

**Minor approach arm not represented within the strategic traffic mode.l*

16.3.233 The conclusions drawn in paragraphs 18.3.243 to 18.3.244 of the main TA are replaced by:

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

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

B5167 Wythenshawe Road/Moorcroft Road

16.3.234 Table 18-86 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-86 below replaces Table 18-86 in the main TA.

Table 18-86: B5167 Wythenshawe Road/Moorcroft Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Moorcroft Road	390	91%	1	425	100%	4	438	100%	4	431	100%	4	426	100%	4	424	98%	3
B5167 Wythenshawe Road (east)	108	12%	0	123	12%	0	102	10%	0	120	12%	0	120	12%	0	109	12%	0
B5167 Wythenshawe Road (west)	569	31%	0	571	32%	0	562	31%	0	578	32%	0	584	32%	0	559	31%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Moorcroft Road	214	52%	0	235	58%	0	240	61%	0	218	53%	0	217	52%	0	218	53%	0
B5167 Wythenshawe Road (east)	242	17%	0	253	18%	0	268	18%	0	230	17%	0	226	16%	0	232	17%	0
B5167 Wythenshawe Road (west)	443	25%	0	449	25%	0	471	26%	0	459	26%	0	456	25%	0	455	25%	0

16.3.235 The conclusions drawn in paragraphs 18.3.246 to 18.3.247 of the main TA are replaced by:

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

In scenarios 1, 2, 3 and 4, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Moorcroft Road approach from 91% in the future baseline to 100% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to four PCU.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths."

A34 Kingsway/A5145 Parrs Wood Lane

16.3.236 Table 18-87 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-87 below replaces Table 18-87 in the main TA.

Table 18-87: A34 Kingsway/A5145 Parrs Wood Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Kingsway (north)	538	71%	11	541	71%	11	552	73%	12	551	73%	12	547	72%	12	546	72%	12
A5145 Parrs Wood Lane (east)	499	66%	11	508	67%	11	516	69%	11	518	70%	11	512	69%	11	514	69%	11
A34 Kingsway (south)	1,626	64%	19	1,642	64%	20	1,666	65%	20	1,661	65%	20	1,634	64%	19	1,646	64%	20
A5145 Parrs Wood Lane (west)	1,316	100%	34	1,321	100%	34	1,327	101%	34	1,321	100%	34	1,326	100%	34	1,326	100%	34
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Kingsway (north)	459	81%	10	454	80%	10	466	82%	10	464	81%	10	458	80%	10	457	80%	10
A5145 Parrs Wood Lane (east)	622	67%	14	616	67%	14	618	69%	14	617	69%	14	618	69%	14	616	68%	14
A34 Kingsway (south)	1,830	69%	17	1,835	69%	17	1,842	69%	17	1,833	69%	17	1,821	69%	17	1,825	69%	17
A5145 Parrs Wood Lane (west)	1,620	78%	26	1,652	79%	26	1,654	80%	26	1,621	78%	26	1,634	79%	26	1,637	79%	26

16.3.237 The conclusions drawn in paragraphs 18.3.249 to 18.3.250 of the main TA are replaced by:

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

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

Brooklands Road/Norris Road

16.3.238 Table 18-88 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-88 below replaces Table 18-88 in the main TA.

Table 18-88: Brooklands Road/Norris Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Brooklands Road (north)	660	33%	0	680	34%	0	724	36%	0	711	36%	0	706	35%	0	707	35%	0
Norris Road	240	66%	1	257	71%	1	263	78%	1	248	73%	1	249	72%	1	250	74%	1
Brooklands Road (south)	1,043	101%	1	1,042	101%	1	1,036	101%	1	1,027	102%	1	1,044	101%	1	1,027	101%	1
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Brooklands Road (north)	804	40%	0	805	40%	0	800	40%	0	787	39%	0	786	39%	0	792	40%	0
Norris Road	224	75%	1	219	74%	1	209	70%	1	215	71%	1	216	71%	1	215	71%	1
Brooklands Road (south)	891	100%	1	897	100%	1	919	101%	1	925	101%	1	929	100%	1	927	101%	1

16.3.239 The conclusions drawn in paragraphs 18.3.252 to 18.3.253 of the main TA are replaced by:

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

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

B5166 Northenden Road/Norris Road

16.3.240 Table 18-89 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-89 below replaces Table 18-89 in the main TA.

Table 18-89: B5166 Northenden Road/Norris Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5166 Northenden Road (north)	635	28%	0	656	28%	0	699	30%	0	714	31%	0	694	30%	0	681	30%	0
B5166 Northenden Road (south)	870	44%	0	861	44%	0	865	44%	0	879	45%	0	878	45%	0	892	46%	0
Norris Road	124	96%	3	129	96%	3	122	96%	3	111	95%	3	115	96%	3	119	96%	3
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5166 Northenden Road (north)	883	39%	0	890	39%	0	875	39%	0	870	38%	0	863	38%	0	860	38%	0
B5166 Northenden Road (south)	986	51%	0	989	52%	0	1,035	54%	0	1,033	54%	0	1,036	54%	0	1,032	54%	0
Norris Road	101	101%	4	99	101%	4	105	101%	4	102	101%	4	106	101%	4	108	101%	4

16.3.241 The conclusions drawn in paragraphs 18.3.255 to 18.3.256 of the main TA are replaced by:

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

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

A6188 Tiviot Way/Water Street

16.3.242 Table 18-90 in the main TA summarises the results of the changes to the performance of the junction as a result of the original scheme. Table 18-90 below replaces Table 18-90 in the main TA.

Table 18-90: A6188 Tiviot Way/Water Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6188 Tiviot Way (north)	1,169	51%	13	1,162	51%	13	1,181	52%	13	1,181	52%	13	1,194	52%	13	1,174	51%	13
Reddish Vale Country Park access road*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A6188 Tiviot Way (south)	1,319	81%	18	1,344	82%	19	1,406	86%	20	1,461	89%	20	1,417	87%	20	1,392	85%	19
Water Street	297	39%	5	322	42%	5	405	53%	6	435	56%	7	420	55%	7	381	49%	6
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6188 Tiviot Way (north)	1,102	49%	12	1,110	50%	12	1,164	52%	13	1,184	53%	13	1,177	53%	13	1,148	52%	12
Reddish Vale Country Park access road*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A6188 Tiviot Way (south)	1,316	83%	18	1,320	83%	18	1,322	83%	18	1,334	84%	18	1,320	83%	18	1,319	83%	18
Water Street	619	77%	9	644	81%	9	727	91%	10	757	95%	11	742	93%	11	702	88%	10

**The Reddish Vale Country Park access road approach is a minor arm that is not included within the SATURN model.*

16.3.243 The conclusions drawn in paragraphs 18.3.258 to 18.3.260 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A6188 Tiviot Way (south) approach from 81% in the future baseline to 89% in the AM peak hour, with a corresponding change in queue length from 18 PCU in the future baseline to 20 PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Water Street approach from 77% in the future baseline to 95%, with a corresponding change in queue length from nine PCU in the future baseline to 11 PCU."

A6144 Northenden Road/A6144 Old Hall Road

16.3.244 Table 18-91 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-91 below replaces Table 18-91 in the main TA. Although this junction is a three-arm T-junction, A6144 Old Hall Road is a one-way exit arm from the junction and is therefore not reported in the results.

Table 18-91: A6144 Northenden Road/A6144 Old Hall Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6144 Northenden Road (south)	524	90%	3	515	90%	3	520	90%	3	527	91%	3	528	92%	4	534	91%	3
A6144 Northenden Road (west)	924	23%	0	932	23%	0	923	23%	0	919	23%	0	936	23%	0	907	23%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6144 Northenden Road (south)	406	99%	6	407	100%	7	404	100%	7	407	100%	7	407	100%	7	407	100%	7
A6144 Northenden Road (west)	1,226	31%	0	1,233	31%	0	1,242	31%	0	1,234	31%	0	1,234	31%	0	1,235	31%	0

16.3.245 The conclusions drawn in paragraphs 18.3.262 to 18.3.264 of the main TA are replaced by:

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

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

A5145 Barlow Moor Road/B5167 Palatine Road

16.3.246 Table 18-92 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-92 below replaces Table 18-92 in the main TA.

Table 18-92: A5145 Barlow Moor Road/B5167 Palatine Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5167 Palatine Road (north)	650	52%	9	607	50%	8	632	51%	9	646	53%	9	642	52%	9	639	52%	9
A5145 Barlow Moor Road (east)	497	56%	10	484	54%	10	496	56%	10	504	57%	10	501	56%	10	498	56%	10
B5167 Palatine Road (south)	978	70%	13	997	70%	14	982	70%	13	986	70%	13	988	70%	14	969	69%	13
A5145 Barlow Moor Road (west)	308	42%	6	304	41%	6	313	43%	6	311	43%	6	307	42%	6	313	43%	6
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5167 Palatine Road (north)	612	70%	11	569	64%	10	576	66%	10	580	66%	10	583	66%	10	580	66%	10
A5145 Barlow Moor Road (east)	478	39%	8	502	41%	8	502	41%	8	511	41%	8	512	41%	8	510	41%	8
B5167 Palatine Road (south)	960	97%	17	970	95%	17	992	98%	17	984	97%	17	980	97%	17	979	97%	17
A5145 Barlow Moor Road (west)	480	39%	8	469	38%	8	496	41%	8	490	40%	8	485	40%	8	488	40%	8

16.3.247 The conclusions drawn in paragraphs 18.3.266 to 18.3.268 in the main TA are replaced by:

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

The change in traffic due to construction of AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

In scenario 1, the change in traffic due to the construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the B5167 Palatine Road (south) approach from 97% in the future baseline to 95%, with no corresponding change in queue length."

B5093 Wilmslow Road/Fog Lane/Lapwing Lane

16.3.248 Table 18-93 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-93 below replaces Table 18-93 in the main TA.

Table 18-93: B5093 Wilmslow Road/Fog Lane/Lapwing Lane 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5093 Wilmslow Road (north)	620	46%	7	536	54%	7	530	54%	7	532	54%	7	530	54%	7	533	54%	7
Fog Lane	529	85%	7	577	71%	6	599	72%	6	615	75%	6	601	73%	6	596	73%	6
B5093 Wilmslow Road (south)	364	27%	4	364	37%	5	368	38%	5	371	38%	5	368	37%	5	371	38%	5
Lapwing Lane	524	75%	7	580	66%	6	579	66%	6	589	68%	6	584	67%	6	587	67%	6
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5093 Wilmslow Road (north)	524	56%	6	579	46%	6	587	47%	6	581	46%	6	586	46%	6	595	47%	6
Fog Lane	491	57%	4	450	64%	5	455	67%	5	461	68%	5	458	66%	5	458	67%	5
B5093 Wilmslow Road (south)	266	34%	3	278	26%	3	287	27%	3	285	26%	3	281	26%	3	285	27%	3
Lapwing Lane	680	68%	6	617	75%	6	636	78%	7	638	79%	7	631	77%	6	634	77%	7

16.3.249 Thee conclusions drawn in paragraphs 18.3.270 to 18.3.271 of the main TA are replaced by:

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

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

A5145 Barlow Moor Road/A5103 Princess Road

16.3.251 Table 18-94 and Table 18-95 in the main TA summarise the results of the changes in performance of the junction as a result of the original scheme. Table 18-94 and Table 18-95 below replace Table 18-94 and 18-95 in the main TA.

Table 18-94: A5145 Barlow Moor Road/A5103 Princess Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results (southern junction)

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5145 Princess Road southbound slip road	805	22%	5	802	22%	5	812	22%	5	813	22%	5	812	22%	5	815	22%	5
A5103 Princess Road northbound	3,113	54%	25	3,079	54%	25	3,070	54%	25	3,127	55%	25	3,086	54%	25	3,108	54%	25
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5145 Princess Road southbound slip road	707	19%	5	701	19%	4	700	19%	4	700	19%	4	701	19%	4	700	19%	4
A5103 Princess Road northbound	3,099	60%	25	3,101	60%	25	3,144	60%	26	3,153	61%	26	3,139	60%	25	3,136	60%	26

16.3.252 The conclusions drawn in paragraphs 18.3.273 to 18.3.274 of the main TA are replaced by:

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

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

Table 18-95: A5145 Barlow Moor Road/A5103 Princess Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results (main junction)

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5103 Princess Road (north)	2,264	49%	25	2,245	49%	24	2,298	50%	25	2,215	48%	24	2,264	49%	25	2,281	50%	25
A5145 Barlow Moor Road (east)	733	75%	16	737	76%	17	743	76%	17	747	77%	17	755	78%	17	747	77%	17
Internal link eastbound at A5103 Princess Road (north)	720	70%	12	700	68%	12	728	71%	12	745	73%	13	725	71%	12	738	72%	13
A5103 Princess Road (south)	2,699	80%	7	2,670	79%	7	2,670	79%	7	2,718	80%	8	2,691	79%	7	2,698	80%	7
Internal link eastbound at A5103 Princess Road (south)	332	35%	8	330	35%	8	351	37%	8	352	37%	8	341	36%	8	349	37%	8
Internal link westbound at A5103 Princess Road (south)	436	39%	3	441	39%	3	441	39%	3	448	40%	3	455	40%	3	445	40%	3
A5103 Princess Road (south) left turn slip	390	15%	3	384	15%	3	375	14%	3	385	15%	3	378	14%	3	385	15%	3
A5145 Barlow Moor Road (west)	1,137	27%	2	1,133	27%	2	1,163	28%	2	1,166	28%	2	1,153	27%	2	1,165	28%	2
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5103 Princess Road (north)	2,576	59%	5	2,635	60%	5	2,626	60%	5	2,583	59%	5	2,624	60%	5	2,638	60%	5

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
A5145 Barlow Moor Road (east)	696	55%	15	711	56%	15	710	56%	15	717	57%	15	718	57%	15	714	57%	15
Internal link eastbound at A5103 Princess Road (north)	696	55%	15	711	56%	15	710	56%	15	717	57%	15	718	57%	15	714	57%	15
A5103 Princess Road (south)	2,153	105%	25	2,152	105%	25	2,164	105%	25	2,164	105%	25	2,162	105%	25	2,160	105%	25
Internal link eastbound at A5103 Princess Road (south)	357	16%	9	359	16%	9	366	16%	9	363	16%	9	365	16%	9	365	16%	9
Internal link westbound at A5103 Princess Road (south)	360	15%	6	373	15%	6	370	15%	6	380	16%	6	380	16%	6	376	15%	6
A5103 Princess Road (south) left turn slip	919	35%	7	922	35%	8	954	36%	8	962	36%	8	958	36%	8	950	36%	8
A5145 Barlow Moor Road (west)	1,066	25%	3	1,062	25%	3	1,068	25%	3	1,065	25%	3	1,067	25%	3	1,067	25%	3

16.3.253 The conclusions drawn in paragraphs 18.3.275 to 18.3.276 of the main TA are replaced by:

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

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

Mauldeth Road West/Nell Lane

16.3.254 Table 18-96 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-96 below replaces Table 18-96 in the main TA.

Table 18-96: Mauldeth Road West/Nell Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Mauldeth Road West (north)	87	8%	2	86	8%	2	79	7%	1	85	8%	2	82	7%	1	83	7%	1
Nell Lane (east)	702	90%	10	703	90%	10	709	91%	10	709	91%	10	710	91%	10	714	92%	10
Mauldeth Road West (south)	56	5%	1	55	5%	1	51	4%	1	66	6%	1	60	5%	1	59	5%	1
Nell Lane (west)	499	93%	7	498	93%	7	498	94%	7	500	95%	7	493	94%	7	495	94%	7
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Mauldeth Road West (north)	231	17%	4	223	16%	4	211	16%	4	198	15%	3	214	16%	4	218	16%	4
Nell Lane (east)	347	50%	6	347	50%	6	353	50%	6	352	50%	6	354	50%	6	354	50%	6
Mauldeth Road West (south)	358	25%	6	359	25%	6	371	26%	6	377	27%	6	371	26%	6	365	26%	6
Nell Lane (west)	438	67%	7	440	68%	7	434	67%	7	430	67%	7	435	67%	7	430	67%	7

16.3.255 The conclusions drawn in paragraphs 18.3.278 to 18.3.279 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Nell Lane (west) approach from 93% in the future baseline to 95% in the AM peak hour, with no change in corresponding queue length.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths."

A34 Kingsway/Grangethorpe Drive/Talbot Road

16.3.256 Table 18-97 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-97 below replaces Table 18-97 in the main TA.

Table 18-97: A34 Kingsway/Grangethorpe Drive/Talbot Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Kingsway (north)	726	38%	12	733	38%	12	736	38%	12	708	37%	11	720	37%	11	724	38%	11
Grangethorpe Drive	376	53%	9	371	54%	9	375	54%	9	380	55%	9	377	54%	9	376	54%	9
A34 Kingsway (south)	750	38%	6	774	40%	6	819	42%	7	834	43%	7	778	40%	6	785	40%	7
Talbot Road	343	84%	8	347	87%	8	351	88%	8	351	88%	8	348	87%	8	350	87%	8
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Kingsway (north)	1,420	57%	19	1,424	57%	19	1,449	58%	20	1,420	57%	19	1,430	57%	19	1,421	57%	19
Grangethorpe Drive	313	63%	8	310	62%	8	312	63%	8	310	62%	8	310	62%	8	310	62%	8
A34 Kingsway (south)	815	50%	23	839	51%	24	846	52%	24	824	50%	24	810	50%	23	809	50%	23
Talbot Road	228	90%	6	227	90%	6	228	91%	6	227	90%	6	228	91%	6	227	90%	6

16.3.257 The conclusions drawn in paragraphs 18.3.281 to 18.3.283 of the main TA are replaced by:

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

In scenarios 2 and 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Talbot Road approach from 84% in the future baseline to 88% in the AM peak hour, with no change in corresponding queue length.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths."

Yew Tree Road/Mauldeth Road West

16.3.258 Table 18-98 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-98 below replaces Table 18-98 in the main TA.

Table 18-98: Yew Tree Road/Mauldeth Road West junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Yew Tree Road (north)	390	69%	6	386	68%	6	386	68%	6	368	69%	5	360	61%	5	357	60%	5
Mauldeth Road West (east)	650	47%	8	641	47%	8	676	49%	9	660	49%	8	716	53%	9	700	51%	9
Yew Tree Road (south)	714	96%	10	707	93%	10	703	93%	10	713	94%	10	710	93%	10	710	91%	10
Mauldeth Road West (west)	453	100%	8	459	100%	8	456	100%	8	460	100%	8	455	100%	8	457	100%	8
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Yew Tree Road (north)	400	90%	6	406	89%	6	402	90%	6	400	88%	6	402	90%	6	402	90%	6
Mauldeth Road West (east)	640	40%	6	641	40%	6	634	40%	6	629	40%	6	634	40%	6	639	40%	6
Yew Tree Road (south)	427	91%	6	425	90%	6	430	92%	6	432	92%	6	434	93%	6	432	92%	6
Mauldeth Road West (west)	548	98%	7	581	85%	7	552	100%	7	550	99%	7	548	100%	7	544	100%	7

16.3.259 The conclusions drawn in paragraphs 18.3.285 to 18.3.287 of the main TA are replaced by:

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

In scenario 5, the change in traffic due to construction of the AP2 revised scheme will decrease the VoC on the Yew Tree Road (south) approach from 96% in the future baseline to 91% in the AM peak hour, with no change in corresponding queue length.

In scenario 2, 4 and 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Mauldeth Road approach from 98% in the future baseline to 100%. However, the changes in traffic flow are small and unlikely to result in substantial additional delay or queues."

B5093 Wilmslow Road/Egerton Road

16.3.260 Table 18-99 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-99 below replaces Table 18-99 in the main TA.

Table 18-99: B5093 Wilmslow Road/Egerton Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 Future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5093 Wilmslow Road (north)	543	23%	5	518	22%	5	526	22%	5	527	22%	5	573	24%	5	573	24%	5
Egerton Road	236	56%	5	228	54%	5	205	49%	4	212	51%	4	200	48%	4	206	49%	4
B5093 Wilmslow Road (south)	304	24%	3	321	26%	3	326	26%	3	353	28%	3	363	29%	3	357	29%	3
17:00–18:00	**2031 Future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5093 Wilmslow Road (north)	941	38%	8	920	37%	7	920	37%	7	911	37%	7	926	37%	7	930	37%	7
Egerton Road	170	48%	4	173	49%	4	175	50%	4	172	49%	4	172	49%	4	174	49%	4
B5093 Wilmslow Road (south)	242	18%	2	250	19%	2	250	19%	2	250	19%	2	246	19%	2	243	18%	2

16.3.261 The conclusions drawn in paragraphs 18.3.289 to 18.3.290 of the main TA are replaced by:

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

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

A34 Birchfields Road/A34 Moseley Road/B5093 Moseley Road

16.3.262 Table 18-100 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-100 below replaces Table 18-100 in the main TA.

Table 18-100: A34 Birchfields Road/A34 Moseley Road/B5093 Moseley Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 Future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Birchfields Road	375	20%	0	454	25%	0	451	25%	0	396	22%	0	437	24%	0	439	24%	0
A34 Moseley Road	1,289	52%	0	1,386	60%	0	1,420	61%	0	1,473	62%	0	1,395	60%	0	1,399	60%	0
B5093 Moseley Road	960	74%	1	1,072	84%	2	1,067	85%	2	1,058	86%	2	1,054	82%	1	1,063	83%	1
17:00–18:00	**2031 Future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Birchfields Road	866	46%	0	937	52%	0	945	53%	0	888	49%	0	919	52%	0	937	52%	0
A34 Moseley Road	1,320	58%	0	1,420	66%	0	1,423	65%	0	1,435	65%	0	1,422	65%	0	1,416	65%	0
B5093 Moseley Road	833	62%	1	964	73%	1	988	75%	1	969	74%	1	985	75%	1	960	72%	1

16.3.263 The conclusions drawn in paragraphs 18.3.292 to 18.3293 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the B5093 Moseley Road approach from 74% in the future baseline to 86% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to two PCU.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths."

A34 Kingsway/A34 Moseley Road/A5079 Kingsway

16.3.264 Table 18-101 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-101 below replaces Table 18-101 in the main TA.

Table 18-101: A34 Kingsway/A34 Moseley Road/A5079 Kingsway junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 Future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5079 Kingsway	781	32%	0	857	35%	0	860	36%	0	891	36%	0	862	36%	0	862	36%	0
A34 Kingsway	967	41%	0	998	43%	0	1,044	45%	0	1,058	47%	0	996	44%	0	1,005	44%	0
A34 Moseley Road	1,148	64%	0	1,168	66%	0	1,160	65%	0	1,154	65%	0	1,159	65%	0	1,160	65%	0
17:00–18:00	**2031 Future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5079 Kingsway	1,221	59%	0	1,266	62%	0	1,269	63%	1	1,308	63%	0	1,286	62%	0	1,293	63%	0
A34 Kingsway	861	38%	0	885	40%	0	889	41%	0	867	40%	0	851	39%	0	849	39%	0
A34 Moseley Road	1,463	81%	0	1,524	84%	0	1,555	86%	1	1,503	82%	0	1,533	84%	0	1,520	83%	0

16.3.265 The conclusions drawn in paragraphs 18.3.295 to 18.3296 of the main TA are replaced by:

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

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

A6010 Edge Lane/A6010 Wilbraham Road/A5145 Edge Lane/Hampton Road

16.3.266 Table 18-102 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-102 below replaces Table 18-102 in the main TA.

Table 18-102: A6010 Edge Lane/A6010 Wilbraham Road/A5145 Edge Lane/Hampton Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 Future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5145 Edge Lane (north)	773	40%	10	786	41%	10	790	41%	10	794	41%	10	787	41%	10	786	41%	10
Hampton Road*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A6010 Wilbraham Road	463	96%	9	463	96%	9	465	96%	9	461	95%	9	464	96%	9	464	96%	9
A5145 Edge Lane (south)	581	85%	10	585	86%	10	590	86%	10	572	84%	9	590	87%	10	583	85%	10
17:00–18:00	**2031 Future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5145 Edge Lane (north)	797	41%	10	793	40%	10	806	41%	10	808	41%	10	800	41%	10	793	40%	10
Hampton Road*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A6010 Wilbraham Road	478	89%	9	469	87%	9	468	87%	9	468	87%	9	469	87%	9	470	87%	9
A5145 Edge Lane (south)	324	49%	5	308	46%	5	310	46%	5	306	46%	5	308	46%	5	309	46%	5

**Minor approach arm not represented within the strategic traffic mode.l*

16.3.267 The conclusions drawn in paragraphs 18.3.298 to 18.3.299 of the main TA are replaced by:

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

In scenario 4, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A5145 Edge Lane (south) approach from 85% in the future baseline to 87% in the AM peak hour, with no change in corresponding queue length.

In scenarios 1, 2, 3, 4 and 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the A6010 Wilbraham Road approach from 89% in the future baseline to 87%, with no change in corresponding queue length."

A6010 Wilmslow Road/A6010 Wilbraham Road/B5093 Moseley Road/B5093 Wilmslow Road

16.3.268 Table 18-103 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-103 below replaces Table 18-103 in the main TA.

Table 18-103: A6010 Wilmslow Road/A6010 Wilbraham Road/B5093 Moseley Road/B5093 Wilmslow Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 Future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6010 Wilmslow Road	517	49%	9	496	47%	8	502	47%	9	496	48%	8	492	47%	8	492	47%	8
B5093 Moseley Road	801	96%	14	804	95%	14	806	96%	14	807	96%	14	798	93%	14	796	93%	14
B5093 Wilmslow Road	637	78%	10	647	77%	10	630	76%	10	661	78%	11	659	79%	11	660	79%	11
A6010 Wilbraham Road	861	76%	13	846	75%	13	858	76%	13	862	76%	13	829	73%	12	834	73%	13
17:00–18:00	**2031 Future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6010 Wilmslow Road	848	68%	13	846	68%	13	848	69%	13	855	69%	13	855	69%	13	849	69%	13
B5093 Moseley Road	697	90%	13	700	90%	13	700	93%	13	705	90%	13	701	91%	13	701	90%	13
B5093 Wilmslow Road	533	73%	8	543	75%	8	546	75%	8	544	75%	8	540	75%	8	539	75%	8
A6010 Wilbraham Road	788	79%	13	794	80%	13	836	84%	14	794	80%	13	818	82%	13	789	79%	13

16.3.269 The conclusions drawn in paragraphs 18.3.301 to 18.3.303 of the main TA are replaced by:

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

In scenarios 4 and 5, the change in traffic due to construction of the AP2 revised scheme will decrease the VoC on the B5093 Moseley Road approach from 96% in the future baseline to 93% in the AM peak hour, with no change in corresponding queue length.

In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the B5093 Moseley Road approach from 90% in the future baseline to 93%, with no change in corresponding queue length."

A5181 Barton Road/A5145 Kingsway/B5213 Urmston Lane

16.3.270 Table 18-104 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-104 below replaces Table 18-104 in the main TA.

Table 18-104: A5181 Barton Road/A5145 Kingsway/B5213 Urmston Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5181 Barton Road (north)	647	37%	13	652	38%	13	679	39%	13	680	39%	13	681	39%	13	683	39%	13
A5145 Kingsway	884	62%	14	875	61%	14	864	60%	14	850	60%	14	860	60%	14	859	60%	14
A5181 Barton Road (south)	459	67%	11	463	68%	11	475	70%	12	468	69%	12	486	71%	12	491	72%	12
B5213 Urmston Lane	813	61%	18	810	61%	18	823	61%	18	827	61%	18	823	61%	18	820	61%	18
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5181 Barton Road (north)	968	45%	15	976	46%	15	970	46%	15	958	45%	15	961	45%	15	970	46%	15
A5145 Kingsway	973	74%	18	946	71%	18	950	72%	18	950	72%	18	951	72%	18	952	72%	18
A5181 Barton Road (south)	563	67%	13	560	67%	13	567	68%	13	567	67%	13	564	67%	13	565	67%	13
B5213 Urmston Lane	332	74%	9	328	73%	9	333	74%	9	343	77%	9	336	75%	9	333	74%	9

16.3.271 The conclusions drawn in paragraphs 18.3.305 to 18.3.307 of the main TA are replaced by:

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

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

A34 Birchfields Road/Old Hall Lane

16.3.272 Table 18-105 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-105 below replaces Table 18-105 in the main TA.

Table 18-105: A34 Birchfields Road/Old Hall Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Birchfields Road (north)	667	105%	7	669	103%	7	655	105%	7	609	106%	6	665	105%	7	662	105%	7
Old Hall Lane (east)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A34 Birchfields Road (south)	1,006	87%	11	1,001	87%	11	1,022	88%	11	1,044	90%	12	998	86%	11	1,005	87%	11
Old Hall Lane (west)	99	72%	3	101	73%	3	97	70%	2	88	64%	2	100	73%	3	103	75%	3
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Birchfields Road (north)	1,106	101%	12	1,104	101%	12	1,098	101%	12	1,069	101%	12	1,089	101%	12	1,100	101%	12
Old Hall Lane (east)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A34 Birchfields Road (south)	871	75%	10	876	75%	10	881	76%	10	894	77%	10	888	76%	10	876	75%	10
Old Hall Lane (west)	71	51%	2	74	54%	2	78	57%	2	74	53%	2	73	53%	2	73	53%	2

**The Old Hall Lane (east) approach is a minor arm that is not included within the SATURN model.*

16.3.273 The conclusions drawn in paragraphs 18.3.309 to 18.3.311 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A34 Birchfields Road (south) approach from 87% in the future baseline to 90% in the AM peak hour, with a corresponding change in queue length from 11 PCU in the future baseline to 12 PCU.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths."

A6010 Dickenson Road/A6010 Wilmslow Road/B5117 Wilmslow Road

16.3.274 Table 18-106 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-106 below replaces Table 18-106 in the main TA.

Table 18-106: A6010 Dickenson Road/A6010 Wilmslow Road/B5117 Wilmslow Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5117 Wilmslow Road	368	34%	7	390	36%	7	391	36%	7	399	37%	7	383	35%	7	384	35%	7
A6010 Dickenson Road	608	64%	11	589	62%	11	596	63%	11	581	61%	10	598	63%	11	600	63%	11
A6010 Wilmslow Road	850	78%	11	842	78%	11	839	77%	11	867	80%	10	885	81%	11	881	81%	11
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5117 Wilmslow Road	650	51%	11	676	53%	11	668	53%	11	655	52%	11	670	53%	11	661	52%	11
A6010 Dickenson Road	538	79%	11	512	75%	10	524	77%	10	530	78%	11	516	76%	10	518	76%	10
A6010 Wilmslow Road	528	49%	7	525	49%	7	529	49%	8	530	49%	7	526	49%	7	530	49%	8

16.3.275 The conclusions drawn in paragraphs 18.3.313 to 18.3.314 of the main TA are replaced by:

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

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

A34 Birchfields Road/A34 Anson Road/A6010 Dickenson Road

16.3.276 Table 18-107 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-107 below replaces Table 18-107 in the main TA.

Table 18-107: A34 Birchfields Road/A34 Anson Road/A6010 Dickenson Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Anson Road	411	49%	7	348	42%	6	335	40%	6	309	37%	5	363	44%	6	356	43%	6
A6010 Dickenson Road (east)	669	99%	13	670	100%	13	679	101%	13	671	101%	13	669	99%	13	671	100%	13
A34 Birchfields Road	978	84%	16	1,005	82%	17	1,025	83%	17	1,002	81%	16	994	82%	17	1,005	82%	17
A6010 Dickenson Road (west)	544	85%	11	543	85%	11	544	85%	11	549	86%	11	543	85%	11	545	85%	11
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Anson Road	943	84%	14	929	85%	14	929	85%	14	903	82%	13	924	85%	14	930	85%	14
A6010 Dickenson Road (east)	487	90%	10	486	90%	10	487	91%	10	487	90%	10	487	90%	10	487	90%	10
A34 Birchfields Road	831	83%	12	845	84%	12	850	85%	13	860	84%	13	853	85%	13	844	84%	12
A6010 Dickenson Road (west)	449	84%	9	451	84%	10	455	85%	10	451	84%	10	448	83%	9	451	84%	10

16.3.277 The conclusions drawn in paragraphs 18.3.316 to 18.3.318 of the main TA are replaced by:

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

In scenario 2, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A6010 Dickenson Road (east) approach from 99% in the future baseline to 101% in the AM peak hour, with no change in corresponding queue length.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths".

B5217 Seymour Grove/Kings Road

16.3.278 Table 18-108 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-108 below replaces Table 18-108 in the main TA.

Table 18-108: B5217 Seymour Grove/Kings Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5217 Seymour Grove (north)	473	50%	8	474	50%	8	477	50%	8	470	49%	8	476	50%	8	476	50%	8
Kings Road (east)	589	87%	10	588	86%	10	589	85%	10	587	84%	10	587	85%	10	588	85%	10
B5217 Seymour Grove (south)	982	80%	16	980	79%	16	984	80%	16	983	79%	16	982	80%	16	983	80%	16
Kings Road (west)	409	63%	7	407	64%	7	401	66%	7	409	68%	7	404	66%	7	401	63%	7
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5217 Seymour Grove (north)	656	55%	8	647	54%	8	635	53%	8	637	53%	8	635	53%	8	639	54%	8
Kings Road (east)	509	87%	7	514	87%	7	521	87%	7	525	87%	7	522	88%	7	521	87%	7
B5217 Seymour Grove (south)	572	53%	7	570	52%	7	568	52%	7	564	52%	7	577	53%	7	578	53%	7
Kings Road (west)	654	96%	8	652	96%	8	651	96%	8	647	96%	8	652	97%	8	650	96%	8

16.3.279 The conclusions drawn in paragraphs 18.3.320 to 18.3.323 of the main TA are replaced by:

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

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

A6 Stockport Road/A6010 Dickenson Road/Stanley Grove

16.3.280 Table 18-109 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-109 below replaces Table 18-109 in the main TA.

Table 18-109: A6 Stockport Road/A6010 Dickenson Road/Stanley Grove junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Stanley Grove	458	96%	10	445	98%	10	466	98%	11	475	101%	11	458	99%	10	462	99%	10
A6 Stockport Road (south)	1,366	73%	24	1,371	74%	24	1,376	74%	24	1,346	72%	23	1,346	72%	23	1,353	73%	24
A6010 Dickenson Road	307	73%	7	331	79%	8	307	73%	7	318	76%	7	322	76%	7	318	75%	7
A6 Stockport Road (north)	754	41%	11	756	41%	11	746	40%	11	620	33%	9	746	40%	11	753	40%	11
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Stanley Grove	368	76%	9	355	76%	8	369	76%	9	360	77%	8	361	77%	8	366	76%	9
A6 Stockport Road (south)	732	38%	12	693	36%	12	719	37%	12	638	33%	11	633	33%	11	655	34%	11
A6010 Dickenson Road	185	47%	4	211	54%	5	191	49%	4	210	53%	5	206	53%	5	193	49%	5
A6 Stockport Road (north)	1,118	58%	15	1,058	55%	14	1,055	54%	14	1,022	53%	14	1,041	54%	14	1,040	54%	14

16.3.281 The conclusions drawn in paragraphs 18.3.325 to 18.3.327 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Stanley Grove approach from 96% in the future baseline to 101% in the AM peak hour, with a corresponding change in queue length from 10 PCU in the future baseline to 11 PCU.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths".

A34 Upper Brook Street/Hathersage Road

16.3.282 Table 18-110 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-110 below replaces Table 18-110 in the main TA.

Table 18-110: A34 Upper Brook Street/Hathersage Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Hathersage Road (east)	403	92%	9	404	93%	9	406	94%	9	406	95%	9	402	93%	9	403	93%	9
A34 Upper Brook Street (south)	1,004	47%	5	993	46%	5	1,014	47%	5	1,037	48%	5	1,022	47%	5	1,024	47%	5
Hathersage Road (west)	219	20%	4	221	20%	4	220	20%	4	223	20%	4	220	20%	4	220	20%	4
A34 Upper Brook Street (north)	493	39%	6	421	33%	5	409	32%	5	317	25%	4	441	35%	6	430	34%	5
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Hathersage Road (east)	311	65%	7	294	61%	6	290	60%	6	311	65%	7	297	62%	6	299	62%	6
A34 Upper Brook Street (south)	756	41%	10	780	39%	10	780	41%	10	776	38%	10	785	39%	10	777	38%	10
Hathersage Road (west)	404	35%	8	409	35%	8	410	35%	8	416	37%	8	411	36%	8	404	35%	8
A34 Upper Brook Street (north)	869	58%	11	861	59%	11	868	59%	11	815	55%	10	848	58%	11	859	58%	11

16.3.283 The conclusions drawn in paragraphs 18.3.329 to 18.3.331of the main TA are replaced by:

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

In scenario 2, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Hathersage Road (east) approach from 92% in the future baseline to 94% in the AM peak hour, with no change in corresponding queue length.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths."

A57 Hyde Road/Tan Yard Brow/Willow Grove

16.3.284 Table 18-111 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-111 below replaces Table 18-111 in the main TA.

Table 18-111: A57 Hyde Road/Tan Yard Brow/Willow Grove junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Tan Yard Brow	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
A57 Hyde Road (east)	2,176	73%	0	2,187	73%	0	2,241	75%	0	2,355	79%	0	2,237	75%	0	2,249	75%	0
Willow Grove*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A57 Hyde Road (west)	983	33%	0	1,070	36%	0	1,001	33%	0	889	30%	0	1,045	35%	0	1,045	35%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Tan Yard Brow	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
A57 Hyde Road (east)	1,260	42%	0	1,218	41%	0	1,234	41%	0	1,317	44%	0	1,207	40%	0	1,221	41%	0
Willow Grove*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-
A57 Hyde Road (west)	2,209	74%	0	2,214	74%	0	2,209	74%	0	2,199	73%	0	2,209	74%	0	2,200	73%	0

**Minor approach arm not represented within the strategic traffic mode.l*

16.3.285 The conclusions drawn in paragraphs 18.3.333 to 18.3.334 of the main TA are replaced by:

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

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

A57 Hyde Road/Chapman Street

16.3.286 Table 18-112 in the main TA summarises the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 18-112 below replaces Table 18-112 in the main TA.

Table 18-112: A57 Hyde Road/Chapman Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Chapman Street	272	100%	6	228	100%	5	253	101%	5	111	110%	4	274	100%	6	302	101%	6
A57 Hyde Road (east)	2,176	94%	4	2,187	96%	4	2,241	97%	1	2,355	97%	1	2,237	98%	1	2,249	93%	0
A57 Hyde Road (west)	741	19%	0	874	23%	0	779	20%	0	836	22%	0	801	21%	0	769	20%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Chapman Street	52	103%	3	51	103%	3	52	103%	3	54	105%	3	52	103%	3	53	103%	3
A57 Hyde Road (east)	1,260	63%	3	1,218	61%	3	1,234	62%	3	1,317	66%	3	1,207	61%	3	1,221	61%	3
A57 Hyde Road (west)	2,197	57%	0	2,212	57%	0	2,194	57%	0	2,212	57%	0	2,209	57%	0	2,201	57%	0

16.3.287 The conclusions drawn in paragraphs 18.3.336 to 18.3.337 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Chapman Street approach from 100% in the future baseline to 110% in the AM peak hour, with a corresponding change in queue length from six PCU in the future baseline to four PCU.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Chapman Street approach from 103% in the future baseline to 105%, with no change in corresponding queue length."

A57 Hyde Road/Knutsford Road/Whitwell Way

16.3.288 Table 18-113 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-113 below replaces Table 18-113 in the main TA.

Table 18-113: A57 Hyde Road/Knutsford Road/Whitwell Way junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Whitwell Way	353	54%	8	395	61%	9	412	63%	9	452	69%	10	394	61%	9	359	55%	8
A57 Hyde Road (east)	1,463	56%	19	1,490	58%	19	1,637	62%	21	1,735	66%	22	1,541	59%	20	1,580	60%	20
Knutsford Road	137	85%	3	137	85%	3	140	87%	4	142	89%	4	141	88%	4	140	87%	4
A57 Hyde Road (west)	576	25%	7	672	30%	9	559	25%	7	591	27%	8	585	26%	7	592	26%	8
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Whitwell Way	542	75%	12	444	62%	10	461	64%	10	542	75%	12	453	63%	10	461	64%	10
A57 Hyde Road (east)	929	43%	12	899	42%	12	931	44%	12	996	47%	13	891	42%	12	912	43%	12
Knutsford Road	127	93%	3	123	91%	3	127	93%	3	121	89%	3	125	92%	3	128	94%	3
A57 Hyde Road (west)	1,746	72%	23	1,908	78%	25	1,873	77%	24	1,857	78%	24	1,882	77%	25	1,860	77%	24

16.3.289 The conclusions drawn in paragraphs 18.3.339 to 18.3.342 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Knutsford Road approach from 85% in the future baseline to 89% in the AM peak hour, with a corresponding change in queue length from three PCU in the future baseline to four PCU.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will decrease the VoC on the Knutsford Road approach from 93% in the future baseline to 89%, with no corresponding change in queue length."

A57 Hyde Road/B6178 Hyde Road/B6178 Mount Road

16.3.290 Table 18-114 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-114 below replaces Table 18-114 in the main TA.

Table 18-114: A57 Hyde Road/B6178 Hyde Road/B6178 Mount Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B6178 Hyde Road	83	16%	2	86	32%	2	86	32%	2	112	41%	3	84	31%	2	82	30%	2
A57 Hyde Road (east)	1,659	86%	22	1,687	91%	23	1,859	87%	22	1,971	93%	23	1,756	83%	21	1,794	84%	21
B6178 Mount Road	789	86%	14	986	81%	18	787	91%	13	747	86%	12	790	91%	13	791	91%	13
A57 Hyde Road (west)	477	24%	6	441	23%	6	432	20%	5	494	22%	5	472	21%	5	469	21%	5
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B6178 Hyde Road	185	21%	4	130	48%	3	120	44%	3	166	71%	4	118	50%	3	117	43%	3
A57 Hyde Road (east)	1,074	81%	19	1,080	70%	17	1,109	60%	15	1,190	70%	18	1,070	63%	16	1,089	59%	15
B6178 Mount Road	796	57%	13	1,090	67%	18	846	69%	15	1,007	69%	17	1,019	70%	17	862	70%	15
A57 Hyde Road (west)	1,373	98%	20	1,290	79%	23	1,501	77%	23	1,373	77%	24	1,364	76%	23	1,510	78%	23

16.3.291 The conclusions drawn in paragraphs 18.3.344 to 18.3.345 of the main TA are replaced by:

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

In scenario 2, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A57 Hyde Road (east) approach from 86% in the future baseline to 93% in the AM peak hour, with a corresponding change in queue length from 22 PCU in the future baseline to 23 PCU.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths."

Chapman Street/Cross Lane

16.3.292 Table 18-115 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-115 below replaces Table 18-115 in the main TA.

Table 18-115: Chapman Street/Cross Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Chapman Street (north)	460	70%	5	429	69%	5	438	72%	5	324	56%	4	461	71%	5	488	67%	6
Cross Lane (east)	172	33%	3	182	35%	3	203	39%	3	237	45%	4	179	34%	3	148	28%	2
Chapman Street (south)	382	42%	4	344	38%	4	360	40%	4	324	36%	4	358	39%	4	340	37%	4
Cross Lane (west)	276	56%	4	334	73%	5	282	57%	4	332	72%	5	301	61%	5	288	58%	4
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Chapman Street (north)	357	53%	4	362	54%	5	352	52%	4	366	56%	5	355	54%	4	347	52%	4
Cross Lane (east)	113	19%	2	112	19%	2	116	20%	2	147	25%	2	125	22%	2	122	21%	2
Chapman Street (south)	90	11%	1	99	12%	1	88	10%	1	116	14%	1	103	12%	1	104	12%	1
Cross Lane (west)	446	101%	7	456	103%	7	447	100%	7	463	103%	7	453	101%	7	454	101%	7

16.3.293 The conclusions drawn in paragraphs 18.3.347 to 18.3.348 of the main TA are replaced by:

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

The changes in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

In scenarios 1 and 3, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Cross Lane (west) approach from 101% in the future baseline to 103%, with no change in corresponding queue lengths."

A57 Hyde Road/Birch Street

16.3.294 Table 18-116 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-116 below replaces Table 18-116 in the main TA.

Table 18-116: A57 Hyde Road/Birch Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Birch Street	31	24%	0	28	28%	0	36	55%	1	55	90%	2	36	48%	1	35	46%	1
A57 Hyde Road (east)	1,460	39%	0	1,500	40%	0	1,620	43%	0	1,649	43%	0	1,521	40%	0	1,547	41%	0
A57 Hyde Road (west)	436	11%	0	435	11%	0	465	12%	0	619	16%	0	473	12%	0	473	12%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Birch Street	14	8%	0	23	11%	0	12	7%	0	43	72%	1	27	17%	0	12	7%	0
A57 Hyde Road (east)	766	26%	0	789	36%	0	738	34%	0	842	39%	0	750	35%	0	726	34%	0
A57 Hyde Road (west)	1,356	35%	0	1,185	31%	0	1,330	34%	0	1,415	36%	0	1,214	31%	0	1,317	34%	0

16.3.295 The conclusions drawn in paragraphs 18.3.350 to 18.3.351 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Birch Street approach from 24% in the future baseline to 90% in the AM peak hour, with a change in queue length from no queue in the future baseline to two PCU.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths."

A6010 Pottery Lane/A57 Hyde Road

16.3.296 Table 18-117 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-117 below replaces Table 18-117 in the main TA.

Table 18-117: A6010 Pottery Lane/A57 Hyde Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6010 Pottery Lane (north)	709	57%	15	726	59%	15	718	65%	15	752	78%	15	738	67%	16	738	63%	16
A57 Hyde Road (east)	1,465	52%	24	1,507	54%	24	1,645	59%	27	1,697	60%	27	1,547	55%	25	1,564	56%	25
A6010 Pottery Lane (south)	831	57%	16	808	56%	16	844	59%	16	872	62%	17	863	61%	17	858	59%	17
A57 Hyde Road (west)	433	39%	10	430	39%	10	393	35%	9	428	39%	10	417	38%	10	421	38%	10
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6010 Pottery Lane (north)	735	54%	16	740	54%	16	771	57%	16	802	87%	17	789	59%	17	800	59%	17
A57 Hyde Road (east)	742	29%	12	691	27%	11	676	26%	11	820	32%	13	659	26%	10	653	25%	10
A6010 Pottery Lane (south)	877	62%	19	848	60%	18	919	66%	20	860	63%	18	868	62%	19	944	68%	20
A57 Hyde Road (west)	1,382	61%	23	1,310	58%	22	1,398	62%	24	1,376	61%	23	1,394	61%	24	1,411	62%	24

16.3.297 The conclusions drawn in paragraphs 18.3.353 to 18.3.354 of the main TA are replaced by:

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

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

In scenario 3, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A6010 Pottery Lane (north) approach from 54% in the future baseline to 87%, with a corresponding change in queue length from 16 PCU in the future baseline to 17 PCU."

A57 Hyde Road/Clowes Street

16.3.298 Table 18-118 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-118 below replaces Table 18-118 in the main TA.

Table 18-118: A57 Hyde Road/Clowes Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Clowes Street	70	93%	3	65	93%	2	54	101%	3	46	112%	2	64	96%	3	61	96%	3
A57 Hyde Road (east)	1,327	97%	0	1,360	98%	0	1,486	99%	0	1,558	99%	0	1,393	98%	0	1,407	99%	0
A57 Hyde Road (west)	631	17%	0	662	17%	0	633	17%	0	625	16%	0	627	17%	0	641	17%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Clowes Street	114	84%	2	120	79%	2	113	80%	2	128	104%	4	125	87%	2	125	88%	2
A57 Hyde Road (east)	714	79%	0	646	80%	0	645	84%	0	850	89%	0	625	82%	0	623	83%	0
A57 Hyde Road (west)	1,544	39%	0	1,441	37%	0	1,533	39%	0	1,519	39%	0	1,524	39%	0	1,535	39%	0

16.3.299 The conclusions drawn in paragraphs 18.3.356 to 18.3.357 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Clowes Street approach from 93% in the future baseline to 112% in the AM peak hour, with a corresponding change in queue length from three PCU in the future baseline to two PCU. In the PM Peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Clowes Street approach from 84% in the future baseline to 104%, with a corresponding change in queue length from two PCU in the future baseline to four PCU."

A665 Devonshire Street/Coverdale Crescent/Hellidon Close

16.3.300 Table 18-119 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-119 below replaces Table 18-119 in the main TA.

Table 18-119: A665 Devonshire Street/Coverdale Crescent/Hellidon Close junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A665 Devonshire Street (north)	700	36%	0	758	39%	0	716	36%	0	389	20%	0	615	31%	0	614	31%	0
Coverdale Crescent	193	93%	3	196	95%	4	224	98%	5	343	91%	2	252	95%	3	255	95%	4
A665 Devonshire Street (south)	778	33%	0	756	32%	0	678	29%	0	589	23%	0	697	29%	0	679	28%	0
Hellidon Close*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A665 Devonshire Street (north)	512	26%	0	501	26%	0	464	24%	0	421	22%	0	464	24%	0	474	24%	0
Coverdale Crescent	162	87%	2	192	82%	2	189	92%	3	177	59%	1	186	64%	1	193	71%	1
A665 Devonshire Street (south)	869	35%	0	722	29%	0	788	32%	0	667	27%	0	604	24%	0	653	26%	0
Hellidon Close*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

16.3.301 The conclusions drawn in paragraphs 18.3.359 to 18.3.361 of the main TA are replaced by:

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

In scenario 2, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Coverdale Crescent approach from 93% in the future baseline to 98% in the AM peak hour, with a corresponding change in queue length from three PCU in the future baseline to five PCU.

In the PM Peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Coverdale Crescent approach from 87% in the future baseline to 92%, with a corresponding change in queue length from two PCU in the future baseline to three PCU."

A57 Hyde Road/Bennett Street

16.3.302 Table 18-120 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-120 below replaces Table 18-120 in the main TA.

Table 18-120: A57 Hyde Road/Bennett Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Bennett Street	51	82%	2	44	81%	2	38	98%	2	34	111%	2	46	89%	2	43	88%	2
A57 Hyde Road (east)	1,228	63%	0	1,269	65%	0	1,404	72%	0	1,482	76%	0	1,300	67%	0	1,317	68%	0
A57 Hyde Road (west)	637	16%	0	670	17%	0	641	17%	0	632	16%	0	635	16%	0	649	17%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Bennett Street	6	11%	0	6	9%	0	6	10%	0	43	95%	2	6	10%	0	6	10%	0
A57 Hyde Road (east)	697	36%	0	603	31%	0	601	31%	0	826	43%	0	592	31%	0	589	30%	0
A57 Hyde Road (west)	1,552	40%	0	1,451	37%	0	1,543	40%	0	1,529	39%	0	1,533	40%	0	1,545	40%	0

16.3.303 The conclusions drawn in paragraphs 18.3.366 to 18.3.369 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Bennett Street approach from 82% in the future baseline to 111% in the AM peak hour, with no change in corresponding queue length.

In the PM Peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Bennett Street approach from 11% in the future baseline to 95%, with a corresponding change in queue length from no queue in the future baseline to two PCU."

A665 Devonshire Street North/A57 Hyde Road/A665 Devonshire Street

16.3.304 Table 18-121 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-121 below replaces Table 18-121 in the main TA.

Table 18-121: A665 Devonshire Street North/A57 Hyde Road/A665 Devonshire Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A665 Devonshire Street North	631	86%	9	669	93%	12	634	96%	12	274	43%	5	501	76%	9	523	79%	10
A57 Hyde Road (east)	1,305	54%	18	1,341	67%	24	1,470	66%	26	1,540	67%	27	1,374	61%	24	1,389	62%	24
A665 Devonshire Street	800	86%	11	774	91%	14	712	93%	14	666	64%	13	721	82%	14	721	84%	14
A57 Hyde Road (west)	450	77%	8	513	44%	9	525	41%	9	527	40%	9	500	39%	9	519	40%	9
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A665 Devonshire Street North	666	88%	10	664	95%	12	676	98%	13	465	72%	8	648	93%	12	645	93%	12
A57 Hyde Road (east)	729	28%	11	637	36%	14	635	36%	14	898	46%	16	626	35%	14	623	35%	14
A665 Devonshire Street	798	83%	12	605	70%	11	734	86%	13	576	63%	10	499	57%	9	565	65%	10
A57 Hyde Road (west)	1,183	71%	17	1,117	96%	24	1,155	99%	25	1,219	94%	25	1,154	99%	25	1,170	100%	25

16.3.305 The conclusions drawn in paragraphs 18.3.366 to 18.3.369 of the main TA are replaced by:

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

In scenario 2, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A665 Devonshire Street North approach from 86% in the future baseline to 96% in the AM peak hour, with a corresponding change in queue length from nine PCU in the future baseline to 12 PCU.

In scenario 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A57 Hyde Road (west) approach from 71% in the future baseline to 100%, with a corresponding change in queue length from 17 PCU in the future baseline to 25 PCU."

Gorton Lane/Belle Vue Street

16.3.306 Table 18-122 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-122 below Table 18-122 in the main TA.

Table 18-122: Gorton Lane/Belle Vue Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Gorton Lane (north)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gorton Lane (east)	865	43%	0	883	44%	0	806	41%	0	815	41%	0	865	44%	0	834	42%	0
Belle Vue Street	62	15%	0	65	16%	0	89	19%	0	215	43%	1	78	18%	0	96	22%	0
Gorton Lane (west)	506	61%	0	494	60%	0	553	69%	0	461	105%	4	557	70%	0	567	71%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Gorton Lane (north)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gorton Lane (east)	359	18%	0	343	17%	0	324	16%	0	317	16%	0	326	17%	0	304	15%	0
Belle Vue Street	142	20%	0	121	16%	0	121	16%	0	140	19%	0	141	18%	0	147	19%	0
Gorton Lane (west)	708	63%	0	654	69%	0	641	69%	0	785	88%	1	643	68%	0	662	72%	0

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

16.3.307 The conclusions drawn in paragraphs 18.3.371 to 18.3.372 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Gorton Lane (west) approach from 61% in the future baseline to 105% in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to four PCU.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Gorton Lane (west) approach from 63% in the future baseline to 88%, with a corresponding change in queue length from no queue in the future baseline to one PCU."

A6010 Pottery Lane/Gorton Lane/Wenlock Way

16.3.308 Table 18-123 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-123 below replaces Table 18-123 in the main TA.

Table 18-123: A6010 Pottery Lane/Gorton Lane/Wenlock Way junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6010 Pottery Lane (north)	1,248	84%	13	1,219	82%	12	1,277	86%	13	1,368	92%	13	1,335	90%	14	1,338	90%	14
Gorton Lane	894	72%	16	911	73%	16	840	67%	15	829	65%	15	887	71%	16	879	70%	16
A6010 Pottery Lane (south)	1,141	54%	20	1,123	53%	20	1,146	54%	20	1,147	53%	20	1,163	55%	20	1,160	54%	20
Wenlock Way	95	30%	2	133	43%	3	142	45%	4	128	42%	3	110	35%	3	118	38%	3
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6010 Pottery Lane (north)	1,290	48%	11	1,321	50%	12	1,302	49%	11	1,625	74%	15	1,365	52%	11	1,398	53%	12
Gorton Lane	436	58%	10	409	55%	9	409	55%	9	360	47%	8	409	54%	9	413	55%	9
A6010 Pottery Lane (south)	1,019	36%	14	1,092	37%	15	1,121	38%	15	1,185	41%	16	1,181	40%	16	1,176	40%	16
Wenlock Way	238	56%	6	208	49%	5	219	52%	5	229	55%	6	213	51%	5	210	50%	5

16.3.309 The conclusions drawn in paragraphs 18.3.374 to 18.3.375 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A6010 Pottery Lane (north) approach from 84% in the future baseline to 92% in the AM peak hour, with no change in corresponding queue length.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths."

A665 Chancellor Lane/A665 Devonshire Street North/Higher Ardwick

16.3.310 Table 18-124 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-124 below replaces Table 18-124 in the main TA.

Table 18-124: A665 Chancellor Lane/A665 Devonshire Street North/Higher Ardwick junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Chancellor Lane (left, ahead and right)	1,578	68%	2	1,736	88%	6	1,702	87%	5	1,537	95%	23	982	88%	32	981	91%	34
Blind Lane (left, ahead and right)	7	1%	0	7	1%	0	7	1%	0	7	4%	0	0	0%	0	0	0%	0
Devonshire Street North (left, ahead and right)	927	49%	1	856	45%	0	877	46%	0	655	35%	0	726	38%	0	759	40%	0
Higher Ardwick (left, ahead and right)	199	58%	1	249	65%	1	315	78%	2	234	68%	2	189	41%	0	262	58%	1
Temperance Street (left, ahead and right)	7	1%	0	7	1%	0	7	1%	0	39	6%	0	0	0%	0	0	0%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Chancellor Lane (left, ahead and right)	861	34%	0	956	43%	0	1,088	68%	1	880	60%	13	786	60%	20	753	56%	18
Blind Lane (left, ahead and right)	8	1%	0	8	1%	0	8	1%	0	8	4%	0	0	0%	0	0	0%	0
Devonshire Street North (left, ahead and right)	1,151	61%	1	998	53%	1	1,116	59%	1	849	45%	0	500	26%	0	556	29%	0
Higher Ardwick (left, ahead and right)	378	85%	3	599	130%	119	579	136%	124	611	155%	166	420	74%	1	491	89%	4
Temperance Street (left, ahead and right)	8	1%	0	8	1%	0	8	1%	0	74	13%	0	0	0%	0	0	0%	0

16.3.311 The conclusions drawn in paragraphs 18.3.377 to 18.3.379 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the DoS on the Chancellor Lane (left, ahead and right) approach from 68% in the future baseline to 95% in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to 23 PCU.

In PM Peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the DoS on the Higher Ardwick (left, ahead and right) approach from 85% in the future baseline to 155%, with a corresponding change in queue length from three PCU in the future baseline to 166 PCU."

A635 Ashton Old Road/Vine Street

16.3.312 Table 18-125 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-125 below replaces Table 18-125 in the main TA.

Table 18-125: A635 Ashton Old Road/Vine Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A635 Ashton Old Road (east)	1,122	56%	0	1,141	57%	0	1,230	61%	0	820	41%	0	1,172	59%	0	1,202	60%	0
Vine Street	92	52%	1	93	55%	1	51	45%	1	97	34%	0	53	43%	1	89	63%	1
A635 Ashton Old Road (west)	428	36%	0	443	39%	0	415	39%	0	542	37%	0	416	37%	0	394	30%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A635 Ashton Old Road (east)	646	32%	0	688	34%	0	693	35%	0	530	27%	0	695	35%	0	705	35%	0
Vine Street	48	49%	1	57	56%	1	65	67%	1	63	54%	1	70	70%	1	91	75%	2
A635 Ashton Old Road (west)	1,018	75%	0	1,048	70%	0	970	64%	0	991	74%	0	959	64%	0	897	54%	0

16.3.313 The conclusions drawn in paragraphs 18.3.381 to 18.3.382 of the main TA are replaced by:

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

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

A635 Ashton Old Road/Ogden Lane/Fairfield Road

16.3.314 Table 18-126 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-126 below replaces Table 18-126 in the main TA.

Table 18-126: A635 Ashton Old Road/Ogden Lane/Fairfield Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Fairfield Road	442	55%	9	519	64%	8	476	87%	8	433	59%	7	438	81%	8	343	91%	7
A635 Ashton Old Road (east)	1,214	69%	19	1,234	68%	17	1,264	54%	15	917	46%	12	1,206	52%	14	1,283	47%	13
Ogden Lane	423	70%	8	490	76%	7	374	95%	7	348	63%	6	380	95%	7	252	98%	5
A635 Ashton Old Road (west)	438	28%	7	459	30%	6	458	23%	5	523	28%	7	493	25%	6	498	22%	5
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Fairfield Road	368	42%	7	369	53%	8	273	75%	7	333	48%	7	284	73%	7	213	74%	5
A635 Ashton Old Road (east)	649	53%	10	701	34%	10	695	27%	8	532	26%	7	698	28%	8	725	27%	7
Ogden Lane	412	90%	8	373	90%	8	250	93%	6	359	87%	7	265	94%	6	200	91%	5
A635 Ashton Old Road (west)	901	53%	14	917	40%	13	903	32%	10	912	38%	13	908	33%	10	893	30%	9

16.3.315 The conclusions drawn in paragraphs 18.3.384 to 18.3.385 of the main TA are replaced by:

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

In scenario 5, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Fairfield Road approach from 55% in the future baseline to 91% in the AM peak hour, with a corresponding change in queue length from nine PCU in the future baseline to seven PCU.

In scenario 4, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Ogden Lane approach from 90% in the future baseline to 94%, with a corresponding change in queue length from eight PCU in the future baseline to six PCU."

A635 Manchester Road/Ashton Hill Lane

16.3.316 Table 18-127 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-127 below replaces Table 18-127 in the main TA.

Table 18-127: A635 Manchester Road/Ashton Hill Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Ashton Hill Lane	320	82%	8	323	83%	8	334	86%	9	347	89%	9	334	86%	9	351	91%	9
A635 Manchester Road (east)	1,579	89%	25	1,606	90%	25	1,630	91%	25	1,393	86%	22	1,573	90%	24	1,586	90%	25
A635 Manchester Road (west)	421	26%	8	434	27%	8	434	27%	8	553	34%	11	441	27%	9	440	27%	9
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Ashton Hill Lane	277	84%	7	283	86%	8	292	88%	8	293	89%	8	301	91%	8	302	92%	8
A635 Manchester Road (east)	1,031	68%	15	1,090	72%	16	1,075	71%	17	948	63%	14	1,077	71%	16	1,089	72%	16
A635 Manchester Road (west)	1,055	63%	20	1,046	62%	20	1,052	63%	20	1,097	65%	21	1,052	63%	20	1,046	62%	20

16.3.317 The conclusions drawn in paragraphs 18.3.387 to 18.3.388 of the main TA are replaced by:

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

In scenario 5, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Ashton Hill Lane approach from 82% in the future baseline to 91% in the AM Peak hour, with a corresponding change in queue length from eight PCU in the future baseline to nine PCU.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase VoC on the Ashton Hill Lane approach from 84% in the future baseline to 92%, with a corresponding change in queue length from seven PCU in the future baseline to eight PCU."

A635 Ashton Old Road/A6010 Alan Turing Way/A6010 Pottery Lane

16.3.318 Table 18-128 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-128 below replaces Table 18-128 in the main TA.

Table 18-128: A635 Ashton Old Road/A6010 Alan Turing Way/A6010 Pottery Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6010 Alan Turing Way	1,114	59%	23	1,377	72%	29	1,392	73%	29	1,247	66%	26	1,233	65%	26	1,245	65%	26
A635 Ashton Old Road (east)	1,361	67%	29	1,437	71%	30	1,476	73%	31	1,004	50%	21	1,335	66%	28	1,318	66%	28
A6010 Pottery Lane	1,394	66%	29	1,471	70%	31	1,469	70%	31	1,535	73%	32	1,539	73%	32	1,533	73%	32
A635 Ashton Old Road (west)	612	58%	15	661	63%	17	634	60%	16	790	68%	20	819	77%	21	822	77%	21
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6010 Alan Turing Way	1,055	51%	21	1,116	54%	23	1,200	59%	24	1,148	56%	23	1,135	55%	23	1,158	56%	23
A635 Ashton Old Road (east)	847	50%	19	892	52%	20	857	50%	19	588	34%	13	822	48%	18	828	48%	18
A6010 Pottery Lane	1,325	63%	28	1,436	68%	30	1,479	70%	31	1,554	73%	32	1,536	73%	32	1,536	73%	32
A635 Ashton Old Road (west)	1,152	82%	27	1,223	88%	29	972	69%	23	931	67%	22	979	68%	23	968	67%	23

16.3.319 The conclusions drawn in paragraphs 18.3.390 to 18.3.391 of the main TA are replaced by:

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

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

In scenario 1, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A635 Ashton Old Road (West) approach from 82% in the future baseline to 88%, with a corresponding change in queue length from 27 PCU in the future baseline to 29 PCU."

A635 Ashton Old Road/Stainforth Street

16.3.320 Table 18-129 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-129 below replaces Table 18-129 in the main TA.

Table 18-129: A635 Ashton Old Road/Stainforth Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A635 Ashton Old Road (east)	1,211	80%	20	1,329	88%	22	1,296	86%	22	753	50%	12	1,201	79%	20	1,181	78%	20
A635 Ashton Old Road (west)	687	24%	2	726	25%	4	683	24%	4	803	28%	4	887	31%	5	885	31%	5
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A635 Ashton Old Road (east)	617	43%	11	741	52%	13	733	51%	13	127	9%	2	529	37%	9	540	38%	9
A635 Ashton Old Road (west)	1,178	42%	3	1,266	45%	7	985	35%	5	994	36%	5	985	35%	5	978	35%	5

16.3.321 The conclusions drawn in paragraphs 18.3.393 to 18.3.394 of the main TA are replaced by:

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

In scenario 1, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A635 Ashton Old Road (East) approach from 80% in the future baseline to 88% in the AM peak hour, with a corresponding change in queue length from 20 PCU in the baseline to 22 PCU.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths."

A635 Ashton Old Road/Gable Street

16.3.322 Table 18-130 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-130 below replaces Table 18-130 in the main TA.

Table 18-130: A635 Ashton Old Road/Gable Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A635 Ashton Old Road (east)	1,211	95%	11	1,329	71%	2	1,296	70%	2	753	40%	1	1,201	64%	1	1,181	63%	1
Gable Street	390	31%	7	518	79%	12	456	70%	10	275	42%	6	279	43%	6	278	42%	6
A635 Ashton Old Road (west)	687	36%	3	725	29%	0	683	27%	0	803	32%	0	887	36%	0	885	36%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A635 Ashton Old Road (east)	617	48%	3	741	38%	0	733	31%	0	127	5%	0	529	23%	0	540	23%	0
Gable Street	85	7%	1	96	16%	2	57	24%	2	91	38%	2	85	35%	2	86	35%	2
A635 Ashton Old Road (west)	1,178	62%	4	1,266	49%	0	985	33%	0	994	34%	0	985	33%	0	978	33%	0

16.3.323 The conclusions drawn in paragraphs 18.3.396 to 13.8.397 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will decrease the VoC on the A635 Ashton Old Road (east) approach from 95% in the future baseline to 40% in the AM peak hour, with a corresponding change in queue length from 11 PCU to one PCU.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths."

A635 Ashton Old Road/Rondin Road

16.3.324 Table 18-131 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-131 below replaces Table 18-131 in the main TA.

Table 18-131: A635 Ashton Old Road/Rondin Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A635 Ashton Old Road (west) (ahead and right)	-	-	-	864	77%	22	757	63%	15	308	26%	4	1,127	93%	37	1,121	93%	36
A635 Ashton Old Road (east) (left and ahead)	1,449	0%	0	923	83%	25	841	70%	18	502	42%	8	91	8%	1	74	6%	1
Rondin Road (left and right)	10	3%	0	26	11%	1	30	19%	1	38	25%	1	33	20%	1	53	32%	2
Viaduct Street	-	-	-	38	20%	1	38	32%	1	38	32%	1	37	27%	1	37	32%	1
A635 Ashton Old Road (west) (nearside) (left, ahead and right)	904	43%	0	988	94%	22	921	131%	26	1,066	83%	24	1,114	90%	32	1,137	133%	60
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A635 Ashton Old Road (west) (ahead and right)	-	-	-	424	35%	6	417	35%	6	79	7%	1	585	48%	10	599	50%	10
A635 Ashton Old Road (east) (left and ahead)	866	0%	0	586	49%	10	594	50%	10	276	24%	4	11	1%	0	13	1%	0
Rondin Road (left and right)	45	8%	0	89	57%	3	112	65%	4	103	46%	3	92	56%	3	123	75%	5
Viaduct Street	-	-	-	16	22%	1	16	22%	1	16	14%	1	16	22%	1	16	22%	1
A635 Ashton Old Road (west) (nearside) (left, ahead and right)	769	33%	0	1,036	73%	17	741	53%	11	747	63%	18	1,256	100%	62	1,263	97%	53

16.3.325 The conclusions drawn in paragraphs 18.3.399 to 18.3.400 of the main TA are replaced by:

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

In scenario 5 the change in traffic due to construction of the AP2 revised scheme will increase the DoS on the A635 Ashton Old Road (west) (nearside) (left, ahead and right) approach from 43% in the future baseline to 133% in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to 60 PCU.

In scenario 4, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the DoS on the A635 Ashton Old Road (west) (nearside) (left, ahead and right) approach from 33% in the future baseline to 100%, with a corresponding change in queue length from no queue in the future baseline to 62 PCU."

A635 Ashton Old Road/A665 Midland Street

16.3.326 Table 18-132 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-132 below replaces Table 18-132 in the main TA. It is noted that following the implementation of the proposed Pin Mill Brow gyratory, this junction will not exist beyond Scenario 2, therefore only applicable scenarios are presented.

Table 18-132: A635 Ashton Old Road/A665 Midland Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2		
A635 Ashton Old Road (east) (nearside) (ahead)	622	40%	5	1,021	66%	11	655	42%	5
A635 Ashton Old Road (east) (offside) (ahead)	825	48%	6	784	46%	6	955	56%	9
A665 Midland Street (left and right)	47	29%	1	9	6%	0	12	8%	0
A635 Ashton Old Road (west) (ahead)	857	48%	2	989	55%	9	909	51%	6
	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2		
A635 Ashton Old Road (east) (nearside) (ahead)	369	25%	3	631	41%	5	442	29%	3
A635 Ashton Old Road (east) (offside) (ahead)	537	33%	4	451	27%	3	650	38%	5
A665 Midland Street (left and right)	145	54%	4	17	8%	0	21	11%	1
A635 Ashton Old Road (west) (ahead)	640	33%	2	1,023	48%	3	724	36%	1

16.3.327 The conclusions drawn in paragraphs 18.3.402 to 18.3.404 of the main TA are replaced by:

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

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

A635 Manchester Road/A6140 Moss Way

16.3.328 Table 18-133 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-133 below replaces Table 18-133 in the main TA.

Table 18-133: A635 Manchester Road/A6140 Moss Way junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6140 Moss Way (north)	151	50%	5	151	50%	5	152	50%	5	157	51%	5	152	50%	5	151	50%	5
A635 Manchester Road (east)	1,309	49%	9	1,318	49%	10	1,350	50%	10	1,320	49%	9	1,319	49%	10	1,321	49%	10
A6140 Moss Way (south)	1,199	61%	20	1,224	63%	21	1,210	62%	20	1,217	62%	21	1,225	63%	21	1,243	64%	21
A635 Manchester Road (west)	1,403	45%	43	1,413	46%	44	1,431	46%	44	1,504	49%	46	1,439	46%	44	1,444	47%	45
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6140 Moss Way (north)	386	63%	10	387	63%	10	387	63%	10	387	63%	10	386	63%	10	385	63%	10
A635 Manchester Road (east)	1,168	45%	25	1,174	45%	25	1,173	45%	25	1,100	42%	24	1,161	45%	25	1,162	45%	25
A6140 Moss Way (south)	1,268	68%	21	1,275	68%	21	1,274	68%	21	1,274	68%	21	1,276	69%	21	1,282	69%	21
A635 Manchester Road (west)	1,531	53%	27	1,539	53%	27	1,536	53%	27	1,592	55%	29	1,578	55%	28	1,570	54%	28

16.3.329 The conclusions drawn in paragraphs 18.3.406 to 18.3.407 of the main TA are replaced by:

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

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

A662 Ashton New Road/Hillkirk Street

16.3.330 Table 18-134 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-134 below replaces Table 18-134 in the main TA.

Table 18-134: A662 Ashton New Road/Hillkirk Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Hillkirk Street	158	81%	2	268	92%	3	250	90%	2	275	78%	1	179	73%	1	184	71%	1
A662 Ashton New Road (east)	989	38%	0	575	22%	0	700	26%	0	700	26%	0	978	37%	0	979	37%	0
A662 Ashton New Road (west)	285	14%	0	174	9%	0	165	8%	0	96	5%	0	140	7%	0	127	6%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Hillkirk Street	198	87%	2	348	95%	3	182	89%	3	259	79%	1	186	89%	3	191	90%	3
A662 Ashton New Road (east)	325	14%	0	330	13%	0	423	18%	0	453	19%	0	430	18%	0	418	18%	0
A662 Ashton New Road (west)	756	38%	0	319	16%	0	757	38%	0	723	36%	0	738	37%	0	722	36%	0

16.3.331 The conclusions drawn in paragraphs 18.3.409 to 18.3.411 of the main TA are replaced by:

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

In scenario 1, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Hillkirk Street approach from 81% in the future baseline to 92% in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to three PCU.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Hillkirk Street approach from 87% in the future baseline to 95%, with a corresponding change in queue length from two PCU in the future baseline to three PCU."

Briscoe Lane/Grimshaw Lane

16.3.332 Table 18-135 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-135 below replaces Table 18-135 in the main TA.

Table 18-135: Briscoe Lane/Grimshaw Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Briscoe Lane (east)	1,050	93%	1	1,005	91%	1	974	92%	1	950	95%	1	991	92%	1	992	93%	1
Briscoe Lane (west)	515	27%	0	490	26%	0	505	27%	0	462	24%	0	476	25%	0	485	26%	0
Grimshaw Lane	292	91%	2	307	92%	2	302	91%	2	310	92%	2	303	91%	2	300	91%	2
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Briscoe Lane (east)	685	67%	0	715	74%	0	696	66%	0	661	71%	0	686	68%	0	692	69%	0
Briscoe Lane (west)	913	47%	0	886	45%	0	872	45%	0	888	45%	0	888	45%	0	874	45%	0
Grimshaw Lane	242	82%	2	256	83%	2	260	82%	2	253	82%	2	248	82%	2	251	82%	2

16.3.333 The conclusions drawn for paragraphs 18.3.413 to 18.3.415 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Briscoe Lane (East) approach from 93% in the future baseline to 95% in the AM peak hour, with no change in corresponding queue length.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue length."

Briscoe Lane/Ten Acres Lane

16.3.334 Table 18-136 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-136 below replaces Table 18-136 in the main TA.

Table 18-136: Briscoe Lane/Ten Acres Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Ten Acres Lane (north)	441	74%	7	444	75%	7	441	73%	7	455	74%	7	436	73%	7	433	72%	7
Briscoe Lane (east)	951	99%	12	946	99%	12	941	98%	12	938	98%	11	947	99%	12	945	99%	12
Ten Acres Lane (south)	279	42%	4	286	43%	5	281	43%	5	314	47%	5	284	43%	5	274	42%	4
Briscoe Lane (west)	483	71%	6	468	72%	6	494	72%	6	470	71%	6	471	70%	6	480	70%	6
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Ten Acres Lane (north)	378	63%	7	356	63%	6	363	62%	6	352	61%	6	354	61%	6	355	61%	6
Briscoe Lane (east)	616	61%	8	610	60%	8	619	62%	8	559	56%	7	597	59%	8	599	59%	8
Ten Acres Lane (south)	261	41%	5	309	47%	5	275	42%	5	293	45%	5	280	43%	5	288	44%	5
Briscoe Lane (west)	942	90%	12	928	87%	12	933	89%	12	922	87%	12	924	87%	12	915	86%	12

16.3.335 The conclusions drawn in paragraphs 18.3.417 to 18.3.418 of the main TA are replaced by:

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

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

In scenario 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on Briscoe Lane (West) approach from 90% in the future baseline to 86%, with no change in corresponding queue length."

A663 Broadway/Long Lane

16.3.336 Table 18-137 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-137 below replaces Table 18-137 in the main TA. The Costco Access Road approach is a minor arm and is not included within the SATURN model.

Table 18-137: A663 Broadway/Long Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A663 Broadway (north)	1,913	82%	29	1,904	82%	29	1,930	83%	29	1,927	83%	29	1,917	82%	29	1,916	82%	29
Long Lane	237	66%	6	237	66%	6	237	66%	6	237	66%	6	237	66%	6	237	66%	6
A663 Broadway (south)	1,375	90%	15	1,376	90%	15	1,377	90%	15	1,376	90%	15	1,377	90%	15	1,376	90%	15
Costco Access Road*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A663 Broadway (north)	2,188	90%	46	2,193	90%	46	2,187	89%	46	2,193	90%	46	2,176	89%	46	2,185	89%	46
Long Lane	248	69%	6	248	69%	6	247	69%	6	248	69%	6	247	69%	6	247	69%	6
A663 Broadway (south)	1,514	86%	16	1,519	86%	17	1,522	87%	17	1,517	86%	17	1,511	86%	17	1,513	86%	17
Costco Access Road*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

16.3.337 The conclusions drawn in paragraphs 18.3.420 to 18.3.421 of the main TA are replaced by:

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

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

M60 junction 25/A6017 Ashton Road/A560 Crookilley Way/Oldmoor Road

16.3.338 Table 18-137.1 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.1: M60 junction 25/A6017 Ashton Road/A560 Crookilley Way/Oldmoor Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results.

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow , PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A560 Crookilley Way	1,026	49%	0	1,026	49%	0	1,037	49%	0	1,048	50%	0	1,036	49%	0	1,038	49%	0
M60 junction 25 southbound off-slip	399	38%	0	397	38%	0	399	39%	0	414	40%	0	398	38%	0	397	38%	0
A6017 Ashton Road	1,726	97%	4	1,727	97%	4	1,742	98%	6	1,763	100%	8	1,743	98%	6	1,742	98%	6
A560 Ashton Road	918	108%	9	916	108%	9	893	109%	9	878	110%	9	893	109%	9	895	109%	9
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A560 Crookilley Way	1,600	81%	1	1,596	81%	1	1,599	81%	1	1,590	80%	1	1,596	81%	1	1,597	81%	1
M60 junction 25 southbound off-slip	472	85%	3	475	86%	3	479	87%	3	495	88%	3	481	87%	3	480	87%	3
A6017 Ashton Road	994	99%	8	992	99%	8	991	98%	7	986	98%	7	992	98%	7	990	98%	7
A560 Ashton Road	921	58%	0	922	58%	0	919	57%	0	918	57%	0	919	57%	0	919	57%	0

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

16.3.340 In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A560 Ashton Road approach from 108% in the future baseline to 110% in the AM peak hour, with no change in corresponding queue length.

16.3.341 In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the M60 junction 25 southbound off-slip approach from 85% in the future baseline to 88% with the AP2 revised scheme, with no corresponding change in queue length.

A6010 Willbraham Road/Yew Tree Road

16.3.342 Table 18-137.2 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.2: A6010 Willbraham Road/Yew Tree Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results.

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6010 Wilbraham Road (west)	614	74%	6	619	75%	6	610	74%	6	678	84%	7	626	77%	6	619	76%	6
Yew Tree Road (north)	607	60%	4	580	58%	4	612	61%	4	569	58%	4	585	60%	4	591	60%	4
A6010 Wilbraham Road (east)	731	92%	7	725	92%	7	723	91%	7	723	91%	7	561	95%	6	557	94%	6
Yew Tree Road (south)	883	100%	6	883	100%	6	873	99%	6	886	100%	6	862	100%	6	866	101%	6
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6010 Wilbraham Road (west)	643	38%	5	695	41%	5	706	42%	5	655	38%	5	688	40%	5	689	40%	5
Yew Tree Road (north)	473	91%	4	476	92%	4	474	92%	4	474	91%	4	474	91%	4	475	92%	4
A6010 Wilbraham Road (east)	740	43%	6	766	45%	6	783	46%	6	781	46%	6	768	45%	6	760	45%	6
Yew Tree Road (south)	366	72%	3	376	76%	3	370	74%	3	365	74%	3	361	72%	3	364	73%	3

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

16.3.344 In scenario 4, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A6010 Wilbraham Road (east) approach from 92% in the future baseline to 95% in the AM peak hour, with a corresponding change in queue length from seven PCU in the future baseline to six PCU.

16.3.345 In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

Fairfield Road/Edge Lane

16.3.346 Table 18-137.3 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.3: Fairfield Road/Edge Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow , PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Edge Lane	231	72%	1	284	93%	3	284	87%	2	264	80%	1	260	80%	1	222	62 %	1
Fairfield Road (east)	530	21%	0	557	22%	0	526	21%	0	474	19%	0	509	20%	0	483	19 %	0
Fairfield Road (south)	368	19%	0	412	22%	0	348	18%	0	379	20%	0	385	20%	0	363	19 %	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Edge Lane	366	95%	3	399	96%	3	451	92%	2	374	95%	3	440	93%	2	432	85 %	1
Fairfield Road (east)	376	15%	0	357	14%	0	322	12%	0	337	13%	0	328	13%	0	307	12 %	0
Fairfield Road (south)	412	22%	0	345	18%	0	272	14%	0	395	21%	0	307	16%	0	277	15 %	0

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

16.3.348 In scenario 1, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Edge Lane approach from 72% in the future baseline to 93% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to three PCU.

16.3.349 In scenario 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the Edge Lane approach from 95% in the future baseline to 85%, with a corresponding change in queue length from three PCU in the future baseline to one PCU.

A5103 Princess Road/Mauldeth Road West

16.3.350 Table 18-137.4 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.4: A5103 Princess Road/Mauldeth Road West junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5103 Princess Road (north)	1,662	60%	23	1,637	59%	23	1,673	60%	23	1,591	57%	22	1,663	60%	23	1,674	60%	23
Mauldeth Road West (east)	372	101%	9	369	103%	9	436	105 %	10	358	124%	7	386	119%	8	379	105%	9
A5103 Princess Road (south)	2,573	60%	24	2,549	60%	23	2,541	60%	23	2,590	61%	24	2,567	60%	24	2,569	60%	24
Mauldeth Road West (west)	441	75%	10	451	77%	11	454	78%	11	461	79%	11	442	76%	11	444	76%	11
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5103 Princess Road (north)	2,096	83%	13	2,163	85%	13	2,162	85%	13	2,128	84%	13	2,162	85%	13	2,163	85%	13
Mauldeth Road West (east)	688	93%	15	680	94%	14	678	94%	14	665	93%	14	675	93%	14	684	93%	14
A5103 Princess Road (south)	1,752	51%	20	1,757	51%	20	1,744	50%	20	1,753	50%	20	1,749	50%	20	1,751	50%	20

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
Mauldeth Road West (west)	518	51%	11	545	54%	12	527	52%	11	519	51%	11	525	52%	11	512	51%	11

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

16.3.352 In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Mauldeth Road West (east) approach from 101% in the future baseline to 124% in the AM peak hour, with a corresponding change in queue length from nine PCU in the future baseline to seven PCU.

16.3.353 In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A6 Stockport Road/A6010 Kirkmanshulme Lane/A6010 St John's Road

16.3.354 Table 18-137.5 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.5: A6 Stockport Road/A6010 Kirkmanshulme Lane/A6010 St John's Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6 Stockport Road (north)	652	53%	13	643	52%	14	628	51%	14	572	46%	13	643	52%	14	651	52%	14
A6010 Kirkmanshulme Lane	751	97%	14	760	98%	14	762	99%	14	703	91%	13	764	99%	14	767	99%	14
A6 Stockport Road (south)	1,471	67%	22	1,458	67%	22	1,480	68%	22	1,455	66%	22	1,440	66%	22	1,452	66%	22
A6010 St John's Road	411	88%	10	408	87%	10	414	89%	10	396	85%	10	409	87%	10	415	89%	10
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6 Stockport Road (north)	1,229	64%	16	1,260	65%	18	1,223	64%	18	1,181	61%	17	1,243	64%	18	1,232	64%	18
A6010 Kirkmanshulme Lane	524	96%	11	523	95%	11	524	96%	11	525	95%	11	525	96%	11	524	95%	11
A6 Stockport Road (south)	777	43%	13	727	41%	12	773	43%	13	679	38%	12	667	37%	12	703	39%	12
A6010 St John's Road	213	35%	5	205	34%	4	210	35%	5	199	33%	4	203	34%	4	203	34%	4

16.3.355 The assessment shows that in the AM and PM peak hours, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme.

16.3.356 In scenario 2, 4 and 5, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A6010 Kirkmanshulme Lane approach from 97% in the future baseline to 99% in the AM peak hour, with no corresponding change in queue length.

16.3.357 In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

Clayton Lane/Cycle Street

16.3.358 Table 18-137.6 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.6: Clayton Lane/Cycle Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Cycle Street	196	28 %	0	182	26%	0	155	22%	0	259	37%	0	226	33%	0	219	31%	0
Clayton Lane (north)	654	94 %	1	687	101%	4	698	101%	3	675	100%	4	684	100%	3	682	100%	3
Clayton Lane (south)	84	5%	0	110	6%	0	85	5%	0	117	7%	0	102	6%	0	104	6%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Cycle Street	509	85 %	0	539	84%	0	504	89%	0	513	86%	0	529	93%	0	514	90%	0
Clayton Lane (north)	263	36 %	0	296	41%	0	302	42%	0	256	36%	0	290	41%	0	296	42%	0
Clayton Lane (south)	37	2%	0	39	2%	0	40	2%	0	61	4%	0	73	4%	0	71	4%	0

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

16.3.360 In scenario 1 and 2, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Clayton Lane (north) approach from 94% in the future baseline to 101% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to four PCU.

16.3.361 In scenario 4, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Cycle Street approach from 85% in the future baseline to 93%, with no change in corresponding queue length.

A5184 Plymouth Grove/Plymouth Grove West/Hathersage Road

16.3.362 Table 18-137.7 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.7: A5184 Plymouth Grove/Plymouth Grove West/Hathersage Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5184 Plymouth Grove (west)	282	29%	3	318	32%	3	325	31%	4	370	34%	4	334	32%	4	351	34%	4
Plymouth Grove West	2	1%	0	2	1%	0	5	2%	0	3	2%	0	6	3%	0	4	2%	0
A5184 Plymouth Grove (east)	799	63%	9	811	64%	9	841	66%	9	826	66%	9	804	64%	9	817	65%	9
Hathersage Road	60	17%	2	54	15%	1	59	17%	1	54	16%	1	59	17%	1	58	17%	1
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5184 Plymouth Grove (west)	749	89%	8	777	92%	9	782	91%	9	753	88%	8	790	91%	9	785	90%	9
Plymouth Grove West	17	5%	0	17	5%	0	17	5%	0	15	4%	0	17	5%	0	17	5%	0
A5184 Plymouth Grove (east)	347	50%	4	367	47%	4	342	50%	4	331	44%	4	312	36%	3	311	36%	3
Hathersage Road	109	20%	2	130	24%	2	133	24%	2	105	19%	2	109	20%	2	108	20%	2

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

16.3.364 The change in traffic due to the construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

16.3.365 In scenario 1, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A5184 Plymouth Grove (west) approach from 89% in the future baseline to 92%, with a corresponding change in queue length from eight PCU in the future baseline to nine PCU.

A662 Ashton New Road/Grey Mare Lane

16.3.366 Table 18-137.8 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.8: A662 Ashton New Road/Grey Mare Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A662 Ashton New Road (west)	357	16%	0	228	30%	5	341	14%	0	276	12%	0	233	10%	0	219	10%	0
A662 Ashton New Road (east)	936	47%	0	462	92%	10	594	30%	0	703	35%	0	829	42%	0	841	42%	0
Grey Mare Lane	40	10%	0	6	1%	0	44	7%	0	116	21%	0	130	28%	0	131	28%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A662 Ashton New Road (west)	946	39%	0	426	51%	10	929	38%	0	934	38%	0	896	37%	0	884	37%	0
A662 Ashton New Road (east)	563	28%	0	362	85%	8	540	27%	0	538	27%	0	613	31%	0	599	30%	0
Grey Mare Lane	6	1%	0	291	41%	7	6	1%	0	6	1%	0	7	1%	0	7	1%	0

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

16.3.368 In scenario 1, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A662 Ashton New Road (east) approach from 47% in the future baseline to 92% in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to 10 PCU.

16.3.369 In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A662 Ashton New Road (east) approach from 28% in the future baseline to 85%, with a corresponding change in queue length from no queue in the future baseline to eight PCU.

Hollyhedge Road/Wendon Road

16.3.370 Table 18-137.9 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.9: Hollyhedge Road/Wendon Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Hollyhedge Road (east)	1,069	78%	12	1,192	87%	13	1,124	82%	13	1,120	82%	13	1,124	82%	13	1,107	81%	12
Hollyhedge Road (west)	667	47%	12	728	51%	13	769	54%	14	818	58%	15	830	59%	15	690	49%	13
Wendon Road	67	22%	2	51	17%	1	67	22%	2	67	22%	2	70	23%	2	67	22%	2
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Hollyhedge Road (east)	704	51%	8	986	71%	11	733	53%	8	708	51%	8	713	52%	8	721	52%	8
Hollyhedge Road (west)	1,020	70%	19	1,140	78%	21	1,050	72%	19	1,026	70%	19	1,020	70%	19	1,020	70%	19
Wendon Road	12	4%	0	12	4%	0	12	4%	0	12	4%	0	12	4%	0	12	4%	0

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

16.3.372 In scenario 1, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Hollyhedge Road (east) approach from 78% in the future baseline to 87%, with a corresponding change in queue length from 12 PCU in the future baseline to 13 PCU.

16.3.373 In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Hollyhedge Road (west) approach from 70% in the future baseline to 78%, with a corresponding change in queue length from 19 PCU in the future baseline to 21 PCU.

A6188 Tiviot Way/A6188 Manchester Road/B6167 Sandy Lane/B6167 Lancashire Hill/Bellmont way

16.3.374 Table 18-137.10 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.10: A6188 Tiviot Way/A6188 Manchester Road/B6167 Sandy Lane/B6167 Lancashire Hill/Bellmont way junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6188 Manchester Road	778	82%	4	764	80%	4	755	78%	3	706	75%	3	753	79%	4	756	78%	4
B6167 Sandy Lane	1,048	83%	2	1,055	83%	2	1,056	83%	2	1,071	83%	2	1,052	83%	2	1,059	83%	2
A6188 Tiviot Way	1,096	79%	1	1,120	81%	1	1,177	84%	1	1,230	87%	2	1,188	84%	1	1,166	83%	1
B6167 Lancashire Hill	194	28%	0	198	29%	0	198	29%	0	205	31%	0	198	29%	0	198	29%	0
Belmont Way	28	5%	0	16	3%	0	26	4%	0	52	9%	0	53	9%	0	18	3%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6188 Manchester Road	566	56%	2	566	55%	2	565	57%	2	565	58%	2	568	57%	2	567	56%	2
B6167 Sandy Lane	871	66%	1	879	66%	1	876	69%	1	880	70%	1	879	70%	1	879	68%	1
A6188 Tiviot Way	1,215	77%	1	1,230	78%	1	1,288	82%	1	1,322	84%	1	1,301	82%	1	1,268	80%	1
B6167 Lancashire Hill	325	40%	0	321	40%	0	365	46%	1	385	50%	1	371	47%	1	352	44%	0

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
Belmont Way	37	6%	0	39	6%	0	40	7%	0	39	7%	0	41	7%	0	38	6%	0

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

16.3.376 In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A6188 Tiviot Way from 79% in the future baseline to 87% in the AM peak hour, with a corresponding change in queue lengths from one PCU in the future baseline to two PCU.

16.3.377 In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

Sunnyside Road/Chappell Road

16.3.378 Table 18-137.11 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.11: Sunnyside Road/Chappell Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Sunnyside Road (north)	244	33%	0	241	32%	0	240	32%	0	238	31%	0	240	32%	0	243	32%	0
Sunnyside Road (south)	370	21%	0	329	19%	0	335	19%	0	322	18%	0	341	19%	0	343	19%	0
Chappell Road	167	34%	0	146	30%	0	164	33%	0	148	30%	0	145	29%	0	145	29%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Sunnyside Road (north)	152	17%	0	154	17%	0	154	18%	0	151	17%	0	155	18%	0	157	18%	0
Sunnyside Road (south)	244	13%	0	228	13%	0	244	13%	0	234	13%	0	256	14%	0	255	14%	0
Chappell Road	466	94%	1	477	97%	2	463	94%	1	457	93%	1	437	89%	1	432	88%	1

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

16.3.380 The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

16.3.381 In scenario 1, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Chappell Road approach from 94% in the future baseline to 97%, with an associated change in queue length from one PCU in the future baseline to two PCU.

A6010 Kirkmanshulme Lane/New Bank Street

16.3.382 Table 18-137.12 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.12: A6010 Kirkmanshulme Lane/New Bank Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
New Bank Street	95	27%	0	100	28%	0	92	26%	0	47	13%	0	96	29%	0	79	24%	0
A6010 Kirkmanshulme Lane (east)	881	66%	0	896	67%	0	931	75%	0	992	102%	1	971	85%	0	971	85%	0
District Centre Car Park access*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A6010 Kirkmanshulme Lane (west)	589	25%	0	574	24%	0	579	25%	0	631	27%	0	620	26%	0	621	27%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
New Bank Street	144	45%	0	165	57%	1	156	52%	1	171	53%	1	174	60%	1	172	59%	1
A6010 Kirkmanshulme Lane (east)	694	48%	0	728	57%	0	741	60%	0	713	54%	0	729	58%	0	735	59%	0
District Centre Car Park access*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A6010 Kirkmanshulme Lane (west)	644	27%	0	736	31%	0	703	29%	0	671	28%	0	739	31%	0	731	30%	0

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

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

16.3.384 In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A6010 Kirkmanshulme Lane (east) approach from 66% in the future baseline to 102% in the AM peak hour, with a corresponding change in queue length from no queue to one PCU.

16.3.385 In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A56 Chester Road/A5145 Edge Lane/A5145 Kingsway

16.3.386 Table 18-137.13 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.13: A56 Chester Road/A5145 Edge Lane/A5145 Kingsway junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5145 Edge Lane	1,213	68%	28	1,216	69%	28	1,222	70%	28	1,200	68%	27	1,223	70%	28	1,215	69%	27
A56 Chester Road (south)	2,878	77%	64	2,873	77%	64	2,864	76%	64	2,885	77%	64	2,861	76%	64	2,852	76%	64
A5145 Kingsway	1,010	74%	28	1,011	74%	28	1,037	75%	29	1,045	76%	29	1,035	75%	29	1,034	75%	29
A56 Chester Road (north)	937	73%	30	943	74%	30	950	74%	30	939	74%	30	945	74%	30	944	74%	30
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5145 Edge Lane	1,137	92%	30	1,112	93%	29	1,113	94%	29	1,110	94%	29	1,113	94%	29	1,115	94%	29
A56 Chester Road (south)	1,878	50%	45	1,881	50%	45	1,900	51%	45	1,913	51%	46	1,898	51%	45	1,895	51%	45
A5145 Kingsway	991	81%	29	988	81%	29	1,000	82%	29	1,004	82%	29	1,000	82%	29	996	81%	29
A56 Chester Road (north)	1,298	58%	33	1,299	58%	33	1,299	58%	33	1,298	58%	33	1,295	58%	33	1,294	58%	33

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

16.3.388 The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

16.3.389 In scenarios 2, 3, 4 and 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A5145 Edge Lane approach from 92% in the future baseline to 94%, with a corresponding change in queue length from 30 PCU in the future baseline to 29 PCU.

A662 Ashton New Road/Bank Street

16.3.390 Table 18- 137.14 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.14: A662 Ashton New Road/Bank Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Bank Street	217	97%	3	255	98%	4	252	98%	4	258	99%	4	242	98%	4	237	98%	4
A635 Ashton New Road (east)	1,078	43%	0	913	36%	0	955	38%	0	945	37%	0	1,005	39%	0	1,026	40%	0
A635 Ashton New Road (west)	407	22%	0	346	19%	0	403	22%	0	333	18%	0	319	17%	0	319	17%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Bank Street	78	70%	1	99	77%	2	111	79%	2	75	70%	1	109	79%	2	116	80%	2
A635 Ashton New Road (east)	726	33%	1	632	28%	1	788	35%	1	741	33%	1	798	36%	1	802	36%	1
A635 Ashton New Road (west)	1,115	57%	0	1,018	53%	0	1,099	57%	0	1,081	56%	0	1,072	55%	0	1,061	55%	0

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

16.3.392 In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Bank Street approach from 97% in the future baseline to 99% in the AM peak hour, with a corresponding change in queue length from three PCU in the future baseline to four PCU.

16.3.393 In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

Portway/Selstead Road

16.3.394 Table 18-137.15- summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.15-: Portway/Selstead Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Portway (west)	124	16%	0	96	13%	0	77	12%	0	72	11%	0	74	11%	0	79	12%	0
Portway (east)	185	11%	0	202	12%	0	223	13%	0	202	12%	0	201	12%	0	182	10%	0
Selstead Road	520	99%	2	516	96%	1	383	70%	0	328	59%	0	323	59%	0	452	83%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Portway (west)	19	2%	0	18	2%	0	24	3%	0	18	2%	0	18	2%	0	19	2%	0
Portway (east)	92	5%	0	84	5%	0	107	6%	0	94	5%	0	95	5%	0	98	6%	0
Selstead Road	675	111%	2	668	109 %	2	639	106%	2	657	108 %	2	656	108 %	2	660	106%	2

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

16.3.396 In scenario 3 and 4, the change in traffic due to construction of the AP2 revised scheme will decrease the VoC on the Selstead Road approach from 99% in the future baseline to 59% in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to no queue.

16.3.397 In scenario 2 and 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the Selstead Road approach from 111% in the future baseline to 106%, with no change in corresponding queue length.

Moston Lane/Nuthurst Road

16.3.398 Table 18-137.15 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.15: Moston Lane/Nuthurst Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Nuthurst Road	431	92%	6	464	93%	6	484	94%	7	536	94%	7	472	94%	7	473	94%	7
Moston Lane (west)	494	21%	1	497	21%	1	502	22%	1	504	21%	1	493	21%	1	495	21%	1
Moston Lane (north)	895	46%	0	851	44%	0	826	42%	0	748	38%	0	847	43%	0	844	43%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Nuthurst Road	188	32%	1	188	32%	1	182	32%	1	186	32%	1	191	34%	1	192	33%	1
Moston Lane (west)	647	28%	2	646	28%	2	646	28%	2	640	27%	2	640	27%	2	640	27%	2
Moston Lane (north)	820	43%	0	819	43%	0	823	43%	0	823	43%	0	829	44%	0	827	43%	0

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

16.3.400 In scenarios 2 to 5, the change in traffic due to construction of the AP2 revised scheme will increase VoC on the Nuthurst Road approach from 92% in the future baseline to 94% in the AM peak hour, with a corresponding change in queue length from six PCU in the future baseline to seven PCU.

16.3.401 In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

Simonsway/Poundswick Lane

16.3.402 Table 18-137.16 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.16: Simonsway/Poundswick Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Poundswick Lane	73	39%	2	119	64%	3	125	67%	3	116	62%	3	112	60%	3	77	41%	2
Simonsway (east)	668	43%	7	663	43%	7	695	45%	7	722	47%	8	723	47%	8	677	43%	7
Simonsway (west)	741	76%	10	751	77%	10	752	77%	10	739	75%	10	747	76%	10	684	70%	9
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Poundswick Lane	263	71%	6	257	69%	6	255	69%	6	256	69%	6	277	75%	6	274	74%	6
Simonsway (east)	882	71%	4	891	70%	4	872	72%	4	844	68%	4	849	68%	4	867	69%	4
Simonsway (west)	662	88%	11	631	84%	11	692	92%	12	661	88%	11	650	86%	11	652	86%	11

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

16.3.404 The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

16.3.405 In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Simonsway (west) approach from 88% in the future baseline to 92%, with a corresponding change in queue length from 11 PCU in the future baseline to 12 PCU.

Barnacre Avenue/Newall Road/Whitecarr Lane

16.3.406 Table 18-137.17 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.17: Barnacre Avenue/Newall Road/Whitecarr Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Barnacre Avenue	169	87%	2	169	86%	2	89	102%	4	89	106 %	3	91	106 %	4	144	100%	5
Newall Road	1,049	75%	0	988	81%	0	1,281	77%	0	1,341	78%	0	1,343	78 %	0	1,241	81%	0
Whitecarr Lane	441	22%	0	451	23%	0	374	19%	0	213	11%	0	190	10 %	0	344	17%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Barnacre Avenue	159	100%	5	188	98%	4	143	91%	3	114	98%	4	100	103 %	4	99	103%	4
Newall Road	1,176	87%	0	1,023	92%	0	1,118	88%	0	1,159	88%	0	1,208	88 %	0	1,202	88%	0
Whitecarr Lane	468	24%	0	465	24%	0	577	29%	0	494	25%	0	421	21 %	0	460	23%	0

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

16.3.408 In scenario 3 and 4, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Barnacre Avenue approach from 87% in the future baseline to 106% in the AM peak hour, with a corresponding change in queue length from two PCU to three PCU and four PCU respectively.

16.3.409 In scenario 1, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Newall Road approach from 87% in the future baseline to 92%, with no change in corresponding queue length.

M56 junction 4 southbound off-slip/Simonsway

16.3.410 Table 18-137.18 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.18: M56 junction 4 southbound off-slip/Simonsway junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
M56	1,105	79%	12	727	84%	8	1,256	90%	13	1,314	95%	14	1,328	96%	14	1,165	84%	12
Simonsway (east)	860	44%	8	952	49%	9	1,020	52%	10	1,038	53%	10	1,033	53%	10	956	49%	9
Simonsway (west)	460	34%	4	308	23%	2	359	27%	3	264	19%	2	261	19%	2	403	30%	3
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
M56	1,065	77%	10	639	66%	5	1,088	79%	10	1,076	78%	10	1,079	78%	10	1,075	78%	10
Simonsway (east)	1,244	60%	10	1,219	57%	11	1,210	58%	10	1,199	58%	10	1,215	59%	10	1,224	59%	10
Simonsway (west)	370	34%	4	240	21%	4	399	37%	5	376	35%	5	351	32%	4	353	32%	4

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

16.3.412 In scenario 4, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the M56 approach from 79% in the future baseline to 96% in the AM peak hour, with a corresponding change in queue length from 12 PCU to 14 PCU.

16.3.413 In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue length.

Floats Road/Southmoor Road

16.3.414 Table 18-137.19 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.19: Floats Road/Southmoor Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Floats Road (north)	216	11%	0	248	13%	0	242	12%	0	214	11%	0	216	11%	0	261	13%	0
Southmoor Road	198	39%	0	207	43%	0	308	61%	0	326	63%	0	319	62%	0	269	54%	0
Floats Road (south)	699	77%	0	734	85%	1	760	94%	1	770	96%	1	777	95%	1	734	86%	1
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Floats Road (north)	287	15%	0	333	17%	0	284	14%	0	278	14%	0	289	15%	0	287	15%	0
Southmoor Road	270	54%	0	331	69%	1	269	54%	0	267	54%	0	270	55%	0	268	55%	0
Floats Road (south)	582	73%	0	633	86%	1	592	76%	0	637	76%	0	672	68%	0	660	76%	0

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

16.3.416 In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Floats Road (south) approach from 77% in the future baseline to 96% in the AM peak hour, with a corresponding change in queue length from no queue to one PCU.

16.3.417 In scenario 1, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Floats Road (south) approach from 73% in the future baseline to 86%, with a corresponding change in queue length from no queue to one PCU.

Greenwood Road/Royalthorn Road

16.3.418 Table 18-137.20 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.20: Greenwood Road/Royalthorn Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Greenwood Road (east)	524	27%	0	735	37%	0	615	31%	0	552	28%	0	564	29%	0	567	29%	0
Royalthorn Road	300	96%	3	209	92%	3	261	95%	3	276	94%	3	267	95%	3	280	95%	3
Greenwood Road (west)	180	11%	0	270	16%	0	208	12%	0	220	13%	0	243	14%	0	194	11%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Greenwood Road (east)	504	27%	0	745	39%	0	500	26%	0	490	26%	0	488	26%	0	489	26%	0
Royalthorn Road	230	71%	1	226	91%	3	227	70%	1	229	70%	1	229	68%	1	228	69%	1
Greenwood Road (west)	287	16%	0	286	17%	0	291	16%	0	276	16%	0	263	15%	0	264	15%	0

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

16.3.420 In scenario 1, the change in traffic due to construction of the AP2 revised scheme will decrease the VoC on the Royalthorn Road approach from 96% in the future baseline to 92% in the AM peak hour, with no change in corresponding queue length.

16.3.421 In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Royalthorn Road approach from 71% in the future baseline to 91%, with a corresponding change in queue length from one PCU to three PCU.

B5166 Longley Lane/B5168 Sharston Road/Longley Lane

16.3.422 Table 18-137.21 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.21: B5166 Longley Lane/B5168 Sharston Road/Longley Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5166 Longley Lane	468	24%	0	483	25%	0	469	24%	0	472	24%	0	471	24%	0	477	24%	0
B5168 Sharston Lane	283	44%	1	287	45%	1	290	45%	1	292	45%	1	291	45%	1	289	45%	1
Longley Lane	757	91%	1	761	98%	2	768	95%	1	765	94%	1	767	94%	1	745	92%	1
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5166 Longley Lane	418	21%	0	461	23%	0	424	21%	0	410	21%	0	409	21%	0	418	21%	0
B5168 Sharston Lane	468	73%	2	464	75%	2	541	84%	3	540	83%	3	532	82%	3	526	82%	3
Longley Lane	836	87%	1	808	88%	1	806	83%	1	807	82%	1	818	83%	1	823	83%	1

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

16.3.424 In scenario 1, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Longley Lane approach from 91% in the future baseline to 98% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to two PCU.

16.3.425 In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue length.

B6167 Gorton Road/Mill Lane/Gainford Road

16.3.426 Table 18-137.22 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.22: B6167 Gorton Road/Mill Lane/Gainford Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B6167 Gorton Road (north)	733	73%	5	725	72%	5	726	72%	5	719	71%	5	725	72%	5	725	72%	5
Mill Lane	453	70%	10	467	72%	10	494	76%	11	566	87%	12	489	76%	11	492	76%	11
B6167 Gorton Road (south)	628	62%	8	627	62%	8	637	63%	8	620	62%	8	629	62%	8	634	63%	8
Gainford Road*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B6167 Gorton Road (north)	519	54%	3	515	54%	3	514	54%	3	523	55%	3	517	54%	3	514	54%	3
Mill Lane	480	91%	12	480	91%	12	482	92%	12	494	94%	12	479	91%	12	482	92%	12
B6167 Gorton Road (south)	930	98%	14	924	97%	14	929	98%	14	931	98%	14	931	98%	14	934	98%	14
Gainford Road*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

16.3.428 In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Mill Lane approach from 70% in the future baseline to 87% in the AM peak hour, with a corresponding change in queue length from 10 PCU in the future baseline to 12 PCU.

16.3.429 In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Mill Lane approach from 91% in the future baseline to 94%, with no change in corresponding queue length.

B5117 Wilmslow Road/B5219 Moss Lane East

16.3.430 Table 18-137.23 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.23: B5117 Wilmslow Road/B5219 Moss Lane East junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5219 Moss Lane East	470	64%	9	489	68%	9	489	67%	9	534	74%	10	489	67%	9	499	69%	9
B5117 Wilmslow Road (north)	439	33%	5	431	32%	5	429	32%	5	411	31%	5	436	32%	5	435	32%	5
B5117 Wilmslow Road (south)	619	44%	12	628	44%	12	628	44%	12	636	45%	12	637	45%	12	640	45%	12
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5219 Moss Lane East	585	97%	10	594	99%	10	587	90%	10	600	94%	10	594	95%	10	589	89%	10
B5117 Wilmslow Road (north)	604	41%	7	599	41%	7	598	41%	7	595	41%	7	596	41%	7	597	41%	7
B5117 Wilmslow Road (south)	298	37%	5	296	37%	5	303	38%	5	295	37%	5	295	37%	5	291	36%	5

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

16.3.432 The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as DoS and queue lengths in the AM peak hour.

16.3.433 In scenario 1, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the B5219 Moss Lane East approach from 97% in the future baseline to 99%, with no change in corresponding queue length.

A57 Hyde Road/Wellington Street/Hengist Street

16.3.434 Table 18-137.24 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.24: A57 Hyde Road/Wellington Street/Hengist Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Wellington Street	57	48%	1	57	47%	1	74	61%	2	95	79%	2	79	65%	2	77	64%	2
A57 Hyde Road (east)	1,823	80%	16	1,876	86%	17	1,910	81%	17	2,079	92%	18	1,908	84%	17	1,933	84%	17
Hengist Street*	-	-	-	-	-	-	-	-	-	-		-	-	-		-	-	-
A57 Hyde Road (west)	685	46%	10	819	56%	11	705	48%	10	769	52%	11	722	49%	10	692	47%	10
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Wellington Street	156	101 %	4	156	101 %	4	154	99%	4	158	102%	4	156	100%	4	155	100%	4
A57 Hyde Road (east)	1,205	79%	13	1,164	76%	13	1,180	77%	13	1,261	82%	13	1,153	75%	12	1,166	76%	13
Hengist Street*	-	-	-	-	-	-	-	-	-	-		-	-	-		-	-	-
A57 Hyde Road (west)	2,042	94%	20	2,056	95%	20	2,040	94%	20	2,056	95%	20	2,054	95%	20	2,046	94%	20

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

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

16.3.436 In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A57 Hyde Road (east) approach from 80% in the future baseline to 92% in the AM peak hour, with a corresponding change in queue length from 16 PCU in the future baseline to 18 PCU.

16.3.437 In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

Wellington Street/Cross Lane/Garratt Way

16.3.438 Table 18-137.25 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.25: Wellington Street/Cross Lane/Garratt Way junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Wellington Street (north)	84	10%	1	85	10%	1	103	12%	1	55	7%	1	109	13%	1	106	12%	1
Cross Lane	359	72%	4	383	86%	5	388	79%	5	450	106%	5	366	75%	4	334	66%	4
Wellington Street (south)	478	53%	4	497	55%	5	391	43%	4	483	53%	4	482	53%	4	472	52%	4
Garratt Way	282	51%	3	340	63%	4	288	52%	3	331	65%	4	306	56%	4	294	53%	4
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Wellington Street (north)	264	32%	2	141	15%	1	106	11%	1	174	19%	1	133	14%	1	110	12%	1
Cross Lane	417	65%	4	422	69%	4	417	68%	4	460	80%	5	429	71%	4	416	68%	4
Wellington Street (south)	252	35%	2	249	31%	2	253	31%	2	249	30%	2	248	30%	2	251	30%	2
Garratt Way	221	34%	2	284	44%	3	278	43%	3	321	50%	3	281	43%	3	294	46%	3

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

16.3.440 In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Cross Lane approach from 72% in the future baseline to 106% in the AM peak hour, with a corresponding change in queue length from four PCU in the future baseline to five PCU.

16.3.441 In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A662 Manchester Road/A662 Ashton Road/Market Street

16.3.442 Table 18-137.26 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.26: A662 Manchester Road/A662 Ashton Road/Market Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Market Street (south)	425	92%	9	431	94%	9	426	92%	9	434	94%	9	432	94%	9	430	93%	9
A662 Manchester Road	829	87%	18	846	89%	19	846	89%	19	848	89%	19	828	87%	18	819	86%	18
Market Street (north)	555	97%	11	558	98%	11	557	97%	11	552	98%	11	555	98%	11	553	98%	11
A662 Ashton Road	851	82%	14	884	86%	14	867	84%	14	894	86%	14	896	87%	14	882	85%	14
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Market Street (south)	463	97%	10	456	95%	10	463	97%	10	465	98%	10	470	99%	10	470	99%	10
A662 Manchester Road	870	88%	19	865	87%	19	861	87%	19	886	90%	20	887	90%	20	874	88%	20
Market Street (north)	514	93%	11	516	92%	11	508	92%	11	514	93%	11	507	92%	11	503	92%	11
A662 Ashton Road	838	90%	15	825	89%	15	842	91%	15	867	93%	15	871	94%	15	873	94%	16

16.3.443 The assessment shows that in the AM and PM peak hours, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme.

16.3.444 In scenario 4, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A662 Ashton Road approach from 82% in the future baseline to 87% in the AM peak hour, with no change in corresponding queue length.

16.3.445 In scenario 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A662 Ashton Road approach from 90% in the future baseline to 94% with the AP2 revised scheme, with a corresponding change in queue length from 15 PCU in the future baseline to 16 PCU.

A662 Manchester Road/A662 Ashton New Road/Edge Lane

16.3.446 Table 18-137.27 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.27: A662 Manchester Road/A662 Ashton New Road/Edge Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A662 Manchester Road	890	102%	14	869	100%	14	876	101 %	14	870	101%	14	885	102 %	14	887	102%	14
Edge Lane (south)	302	100%	4	313	100%	4	296	99%	4	306	102%	4	302	100 %	4	310	99%	4
A662 Ashton New Road	369	23%	4	333	21%	3	361	22%	4	364	23%	4	335	21%	3	334	21%	3
Edge Lane (north)	295	95%	4	293	87%	4	302	92%	4	296	87%	4	297	92%	4	290	91%	4
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A662 Manchester Road	758	81%	12	684	83%	11	780	85%	12	768	84%	12	784	90%	12	779	91%	12
Edge Lane (south)	313	95%	4	306	92%	4	301	96%	4	305	98%	4	306	99%	4	305	99%	4
A662 Ashton New Road	923	57%	9	864	53%	8	908	56%	9	910	56%	9	890	55%	9	879	54%	9
Edge Lane (north)	268	73%	4	264	70%	4	276	79%	4	272	74%	4	280	80%	4	272	77%	4

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

16.3.448 In scenario 1 and 3, the change in traffic due to construction of the AP2 revised scheme will decrease the VoC on the Edge Lane (north) approach from 95% in the future baseline to 87% in the AM peak hour, with no change in corresponding queue length.

16.3.449 In scenario 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A662 Manchester Road approach from 81% in the future baseline to 91% with the AP2 revised scheme, with no change in corresponding queue length.

Greenbrow Road/Tuffley Road

16.3.450 Table 18-137.28 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-137.28: Greenbrow Road/Tuffley Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Greenbrow Road (north)	561	31%	0	311	16%	0	413	23%	0	232	13%	0	177	9%	0	321	18%	0
Tuffley Road	133	44%	0	9	3%	0	106	25%	0	95	20%	0	95	19%	0	73	19%	0
Greenbrow Road (south)	454	97%	3	442	70%	0	318	57%	0	186	27%	0	154	21%	0	344	56%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Greenbrow Road (north)	291	16%	0	303	15%	0	386	21%	0	336	18%	0	309	17%	0	350	19%	0
Tuffley Road	108	27%	0	8	2%	0	108	37%	0	108	29%	0	103	25%	0	109	29%	0
Greenbrow Road (south)	329	53%	0	175	27%	0	505	91%	2	389	65%	0	317	51%	0	372	63%	0

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

16.3.452 The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

16.3.453 In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Greenbrow Road (south) approach from 53% in the future baseline to 91%, with a corresponding change in queue length from no queue in the future baseline to two PCU.

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