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 10 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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16.5.412 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 2039 and 2051 future baseline results are included for comparison. The models developed to assess the existing and future baseline have been used, except where otherwise stated. Where no updates to junction operation are provided, junction operation is as described in Section 18.5 of the main Transport Assessment (main TA).

16.5.413 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 M56 junction 4 southbound off-slip/Simonsway junction (Table 18-46). Where no updates to junction operation are provided, junction operation is as described in Section 18.5 of the main TA.

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

M56 junction 2/A560 Altrincham Road/B5168 Sharston Road

16.5.415 Table 18-301 of the main TA summarises the results of the changes of performance of the junction as a result of the original scheme. Table 18-301 below replaces Table 18-301 in the main TA.

Table 18-301: M56 junction 2/A560 Altrincham Road/B5168 Sharston Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B5168 Sharston Road	915	93%	4	913	84%	2	379	153%	2	445	126%	3
M56 off-slip	1,553	61%	11	1,575	62%	11	1,492	59%	11	1,553	61%	11
A560 Altrincham Road (south)	1,013	84%	9	968	80%	9	909	75%	8	1,076	89%	10
A560 Altrincham Road (west)	1,173	76%	9	1,089	71%	8	382	25%	3	719	47%	5
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B5168 Sharston Road	868	83%	2	846	79%	2	858	96%	6	891	95%	5
M56 off-slip	1,223	63%	10	1,126	58%	10	1,314	68%	11	1,294	67%	11
A560 Altrincham Road (south)	703	67%	7	724	69%	7	842	80%	8	812	77%	8
A560 Altrincham Road (west)	1,115	66%	8	1,121	66%	8	1,197	71%	9	1,208	71%	9

16.5.416 The conclusions drawn in paragraphs 18.5.231 and 18.5.232 of the main TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 93% in the 2039 future baseline to 84% with the AP2 revised scheme in 2039 on the B5168 Sharston Road approach in the AM peak hour, with a corresponding change in queue length from four PCU in the future baseline to two PCU. The assessment shows that for this junction, the change in traffic due to the operation in 2039 of the AP2 revised scheme will not result in any substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and within capacity with the AP2 revised scheme. In the PM peak hour, the junction operates within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM hour.

The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 153% in the 2051 future baseline to 126% with the AP2 revised scheme in 2051 on the B5168 Sharston Road approach in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to three PCU. The assessment shows that for this junction, the change in traffic due to the operation in 2051 of the AP2 revised scheme will not result in any substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline."

M60 junction 2/A560 Stockport Road/Heathside Park Road/Carrs Road/Cheadle Point

16.5.417 Table 18-302 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-302 below replaces Table 18-302 of the main TA.

Table 18-302: M60 junction 2/A560 Stockport Road/Heathside Park Road/Carrs Road/Cheadle Point junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
M60	996	56%	0	995	57%	0	1,047	64%	1	1,065	64%	1
Heathside Park Road*	-	-	-	-	-	-	-	-	-	-	-	-
A560 Stockport Road (east)	1,039	61%	8	1,058	62%	8	1,098	64%	8	1,133	66%	9
Carrs Road*	-	-	-	-	-	-	-	-	-	-	-	-
Cheadle Point*	-	-	-	-	-	-	-	-	-	-	-	-
A560 Stockport Road (west)	1,116	82%	2	1,128	84%	2	1,180	88%	2	1,202	91%	3
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
M60	194	11%	0	196	12%	0	143	9%	0	140	9%	0
Heathside Park Road*	-	-	-	-	-	-	-	-	-	-	-	-
A560 Stockport Road (east)	1,197	96%	11	1,201	97%	11	1,253	101%	12	1,253	101%	12
Carrs Road*	-	-	-	-	-	-	-	-	-	-	-	-
Cheadle Point*	-	-	-	-	-	-	-	-	-	-	-	-
A560 Stockport Road (west)	1,312	83%	1	1,325	84%	2	1,418	89%	2	1,432	90%	2

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

16.5.418 The conclusions drawn in paragraph 18.5.234 and 18.5.235 of the main TA are replaced by:

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

The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 88% in the 2051 future baseline to 91% with the AP2 revised scheme in 2051 on the A560 Stockport Road (west) approach in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to three PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline."

A560/Greenwood Road

16.5.419 Table 18-303 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-303 below replaces Table 18-303 in the main TA.

Table 18-303: A560/Greenwood Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A560 Altrincham Road (west)	1,225	57%	0	1,130	53%	0	575	27%	0	867	39%	0
A560 Altrincham Road (south-east)	1,315	64%	0	1,328	64%	0	1,136	64%	0	1,258	64%	0
Greenwood Road	488	48%	1	444	43%	0	498	40%	0	460	41%	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A560 Altrincham Road (west)	1,085	56%	0	1,099	57%	0	1,118	62%	0	1,149	62%	0
A560 Altrincham Road (south-east)	1,225	61%	0	1,221	61%	0	1,311	67%	0	1,309	66%	0
Greenwood Road	521	47%	0	487	48%	1	590	56%	1	532	52%	1

16.5.420 The conclusions drawn in paragraphs 18.5.237 and 18.5.238 of the main TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 and 2051 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM and PM peak hours, the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction".

M60 junction 3

16.5.421 Table 18-304 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-304 below replaces Table 18-304 in the main TA.

Table 18-304: M60 junction 3 2039 and 2051 future baseline and AP2 scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme**		
A34 Kingsway	786	104%	15	786	104%	15	808	107%	15	806	107%	15
M60 off-slip	2,470	84%	29	2,477	84%	29	2,573	87%	30	2,579	88%	30
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme**		
A34 Kingsway	1,178	70%	22	1,122	67%	21	1,172	70%	22	1,157	69%	22
M60 off-slip	2,367	91%	32	2,424	93%	33	2,461	95%	33	2,479	95%	33

16.5.422 The conclusions drawn in paragraphs 18.5.240 to 18.5.241 of the main TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will increase from 91% in the 2039 future baseline to 93% with the AP2 revised scheme in 2039 on the M60 off-slip approach, with a corresponding change in queue length from 32 PCU in the future baseline to 33 PCU. The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline.

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

M56 junction 3a/A560 Altrincham Road

16.5.423 Table 18-305 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-305 below replaces Table 18-305 in the main TA.

Table 18-305: M56 junction 3a/A560 Altrincham Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme**		
A5103 Princess Parkway	1,176	103%	9	1,221	102%	9	1,383	101%	9	1,256	102%	9
A560 Altrincham Road (east)	1,262	105%	9	1,213	105%	9	897	108%	9	1,046	106%	9
M56 northbound off-slip	934	99%	8	849	101%	9	886	102%	9	836	103%	9
A560 Altrincham Road (west)	1,473	103%	10	1,477	104%	10	1,421	106%	10	1,492	105%	10
17:00–18:00	**2039 future baseline (existing layout)**			**2039 with the AP2 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme**		
A5103 Princess Parkway	1,026	103%	9	1,157	102%	9	987	106%	9	1,039	105%	9
A560 Altrincham Road (east)	1,111	105%	9	1,160	104%	9	1,117	106%	9	1,159	106%	9
M56 northbound off-slip	789	71%	1	578	57%	1	893	81%	2	754	74%	1
A560 Altrincham Road (west)	1,547	92%	3	1,548	86%	1	1,622	100%	9	1,730	100%	9

16.5.424 The conclusions drawn in paragraphs 18.5.243 to 18.5.244 of the main TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will not increase the maximum VoC between the 2039 future baseline and the AP2 revised scheme in the AM and PM peak hours. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 99% in the 2039 future baseline to 101% with the AP2 revised scheme in 2039 on the M56 northbound off-slip approach. Queue length will increase from eight PCU in the future baseline to nine PCU with the AP2 revised scheme. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will decrease the VoC from 92% in the 2039 future baseline to 86% with the AP2 revised scheme in 2039 on the A560 Altrincham Road (west) approach. Queue length will decrease from three PCU in the future baseline to one PCU with the AP2 revised scheme. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline.

The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 108% in the 2051 future baseline to 106% with the AP2 revised scheme in 2051 on the A560 Altrincham Road (east) approach in the AM peak hour, with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline."

A5103 Princess Parkway/B5167 Palatine Road

16.5.425 Table 18-306 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-306 below replaces Table 18-306 in the main TA.

Table 18-306: A5103 Princess Parkway/B5167 Palatine Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme**		
A5103 Princess Parkway southbound off-slip	472	44%	9	436	41%	8	518	49%	10	551	52%	11
B5167 Palatine Road	1,130	68%	17	1,138	69%	17	1,160	70%	18	1,161	70%	18
A5103 Princess Parkway northbound off-slip	798	75%	15	795	75%	15	916	87%	17	899	85%	16
B5167 Wythenshawe Road	1,156	44%	18	1,198	46%	18	1,238	47%	19	1,254	48%	19
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme**		
A5103 Princess Parkway southbound off-slip	753	92%	16	740	90%	16	794	97%	17	789	96%	17
B5167 Palatine Road	1,011	54%	14	996	53%	14	1,033	55%	14	1,034	55%	14
A5103 Princess Parkway northbound off-slip	656	80%	14	693	85%	14	776	93%	16	810	97%	17
B5167 Wythenshawe Road	1,155	40%	16	1,161	40%	16	1,266	43%	18	1,273	44%	18

16.5.426 The conclusions drawn in paragraphs 18.5.246 to 18.5.247 of the main TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 80% in the 2039 future baseline to 85% with the AP2 revised scheme in 2039 on the A5103 Princess Parkway northbound off-slip approach. There will be no change in queue lengths. The assessment shows that in the AM peak hour the junction operates within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour.

The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 87% in the 2051 future baseline to 85% with the AP2 revised scheme in 2051 on the A5103 Princess Parkway northbound off-slip approach in the AM peak hour, with a corresponding change in queue length from 17 PCU in the future baseline to 16 PCU. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 93% in the 2051 future baseline to 97% with the AP2 revised scheme in 2051 on the A5103 Princess Parkway northbound off-slip approach. Queue length will increase from 16 PCU in the future baseline to 17 PCU with the AP2 revised scheme. The assessment shows that in the AM and PM peak hours the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour."

M60 junction 23/A6140 Moss Way

16.5.427 Table 18-307 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-307 below replaces Table 18-307 in the main TA.

Table 18-307: M60 junction 23/A6140 Moss Way junction 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme**		
A6140 Moss Way (north)	406	27%	4	410	28%	4	397	27%	4	420	28%	4
A6140 Moss Way (south)	796	30%	3	813	31%	3	817	31%	4	847	32%	4
M60 northbound off-slip	987	55%	10	988	55%	10	1,045	58%	11	1,043	58%	11
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme**		
A6140 Moss Way (north)	547	33%	5	564	34%	5	570	34%	5	576	34%	5
A6140 Moss Way (south)	755	35%	4	760	35%	5	813	38%	5	820	38%	5
M60 northbound off-slip	1,240	81%	14	1,252	81%	14	1,370	89%	15	1,379	90%	15

16.5.428 The conclusions drawn in paragraphs 18.5.249 to 18.5.250 of the main TA are replaced by:

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

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

M60 junction 23/A635 Manchester Road

16.5.429 Table 18-308 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-308 below replaces Table 18-308 in the main TA.

Table 18-308: M60 junction 23/A635 Manchester Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
M60 southbound off-slip	1,938	90%	43	1,954	91%	43	2,078	96%	46	2,086	97%	46
A635 Manchester Road (east)	2,329	48%	15	2,338	48%	15	2,591	53%	15	2,591	53%	15
A635 Manchester Road (west)	1,795	41%	42	1,800	41%	42	1,896	43%	43	1,891	43%	43
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
M60 southbound off-slip	1,442	102%	35	1,441	102%	35	1,471	104%	35	1,470	104%	35
A635 Manchester Road (east)	2,077	38%	14	2,071	38%	14	2,236	41%	14	2,203	40%	14
A635 Manchester Road (west)	1,933	56%	34	1,968	57%	34	2,035	59%	34	2,045	59%	34

16.5.430 The conclusions drawn in paragraphs 18.5.252 to 18.5.253 of the main TA are replaced by:

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

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

A555 Ringway Road/B5166 Styal Road

16.5.431 Table 18-309 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-309 below replaces Table 18-309 in the main TA.

Table 18-309: A555 Ringway Road/B5166 Styal Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme**		
B5166 Styal Road (north)	1,189	83%	26	1,089	76%	24	1,421	100%	29	1,341	94%	28
A555 (east)	2,254	96%	36	2,233	95%	35	2,427	103%	38	2,407	102%	38
B5166 Styal Road (south)	801	97%	16	790	95%	16	856	103%	17	857	103%	17
A555 Ringway Road	2,052	81%	34	2,129	85%	36	2,006	80%	34	2,170	86%	36
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme**		
B5166 Styal Road (north)	981	69%	22	964	68%	21	1,032	72%	23	1,007	71%	22
A555 (east)	1,450	61%	25	1,494	63%	26	1,638	69%	28	1,622	69%	28
B5166 Styal Road (south)	875	103%	17	873	103%	17	890	103%	18	890	103%	18
A555 Ringway Road	2,403	95%	39	2,482	99%	39	2,444	97%	39	2,505	99%	39

16.5.432 The conclusions drawn in paragraphs 18.5.255 to 18.5.256 of the main TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will increase the VoC from 81% in the 2039 future baseline to 85% with the AP2 revised scheme in 2039 on the A555 Ringway Road approach in the AM peak hour, with a corresponding change in queue length from 34 PCU in the future baseline to 36 PCU. The change in traffic due to operation of the AP2 revised scheme will not substantially increase the maximum VoC between the 2039 future baseline and the AP2 revised scheme in the PM peak hour. However, in the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 95% in the 2039 future baseline to 99% with the AP2 revised scheme in 2039 on the A555 Ringway Road approach. There will be no change in queue lengths. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction, which is, in any case, predicted to operate over its capacity in the future baseline.

The change in traffic due to operation of the AP2 revised scheme will not substantially decrease the maximum VoC between the 2051 future baseline and the AP2 revised scheme in the AM peak hour. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 80% in the 2051 future baseline to 86% with the AP2 revised scheme in 2051 on the A555 Ringway Road approach. Queue length will increase from 34 PCU in the future baseline to 36 PCU with the AP2 revised scheme. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 97% in the 2051 future baseline to 99% with the AP2 revised scheme in 2051 on the A555 Ringway Road approach. There will be no change in queue lengths. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction, which is, in any case, predicted to operate over its capacity in the future baseline."

A555 Ringway Road West/Enterprise Way

16.5.433 Table 18-310 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-310 below replaces Table 18.310 in the main TA.

Table 18-310: A555 Ringway Road West/Enterprise Way junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Enterprise Way	994	65%	12	1,064	70%	13	1,174	77%	14	1,131	74%	14
A555 Ringway Road West (east)	1,379	51%	16	1,380	51%	16	1,394	52%	16	1,376	51%	16
A555 Ringway Road West (west)	2,382	108%	28	2,382	108%	28	2,169	98%	26	2,382	108%	28
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Enterprise Way	1,561	103%	18	1,562	103%	18	1,539	101%	18	1,562	103%	18
A555 Ringway Road West (east)	966	36%	10	1,010	37%	11	1,058	39%	11	1,039	39%	11
A555 Ringway Road West (west)	1,899	86%	27	1,836	83%	26	2,011	91%	27	1,988	90%	26

16.5.434 The conclusions drawn in paragraphs 18.5.258 to 18.5.259 of the main TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will decrease the VoC from 86% in the 2039 future baseline to 83% with the AP2 revised scheme in 2039 on the A555 Ringway Road West (west) approach. Queue length will decrease from 27 PCU in the future baseline to 26 PCU with the AP2 revised scheme. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline.

The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 98% in the 2051 future baseline to 108% with the AP2 revised scheme in 2051 on the A555 Ringway Road West (west) approach in the AM peak hour, with a corresponding change in queue length from 26 PCU in the future baseline to 28 PCU. In the PM peak hour the maximum VoC will increase from 101% in the 2051 future baseline to 103% with the AP2 revised scheme in 2051 on the Enterprise Way approach, with no change in corresponding queue length. The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction, which is, in any case, predicted to operate over its capacity in the future baseline."

Simonsway/Poundswick Lane

16.5.435 Table 18-311 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-311 below replaces Table 18-311 in the main TA.

Table 18-311: Simonsway/Poundswick Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Poundswick Lane	113	61%	3	149	80%	4	163	88%	4	179	97%	4
Simonsway (east)	782	53%	8	809	53%	9	921	64%	10	955	67%	10
Simonsway (west)	832	85%	11	782	80%	11	912	93%	12	916	93%	12
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Poundswick Lane	273	74%	6	293	79%	6	291	78%	6	337	91%	7
Simonsway (east)	964	80%	4	970	81%	4	1,000	84%	4	997	85%	4
Simonsway (west)	720	95%	12	719	95%	12	737	97%	12	747	99%	12

16.5.436 The conclusions drawn for MA06-MA08 in paragraphs 18.5.261 and 18.5.262 of the main TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 85% in the 2039 future baseline to 80% with the AP2 revised scheme in 2039 on the Simonsway (west) approach in the AM peak hour, with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and within capacity with the AP2 revised scheme. In the PM peak hour, the assessment shows that this junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 88% in the 2051 future baseline to 97% with the AP2 revised scheme in 2051 on the Poundswick Lane approach in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the change in traffic due to the operation of the AP2 revised scheme will increase the VoC from 78% in the 2051 future baseline to 91% with the AP2 revised scheme in 2051 on the Poundswick Lane approach, with a corresponding change queue length from six PCU in the future baseline to seven PCU. The assessment shows that in the AM and PM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction."

Greenbrow Road/Newall Road

16.5.437 Table 18-312 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-312 below replaces Table 18-312 in the main TA.

Table 18-312: Greenbrow Road/Newall Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Greenbrow Road (north)	197	79%	2	100	98%	3	165	80%	2	88	102%	3
Greenbrow Road (south)	966	56%	0	1,347	78%	0	1,072	62%	0	1,399	81%	0
Newall Road	591	100%	2	235	37%	0	594	103%	3	334	52%	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Greenbrow Road (north)	146	65%	1	88	49%	1	148	63%	1	82	51%	1
Greenbrow Road (south)	1,037	60%	0	1,172	68%	0	1,016	59%	0	1,216	70%	0
Newall Road	632	104%	2	421	68%	0	648	105%	2	507	81%	0

16.5.438 The conclusions drawn for MA06-MA08 in paragraph 18.5.264 of the main TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 100% in the 2039 future baseline to 37% with the AP2 revised scheme in 2039 on the Newall Road approach in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to no queue. In the PM peak hour, the maximum VoC will decrease from 104% in the future baseline to 68% with the AP2 revised scheme in 2039 on the Newall Road approach, with a corresponding change in queue length from two PCU in the future baseline to no queue. The assessment shows that in the AM peak hour the junction operates over capacity in the future baseline and close to capacity with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in the future baseline and well within capacity with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction.

The assessment shows that for this junction, the change in traffic due to the operation of the AP2 revised scheme will increase the maximum VoC from 80% in the 2051 future baseline to 102% with the AP2 revised scheme in 2051 on the Greenbrow Road (north) approach, with a corresponding change in queue length from two PCU in the future baseline to three PCU. In the PM peak hour, the maximum VoC will decrease from 105% in the 2051 future baseline to 81% with the AP2 revised scheme in 2051 on the Newall Road approach, with a corresponding change in queue length from two PCU in the future baseline to no queue. The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in the future baseline and within capacity with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour."

Barnacre Avenue/Newall Road/Whitecarr Lane

16.5.439 Table 18-313 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-313 below replaces Table 18-313 in the main TA.

Table 18-313: Barnacre Avenue/Newall Road/Whitecarr Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Barnacre Avenue	147	47%	0	77	108%	3	171	63%	1	63	108%	3
Newall Road	1,131	79%	0	1,416	86%	0	1,206	97%	1	1,455	84%	0
Whitecarr Lane	487	25%	0	241	12%	0	456	23%	0	333	17%	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Barnacre Avenue	128	56%	1	96	102%	4	73	19%	0	97	101%	4
Newall Road	1,152	94%	0	1,228	96%	0	1,133	99%	1	1,267	101%	1
Whitecarr Lane	610	31%	0	472	24%	0	620	31%	0	491	25%	0

16.5.440 The conclusions drawn in paragraphs 18.5.267 to 18.5.268 of the main TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will increase the VoC from 47% in the 2039 future baseline to 108% with the AP2 revised scheme in 2039 on the Barnacre Avenue approach in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to three PCU. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 56% in the 2039 future baseline to 102% with the AP2 revised scheme in 2039 on the Barnacre Avenue approach. Queue length will increase from one PCU in the future baseline to four PCU with the AP2 revised scheme. The assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and over capacity with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction.

The change in traffic due to operation of the AP2 revised scheme will increase the VoC from 63% in the 2051 future baseline to 108% with the AP2 revised scheme in 2051 on the Barnacre Avenue approach in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to three PCU. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 19% in the 2051 future baseline to 101% with the AP2 revised scheme in 2051 on the Barnacre Avenue approach. Queue length will increase from no queue in the future baseline to four PCU with the AP2 revised scheme. 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 the future baseline and over capacity with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction."

B5166 Styal Road/Hollyhedge Road

16.5.441 Table 18-314 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-314 below replaces Table 18-314 in the main TA.

Table 18-314: B5166 Styal Road/Hollyhedge Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Queue, PCU	Flow, PCU/hr	VoC	Queue, PCU	Flow, PCU/hr	VoC	Queue, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B5166 Styal Road (north)	882	78%	0	941	89%	0	1,050	101%	1	964	101%	2
West Drive*	-	-	-	-	-	-	-	-	-	-	-	-
B5166 Styal Road (south)	433	23%	0	435	23%	0	412	22%	0	471	25%	0
Hollyhedge Road	452	64%	3	442	64%	3	486	70%	4	441	62%	4
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B5166 Styal Road (north)	692	72%	0	685	69%	0	810	89%	1	795	85%	0
West Drive*	-	-	-	-	-	-	-	-	-	-	-	-
B5166 Styal Road (south)	627	33%	0	601	31%	0	778	41%	0	775	40%	0
Hollyhedge Road	566	90%	6	584	91%	6	515	96%	7	518	96%	7

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

16.5.442 The conclusions drawn in paragraphs 18.5.270 to 18.5.271 of the main TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 78% in the 2039 future baseline to 89% with the AP2 revised scheme in 2039 on the B5166 Styal Road (north) approach in the AM peak hour, with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hours. The assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and close to capacity with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will decrease the VoC from 89% in the 2051 future baseline to 85% with the AP2 revised scheme in 2051 on the B5166 Styal Road (north) approach. Queue length will decrease from one PCU in the future baseline to no queue with the AP2 revised scheme. The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline."

Floats Road/Southmoor Road

16.5.443 Table 18-315 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-315 below replaces Table 18-315 in the main TA.

Table 18-315: Floats Road/Southmoor Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Floats Road (north)	245	12%	0	254	13%	0	299	15%	0	427	22%	0
Southmoor Road	207	42%	0	355	71%	0	308	63%	0	348	74%	1
Floats Road (south)	707	79%	0	807	96%	1	872	95%	1	835	102%	2
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Floats Road (north)	280	14%	0	335	17%	0	376	19%	0	423	21%	0
Southmoor Road	279	55%	0	283	60%	0	295	63%	0	336	76%	1
Floats Road (south)	512	65%	0	685	67%	0	544	53%	0	688	61%	0

16.5.444 The conclusions drawn in paragraphs 18.5.273 to 18.5.274 of the main TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 79% in the 2039 future baseline to 96% with the AP2 revised scheme in 2039 on the Floats Road (south) approach in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to one PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and close to capacity with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 95% in the 2051 future baseline to 102% with the AP2 revised scheme in 2051 on the Floats Road (south) approach in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to two PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in 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. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour."

Southmoor Road/Ledson Road

16.5.445 Table 18-316 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-316 below replaces Table 18-316 in the main TA.

Table 18-316: Southmoor Road/Ledson Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Southmoor Road (north)	439	18%	0	607	25%	0	784	32%	0	805	33%	1
Southmoor Road (south)	462	26%	0	526	29%	0	566	31%	0	632	35%	0
Ledson Road	206	44%	0	230	54%	0	254	53%	0	278	71%	1
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Southmoor Road (north)	227	9%	0	473	18%	0	539	21%	0	544	22%	0
Southmoor Road (south)	278	15%	0	311	17%	0	386	21%	0	422	23%	0
Ledson Road	279	62%	0	254	61%	0	219	56%	0	360	88%	1

16.5.446 The conclusions drawn in paragraphs 18.5.276 to 18.5.277 of the main TA are replaced by:

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

The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM peak hour. The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 56% in the 2051 future baseline to 88% with the AP2 revised scheme in 2051 on the Ledson Road approach in the PM peak hour, with a corresponding change in queue length from no queue in the future baseline to one PCU. 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 and close to capacity with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour."

Greenwood Road/Royalthorn Road

16.5.447 Table 18-317 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-317 below replaces Table 18-317 in the main TA.

Table 18-317: Greenwood Road/Royalthorn Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Greenwood Road (east)	594	30%	0	598	31%	0	768	40%	0	667	34%	0
Royalthorn Road	259	94%	3	275	95%	3	247	93%	3	260	95%	3
Greenwood Road (west)	249	14%	0	189	11%	0	271	16%	0	220	13%	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Greenwood Road (east)	605	32%	0	526	28%	0	663	35%	0	623	33%	0
Royalthorn Road	228	80%	1	234	73%	1	222	90%	2	230	84%	2
Greenwood Road (west)	317	18%	0	278	16%	0	415	28%	0	357	26%	0

16.5.448 The conclusions drawn in paragraphs 18.5.279 to 18.5.280 of the main TA are replaced by:

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

The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 93% in the 2051 future baseline to 95% with the AP2 revised scheme in 2051 on the Royalthorn Road approach in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the maximum VoC will decrease from 90% in the 2051 future baseline to 84% with the AP2 revised scheme in 2051 on the Royalthorn Road approach, with no change in corresponding queue length. 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. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour."

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

16.5.449 Table 18-318 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-318 below replaces Table 18-318 in the main TA.

Table 18-318: A560 Altrincham Road/A560 Shaftesbury Avenue/B5165 Stockport Road/Brooklands Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme**		
Brooklands Road	819	106%	7	798	106%	7	812	108%	8	778	109%	8
A560 Altrincham Road	1,282	45%	0	1,349	47%	0	1,344	47%	0	1,364	47%	0
Brooks Drive*	-	-	-	-	-	-	-	-	-	-	-	-
A560 Shaftesbury Avenue	1,380	74%	1	1,413	76%	1	1,430	77%	1	1,570	82%	1
B5165 Stockport Road	679	101%	7	676	103%	7	689	102%	7	660	105%	7
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme**		
Brooklands Road	851	102%	7	832	103%	7	827	104%	7	804	105%	7
A560 Altrincham Road	1,259	44%	0	1,354	47%	0	1,321	45%	0	1,413	49%	0
Brooks Drive*	-	-	-	-	-	-	-	-	-	-	-	-
A560 Shaftesbury Avenue	1,159	64%	0	1,254	69%	1	1,247	69%	1	1,368	76%	1
B5165 Stockport Road	617	80%	1	624	85%	2	664	91%	2	657	95%	4

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

16.5.450 The conclusions drawn in paragraph 18.5.282 and 18.5.283 of the main TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will not increase the maximum VoC between the 2039 future baseline and the AP2 revised scheme in the AM peak hour. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 101% in the 2039 future baseline to 103% with the AP2 revised scheme in 2039 on the B5165 Stockport Road approach. There will be no change in queue lengths. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 80% in the 2039 future baseline to 85% with the AP2 revised scheme in 2039 on the B5165 Stockport Road approach. Queue length will increase from one PCU in the future baseline to two PCU with the AP2 revised scheme. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction which is, in any case, predicted to operate over its capacity in the future baseline.

The change in traffic due to operation of the AP2 revised scheme will not substantially increase the maximum VoC between the 2051 future baseline and the AP2 revised scheme in the AM peak hour. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VOC from 102% in the 2051 future baseline to 105% with the AP2 revised scheme in 2051 on the B5165 Stockport Road approach. There will be no change in queue lengths. In the PM peak hour, the change in traffic due to of operation of the AP2 revised scheme will increase the VoC from 91% in the 2051 future baseline to 95% with the AP2 revised scheme in 2051 on the B5165 Stockport Road approach. Queue length will increase from two PCU in the future baseline to four PCU with the AP2 revised scheme. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction which is, in any case, predicted to operate over its capacity in the future baseline."

B5167 Wythenshawe Road/Moor Road

16.5.451 Table 18-319 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-319 below replaces Table 18-319 in the main TA.

Table 18-319: B5167 Wythenshawe Road/Moor Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B5167 Wythenshawe Road (east)	113	10%	0	128	13%	0	96	10%	0	96	10%	0
Moor Road	432	100%	4	419	100%	4	438	101%	4	436	102%	4
B5167 Wythenshawe Road (west)	577	32%	0	611	34%	0	711	40%	0	701	39%	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B5167 Wythenshawe Road (east)	277	19%	0	253	18%	0	227	18%	0	244	21%	0
Moor Road	259	68%	1	244	63%	0	298	78%	1	290	77%	1
B5167 Wythenshawe Road (west)	491	27%	0	490	27%	0	547	30%	0	557	31%	0

16.5.452 The conclusions drawn in paragraphs 18.5.285 to 18.5.286 of the main TA are replaced by:

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

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

A6 Wellington Road South/Wellington Street/Station Road

16.5.453 Table 18-320 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-320 below replaces Table 18-320 in the main TA.

Table 18-320: A6 Wellington Road South/Wellington Street/Station Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A6 Wellington Road South (north)	1,139	45%	13	1,139	45%	13	1,170	45%	13	1,170	45%	13
Wellington Street	267	77%	5	268	78%	5	294	87%	6	298	88%	6
A6 Wellington Road South (south)	783	48%	11	784	48%	11	719	44%	10	681	42%	10
Station Road*	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A6 Wellington Road South (north)	1,104	44%	13	1,106	44%	13	1,123	45%	13	1,123	45%	13
Wellington Street	311	92%	6	307	90%	6	282	82%	6	290	85%	6
A6 Wellington Road South (south)	885	54%	13	889	54%	13	960	59%	14	962	59%	14
Station Road*	-	-	-	-	-	-	-	-	-	-	-	-

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

16.5.454 The conclusions drawn in paragraphs 18.5.288 and 18.5.289 of the main TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will decrease from 92% in the 2039 future baseline to 90% with the AP2 revised scheme in 2039 on the Wellington Street approach, with no change in corresponding queue length. The assessment shows that in the AM peak hour the junction operates within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour.

The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will increase from 82% in the 2051 future baseline to 85% with the AP2 revised scheme in 2051 on the Wellington Street approach, with no change in corresponding queue length. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates within capacity in the future baseline and close to capacity with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour."

A5103 Princess Road/Whitchurch Road

16.5.455 Table 18-321 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-321 below replaces Table 18-321 in the main TA.

Table 18-321: A5103 Princess Road/Whitchurch Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A5103 Princess Road (north)	1,963	49%	0	1,873	47%	0	2,015	51%	0	2,069	52%	0
Whitchurch Road	115	102%	6	128	103%	6	118	111%	5	110	110%	5
A5103 Princess Road (south)	2,660	65%	0	2,663	65%	0	2,807	69%	1	2,803	69%	1
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A5103 Princess Road (north)	2,606	65%	0	2,581	65%	0	2,642	66%	0	2,642	66%	0
Whitchurch Road	26	44%	1	26	44%	1	38	63%	2	37	62%	2
A5103 Princess Road (south)	1,761	44%	0	1,760	44%	0	1,859	46%	0	1,847	46%	0

16.5.456 The conclusions drawn in paragraphs 18.5.291 to 18.5.292 of the main TA are replaced by:

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

A5103 Princess Road/A6010 Wilbraham Road

16.5.457 Table 18-322 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-322 below replaces Table 18-322 in the main TA.

Table 18-322: A5103 Princess Road/A6010 Wilbraham Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A5103 Princess Road (north)	1,587	94%	26	1,615	95%	25	1,647	97%	28	1,620	96%	27
A6010 Wilbraham Road (east)	690	103%	15	478	107%	10	505	113%	10	720	107%	15
A5103 Princess Road (south)	2,615	98%	19	2,616	98%	19	2,665	100%	19	2,672	100%	19
A6010 Wilbraham Road (west)	471	102%	10	474	103%	10	484	105%	10	487	106%	10
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A5103 Princess Road (north)	1,907	91%	19	1,899	91%	19	1,935	92%	21	1,930	92%	21
A6010 Wilbraham Road (east)	746	103%	16	746	102%	16	748	102%	16	749	103%	16
A5103 Princess Road (south)	1,658	63%	30	1,666	64%	30	1,674	64%	31	1,660	64%	31
A6010 Wilbraham Road (west)	467	102%	10	476	103%	10	486	106%	10	484	105%	10

16.5.458 The conclusions drawn in paragraphs 18.5.294 and 18.5.295 of the main TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 103% in the 2039 future baseline to 107% with the AP2 revised scheme in 2039 on the A6010 Wilbraham Road (east) approach in the AM peak hour, with a corresponding change in queue length from 15 PCU in the future baseline to 10 PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline.

The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 113% in the 2051 future baseline to 107% with the AP2 revised scheme in 2051 on the A6010 Wilbraham Road (east) approach in the AM peak hour, with a corresponding change in queue length from 10 PCU in the future baseline to 15 PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour, and a negligible impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline."

A5181 Barton Road/A5145 Kingsway/B5213 Urmston Lane

16.5.459 Table 18-323 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-323 below replaces Table 18-323 in the main TA.

Table 18-323: A5181 Barton Road/A5145 Kingsway/B5213 Urmston Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A5181 Barton Road (north)	686	40%	14	692	40%	14	753	43%	15	758	44%	15
A5145 Kingsway	895	64%	14	882	63%	14	816	60%	13	813	60%	13
A5181 Barton Road (south)	438	67%	11	453	70%	11	416	65%	10	426	67%	11
B5213 Urmston Lane	880	65%	19	886	66%	19	1,028	74%	22	1,045	75%	23
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A5181 Barton Road (north)	1,034	49%	16	1,031	48%	16	1,108	52%	18	1,108	52%	18
A5145 Kingsway	959	74%	18	962	74%	18	969	79%	18	974	79%	18
A5181 Barton Road (south)	581	71%	13	584	71%	13	646	81%	15	659	83%	15
B5213 Urmston Lane	378	84%	10	380	85%	10	432	96%	12	432	96%	11

16.5.460 The conclusions drawn in paragraphs 18.5.297 and 18.5.298 of the main TA are replaced by:

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

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

A5103 Princess Road/Platt Lane/Parkway Access

16.5.461 Table 18-324 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-324 below replaces Table 18-324 in the main TA.

Table 18-324: A5103 Princess Road/Platt Lane/Parkway Access junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A5103 Princess Road (north)	1,707	67%	16	1,665	65%	15	1,776	69%	16	1,730	68%	16
Platt Lane	277	96%	6	289	100%	7	305	106%	7	295	102%	7
A5103 Princess Road (south)	2,444	88%	13	2,465	88%	13	2,473	89%	14	2,483	89%	14
Parkway Access*	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A5103 Princess Road (north)	1,981	82%	20	1,954	81%	20	2,063	86%	21	2,057	85%	21
Platt Lane	201	56%	4	209	58%	5	215	60%	5	209	59%	5
A5103 Princess Road (south)	1,496	58%	7	1,506	59%	7	1,504	59%	7	1,491	58%	7
Parkway Access*	-	-	-	-	-	-	-	-	-	-	-	-

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

16.5.462 The conclusions drawn in paragraphs 18.5.300 to 18.5.301 of the main TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 96% in the 2039 future baseline to 100% with the AP2 revised scheme in 2039 on the Platt Lane approach in the AM peak hour, with a corresponding change in queue length from six PCU in the future baseline to seven PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and 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. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 106% in the 2051 future baseline to 102% with the AP2 revised scheme in 2051 on the Platt Lane approach in the AM peak hour, with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline."

Upper Lloyd Street/Claremont Road/Lloyd Street South

16.5.463 Table 18-325 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-325 below replaces Table 18-325 in the main TA.

Table 18-325: Upper Lloyd Street/Claremont Road/Lloyd Street South junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Upper Lloyd Street	244	37%	4	210	31%	3	293	41%	5	297	43%	5
Claremont Road (east)	424	91%	7	415	90%	7	416	95%	7	408	91%	7
Lloyd Street South	686	91%	9	700	95%	10	717	98%	10	701	94%	10
Claremont Road (west)	265	89%	4	279	90%	5	317	95%	5	310	96%	5
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Upper Lloyd Street	741	89%	6	721	84%	6	754	95%	6	753	94%	6
Claremont Road (east)	226	46%	4	226	46%	4	240	49%	4	232	48%	4
Lloyd Street South	202	24%	3	203	24%	3	238	28%	3	245	29%	3
Claremont Road (west)	415	85%	7	407	82%	7	437	93%	8	435	92%	7

16.5.464 The conclusions drawn in paragraphs 18.5.303 to 18.5.304 of the main TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 91% in the 2039 future baseline to 95% with the AP2 revised scheme in 2039 on the Lloyd Street South approach in the AM peak hour, with a corresponding change in queue length from nine PCU in the future baseline to 10 PCU. In the PM peak hour, the maximum VoC will decrease from 89% in the 2039 future baseline to 84% with the AP2 revised scheme in 2039 on the Upper Lloyd Street approach, with no change in corresponding queue length. 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. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour.

The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 98% in the 2051 future baseline to 94% with the AP2 revised scheme in 2051 on the Lloyd Street South approach in the AM peak hour, with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM and PM peak hours the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour."

A57 Hyde Road/Lime Grove/Saxon Street

16.5.465 Table 18-326 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-326 below replaces Table 18-326 in the main TA.

Table 18-326: A57 Hyde Road/Lime Grove/Saxon Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Lime Grove*	-	-	-	-	-	-	-	-	-	-	-	-
A57 Hyde Road (east)	692	53%	11	693	53%	11	747	57%	12	750	58%	12
Saxon Street	64	14%	2	62	14%	2	192	42%	5	187	41%	5
A57 Hyde Road (west)	522	65%	3	525	67%	3	499	70%	5	546	103%	6
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Lime Grove*	-	-	-	-	-	-	-	-	-	-	-	-
A57 Hyde Road (east)	415	48%	8	412	48%	8	471	55%	9	472	55%	9
Saxon Street	154	34%	2	155	34%	2	179	39%	2	177	39%	2
A57 Hyde Road (west)	645	75%	4	643	75%	4	649	75%	4	645	75%	4

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

16.5.466 The conclusions drawn in paragraphs 18.5.306 to 18.5.207 of the main TA are replaced by:

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

The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 70% in the 2051 future baseline to 103% with the AP2 revised scheme in 2051 on the A57 Hyde Road (west) approach in the AM peak hour, with a corresponding change in queue length from five PCU in the future baseline to six PCU. The assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and over capacity with the AP2 revised scheme. In the PM peak hour, the junction operates within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour."

B5219 Moss Lane East/Upper Lloyd Street/Lloyd Street North

16.5.467 Table 18-327 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-327 below replaces Table 18-327 in the main TA.

Table 18-327: B5219 Moss Lane East/Upper Lloyd Street/Lloyd Street North junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Lloyd Street North	374	35%	4	371	34%	4	386	33%	4	406	35%	5
B5219 Moss Lane East (east)	415	60%	7	432	62%	7	439	58%	7	424	57%	7
Upper Lloyd Street	704	59%	4	696	59%	4	633	53%	3	617	52%	3
B5219 Moss Lane East (west)	486	78%	8	474	75%	8	444	72%	7	471	78%	7
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Lloyd Street North	963	81%	14	946	80%	14	1,041	89%	16	1,025	87%	15
B5219 Moss Lane East (east)	354	47%	6	355	48%	6	398	54%	6	390	53%	6
Upper Lloyd Street	322	29%	1	334	30%	1	328	30%	1	347	32%	1
B5219 Moss Lane East (west)	414	64%	7	422	65%	7	433	68%	7	427	66%	7

16.5.468 The conclusions drawn in paragraphs 18.5.309 and 19.5.310 of the main TA are replaced by:

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

The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM peak hours. In the PM peak hour the maximum VoC will decrease from 89% in the 2051 future baseline to 87% with the AP2 revised scheme in 2051 on the Lloyd Street North approach, with a corresponding change in queue length from 16 PCU in the future baseline to 15 PCU. 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 close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour."

A34 Upper Brook Street/Hathersage Road

16.5.469 Table 18-328 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-328 below replaces Table 18-328 in the main TA.

Table 18-328: A34 Upper Brook Street/Hathersage Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme**		
Hathersage Road (east)	401	92%	9	404	94%	9	404	93%	9	405	94%	9
A34 Upper Brook Street (south)	1,022	47%	5	1,055	49%	5	1,108	51%	6	1,113	52%	6
Hathersage Road (west)	231	21%	4	227	21%	4	245	22%	5	247	23%	5
A34 Upper Brook Street (north)	454	36%	6	419	33%	5	520	42%	7	467	38%	6
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme**		
Hathersage Road (east)	314	65%	7	319	67%	7	340	70%	7	359	74%	8
A34 Upper Brook Street (south)	828	50%	11	800	40%	10	888	74%	11	881	58%	11
Hathersage Road (west)	422	37%	8	417	37%	8	463	40%	9	443	39%	8
A34 Upper Brook Street (north)	881	61%	11	873	60%	11	934	71%	12	903	64%	12

16.5.470 The conclusions drawn in paragraphs 18.5.312 and 18.5.313 of the main TA are replaced by:

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

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

A57 Hyde Road/Tan Yard Brow/Willow Grove

16.5.471 Table 18-329 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-329 below replaces Table 18-329 in the main TA.

Table 18-329: A57 Hyde Road/Tan Yard Brow/Willow Grove junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme**		
Tan Yard Brow	0	0%	0	0	0%	0	0	0%	0	0	0%	0
A57 Hyde Road (east)	2,242	75%	0	2,293	76%	0	2,329	78%	0	2,352	78%	0
Willow Grove*	-	-	-	-	-	-	-	-	-	-	-	-
A57 Hyde Road (west)	1,042	35%	0	1,053	35%	0	1,180	39%	0	1,089	36%	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme**		
Tan Yard Brow	0	0%	0	0	0%	0	0	0%	0	0	0%	0
A57 Hyde Road (east)	1,336	45%	0	1,303	43%	0	1,430	48%	0	1,404	47%	0
Willow Grove*	-	-	-	-	-	-	-	-	-	-	-	-
A57 Hyde Road (west)	2,223	74%	0	2,212	74%	0	2,238	75%	0	2,239	75%	0

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

16.5.472 The conclusions drawn in paragraphs 18.5.315 and 18.5.316 of the main TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 and 2051 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM and PM peak hours the junction operates within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction."

A57 Hyde Road/Chapman Street

16.5.473 Table 18-330 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-330 below replaces Table 18-330 in the main TA.

Table 18-330: A57 Hyde Road/Chapman Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Chapman Street	273	100%	6	248	100%	6	247	101%	6	176	104%	5
A57 Hyde Road (east)	2,242	98%	5	2,293	101%	5	2,329	104%	5	2,352	105%	5
A57 Hyde Road (west)	797	21%	0	837	22%	0	962	25%	0	959	25%	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Chapman Street	51	104%	3	52	104%	3	51	107%	3	50	107%	3
A57 Hyde Road (east)	1,336	67%	3	1,303	65%	3	1,430	72%	3	1,404	71%	3
A57 Hyde Road (west)	2,212	57%	0	2,212	57%	0	2,212	57%	0	2,212	57%	0

16.5.474 The conclusions drawn in paragraphs 18.5.318 and 18.5.319 of the main TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will not increase the maximum VoC between the 2039 future baseline and the AP2 revised scheme in the AM peak hour. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 98% in the 2039 future baseline to 101% with the AP2 revised scheme in 2039 on the A57 Hyde Road (west) approach. There will be no change in queue lengths. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline.

The change in traffic due to operation of the AP2 revised scheme will not substantially increase the maximum VoC between the 2051 future baseline and the AP2 revised scheme in the AM peak hour. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 101% in the 2051 future baseline to 104% with the AP2 revised scheme in 2051 on the Chapman Street approach. Queue length will decrease from six PCU in the future baseline to five PCU with the AP2 revised scheme. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline."

A57 Hyde Road/Wellington Street/Hengist Street

16.5.475 Table 18-331 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-331 below replaces Table 18-331 in the main TA. The Hengist Street approach is a minor arm that is not included within the SATURN model.

Table 18-331: A57 Hyde Road/Wellington Street/Hengist Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Wellington Street	63	52%	2	86	71%	2	70	58%	2	83	69%	2
A57 Hyde Road (east)	1,891	84%	17	1,948	87%	17	1,945	90%	17	1,954	90%	17
Hengist Street*	-	-	-	-	-	-	-	-	-	-	-	-
A57 Hyde Road (west)	734	50%	10	751	51%	11	892	61%	11	887	60%	11
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Wellington Street	157	101%	4	158	102%	4	162	105%	4	163	105%	4
A57 Hyde Road (east)	1,283	84%	14	1,249	82%	13	1,377	90%	15	1,351	88%	14
Hengist Street*	-	-	-	-	-	-	-	-	-	-	-	-
A57 Hyde Road (west)	2,056	95%	20	2,056	95%	20	2,056	95%	20	2,056	95%	20

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

16.5.476 The conclusions drawn in paragraph 18.5.321 and 18.5.322 of the main TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme in 2039 will increase the maximum VoC from 84% in the 2039 future baseline to 87% with the AP2 revised scheme in 2039 on the A57 Hyde Road (east) approach with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hours. 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. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour which is, in any case, predicted to operate over its capacity in the future baseline.

The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM peak hour. The change in traffic due to the operation of the AP2 revised scheme will not increase the maximum VoC between the 2051 future baseline and the AP2 revised scheme in PM peak hour. However, in the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will decrease the VoC from 90% in the 2051 future baseline to 88% with the AP2 revised scheme in 2051 on the A57 Hyde Road (east) approach. Queue length will decrease from 15 PCU in the future baseline to 14 PCU with the AP2 revised scheme. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline."

A57 Hyde Road/B6178 Hyde Road/B6178 Mount Road

16.5.477 Table 18-332 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-332 below replaces Table 18-332 in the main TA.

Table 18-332: A57 Hyde Road/B6178 Hyde Road/B6178 Mount Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B6178 Hyde Road	92	18%	2	98	19%	2	104	21%	2	133	26%	3
A57 Hyde Road (east)	1,713	88%	22	1,778	91%	23	1,767	91%	23	1,823	94%	24
B6178 Mount Road	823	89%	15	816	89%	15	905	98%	17	894	97%	16
A57 Hyde Road (west)	498	25%	7	481	24%	6	580	29%	8	601	30%	8
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B6178 Hyde Road	189	21%	4	193	22%	4	228	26%	5	237	27%	5
A57 Hyde Road (east)	1,140	85%	20	1,101	83%	19	1,188	89%	21	1,162	87%	20
B6178 Mount Road	806	58%	13	818	58%	13	832	59%	13	855	61%	13
A57 Hyde Road (west)	1,375	98%	20	1,377	99%	20	1,392	100%	20	1,398	100%	19

16.5.478 The conclusions drawn in paragraphs 18.5.324 to 18.5.325 of the main TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will not substantially increase the maximum VoC between the 2039 future baseline and the AP2 revised scheme in the AM or PM peak hours. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 88% in the 2039 future baseline to 91% with the AP2 revised scheme in 2039 on the A57 Hyde Road (east) approach. Queue length will increase from 22 PCU in the future baseline to 23 PCU with the AP2 revised scheme. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will decrease the VoC from 85% in the 2039 future baseline to 83% with the AP2 revised scheme in 2039 on the A57 Hyde Road (east) approach. Queue length will decrease from 20 PCU in the future baseline to 19 PCU with the AP2 revised scheme. The assessment shows that in the AM and PM peak hours the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour.

The change in traffic due to operation of the AP2 revised scheme will not substantially decrease the maximum VoC between the 2051 future baseline and the AP2 revised scheme in the AM or PM peak hours. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 91% in the 2051 future baseline to 94% with the AP2 revised scheme in 2051 on the A57 Hyde Road (east) approach. Queue length will increase from 23 PCU in the future baseline to 24 PCU with the AP2 revised scheme. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will decrease the VoC from 89% in the 2051 future baseline to 87% with the AP2 revised scheme in 2051 on the A57 Hyde Road (east) approach. Queue length will decrease from 21 PCU in the future baseline to 20 PCU with the AP2 revised scheme. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline."

Wellington Street/Cross Lane/Garratt Way

16.5.479 Table 18-333 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-333 below replaces Table 18-333 in the main TA.

Table 18-333: Wellington Street/Cross Lane/Garratt Way junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Wellington Street (north)	92	11%	1	118	14%	1	103	12%	1	88	11%	1
Cross Lane	372	76%	4	386	83%	5	411	89%	5	423	99%	5
Wellington Street (south)	486	54%	4	489	54%	4	502	56%	5	485	54%	4
Garratt Way	282	51%	3	319	61%	4	310	57%	4	347	71%	4
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Wellington Street (north)	300	37%	3	316	36%	3	341	39%	3	352	40%	3
Cross Lane	423	66%	4	431	67%	4	445	72%	5	457	74%	5
Wellington Street (south)	249	35%	2	249	35%	2	249	34%	2	249	33%	2
Garratt Way	211	33%	2	208	32%	2	224	35%	2	236	37%	2

16.5.480 The conclusions drawn in paragraphs 18.5.327 to 18.5.328 are replaced by:

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

The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 89% in the 2051 future baseline to 99% with the AP2 revised scheme in 2051 on the Cross Lane approach in the AM peak hour. However, the changes in traffic flow are small and unlikely to result in substantial additional delay or queues. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in both the 2051 future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour."

Chapman Street/Cross Lane

16.5.481 Table 18-334 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-334 below replaces Table 18-334 in the main TA.

Table 18-334: Chapman Street/Cross Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Chapman Street (north)	461	71%	5	434	71%	5	459	71%	5	412	67%	5
Cross Lane (east)	184	35%	3	200	39%	3	199	38%	3	187	35%	3
Chapman Street (south)	377	41%	4	365	40%	4	321	35%	4	325	36%	4
Cross Lane (west)	276	56%	4	317	65%	5	300	62%	5	338	76%	5
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Chapman Street (north)	358	53%	4	354	53%	4	367	53%	5	370	53%	5
Cross Lane (east)	116	20%	2	129	22%	2	129	22%	2	138	24%	2
Chapman Street (south)	88	10%	1	101	12%	1	71	8%	1	69	8%	1
Cross Lane (west)	450	101%	7	454	102%	7	461	104%	7	461	103%	7

16.5.482 The conclusions drawn in paragraphs 18.5.330 to 18.5.331 are replaced by:

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

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

A57 Hyde Road/Clowes Street

16.5.483 Table 18-335 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-335 below replaces Table 18-335 in the main TA.

Table 18-335: A57 Hyde Road/Clowes Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Clowes Street	63	95%	3	54	105%	3	52	102%	3	44	109%	2
A57 Hyde Road (east)	1,386	99%	0	1,501	100%	0	1,479	101%	0	1,562	101%	0
A57 Hyde Road (west)	650	17%	0	616	16%	0	684	18%	0	678	18%	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Clowes Street	119	92%	3	110	95%	3	103	96%	3	97	99%	3
A57 Hyde Road (east)	765	80%	0	727	82%	0	906	83%	0	838	86%	0
A57 Hyde Road (west)	1,558	40%	0	1,732	44%	0	1,631	42%	0	1,801	46%	0

16.5.484 The conclusions drawn in paragraphs 18.5.333 to 18.5.334 will be replaced by:

"The change in traffic due to the operation of the AP2 revised scheme will not substantially increase the maximum VoC between the 2039 future baseline and the AP2 revised scheme in the AM peak hour. However, in the AM peak hour, the change in traffic due to the operation of the AP2 revised scheme will increase the VoC from 95% in the 2039 future baseline to 105% with the AP2 revised scheme in 2039 on the Clowes Street approach. There will be no change in queue lengths. In the PM peak hour, the maximum VoC will increase from 92% in the 2039 future baseline to 95% with the AP2 revised scheme in 2039 on the Clowes Street approach, with no change in corresponding queue length. The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction.

The change in traffic due to the operation of the AP2 revised scheme will increase the maximum VoC from 102% in the 2051 future baseline to 109% with the AP2 revised scheme in 2051 on the Clowes Street approach 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 maximum VoC will increase from 96% in the 2051 future baseline to 99% with the AP2 revised scheme in 2051 on the Clowes Street approach, with no change in corresponding queue length. The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction, which is, in any case, predicted to operate over its capacity in the future baseline."

A57 Hyde Road/Bennet Street

16.5.485 Table 18-336 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-336 below replaces Table 18-336 in the main TA.

Table 18-336: A57 Hyde Road/Bennett Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Bennett Street	45	86%	2	40	104%	2	40	101%	2	32	108%	2
A57 Hyde Road (east)	1,290	66%	0	1,411	73%	0	1,384	71%	0	1,476	76%	0
A57 Hyde Road (west)	655	17%	0	621	16%	0	690	18%	0	684	18%	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Bennet Street	6	13%	0	6	15%	0	6	17%	0	6	20%	0
A57 Hyde Road (east)	760	39%	0	721	37%	0	903	47%	0	830	43%	0
A57 Hyde Road (west)	1,566	40%	0	1,740	45%	0	1,639	42%	0	1,809	47%	0

16.5.486 The conclusions drawn in paragraphs 18.5.336 to 18.5.337 of the main TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 86% in the 2039 future baseline to 104% with the AP2 revised scheme in 2039 on the Bennet Street approach in the AM peak hour, with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 101% in the 2051 future baseline to 108% with the AP2 revised scheme in 2051 on the Bennet Street approach in the AM peak hour, with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC or queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour which is, in any case, predicted to operate over its capacity in the future baseline."

Stamford Road/Corporation Road

16.5.487 Table 18-337 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-337 below replaces Table 18-337 in the main TA.

Table 18-337: Stamford Road/Corporation Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline (existing layout)**			**2039 with the AP2 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme**		
Stamford Road (west)	246	34%	0	248	34%	0	274	38%	0	307	42%	0
Stamford Road (east)	426	46%	0	402	43%	0	547	58%	0	521	57%	0
Corporation Road	713	88%	1	718	87%	1	740	96%	3	754	96%	2
17:00–18:00	**2039 future baseline (existing layout)**			**2039 with the AP2 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme**		
Stamford Road (west)	644	74%	0	643	74%	0	651	76%	0	662	77%	0
Stamford Road (east)	391	48%	0	395	48%	0	469	59%	0	467	59%	0
Corporation Road	459	54%	0	468	55%	0	535	65%	0	524	63%	0

16.5.488 The conclusions drawn in paragraphs 18.5.339 to 18.5.340 of the main TA are replaced by:

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

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

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

16.5.489 Table 18-338 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-338 below replaces Table 18-338 in the main TA.

Table 18-338: A665 Devonshire Street North/A57 Hyde Road/A665 Devonshire Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline (existing layout)**			**2039 with the AP2 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme**		
A665 Devonshire Street North	654	89%	9	516	69%	7	672	91%	9	550	74%	7
A57 Hyde Road (east)	1,361	56%	19	1,476	61%	21	1,450	60%	21	1,533	64%	22
A665 Devonshire Street	806	88%	11	820	79%	11	837	93%	11	854	85%	12
A57 Hyde Road (west)	472	81%	9	488	84%	9	506	87%	10	531	91%	10
17:00–18:00	**2039 future baseline (existing layout)**			**2039 with the AP2 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme**		
A665 Devonshire Street North	699	92%	11	628	82%	10	743	97%	11	673	88%	10
A57 Hyde Road (east)	793	30%	12	753	29%	11	936	36%	14	862	34%	13
A665 Devonshire Street	794	86%	12	592	60%	9	828	94%	13	653	68%	10
A57 Hyde Road (west)	1,219	73%	18	1,359	81%	20	1,333	80%	20	1,473	88%	22

16.5.490 The conclusion drawn in paragraphs 18.5.342 to 18.5.343 of the main TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 89% in the 2039 future baseline to 69% with the AP2 revised scheme in 2039 on the A665 Devonshire Street North approach in the AM peak hour, with a corresponding change in queue length from nine PCU in the future baseline to seven PCU. In the PM peak hour, the VoC will decrease from 86% in the 2039 future baseline to 60% with the AP2 revised scheme in 2039 on the A665 Devonshire Street approach, with a corresponding change in queue length from 12 PCU in the future baseline to nine PCU. 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 close to capacity in the future baseline and within capacity with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction.

The change in traffic due to operation of the AP2 revised scheme will decrease the VoC from 91% in the 2051 future baseline to 74% with the AP2 revised scheme in 2051 on the A665 Devonshire Street North approach in the AM peak hour, with a corresponding change in queue length from nine PCU in the future baseline to seven PCU. In the PM peak hour, the VoC will decrease from 94% in the 2051 future baseline to 68% with the AP2 revised scheme in 2051 on the A665 Devonshire Street approach, with a corresponding change in queue length from 13 PCU in the future baseline to 10 PCU. The assessment shows that in the AM and PM peak hours the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction."

Gorton Lane/Belle Vue Street

16.5.491 Table 18-339 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-339 below replaces Table 18-339 in the main TA.

Table 18-339: Gorton Lane/Belle Vue Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Gorton Lane (north)*	-	-	-	-	-	-	-	-	-	-	-	-
Gorton Lane (east)	891	45%	0	898	45%	0	971	49%	0	908	46%	0
Belle Vue Street	82	20%	0	113	28%	0	132	36%	1	192	45%	1
Gorton Lane (west)	529	66%	0	590	79%	0	587	78%	0	584	97%	1
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Gorton Lane (north)*	-	-	-	-	-	-	-		-	-		-
Gorton Lane (east)	381	19%	0	353	18%	0	413	21%	0	368	19%	0
Belle Vue Street	141	20%	0	176	25%	0	153	23%	0	194	28%	0
Gorton Lane (west)	760	66%	0	775	66%	0	847	75%	0	862	75%	0

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

16.5.492 The conclusions drawn in paragraphs 18.5.345 and 18.5.346 of the main TA are replaced by:

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

The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 78% in the 2051 future baseline to 97% with the AP2 revised scheme in 2051 on the Gorton Lane (west) approach in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to one PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates 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. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour."

A6010 Pottery Lane/Gorton Lane/Wenlock Way

16.5.493 Table 18-340 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-340 below replaces Table 18-340 in the main TA.

Table 18-340: A6010 Pottery Lane/Gorton Lane/Wenlock Way junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A6010 Pottery Lane (north)	1,253	85%	13	1,359	92%	14	1,303	90%	14	1,383	94%	14
Gorton Lane	927	74%	17	936	75%	17	1,024	82%	18	957	76%	17
A6010 Pottery Lane (south)	1,170	55%	20	1,179	56%	21	1,256	61%	22	1,236	58%	22
Wenlock Way	99	31%	2	117	38%	3	112	36%	3	143	46%	4
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A6010 Pottery Lane (north)	1,345	50%	12	1,418	54%	12	1,444	54%	13	1,515	58%	13
Gorton Lane	452	60%	10	450	60%	10	491	66%	11	485	65%	11
A6010 Pottery Lane (south)	1,042	38%	14	1,241	44%	17	1,131	42%	15	1,297	48%	18
Wenlock Way	248	58%	6	262	62%	6	257	61%	6	264	62%	6

16.5.494 The conclusions drawn in paragraphs 18.5.348 to 18.5.349 of the main TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 85% in the 2039 future baseline to 92% with the AP2 revised scheme in 2039 on the A6010 Pottery Lane (north) approach in the AM peak hour, with a corresponding change in queue length from 13 PCU in the future baseline to 14 PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 90% in the 2039 future baseline to 94% with the AP2 revised scheme in 2051 on the A6010 Pottery Lane (north) approach in the AM peak hour, with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour."

A665 Chancellor Lane diversion/A665 Devonshire Street North/Higher Ardwick

16.5.495 Table 18-341 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-341 below replaces Table 18-341 in the main TA.

Table 18-341: A665 Chancellor Lane/A665 Devonshire Street North/Higher Ardwick junction 2039 and 2051 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
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Chancellor Lane (left, ahead and right)	1,617	62%	1	1,560	86%	34	1,692	66%	6	1,611	64%	11
Blind Lane (left, ahead and right)	7	1%	0	7	1%	0	7	1%	0	7	1%	0
Devonshire Street North (left, ahead and right)	948	50%	1	822	43%	0	965	51%	1	833	44%	0
Higher Ardwick (left, ahead and right)	251	68%	1	267	64%	1	351	90%	9	305	68%	1
Temperance Street (left, ahead and right)	7	1%	0	39	6%	0	7	1%	0	39	6%	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Chancellor Lane (left, ahead and right)	901	35%	0	924	64%	27	1,002	39%	0	1,014	72%	32
Blind Lane (left, ahead and right)	8	1%	0	8	2%	0	8	1%	0	8	2%	0
Devonshire Street North (left, ahead and right)	1,171	62%	1	904	48%	1	1,233	65%	1	1,002	53%	1
Higher Ardwick (left, ahead and right)	373	85%	3	532	103%	60	372	89%	6	517	102%	63
Temperance Street (left, ahead and right)	8	1%	0	72	12%	0	8	1%	0	72	12%	0

16.5.496 The conclusions drawn in paragraphs 18.5.351 to 18.5.352 of the main TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will increase the maximum DoS from 62% in the 2039 future baseline to 86% with the AP2 revised scheme in 2039 on the Chancellor Lane (left, ahead and right) approach in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to 34 PCU. In the PM peak hour, the maximum DoS will increase from 85% in the 2039 future baseline to 103% with the AP2 revised scheme in 2039 on the Higher Ardwick (left, ahead and right) approach, with a corresponding change in queue length from three PCU in the future baseline to 60 PCU. 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. The changes in traffic will have an adverse impact on the operation of the junction.

The change in traffic due to operation of the AP2 revised scheme will decrease the maximum DoS from 90% in the 2051 future baseline to 68% with the AP2 revised scheme in 2051 on the Higher Ardwick (left, ahead and right) approach in the AM peak hour, with a corresponding change in queue length from nine PCU in the future baseline to one PCU. In the PM peak hour, the maximum DoS will increase from 89% in the 2051 future baseline to 102% with the AP2 revised scheme in 2051 on the Higher Ardwick (left, ahead and right) approach, with a corresponding change in queue length from six PCU in the future baseline to 63 PCU. 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 close to capacity in the future baseline and over capacity with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour."

A635 Ashton Old Road/Vine Street

16.5.497 Table 18-342 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-342 below replaces Table 18-342 in the main TA.

Table 18-342: A635 Ashton Old Road/Vine Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A635 Ashton Old Road (east)	1,219	61%	0	1,147	57%	0	1,287	64%	0	1,219	61%	0
Vine Street	76	53%	1	91	54%	1	70	56%	1	82	57%	1
A635 Ashton Old Road (west)	446	41%	0	441	38%	0	492	47%	0	522	46%	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A635 Ashton Old Road (east)	702	35%	0	708	35%	0	805	40%	0	786	39%	0
Vine Street	42	51%	1	44	50%	1	53	73%	1	53	76%	2
A635 Ashton Old Road (west)	1,062	71%	0	1,042	67%	0	1,137	72%	0	1,129	70%	0

16.5.498 The conclusions drawn in paragraphs 18.5.360 to 18.5.361 of the main TA are replaced by:

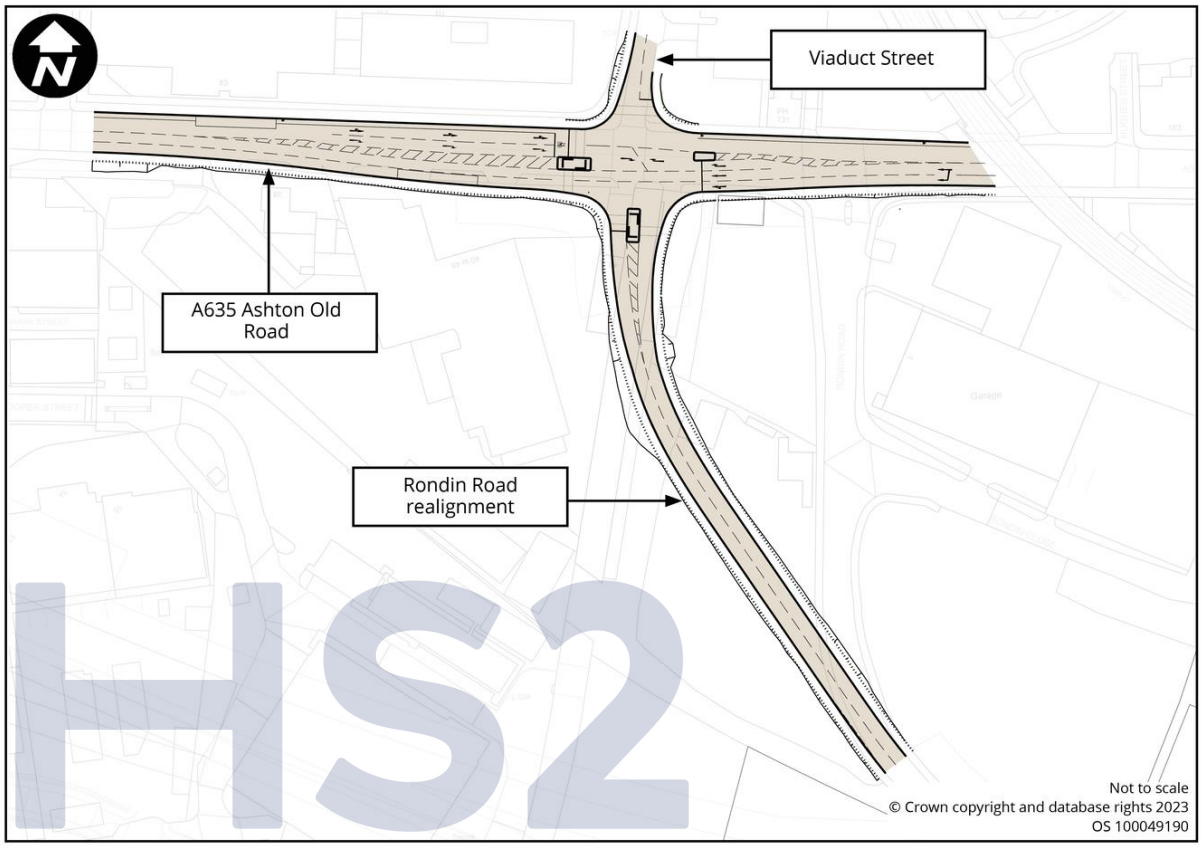
"The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM and PM peak hours the junction operates well within capacity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

The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths. 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 and within capacity with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction."

A635 Ashton Old Road/Rondin Road

16.5.499 The AP2 revised scheme will result in the permanent realignment of Rondin Road, forming a four-arm signalised junction with Ashton Old Road and Viaduct Street. Figure 18.1 shows the junction layout introduced as part of the AP2 revised scheme.

Figure 18.1: Junction layout diagram (A635 Ashton Old Road/Rondin Road)



16.5.500 Table 18-343 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-343 below replaces Table 18-343 in the main TA.

Table 18-343: Ashton Old Road/Rondin Road junction 2039 and 2051 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
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Viaduct Street*	-	-	-	7	1%	0	-	-	-	7	1%	0
A635 Aston Old Road (east) (nearside) (left and ahead)*	-	-	-	822	43%	0	-	-	-	833	44%	0
A635 Aston Old Road (east) (centre and offside) (ahead and right)	1,502	0%	0	267	64%	1	1,602	0%	0	305	68%	1
Rondin Road (left and right)	10	3%	0	39	6%	0	19	3%	0	39	6%	0
A635 Aston Old Road (west) (left, ahead and right)	901	43%	0	1,560	86%	34	948	46%	0	1,611	64%	11
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A635 Aston Old Road (east) (nearside) (left and ahead)*	-	-	-	19	15%	1	-	-	-	20	7%	1
A635 Aston Old Road (east) (centre and offside) (ahead and right)*	-	-	-	344	29%	5	-	-	-	398	40%	8
Rondin Road (left and right)	913	0%	0	430	36%	7	1,008	0%	0	486	49%	10
A635 Aston Old Road (west) (left, ahead and right)	45	9%	0	47	28%	2	94	10%	0	50	13%	1
A635 Aston Old Road (east) (nearside) (left and ahead)	768	33%	0	701	56%	10	775	32%	0	714	68%	20

**Realignment of junction and therefore not reported in the future baseline results.*

16.5.501 The conclusion drawn in paragraphs 18.5.357 to 18.5.358 of the main TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will increase the maximum DoS from 43% in the 2039 future baseline to 86% with the AP2 revised scheme in 2039 on the A635 Aston Old Road (west) (left, ahead and right) approach in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to 34 PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in DoS and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and close to capacity with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour a negligible impact on the operation of the junction in the PM peak hour.

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

Millstream Lane/Edge Lane/Berry Brow

16.5.502 Table 18-344 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-344 below replaces Table 18-344 in the main TA.

Table 18-344: Millstream Lane/Edge Lane/Berry Brow junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Berry Brow	1,032	52%	0	1,012	51%	0	1,149	58%	0	1,134	57%	0
Millstream Lane	212	104%	5	208	103%	5	185	109%	5	185	108%	5
Edge Lane	677	91%	1	698	88%	0	603	97%	1	626	96%	1
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Berry Brow	748	38%	0	813	41%	0	951	48%	0	1,003	51%	0
Millstream Lane	327	98%	5	298	98%	5	246	97%	4	225	97%	4
Edge Lane	726	99%	2	688	98%	1	594	101%	2	563	101%	2

16.5.503 The conclusions drawn in paragraphs 18.5.360 to 18.5.361 of the main TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will not substantially decrease the maximum VoC between the 2039 future baseline and the AP2 revised scheme in the AM peak hour. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will decrease the VoC from 91% in the 2039 future baseline to 88% with the AP2 revised scheme in 2039 on the Edge Lane approach. Queue length will decrease from one PCU in the future baseline to no queue with the AP2 revised scheme. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline.

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

Culcheth Lane/Briscoe Lane

16.5.504 Table 18-345 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-345 below replaces Table 18-345 in the main TA.

Table 18-345: Culcheth Lane/Briscoe Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Culcheth Lane (north)	449	75%	1	456	77%	1	339	57%	0	330	56%	0
Culcheth Lane (south)	265	13%	0	265	14%	0	267	14%	0	283	15%	0
Briscoe Lane	353	43%	0	330	40%	0	413	45%	0	385	42%	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Culcheth Lane (north)	738	89%	0	719	86%	0	697	89%	1	716	89%	1
Culcheth Lane (south)	82	4%	0	88	5%	0	223	12%	0	183	10%	0
Briscoe Lane	617	73%	1	608	71%	1	660	75%	1	640	74%	1

16.5.505 The conclusions drawn in paragraphs 18.5.363 to 18.5.364 of the main TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will decrease from 89% in the 2039 future baseline to 86% with the AP2 revised scheme in 2039 on the Culcheth Lane (north) approach, with no change in corresponding queue length. The assessment shows that in the AM peak hour the junction operates within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour.

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

M56 junction 4 southbound off-slip/Simonsway

16.5.506 Table 18-345.1 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 18-345.1: M56 junction 4 southbound off-slip/Simonsway junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
M56 offslip	946	68%	10	1,225	88%	13	925	67%	10	1,178	85%	13
Simonsway (east)	1,014	52%	10	1,172	60%	11	1,203	62%	12	1,297	66%	13
Simonsway (west)	568	42%	6	300	22%	2	479	35%	5	435	32%	4
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
M56 offslip	1,046	76%	10	1,109	80%	10	1,002	73%	10	1,083	78%	10
Simonsway (east)	1,315	63%	12	1,331	64%	12	1,347	65%	12	1,397	67%	13
Simonsway (west)	431	40%	6	355	33%	4	500	46%	7	400	37%	5

16.5.507 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 68% in the 2039 future baseline to 88% with the AP2 revised scheme in 2039 on the M56 approach in the AM peak hour, with a corresponding change in queue length from 10 PCU in the future baseline to 13 PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates well 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. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

16.5.508 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 67% in the 2051 future baseline to 85% with the AP2 revised scheme in 2051 on the M56 approach in the AM peak hour, with a corresponding change in queue length from 10 PCU in the future baseline to 13 PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates 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. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

Shadowmoss Road/Cornishway

16.5.509 Table 18-345.2 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 18-345.2: Shadowmoss Road/Cornishway junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Shadowmoss Road (north)	141	13%	0	154	14%	0	164	15%	0	164	15%	0
Shadowmoss Road (south)	211	12%	0	201	12%	0	207	12%	0	208	12%	0
Cornishway	423	80%	0	398	75%	0	494	95%	1	460	88%	1
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Shadowmoss Road (north)	247	20%	0	241	20%	0	309	26%	0	292	24%	0
Shadowmoss Road (south)	426	25%	0	399	23%	0	513	29%	0	492	28%	0
Cornishway	348	76%	1	338	71%	0	350	86%	1	355	86%	1

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

16.5.511 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 95% in the 2051 future baseline to 88% with the AP2 revised scheme in 2051 on the Cornishway approach in the AM peak hour, with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM and PM peak hours the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

Southmoor Road/Hollyhedge Road

16.5.512 Table 18-345.3 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 18-345.3: Southmoor Road/Hollyhedge Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Southmoor Road (north)	363	55%	4	535	82%	6	598	93%	7	608	94%	7
Hollyhedge Road	956	80%	12	1,061	88%	13	1,105	92%	14	1,160	97%	14
Southmoor Road (south)	372	26%	4	383	30%	4	332	27%	3	374	31%	4
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Southmoor Road (north)	356	49%	4	521	73%	6	560	78%	6	609	85%	7
Hollyhedge Road	574	72%	8	602	75%	9	690	86%	10	745	93%	11
Southmoor Road (south)	682	37%	5	588	35%	5	565	34%	4	539	33%	4

16.5.513 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 80% in the 2039 future baseline to 88% with the AP2 revised scheme in 2039 on the Hollyhedge Road approach in the AM peak hour, with a corresponding change in queue length from 12 PCU in the future baseline to 13 PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates 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. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

16.5.514 The change in traffic due to operation of the AP2 revised scheme will not substantially increase the maximum VoC between the 2051 future baseline and the AP2 revised scheme in the AM peak hour. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 92% in the 2051 future baseline to 97% with the AP2 revised scheme in 2051 on the Hollyhedge Road approach. There will be no change in queue lengths. In the PM peak hour, the maximum VoC will increase from 86% in the 2051 future baseline to 93% with the AP2 revised scheme in 2051 on the Hollyhedge Road approach, with a corresponding change in queue length from 10 PCU in the future baseline to 11 PCU. The assessment shows that in the AM and PM peak hours the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction.

Hall Lane/Nearcroft Road

16.5.515 Table 18-345.4 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 18-345.4: Hall Lane/Nearcroft Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Hall Lane (north)	626	82%	1	608	81%	1	629	89%	1	590	76%	0
Hall Lane (south)	387	20%	0	408	21%	0	599	31%	0	401	21%	0
Nearcroft Road	262	72%	1	245	69%	1	159	76%	1	329	91%	2
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Hall Lane (north)	488	56%	0	480	54%	0	501	58%	0	493	58%	0
Hall Lane (south)	286	15%	0	239	12%	0	317	16%	0	305	16%	0
Nearcroft Road	296	57%	0	337	61%	0	303	63%	0	305	60%	0

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

16.5.517 The change in traffic due to operation of the AP2 revised scheme will increase the VoC from 76% in the 2051 future baseline to 91% with the AP2 revised scheme in 2051 on the Nearcroft Road approach in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to two PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

A6 Stockport Road/A5079 Slade Lane

16.5.518 Table 18-345.5 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 18-345.5: A6 Stockport Road/A5079 Slade Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A6 Stockport Road (north)	824	53%	19	816	52%	19	934	60%	22	927	59%	22
A6 Stockport Road (south)	873	62%	15	896	64%	16	874	62%	15	890	63%	16
A5079 Slade Lane	776	56%	16	759	55%	16	818	59%	17	815	59%	17
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A6 Stockport Road (north)	1,385	85%	32	1,332	81%	31	1,526	93%	35	1,484	91%	34
A6 Stockport Road (south)	433	29%	7	402	27%	7	442	30%	7	407	27%	7
A5079 Slade Lane	590	46%	13	570	45%	12	597	47%	13	588	46%	13

16.5.519 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will decrease from 85% in the 2039 future baseline to 81% with the AP2 revised scheme in 2039 on the A6 Stockport Road (north) approach, with a corresponding change in queue length from 32 PCU in the future baseline to 31 PCU. 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 within capacity with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour.

16.5.520 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will decrease from 93% in the 2051 future baseline to 91% with the AP2 revised scheme in 2051 on the A6 Stockport Road (north) approach, with a corresponding change in queue length from 35 PCU in the future baseline to 34 PCU. The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour.

A5067 Stretford Road/A5068 Chorlton Road/B5218 Chorlton Road

16.5.521 Table 18-345.6 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 18-345.6: A5067 Stretford Road/A5068 Chorlton Raoad/B5218 Chorlton Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A5067 Chorlton Road	415	36%	4	458	40%	4	515	45%	6	481	43%	5
A5067 Stretford Road (east)	260	37%	4	227	32%	3	419	59%	6	332	47%	5
B5218 Chorlton Road	1,000	66%	11	995	68%	11	1,006	71%	11	999	69%	11
A5067 Stretford Road (west)	845	81%	12	871	81%	13	812	90%	12	854	88%	13
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A5067 Chorlton Road	947	77%	15	930	76%	15	1,003	85%	15	969	82%	14
A5067 Stretford Road (east)	422	54%	6	415	53%	6	448	58%	6	448	58%	6
B5218 Chorlton Road	677	62%	8	679	62%	8	722	69%	8	739	69%	9
A5067 Stretford Road (west)	505	50%	7	494	49%	7	650	66%	9	647	66%	9

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

16.5.523 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 90% in the 2051 future baseline to 88% with the AP2 revised scheme in 2051 on the A5067 Stretford Road (west) approach in the AM peak hour, with a corresponding change in queue length from 12 PCU in the future baseline to 13 PCU. In the PM peak hour, the maximum VoC will decrease from 85% in the 2051 future baseline to 82% with the AP2 revised scheme in 2051 on the A5067 Chorlton Road approach, with a corresponding change in queue length from 15 PCU in the future baseline to 14 PCU. 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 the PM peak hour, the junction operates close to capacity in the future baseline and within capacity with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction.

Moston Lane/Nuthurst Road

16.5.524 Table 18-345.7 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 18-345.7: Moston Lane/Nuthurst Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Nuthurst Road	427	94%	6	456	97%	8	419	101%	8	431	102%	8
Moston Lane (west)	505	22%	1	511	22%	1	576	25%	2	583	26%	2
Moston Lane (north)	926	47%	0	897	46%	0	977	50%	0	963	49%	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Nuthurst Road	218	40%	1	220	40%	1	281	56%	2	280	56%	2
Moston Lane (west)	641	28%	2	633	27%	2	650	28%	2	650	28%	2
Moston Lane (north)	863	45%	0	867	45%	0	962	50%	0	960	50%	0

16.5.525 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 94% in the 2039 future baseline to 97% with the AP2 revised scheme in 2039 on the Nuthurst Road approach in the AM peak hour, with a corresponding change in queue length from six PCU in the future baseline to eight PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The traffic flow changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

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

A6 Wellington Road North/Crossley Road

16.5.527 Table 18-345.8 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 18-345.8: A6 Wellington Road North/Crossley Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Crossley Road	587	69%	15	599	70%	15	731	85%	18	732	86%	18
A6 Wellington Road North (north)	1,181	46%	20	1,159	45%	19	1,303	51%	22	1,275	50%	22
A6 Wellington Road North (south)	1,423	87%	27	1,442	88%	27	1,487	91%	28	1,519	93%	29
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Crossley Road	808	87%	15	803	87%	15	869	94%	16	867	94%	16
A6 Wellington Road North (north)	1,472	57%	19	1,452	56%	19	1,553	60%	21	1,542	59%	20
A6 Wellington Road North (south)	1,225	102%	23	1,222	102%	23	1,277	107%	23	1,278	107%	23

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

16.5.529 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 91% in the 2051 future baseline to 93% with the AP2 revised scheme in 2051 on the A6 Wellington Road North (south) approach in the AM peak hour, with a corresponding change in queue length from 28 PCU in the future baseline to 29 PCU. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline.

A627 King Street/B6169 Astley Street

16.5.530 Table 18-345.9 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 18-345.9: A627 King Street/B6169 Astley Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A627 King Street (north)	468	61%	6	466	60%	6	493	66%	6	482	66%	6
B6169 Astley Street (east)	297	55%	5	305	56%	5	373	69%	6	377	70%	6
A627 King Street (south)	468	55%	6	466	54%	6	542	64%	7	553	64%	7
B6169 Astley Street (west)	329	60%	6	329	60%	6	346	64%	6	340	63%	6
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A627 King Street (north)	740	85%	10	688	93%	9	783	90%	10	788	92%	10
B6169 Astley Street (east)	393	70%	7	391	69%	7	414	75%	7	413	74%	7
A627 King Street (south)	484	68%	6	499	68%	6	474	71%	6	478	72%	6
B6169 Astley Street (west)	349	63%	6	360	65%	6	370	67%	6	375	67%	6

16.5.531 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour the maximum VoC will increase from 85% in the 2039 future baseline to 93% with the AP2 revised scheme in 2039 on the A627 King Street (north) approach, with a corresponding change in queue length from 10 PCU in the future baseline to nine PCU. The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour.

16.5.532 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour the maximum VoC will increase from 85% in the 2039 future baseline to 93% with the AP2 revised scheme in 2051 on the A627 King Street (north) approach, with no change in corresponding queue length. The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour.

Westminster Road/Ashton Road East

16.5.533 Table 18-345.10 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 18-345.10: Westminster Road/Ashton Road East junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Westminster Road	171	21%	0	161	20%	0	196	24%	0	194	24%	0
Ashton Road East (east)	798	80%	0	781	78%	0	903	92%	0	905	92%	0
Ashton Road East (west)	342	42%	0	337	41%	0	413	51%	0	404	51%	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Westminster Road	485	63%	0	495	64%	0	506	65%	0	502	66%	0
Ashton Road East (east)	649	68%	0	690	73%	0	765	87%	1	800	91%	1
Ashton Road East (west)	636	71%	0	622	69%	0	681	75%	0	696	77%	0

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

16.5.535 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour the maximum VoC will increase from 87% in the 2039 future baseline to 91% with the AP2 revised scheme in 2051 on the Ashton Road East (east) approach, with no change in corresponding queue length. 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 traffic flow changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour.

Portway/Selstead Road

16.5.536 Table 18-345.11 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 18-345.11: Portway/Selstead Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Portway (west)	79	11%	0	41	6%	0	44	6%	0	43	6%	0
Portway (east)	153	9%	0	156	9%	0	190	11%	0	159	9%	0
Selstead Road	424	78%	0	379	68%	0	385	68%	0	301	53%	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Portway (west)	26	3%	0	21	2%	0	33	4%	0	20	2%	0
Portway (east)	100	6%	0	89	5%	0	110	6%	0	101	6%	0
Selstead Road	691	114%	2	670	110%	2	700	115%	2	674	112%	2

16.5.537 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will decrease from 114% in the 2039 future baseline to 110% with the AP2 revised scheme in 2039 on the Selstead Road approach, with no change in corresponding queue length. 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 over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour.

16.5.538 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM peak. In the PM peak, the maximum VoC will decrease from 115% in the 2051 future baseline to 112% with the AP2 revised scheme in 2051 on the Selstead Road approach, with no change in corresponding queue length. The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour.

A635 Manchester Road/Ashton Hill Lane

16.5.539 Table 18-345.12 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 18-345.12: A635 Manchester Road/Ashton Hill Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Ashton Hill Lane	329	85%	9	336	86%	9	352	91%	9	361	93%	9
A635 Manchester Road (east)	1,674	94%	26	1,634	92%	25	1,752	101%	27	1,712	101%	26
A635 Manchester Road (west)	440	27%	9	425	26%	8	495	31%	10	530	33%	10
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Ashton Hill Lane	288	87%	8	294	89%	8	295	89%	8	311	94%	8
A635 Manchester Road (east)	1,106	73%	16	1,086	72%	15	1,262	85%	17	1,222	83%	16
A635 Manchester Road (west)	1,096	65%	21	1,093	65%	21	1,179	70%	22	1,196	71%	23

16.5.540 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 94% in the 2039 future baseline to 92% with the AP2 revised scheme in 2039 on the Manchester Road (east) approach in the AM peak hour with a corresponding change in queue length from 26 PCU in the future baseline to 25 PCU. In the PM peak hour, the maximum VoC will increase from 87% in the 2039 future baseline to 89% with the AP2 revised scheme in 2039 on the Ashton Hill Lane approach, with no change in corresponding queue length. The assessment shows that in the AM and PM peak hours the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour.

16.5.541 The change in traffic due to operation of the AP2 revised scheme will not increase the maximum VoC between the 2051 future baseline and the AP2 revised scheme in the AM peak hour. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 91% in the 2051 future baseline to 93% with the AP2 revised scheme in 2051 on the Ashton Hill Lane approach. There will be no change in queue lengths. In the PM peak, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 89% in the 2051 future baseline to 94% with the AP2 revised scheme in 2051 on the Ashton Hill Lane approach. However, the changes in traffic flow are small and unlikely to result in substantial additional delay or queues. The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction.

A635 Ashton Old Road/Gable Street

16.5.542 Table 18-345.13 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 18-345.13: A635 Ashton Old Road/Gable Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A635 Ashton Old Road (east)	1,235	96%	12	1,185	93%	11	1,270	99%	13	1,223	95%	12
Gable Street	432	34%	7	318	25%	5	550	44%	9	422	33%	7
A635 Ashton Old Road (west)	701	37%	3	852	45%	4	749	39%	3	890	47%	4
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A635 Ashton Old Road (east)	653	51%	3	529	41%	2	739	58%	4	629	49%	3
Gable Street	90	7%	2	89	7%	2	90	7%	2	96	8%	2
A635 Ashton Old Road (west)	1,181	62%	4	997	52%	3	1,169	62%	4	989	52%	3

16.5.543 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 96% in the 2039 future baseline to 93% with the AP2 revised scheme in 2039 on the A635 Ashton Old Road (east) approach in the AM peak hour with a corresponding change in queue length from 12 PCU in the future baseline to 11 PCU. The assessment shows that for this junction the change in traffic due to operation in 2039 of the AP2 revised scheme will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

16.5.544 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 99% in the 2051 future baseline to 95% with the AP2 revised scheme in 2051 on the A635 Ashton Old Road (east) approach in the AM peak hour with a corresponding queue change of 13 PCU in the future baseline to 12 PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

A662 Manchester Road/A662 Ashton Road/Market Street

16.5.545 Table 18-345.14 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 18-345.14: A662 Manchester Road/A662 Ashton Road/Market Street Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Market Street (south)	429	92%	9	435	95%	9	446	98%	10	451	99%	10
A662 Manchester Road	877	92%	20	886	93%	20	947	100%	21	949	100%	21
Market Street (north)	565	100%	11	566	101%	11	578	105%	11	572	104%	11
A662 Ashton Road	871	84%	14	918	89%	15	915	88%	15	959	93%	15
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Market Street (south)	469	99%	10	475	100%	10	471	99%	10	486	102%	10
A662 Manchester Road	892	90%	20	926	94%	21	961	97%	22	983	99%	22
Market Street (north)	523	96%	11	526	96%	11	537	98%	11	541	100%	11
A662 Ashton Road	870	94%	15	908	98%	16	907	98%	16	940	101%	17

16.5.546 The change in traffic due to operation of the AP2 revised scheme will not substantially increase the maximum VoC between the 2039 future baseline and the AP2 revised scheme in the AM or PM peak hours. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 92% in the 2039 future baseline to 95% with the AP2 revised scheme in 2039 on the Market Street (south) approach. There will be no change in queue lengths. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 94% in the 2039 future baseline to 98% with the AP2 revised scheme in 2039 on the A662 Ashton Road. Queue length will increase from 15 PCU in the future baseline to 16 PCU with the AP2 revised scheme. The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction.

16.5.547 The change in traffic due to operation of the AP2 revised scheme will increase the VoC from 88% in the 2051 future baseline to 93% with the AP2 revised scheme in 2051 on the A662 Ashton Road approach in the AM peak hour. There will be no change in queue lengths. In the PM peak hour, the maximum VoC will increase from 99% in the 2051 future baseline to 102% with the AP2 revised scheme in 2051 on the Market Street (south) approach, with no change in corresponding queue length. The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction.

A662 Manchester Road/A662 Ashton New Road/Edge Lane

16.5.548 Table 18-345.15 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 18-345.15: A662 Manchester Road/A662 Ashton New Road/Edge Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A662 Manchester Road	906	103%	14	896	102%	14	953	106%	14	935	105%	14
Edge Lane (south)	302	101%	4	303	101%	4	302	103%	4	306	103%	4
A662 Ashton New Road	385	24%	4	355	22%	3	419	26%	4	398	25%	4
Edge Lane (north)	301	98%	4	306	96%	4	315	101%	4	316	100%	4
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A662 Manchester Road	806	88%	13	852	91%	13	806	95%	13	888	95%	14
Edge Lane (south)	303	96%	4	310	101%	4	288	98%	4	298	103%	4
A662 Ashton New Road	932	58%	9	928	57%	9	854	53%	8	930	58%	9
Edge Lane (north)	281	81%	4	291	86%	4	295	90%	4	307	95%	4

16.5.549 The change in traffic due to operation of the AP2 revised scheme will not substantially decrease the maximum VoC between the 2039 future baseline and the AP2 revised scheme in the AM peak hour. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will decrease the VoC from 98% in the 2039 future baseline to 96% with the AP2 revised scheme in 2039 on the Edge Lane (north) approach. There will be no change in queue lengths. In the PM peak hour, the maximum VoC will increase from 96% in the 2039 future baseline to 101% with the AP2 revised scheme in 2039 on the Edge Lane (south) approach. However, the changes in traffic flow are small and unlikely to result in substantial additional delay or queues. The assessment shows that in the AM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour.

16.5.550 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will increase from 98% in the 2051 future baseline to 103% with the AP2 revised scheme in 2051 on the Edge Lane (south) approach with no corresponding change in queue length. The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour, which is in any case predicted to operate over its capacity in the future baseline.

B5166 Styal Road/Finney Lane/Simonsway

16.5.551 Table 18-345.16 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 18-345.16: B5166 Styal Road/Finney Lane/Simonsway junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B5166 Styal Road (north)	705	71%	15	640	63%	13	807	81%	17	719	71%	15
Finney Lane	681	28%	10	727	29%	11	759	31%	12	816	33%	12
B5166 Styal Road (south)	448	40%	7	498	45%	8	432	39%	7	496	44%	8
Simonsway	799	85%	16	727	78%	15	885	95%	18	859	93%	17
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B5166 Styal Road (north)	446	99%	10	449	100%	10	459	102%	10	461	103%	10
Finney Lane	796	22%	7	762	21%	7	936	26%	8	907	25%	8
B5166 Styal Road (south)	647	95%	13	637	93%	12	675	99%	13	673	98%	13
Simonsway	245	103%	6	248	103%	6	243	108%	5	247	108%	5

16.5.552 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 85% in the 2039 future baseline to 78% with the AP2 revised scheme in 2039 on the Simonsway approach in the AM peak hour, with a corresponding change in queue length from 16 PCU in the future baseline to 15 PCU. The change in traffic due to operation of the AP2 revised scheme will not increase the maximum VoC between the 2039 future baseline and the AP2 revised scheme in the PM peak hour. However, in the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will decrease the VoC from 95% in the 2039 future baseline to 93% with the AP2 revised scheme in 2039 on the Styal Road (south) approach. Queue length will decrease from 13 PCU in the future baseline to 12 PCU with the AP2 revised scheme. 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 PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction.

16.5.553 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 95% in the 2051 future baseline to 93% with the AP2 revised scheme in 2051 on the Simonsway approach in the AM peak hour, with a corresponding change in queue length from 18 PCU in the future baseline to 17 PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

B5166 Longley Lane/B5168 Sharston Road/Longley Lane

16.5.554 Table 18-345.17 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 18-345.17: B5166 Longley Lane/B5168 Sharston Road/Longley Lane 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B5166 Longley Lane	507	26%	0	505	26%	0	652	94%	2	618	78%	1
B5168 Sharston Lane	295	48%	1	305	50%	1	334	133%	6	290	104%	6
Longley Lane	783	101%	3	803	99%	2	926	84%	0	925	82%	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B5166 Longley Lane	484	24%	0	457	23%	0	483	24%	0	452	23%	0
B5168 Sharston Lane	520	87%	4	536	87%	4	574	97%	7	602	99%	8
Longley Lane	843	93%	1	860	90%	1	902	98%	2	893	98%	2

16.5.555 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 101% in the 2039 future baseline to 99% with the AP2 revised scheme in 2039 on the Longley Lane approach 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 maximum VoC will decrease from 93% in the 2039 future baseline to 90% with the AP2 revised scheme in 2039 on the Longley Lane approach. However, the changes in traffic flow are small and unlikely to result in substantial changes to delays or queues. The assessment shows that in the AM peak hour the junction operates over capacity in the future baseline and close to capacity with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction.

16.5.556 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 133% in the 2051 future baseline to 104% with the AP2 revised scheme in 2051 on the B5168 Sharston Lane approach in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 97% in the 2051 future baseline to 99% with the AP2 revised scheme in 2051 on the B5168 Sharston Lane approach. Queue length will increase from seven PCU in the future baseline to eight PCU with the AP2 revised scheme. The assessment shows that in the AM peak the junction operates over capacity in both the future baseline and with the AP2 revised scheme. In the PM peak, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour.

M60 junction 27 (A560 Portwood Roundabout)

16.5.557 Table 18-345.18 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 18-345.18: M60 junction 27 (A560 Portwood Roundabout) 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A6188 Tiviot Way	1,366	88%	16	1,373	88%	16	1,452	94%	17	1,419	91%	16
A560 Crookilley Way	1,418	70%	15	1,427	70%	15	1,483	73%	15	1,478	73%	15
B6104 Carrington Road	1,216	102%	12	1,217	102%	12	1,226	102%	12	1,224	102%	12
A6188 St Marys Way	1,067	88%	13	1,071	89%	13	1,012	84%	12	995	82%	12
A560 Great Portwood Street	270	32%	4	272	33%	4	157	19%	3	133	16%	2
M60	1,523	62%	17	1,532	63%	17	1,574	64%	17	1,590	65%	18
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A6188 Tiviot Way	1,225	105%	14	1,225	105%	14	1,225	105%	14	1,225	105%	14
A560 Crookilley Way	1,102	103%	14	1,103	103%	14	1,114	104%	14	1,115	105%	14
B6104 Carrington Road	921	77%	10	927	78%	10	1,013	85%	10	1,021	85%	10
A6188 St Marys Way	1,687	98%	19	1,688	98%	19	1,720	100%	19	1,721	100%	19
A560 Great Portwood Street	776	65%	10	781	65%	10	836	70%	11	837	70%	11
M60	1,762	80%	20	1,767	81%	20	1,752	80%	20	1,757	80%	20

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

16.5.559 The change in traffic due to operation of the AP2 revised scheme will not increase the maximum VoC between 2051 future baseline and the AP2 revised scheme in the AM peak hour. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will decrease the VoC from 94% in the 2051 future baseline to 91% with the AP2 revised scheme in 2051 on the A6188 Tiviot Way approach. Queue length will decrease from 17 PCU in the future baseline to 16 PCU with the AP2 revised scheme. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peal hour. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour which is, however, predicted to operate over its capacity in the future baseline.

A5145 Barlow Moor Road/A5103 Princess Road

16.5.560 Table 18-345.19 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 18-345.19: A5145 Barlow Moor Road/A5103 Princess Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A5103 Princess Road (north)	2,382	52%	26	2,331	51%	25	2,444	53%	26	2,444	53%	26
A5145 Barlow Moor Road (east)	770	79%	17	792	81%	18	927	95%	20	899	92%	20
Internal link eastbound at A5103 Princess Road (north)	778	76%	14	767	75%	14	867	85%	15	880	86%	15
A5103 Princess Road (south)	2,761	81%	7	2,775	82%	7	2,850	84%	7	2,845	84%	7
Internal link eastbound at A5103 Princess Road (south)	360	38%	8	339	36%	8	386	41%	9	397	42%	9
Internal link westbound at A5103 Princess Road (south)	465	41%	3	483	43%	2	583	52%	2	557	50%	2
A5103 Princess Road (south) left turn slip	413	16%	3	426	16%	3	490	19%	4	510	19%	4
A5145 Barlow Moor Road (west)	1,175	28%	2	1,166	28%	2	1,264	30%	2	1,280	30%	2
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A5103 Princess Road (north)	2,671	61%	5	2,656	61%	5	2,697	62%	5	2,713	62%	5
A5145 Barlow Moor Road (east)	722	57%	15	724	57%	15	798	63%	17	792	63%	17
Internal link eastbound at A5103 Princess Road (north)	839	67%	17	834	67%	17	914	74%	18	905	73%	18
A5103 Princess Road (south)	2,178	106%	25	2,178	106%	25	2,200	107%	23	2,199	107%	24
Internal link eastbound at A5103 Princess Road (south)	392	17%	9	384	17%	9	491	21%	12	476	21%	11
Internal link westbound at A5103 Princess Road (south)	378	16%	6	384	16%	6	440	18%	8	434	18%	8

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
A5103 Princess Road (south) left turn slip	1,005	38%	8	1,003	38%	8	1,230	47%	10	1,240	47%	10
A5145 Barlow Moor Road (west)	1,134	27%	4	1,128	27%	4	1,351	32%	3	1,333	32%	3

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

16.5.562 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 95% in the 2051 future baseline to 92% with the AP2 revised scheme in 2051 on the A5145 Barlow Moor Road (east) approach in the AM peak hour, with no corresponding change in queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak and a negligible impact on the operation of the junction in the PM peak.

Yew Tree Road/Mauldeth Road West

16.5.563 Table 18-345.20 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 18-345.20: Yew Tree Road/Mauldeth Road West junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Yew Tree Road (north)	368	63%	5	374	64%	5	409	68%	6	385	64%	6
Mauldeth Road West (east)	698	51%	9	731	53%	9	765	57%	10	779	56%	10
Yew Tree Road (south)	727	97%	11	729	97%	11	732	101%	10	746	102%	11
Mauldeth Road West (west)	451	100%	8	448	101%	8	557	102%	9	454	104%	8
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Yew Tree Road (north)	396	90%	6	402	90%	6	410	93%	6	404	93%	6
Mauldeth Road West (east)	661	42%	6	652	41%	6	721	47%	6	705	45%	6
Yew Tree Road (south)	430	92%	6	429	93%	6	446	97%	6	449	96%	6
Mauldeth Road West (west)	636	93%	8	617	92%	8	656	99%	8	658	98%	8

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

16.5.565 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 102% in the 2051 future baseline to 104% with the AP2 revised scheme in 2051 on the Mauldeth Road West (west) approach in the AM peak hour, with a corresponding change in queue length from nine PCU in the future baseline to eight PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

B6167 Gorton Road/Mill Lane/Gainford Road

16.5.566 Table 18-345.21 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 18-345.21: B6167 Gorton Road/Mill Lane/Gainford Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B6167 Gorton Road (north)	725	72%	5	719	71%	5	734	73%	5	714	71%	5
Mill Lane	489	76%	11	512	79%	11	556	86%	12	583	90%	13
B6167 Gorton Road (south)	643	64%	8	643	64%	8	720	71%	9	705	70%	9
Gainford Road*	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B6167 Gorton Road (north)	543	57%	3	541	57%	3	544	57%	3	542	57%	3
Mill Lane	485	92%	12	485	92%	12	506	96%	12	508	96%	12
B6167 Gorton Road (south)	950	100%	15	952	100%	14	988	104%	14	989	104%	14
Gainford Road*	-	-	-	-	-	-	-	-	-	-	-	-

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

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

16.5.568 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 86% in the 2051 future baseline to 90% with the AP2 revised scheme in 2051 on the Mill Lane approach in the AM peak hour, with a corresponding change in queue length from 12 PCU in the future baseline to 13 PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

A662 Droylsden Road/A662 Lumb Lane

16.5.569 Table 18-345.22 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 18-345.22: A662 Droylsden Road/A662 Lumb Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A662 Droylsden Road (west)	1,182	100%	9	1,184	100%	9	1,209	102%	9	1,220	103%	9
Lumb Lane*	-	-	-	-	-	-	-	-	-	-	-	-
A662 Droylsden Road (east)**	-	-	-	-	-	-	-	-	-	-	-	-
A662 Lumb Lane	1,109	48%	7	1,110	48%	7	1,228	53%	8	1,226	53%	8
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A662 Droylsden Road (west)	1,110	83%	8	1,118	83%	8	1,201	90%	8	1,191	89%	8
Lumb Lane*	-	-	-	-	-	-	-	-	-	-	-	-
A662 Droylsden Road (east)**	-	-	-	-	-	-	-	-	-	-	-	-
A662 Lumb Lane	1,258	50%	8	1,281	51%	8	1,357	54%	8	1,393	55%	9

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

*** One-way exit arm from the junction and therefore not reported in the results.*

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

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

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