

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Appendix TR-003-00006 – Report 11 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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Junction performance

MA08

- 16.5.572 The results for the MA08 area are presented from south to north through the MA08 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 TA.
- 16.5.573 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 Cambridge Street/Hulme Street junction (Table 18-408). Where no updates to junction operation are provided, junction operation is as described in Section 18.5 of the main TA.
- 16.5.574 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.

A57(M) Mancunian Way/A5067 Cambridge Street/Cambridge Street

- 16.5.575 Table 18-346 of the main TA summarises the results of changes in performance of the junction as result of the original scheme. Table 18-346 below replaces Table 18-346 in the main TA.

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Table 18-346: A57(M) Mancunian Way/A5067 Cambridge Street/Cambridge 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		
Cambridge Street	391	34%	0	491	43%	0	537	47%	0	641	54%	1
A57(M) Mancunian Way westbound off-slip	1,021	104%	7	978	105%	8	939	105%	8	932	105%	8
A5067 Cambridge Street (south)	628	54%	1	636	56%	1	768	71%	1	721	65%	1
A5103 Mancunian Way	1,172	74%	1	1,182	79%	1	1,256	84%	2	1,221	86%	2
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Cambridge Street	1,009	65%	1	993	61%	0	1,021	70%	1	1,006	66%	1
A57(M) Mancunian Way westbound off-slip	1,059	104%	7	1,087	102%	7	1,041	105%	7	1,071	103%	7
A5067 Cambridge Street (south)	504	34%	0	533	36%	0	564	39%	0	580	39%	0
A5103 Mancunian Way	912	44%	0	844	41%	0	1,007	49%	0	946	47%	0

16.5.576 The conclusions drawn in paragraph 18.5.368 and 18.5.369 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 104% in the 2039 future baseline to 102% with the AP2 revised scheme in 2039 on the A57(M) Mancunian Way westbound off-slip approach, with no change in corresponding queue length. The assessment shows that in the AM and 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 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 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 84% in the 2051 future baseline to 86% with the AP2 revised scheme in 2051 on the A5103 Mancunian Way approach. There will be no change in queue lengths. In the PM peak hour, the maximum VoC will decrease from 105% in the 2051 future baseline to 103% with the AP2 revised scheme in 2051 on the A57(M) Mancunian Way westbound off-slip with no change in corresponding queue length. 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”.

A57(M) Mancunian Way/A5103 Princess Road/A5103 Medlock Street

16.5.577 Table 18-347 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-347 below replaces Table 18-347 in the main TA.

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Table 18-347: A57(M) Mancunian Way/A5103 Princess Road/A5103 Medlock 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		
A5103 Medlock Street	593	72%	7	592	72%	7	700	85%	8	691	84%	8
Circulatory at A5103 Medlock Street	1,387	69%	4	1,438	71%	4	1,445	71%	4	1,437	71%	4
A57(M) Mancunian Way westbound off-slip	1,067	43%	9	1,017	41%	9	1,209	49%	11	1,048	43%	9
Circulatory at A57(M) Mancunian Way westbound off-slip	808	60%	7	847	62%	7	888	66%	8	907	68%	8
A5103 Princess Road (ring road west and city centre)	1,842	100%	15	1,847	99%	15	1,824	102%	14	1,841	102%	15
A5103 Princess Road (ring road east)	410	30%	4	407	30%	4	427	39%	4	429	100%	3
Circulatory at A5103 Princess Road (ring road west and city centre)	585	43%	7	570	42%	7	790	58%	9	682	50%	7
A57(M) Mancunian Way eastbound off-slip	952	74%	8	1,035	80%	9	1,000	77%	9	1,024	79%	9
Circulatory at A57(M) Mancunian Way eastbound off-slip	1,419	101%	16	1,418	101%	16	1,409	101%	15	1,411	101%	15

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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
Cut-through northbound (ring road east)	410	101%	5	407	101%	5	427	106%	5	428	106%	5
Circulatory at Cut-through northbound (A5103 and ring road east)	982	76%	6	1,034	80%	7	1,041	80%	7	1,032	80%	7
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A5103 Medlock Street	717	102%	9	683	97%	9	748	106%	9	716	102%	9
Circulatory at A5103 Medlock Street	1,176	53%	3	1,158	52%	3	1,270	57%	4	1,268	57%	4
A57(M) Mancunian Way westbound off-slip	1,082	41%	11	1,088	41%	11	1,157	44%	12	1,104	42%	11
Circulatory at A57(M) Mancunian Way westbound off-slip	968	67%	11	997	69%	11	967	66%	11	1,026	71%	12
A5103 Princess Road (ring road west and city centre)	1,222	61%	12	1,215	60%	12	1,327	66%	13	1,333	66%	13
A57(M) Mancunian Way	244	18%	2	225	16%	2	283	20%	3	274	20%	3
A5103 Princess Road (ring road east)	481	32%	7	538	35%	8	499	33%	8	524	34%	8
Circulatory at A5103 Princess Road (ring road west and city centre)	999	72%	10	1,043	75%	10	1,082	78%	11	1,126	81%	11

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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
A57(M) Mancunian Way eastbound off-slip	947	66%	12	987	68%	11	1,020	71%	13	1,061	74%	13
Circulatory at A57(M) Mancunian Way eastbound off-slip	244	59%	4	225	54%	3	283	68%	4	274	66%	4
Cut-through northbound (ring road east)	932	67%	5	934	67%	5	987	71%	6	994	72%	6
Circulatory at Cut-through northbound (A5103 and ring road east)	717	102%	9	683	97%	9	748	106%	9	716	102%	9

- 16.5.578 The conclusions drawn for MA08 in paragraph 18.5.371 and 18.5.372 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. In the PM peak hour, the maximum VoC will decrease from 102% in the 2039 future baseline to 97% with the AP2 revised scheme in 2039 on the B5103 Medlock 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 over 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 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 decrease from 106% in the 2051 future baseline to 102% with the AP2 revised scheme in 2051 on the B5103 Medlock Street approach, with no change in corresponding queue length. 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 in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour.”

A57(M) Mancunian Way/A56 Chester Road/A5067 Chorlton Road (Deansgate Interchange)

- 16.5.579 Table 18-348 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-348 replaces Table 18-348 of the main TA.

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Table 18-348: A57(M) Mancunian Way/A56 Chester Road/A5067 Chorlton Road (Deansgate Interchange) 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		
A56 Chester Road (east)	1,016	64%	16	1,012	64%	16	980	62%	15	1,018	64%	16
A57(M) Mancunian Way off-slip	925	47%	0	986	51%	0	972	51%	0	967	51%	0
A5067 Chorlton Road	1,340	83%	12	1,315	81%	12	1,325	102%	12	1,339	102%	12
A56 Chester Road (west)	1,791	77%	23	1,791	77%	23	1,791	78%	23	1,791	78%	23
A57 Egerton Street off-slip	625	54%	1	644	55%	1	669	57%	1	664	57%	1
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A56 Chester Road (east)	1,732	106%	25	1,695	104%	25	1,770	109%	25	1,735	106%	25
A57(M) Mancunian Way off-slip	645	60%	1	678	63%	1	777	73%	1	767	72%	1
A5067 Chorlton Road	761	47%	7	770	48%	7	838	52%	8	841	52%	8
A56 Chester Road (west)	1,670	72%	21	1,650	72%	21	1,727	75%	22	1,708	74%	22
A57 Egerton Street off-slip	879	61%	1	861	58%	1	862	61%	1	858	60%	1

16.5.580 The conclusions drawn in paragraphs 18.5.347 and 18.5.375 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 the operation of the AP2 revised scheme will decrease the maximum VoC from 106% in the 2039 future baseline to 104% with the AP2 revised scheme in 2039 on the A56 Chester Road (east) 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 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 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 the operation of the AP2 revised scheme will decrease the maximum VoC from 109% in the 2051 future baseline to 106% with the AP2 revised scheme in 2051 on the A56 Chester Road (east) approach, with no change in corresponding queue length. 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”.

A57(M) Mancunian Way/A6 London Road/A6 Downing Street

16.5.581 Table 18-349 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-349 below replaces Table 18-349 in the main TA.

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Table 18-349: A57(M) Mancunian Way/A6 London Road/A6 Downing 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		
A6 London Road (north)	781	36%	8	743	34%	7	785	36%	8	791	36%	8
A635 Mancunian Way westbound off-slip	92	8%	0	1	0%	0	103	10%	0	20	2%	0
A6 Downing Street	1,077	33%	7	1,364	41%	9	1,320	40%	8	1,363	41%	9
A57 (M) Mancunian Way eastbound off-slip	643	53%	9	501	41%	9	497	41%	9	507	42%	9
A6 London Road southbound central link	1,261	51%	12	1,244	50%	12	1,282	52%	12	1,295	52%	12
A6 London Road northbound central link	560	44%	1	636	50%	2	604	48%	2	602	48%	2
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A6 London Road (north)	937	51%	11	959	52%	11	992	54%	11	1,004	54%	11
A635 Mancunian Way westbound off-slip	95	9%	1	67	6%	0	115	11%	1	79	8%	1
A6 Downing Street	806	34%	6	941	39%	5	872	36%	6	1,049	44%	5
A57 (M) Mancunian Way eastbound off-slip	751	42%	13	774	43%	13	757	42%	13	753	42%	13
A6 London Road southbound central link	1,688	71%	18	1,733	73%	18	1,749	73%	18	1,757	74%	18
A6 London Road northbound central link	354	56%	2	360	57%	2	427	68%	3	412	65%	3

16.5.582 The conclusions drawn in paragraphs 18.5.377 and 18.5.378 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 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.”

M602 junction 3/A57 Regent Road/A57 Eccles New Road/A5063 Albion Way/A5063 Trafford Road

16.5.583 Table 18-350 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-350 below replaces Table 18-350 in the main TA.

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Table 18-350: M602 junction 3/A57 Regent Road/A57 Eccles New Road/A5063 Albion Way/A5063 Trafford 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		
A5063 Albion Way	1,181	61%	15	1,196	62%	16	1,215	63%	16	1,218	63%	16
A57 Regent Road	2,459	81%	34	2,465	81%	34	2,514	83%	35	2,510	83%	34
A5063 Trafford Road	909	55%	13	916	55%	13	808	49%	11	829	50%	12
A57 Eccles New Road	831	37%	11	871	39%	11	749	33%	10	794	35%	10
M602	3,107	99%	47	3,115	99%	47	3,196	102%	46	3,207	102%	46
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A5063 Albion Way	1,248	52%	14	1,248	52%	14	1,248	52%	14	1,248	52%	14
A57 Regent Road	2,370	103%	35	2,373	103%	35	2,419	105%	35	2,422	105%	35
A5063 Trafford Road	1,449	57%	15	1,453	57%	15	1,548	61%	16	1,555	61%	16
A57 Eccles New Road	2,064	57%	16	2,077	57%	16	2,140	59%	17	2,155	59%	17
M602	2,475	79%	37	2,481	79%	37	2,734	87%	40	2,712	86%	40

16.5.584 The conclusions drawn in paragraphs 18.5.380 and 18.5.381 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, 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 and 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.”

A6 Stockport Road/A6 Ardwick Green South/A57 Hyde Road

16.5.585 Table 18-351 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-351 below replaces Table 18-351 in the main TA.

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Table 18-351: A6 Stockport Road/A6 Ardwick Green South/A57 Hyde 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		
Higher Ardwick	531	37%	0	482	33%	0	629	46%	0	496	36%	0
A57 Hyde Road	977	67%	1	1,193	79%	1	1,070	78%	1	1,299	89%	2
A6 Stockport Road	732	70%	1	717	75%	1	854	92%	4	792	92%	4
Brunswick Street	447	38%	0	395	40%	0	637	61%	1	493	51%	1
A6 Ardwick Green South	735	46%	0	737	44%	0	771	52%	0	813	51%	0
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Higher Ardwick	529	56%	1	529	59%	1	596	69%	1	595	72%	1
A57 Hyde Road	596	44%	0	625	45%	0	730	56%	0	718	54%	0
A6 Stockport Road	545	38%	0	599	43%	0	583	45%	0	711	54%	0
Brunswick Street	983	75%	1	831	67%	1	999	80%	1	930	82%	2
A6 Ardwick Green South	1,162	89%	2	1,282	91%	2	1,186	93%	3	1,278	97%	5

16.5.586 The conclusions drawn in paragraphs 18.5.383 and 18.5.384 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 89% in the 2039 future baseline to 91% with the AP2 revised scheme in 2039 on the A6 Ardwick Green South approach, with no change in corresponding queue length. 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 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 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 78% in the 2051 future baseline to 89% with the AP2 revised scheme in 2051 on the A57 Hyde Road approach. Queue length will increase from one PCU in the future baseline to two PCU with the AP2 revised scheme. In the PM peak hour, the maximum VoC will increase from 93% in the 2051 future baseline to 97% with the AP2 revised scheme in 2051 on the A6 Ardwick Green South approach, with a corresponding change in queue length from three PCU in the future baseline to five 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.”

A34 Princess Street/A34 Brook Street/Sackville Street

16.5.587 Table 18-352 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-352 below replaces Table 18-352 in the main TA.

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Table 18-352: A34 Princess Street/A34 Brook Street/Sackville 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		
A34 Princess Street	378	20%	4	390	21%	4	442	23%	5	505	27%	6
Sackville Street	532	43%	8	542	44%	8	548	44%	8	558	45%	8
A34 Brook Street	820	52%	9	650	41%	7	903	59%	10	766	51%	9
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A34 Princess Street	1,217	62%	14	1,030	53%	11	1,252	64%	14	1,177	60%	13
Sackville Street	212	18%	3	294	25%	4	225	19%	3	287	24%	4
A34 Brook Street	630	52%	7	602	47%	7	696	58%	8	672	55%	7

16.5.588 The conclusions drawn in paragraphs 18.5.386 to 18.5.387 of the main 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.”

A5103 Albion Street/A5103 Medlock Street/City Road East

16.5.589 Table 18-353 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-353 below replaces Table 18-353 in the main TA.

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Table 18-353: A5103 Albion Street/A5103 Medlock Street/City 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		
A5103 Albion Street	465	21%	0	408	18%	0	462	20%	1	444	19%	0
A5103 Medlock Street	1,184	31%	0	1,157	30%	0	1,009	101%	0	1,023	100%	0
City Road East	251	58%	4	270	57%	5	249	106%	6	259	110%	6
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A5103 Albion Street	736	32%	0	701	31%	0	841	37%	0	758	34%	0
A5103 Medlock Street	962	25%	0	1,034	27%	0	1,064	28%	0	1,131	30%	0
City Road East	377	72%	3	369	75%	3	429	92%	6	423	93%	6

16.5.590 The conclusions drawn in paragraph 18.5.389 and 18.5.390 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 and PM peak hour. 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.

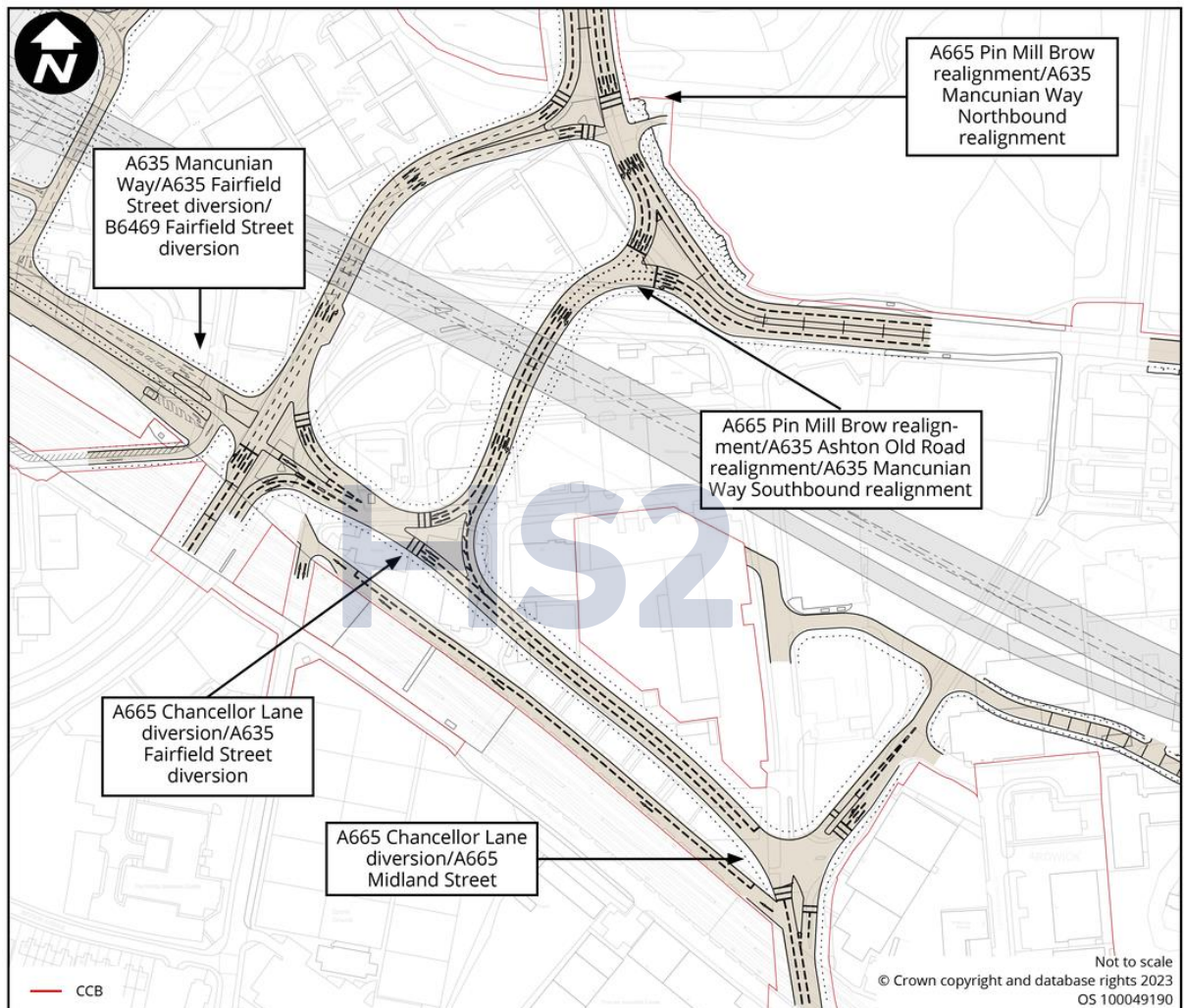
The change in traffic due to operation of the AP2 revised scheme in 2051 will increase the maximum VoC from 106% in the 2051 future baseline to 110% with the AP2 revised scheme in 2051 on the City Road East approach in the AM peak hour, with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to the operation in 2051 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 over capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the assessment shows that 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 which is, in any case, predicted to operate over its capacity in the future baseline’.”

A635/A665 Pin Mill Brow gyratory

Permanent layout

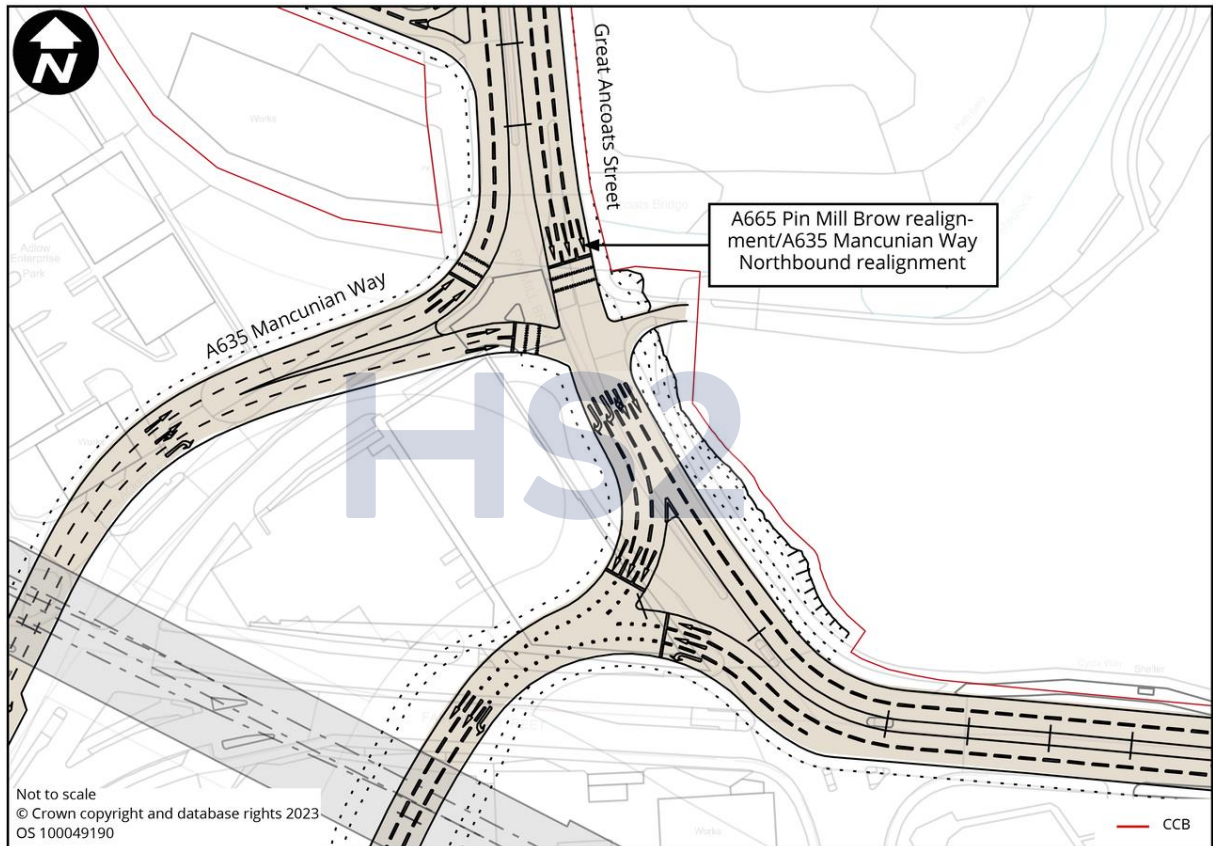
16.5.591 Paragraph 18.5.391 of the main TA describes the modifications to the A635/A665 Pin Mill Brow network. Figure 18-99 of the main TA shows the permanent layout introduced as part of the original scheme. This is replaced by Figure 18-99, which shows the permanent layout introduced as part of the AP2 revised scheme.

Figure 18-99: Junction layout diagram (A635/A665 Pin Mill Brow gyratory permanent layout)



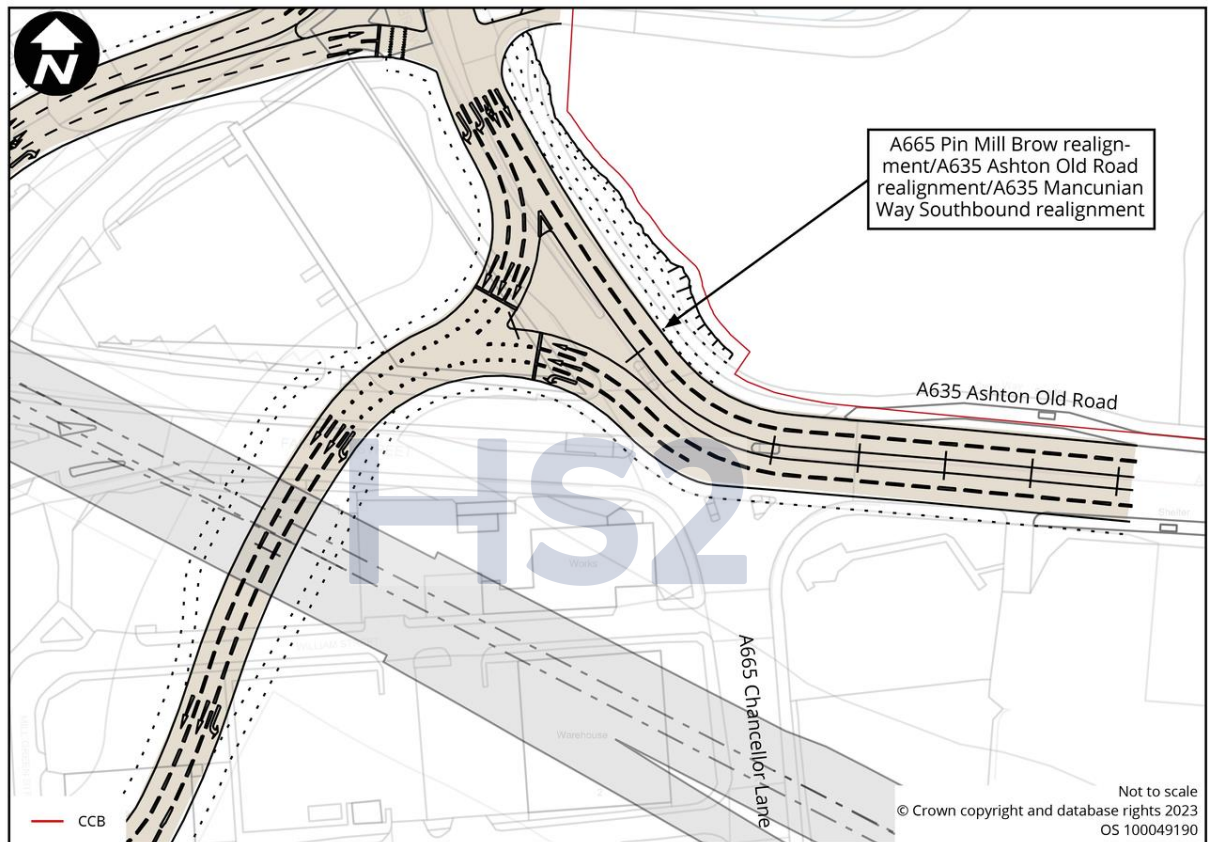
16.5.592 Paragraph 18.5.393 of the main TA describes the A665 Pin Mill Brow realignment/A635 Mancunian Way northbound realignment. The A635 Mancunian Way northbound realignment has moved west slightly as part of the AP2 revised scheme, with a segregated footway and cycleway accommodated on the western side of the northbound gyratory. Figure 18-100 of the main TA shows the permanent layout introduced as part of the original scheme. This is replaced by Figure 18-100, which shows the permanent layout introduced as part of the AP2 revised scheme.

Figure 18-100: Junction layout diagram (A635/A665 Pin Mill Brow realignment/A635 Mancunian Way northbound realignment, permanent layout)



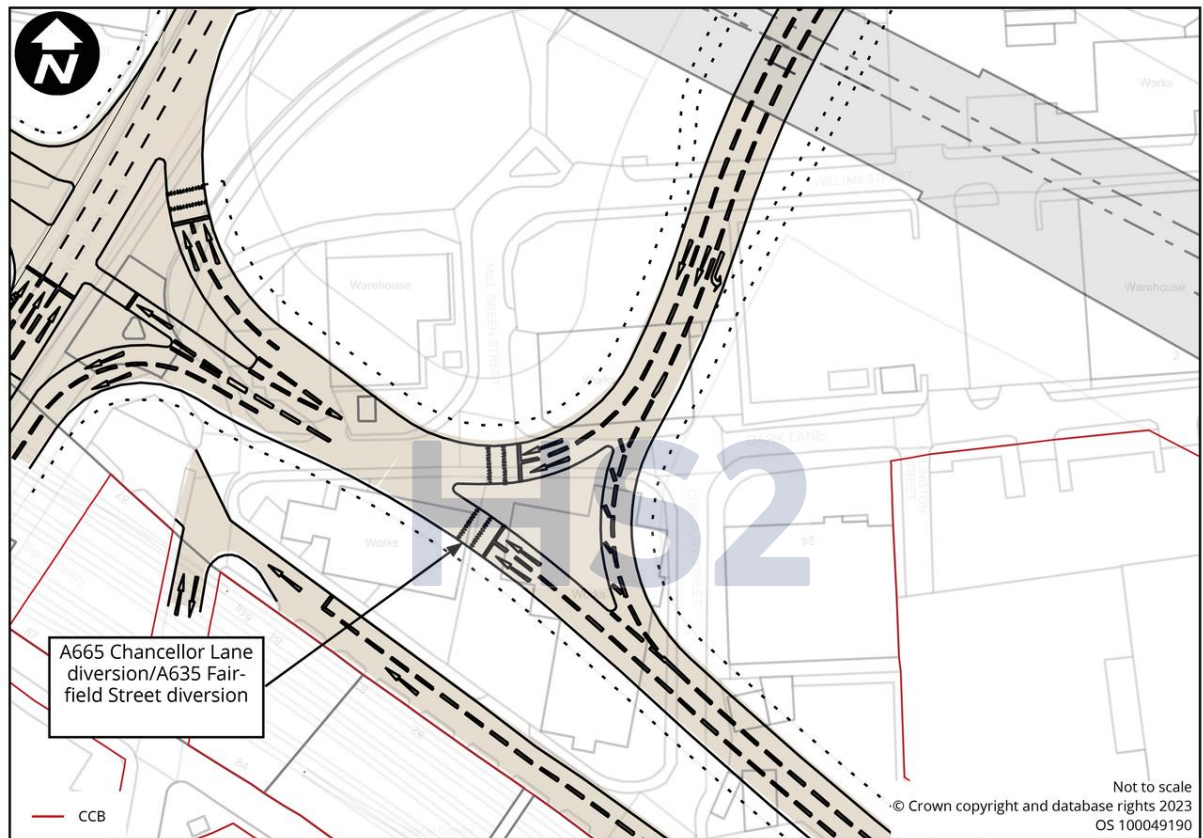
16.5.593 Paragraph 18.5.394 of the main TA describes the A665 Pin Mill Brow realignment/A635 Ashton Old Road realignment/A635 Mancunian Way southbound realignment. Figure 18-101 of the main TA shows the permanent layout introduced as part of the original scheme. This is replaced by Figure 18-101, which shows the permanent layout introduced as part of the AP2 revised scheme.

Figure 18-101: Junction layout diagram (A665 Pin Mill Brow realignment/A635 Ashton Old Road realignment/A635 Mancunian Way southbound realignment, permanent layout)



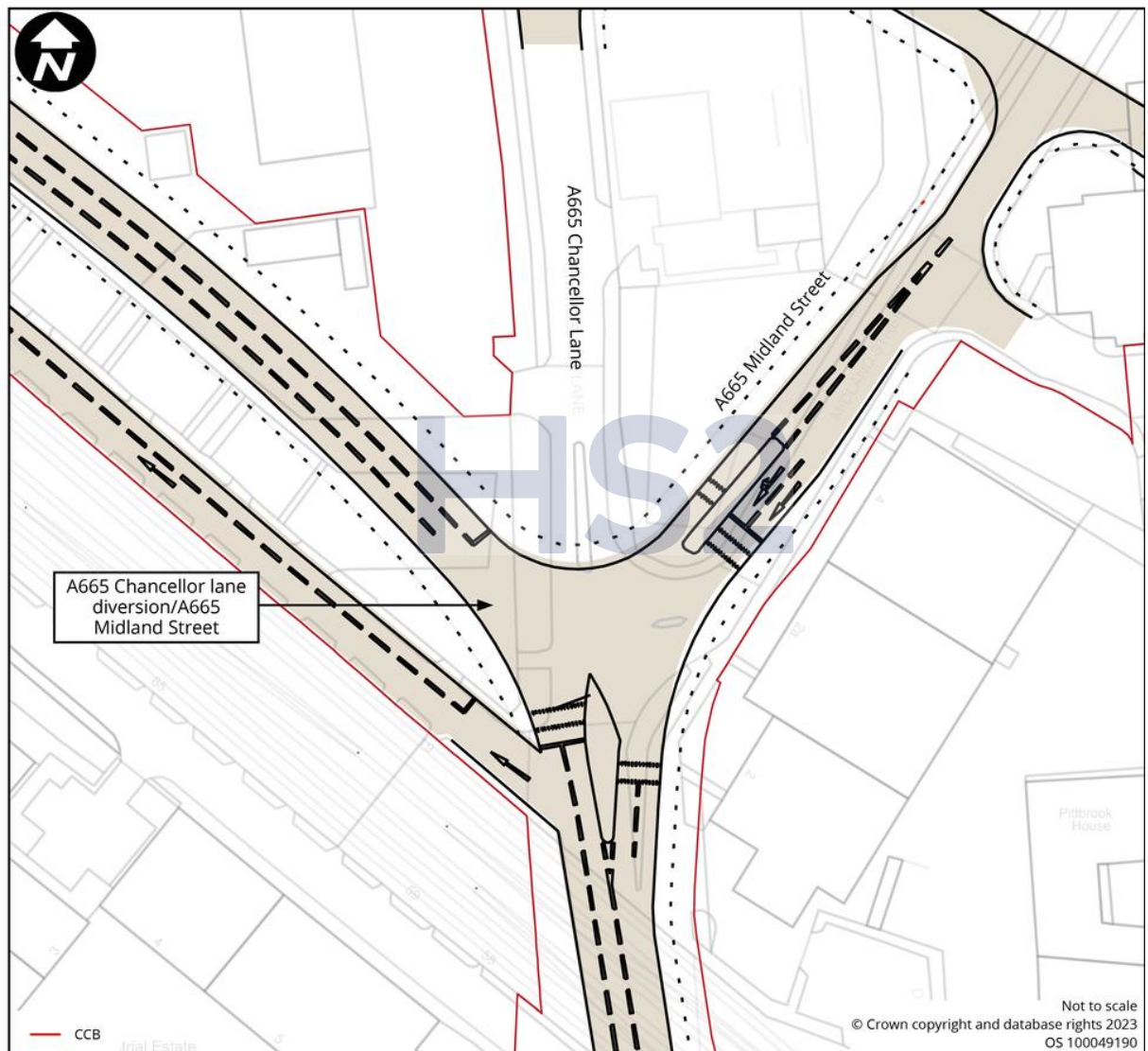
16.5.594 Paragraph 18.5.395 of the main TA describes the A665 Chancellor Lane diversion/A635 Fairfield Street diversion junction. Figure 18-102 of the main TA shows the permanent layout introduced as part of the original scheme. This is replaced by Figure 18-102, which shows the permanent layout introduced as part of the AP2 revised scheme.

Figure 18-102: Junction layout diagram (A665 Chancellor Lane diversion/A635 Fairfield Street diversion, permanent layout)



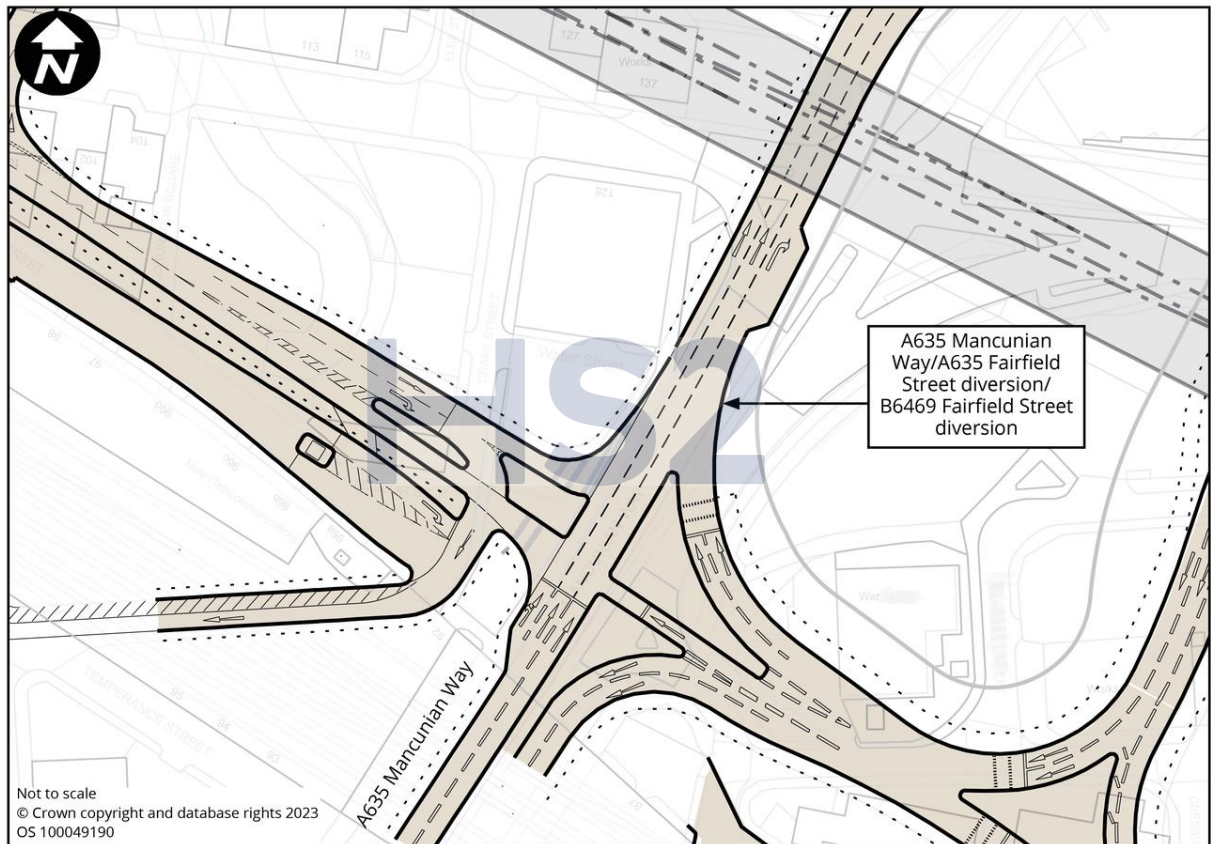
16.5.595 Paragraph 18.5.396 of the main TA describes the A665 Chancellor Lane/A665 Midland Street junction. Figure 18-103 of the main TA shows the permanent layout introduced as part of the original scheme. This is replaced by Figure 18-103, which shows the permanent layout introduced as part of the AP2 revised scheme.

Figure 18-103: Junction layout diagram (A665 Chancellor Lane/A665 Midland Street, permanent layout)



16.5.596 Paragraph 18.5.397 of the main TA describes the A635 Mancunian Way/A635 Fairfield Street diversion/B6469 Fairfield Street diversion junction. Figure 18-104 of the main TA shows the permanent layout introduced as part of the original scheme. This is replaced by Figure 18-104, which shows the permanent layout introduced as part of the AP2 revised scheme.

Figure 18-104: Junction layout diagram (A635 Mancunian Way/A635 Fairfield Street diversion/B6469 Fairfield Street diversion, permanent layout)



16.5.597 Table 18-354 and Table 18-355 of the main TA summarise the performance of the main approaches, while the results for each lane of the individual junctions are included in Table 18-356 to Table 18-360 of the main TA. The operation of the junctions has been assessed for the 2039 and 2051 AM and PM peak hours with the AP2 revised scheme using Linsig software. A summary of performance for the main approaches is shown in Table 18-354 and Table 18-355, replacing Table 18-354 and Table 18-355 of the main TA. The results for each lane of the individual junctions are included in Table 18-356 to Table 18-360, replacing Table 18-356 to Table 18-360 of the main TA.

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Table 18-354: A635/A665 Pin Mill Brow gyratory key approaches 2039 and 2051 future baseline and with the AP2 revised scheme junction capacity assessment (AM peak)

Junction/approach		Total Flow, PCU/hr	Max DoS	Total Q, PCU	Total Flow, PCU/hr	Max DoS	Total Q, PCU	Total Flow, PCU/hr	Max DoS	Total Q, PCU	Total Flow, PCU/hr	Max DoS	Total Q, PCU
08:00–09:00		2039 future baseline (existing layout)			2039 with the AP2 revised scheme (permanent layout)			2051 future baseline (existing layout)			2051 with the AP2 revised scheme (permanent layout)		
A665 Pin Mill Brow/A665 Mancunian Way	A665 Pin Mill Brow (north)	2,578	74%	0	2,554	72%	35	2,643	76%	0	2,609	56%	23
	A665 Pin Mill Brow (south)	1,418	86%	0	-	-	-	1,483	88%	0	-	-	-
	A635 Mancunian Way	1,272	85%	0	3,476	70%	27	1,316	87%	0	3,551	75%	25
A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street	A665 Pin Mill Brow	1,604	89%	0	2,466	89%	11	1,665	85%	0	2,520	60%	5
	A635 Ashton Old Road	1,500	83%	21	1,300	90%	38	2,123	131%	59	2,023	90%	28
	A665 Chancellor Lane	1,194	109%	0	-	-	-	1,291	127%	0	-	-	-
	A635 Fairfield Street	864	72%	0	-	-	-	935	84%	0	-	-	-
A635 Fairfield Street diversion/A665 Chancellor Lane diversion	A635 Fairfield Street diversion	-	-	-	3,766	69%	15	-	-	-	3,896	62%	13
	A665 Chancellor Lane diversion	-	-	-	963	87%	32	-	-	-	985	88%	33
A665 Chancellor Lane/A665 Midland Street	A665 Chancellor Lane	1,634	0%	0	1,581	80%	15	1,713	0%	0	1,623	59%	8
	A665 Midland Street	7	2%	0	7	4%	0	6	1%	0	8	5%	0
	A665 Chancellor Lane	1,150	57%	0	967	33%	9	0	62%	478	998	33%	9
	A635 Mancunian Way (north)	974	75%	0	-	-	-	978	87%	0	-	-	-

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Junction/approach		Total Flow, PCU/hr	Max DoS	Total Q, PCU	Total Flow, PCU/hr	Max DoS	Total Q, PCU	Total Flow, PCU/hr	Max DoS	Total Q, PCU	Total Flow, PCU/hr	Max DoS	Total Q, PCU
A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street	A635 Fairfield Street	1,063	55%	6	3,148	82%	30	1,356	67%	6	3,258	87%	31
	A635 Mancunian Way (south)	1,972	124%	0	2,099	132%	245	2,052	90%	0	2,121	120%	187
	B6469 Fairfield Street	231	66%	0	305	20%	2	256	88%	0	318	21%	2

Table 18-355: A635/A665 Pin Mill Brow gyratory key approaches 2039 and 2051 future baseline and with the AP2 revised scheme junction capacity assessment (PM peak)

Junction/approach		Total Flow, PCU/hr	Max DoS	Total Q, PCU	Total Flow, PCU/hr	Max DoS	Total Q, PCU	Total Flow, PCU/hr	Max DoS	Total Q, PCU	Total Flow, PCU/hr	Max DoS	Total Q, PCU
17:00–18:00		2039 future baseline (existing layout)			2039 with the AP2 revised scheme (permanent layout)			2051 future baseline (existing layout)			2051 with the AP2 revised scheme (permanent layout)		
A665 Pin Mill Brow/A665 Mancunian Way	A665 Pin Mill Brow (north)	2,326	87%	38	2,544	89%	64	2,519	80%	36	2,599	77%	47
	A665 Pin Mill Brow (south)	1,825	114%	128	-	-	-	1,794	112%	106	-	-	-
	A635 Mancunian Way	1,180	77%	5	3,153	85%	21	1,221	71%	3	3,265	74%	26
A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street	A665 Pin Mill Brow	1,311	50%	11	2,300	75%	6	1,423	59%	14	2,373	87%	22
	A635 Ashton Old Road	968	84%	19	825	89%	24	1,407	69%	19	936	89%	27
	A665 Chancellor Lane	1,679	92%	40	-	-	-	1,716	106%	81	-	-	-
	A635 Fairfield Street	345	79%	8	-	-	-	329	81%	8	-	-	-

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Junction/approach		Total Flow, PCU/hr	Max DoS	Total Q, PCU	Total Flow, PCU/hr	Max DoS	Total Q, PCU	Total Flow, PCU/hr	Max DoS	Total Q, PCU	Total Flow, PCU/hr	Max DoS	Total Q, PCU
A635 Fairfield Street diversion/A665 Chancellor Lane diversion	A635 Fairfield Street diversion	-	-	-	3,125	89%	42	-	-	-	3,309	90%	54
	A665 Chancellor Lane diversion	-	-	-	1,393	95%	37	-	-	-	1,487	109%	89
A665 Chancellor Lane/A665 Midland Street	A665 Chancellor Lane	908	0%	0	924	104%	54	1,017	0%	0	1,015	95%	38
	A665 Midland Street	7	1%	0	23	4%	0	8	2%	0	24	15%	1
	A665 Chancellor Lane	1,513	74%	1	1,377	65%	29	0	0%	0	1,470	50%	16
A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street	A635 Mancunian Way (north)	1,015	89%	34	-	-	-	1,096	94%	36	-	-	-
	A635 Fairfield Street	765	33%	1	3,594	87%	44	1,045	32%	3	3,781	66%	26
	A635 Mancunian Way (south)	1,521	122%	123	1,422	104%	71	1,545	123%	126	1,435	144%	229
	B6469 Fairfield Street	322	93%	13	330	21%	2	340	95%	15	340	22%	2

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- 16.5.598 The conclusions drawn in paragraphs 18.5.399 to 18.5.408 of the main TA are replaced by:
- “For the A665 Pin Mill Brow/A635 Mancunian Way junction in 2039, the change in traffic due to operation of the AP2 revised scheme will decrease the DoS from 85% in the 2039 future baseline to 70% with the AP2 revised scheme in 2039 on the A635 Mancunian Way approach in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to 27 PCU. In the PM peak hour, the DoS will increase from 87% in the 2039 future baseline to 89% with the AP2 revised scheme in 2039 on the A665 Pin Mill Brow (north) approach, with a corresponding change in queue length from 38 PCU in the future baseline to 64 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 over capacity in the future baseline and close to 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, which is, in any case, predicted to operate over its capacity in the future baseline.
- For the A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street junction in 2039, the change in traffic due to operation of the AP2 revised scheme will increase the DoS from 83% in the 2039 future baseline to 90% with the AP2 revised scheme in 2039 on the A635 Ashton Old Road approach in the AM peak hour, with a corresponding change in queue length from 21 PCU in the future baseline to 38 PCU. In the PM peak hour, the DoS will increase from 84% in the 2039 future baseline to 89% with the AP2 revised scheme in 2039 on the A635 Ashton Old Road approach, with a corresponding change in queue length from 19 PCU in the future baseline to 24 PCU. 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 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.
- For the new A635 Fairfield Street diversion/A665 Chancellor Lane diversion junction in 2039, the assessment shows that in the AM and PM peak hours the junction operates close to capacity with the AP2 revised scheme.
- For the A665 Chancellor Lane/A665 Midland Street junction in 2039, 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 AM peak hour. In the PM peak hour, the DoS will increase from 0% in the 2039 future baseline to 104% with the AP2 revised scheme in 2039 on the A665 Chancellor Lane (north) approach, with a corresponding change in queue length from no queue in the future baseline to 54 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 well within 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

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junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour.

For the A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street junction in 2039, the change in traffic due to operation of the AP2 revised scheme will increase the maximum DoS from 124% in the 2039 future baseline to 132% with the AP2 revised scheme in 2039 on the A635 Mancunian Way (south) approach in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to 245 PCU. In the PM peak hour, the DoS will decrease from 93% in the 2039 future baseline to 21% with the AP2 revised scheme in 2039 on the B6469 Fairfield Street approach, with a corresponding change in queue length from 13 PCU in the future baseline to two PCU. The assessment shows that in the AM and 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.

For the A665 Pin Mill Brow/A635 Mancunian Way junction in 2051, the change in traffic due to operation of the AP2 revised scheme will decrease the DoS from 87% in the 2051 future baseline to 75% with the AP2 revised scheme in 2051 on the A635 Mancunian Way approach in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to 25 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 DoS 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 over 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 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.

For the A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street junction in 2051, the change in traffic due to operation of the AP2 revised scheme will decrease the maximum DoS from 131% in the 2051 future baseline to 90% with the AP2 revised scheme in 2051 on the A635 Ashton Old Road approach in the AM peak hour, with a corresponding change in queue length from 59 PCU in the future baseline to 28 PCU. In the PM peak hour, the DoS will increase from 59% in the 2051 future baseline to 87% with the AP2 revised scheme in 2051 on the A665 Pin Mill Brow approach, with a corresponding change in queue length from 14 PCU in the future baseline to 22 PCU. The assessment shows that in the AM and PM peak hours the junction operates over capacity in the future baseline and close to 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, which is, in any case, predicted to operate over its capacity in the future baseline.

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For the new A635 Fairfield Street diversion/A665 Chancellor Lane diversion junction in 2051, the assessment shows that in the AM peak hour the junction operates close to capacity with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity with the AP2 revised scheme.

For the A665 Chancellor Lane/A665 Midland Street junction in 2051, 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 peak hour. In the PM peak hour, the DoS will increase from 0% in the 2051 future baseline to 95% with the AP2 revised scheme in 2051 on the A665 Chancellor Lane (north) approach, with a corresponding change in queue length from no queue in the future baseline to 38 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.

For the A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street junction in 2051, the change in traffic due to operation of the AP2 revised scheme will decrease the DoS from 88% in the 2051 future baseline to 21% with the AP2 revised scheme in 2051 on the A635 B6469 Fairfield Street approach in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to two PCU. In the PM peak hour, the DoS will decrease from 95% in the 2051 future baseline to 22% with the AP2 revised scheme in 2051 on the B6469 Fairfield Street approach, with a corresponding change in queue length from 15 PCU in the future baseline to two PCU. 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 a beneficial impact on the operation of the junction, which is, in any case, predicted to operate over its capacity in the future baseline."

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Table 18-356: A665 Pin Mill Brow realignment/A635 Mancunian Way northbound realignment junction 2039 and 2051 with the AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00	2039 with the AP2 revised scheme (permanent layout)			2051 with the AP2 revised scheme (permanent layout)		
A665 Pin Mill Brow realignment (nearside) (ahead)	66	4%	1	61	3%	0
A665 Pin Mill Brow realignment (centre) (ahead)	1,402	72%	20	1,419	56%	12
A665 Pin Mill Brow realignment (offside) (ahead)	1,086	57%	14	1,129	47%	10
A635 Mancunian Way northbound realignment (nearside) (left)	1,262	70%	7	1,285	75%	7
A635 Mancunian Way northbound realignment (centre 1) (left)	1,282	67%	7	1,301	71%	7
A635 Mancunian Way northbound realignment (centre 2) (right)	440	62%	6	462	50%	5
A635 Mancunian Way northbound realignment (offside) (right)	492	69%	7	503	55%	6
17:00-18:00	2039 with the AP2 revised scheme (permanent layout)			2051 with the AP2 revised scheme (permanent layout)		
A665 Pin Mill Brow realignment (nearside) (ahead)	162	15%	3	152	12%	2
A665 Pin Mill Brow realignment (centre) (ahead)	1,029	89%	32	1,092	77%	25
A665 Pin Mill Brow realignment (offside) (ahead)	1,353	87%	30	1,355	71%	21
A635 Mancunian Way northbound realignment (nearside) (left)	1,347	85%	8	1,389	74%	6
A635 Mancunian Way northbound realignment (centre 1) (left)	1,349	79%	7	1,388	72%	6
A635 Mancunian Way northbound realignment (centre 2) (right)	187	26%	2	202	42%	6
A635 Mancunian Way northbound realignment (offside) (right)	270	38%	4	286	60%	8

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Table 18-357: A665 Pin Mill Brow realignment/A635 Ashton Old Road realignment/A635 Mancunian Way southbound realignment junction 2039 and 2051 with the AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	2039 with the AP2 revised scheme (permanent layout)			2051 with the AP2 revised scheme (permanent layout)		
A665 Pin Mill Brow realignment (nearside) (ahead)	1,380	89%	7	1,391	60%	3
A665 Pin Mill Brow realignment (offside) (ahead)	734	44%	3	775	32%	1
A665 Pin Mill Brow realignment (centre) (ahead)	352	21%	1	354	15%	1
A635 Ashton Old Road realignment (nearside and centre) (ahead)	841	90%	26	894	90%	26
A635 Ashton Old Road realignment (offside) (ahead)	459	50%	12	482	50%	11
17:00–18:00	2039 with the AP2 revised scheme (permanent layout)			2051 with the AP2 revised scheme (permanent layout)		
A665 Pin Mill Brow realignment (nearside) (ahead)	868	75%	2	939	87%	6
A665 Pin Mill Brow realignment (offside) (ahead)	848	53%	3	850	57%	11
A665 Pin Mill Brow realignment (centre) (ahead)	584	35%	2	584	38%	4
A635 Ashton Old Road realignment (nearside and centre) (ahead)	599	89%	19	682	89%	21
A635 Ashton Old Road realignment (offside) (ahead)	226	33%	5	254	33%	6

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Table 18-358: A665 Chancellor Lane diversion/A635 Fairfield Street diversion junction 2039 and 2051 with the AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	2039 with the AP2 revised scheme (permanent layout)			2051 with the AP2 revised scheme (permanent layout)		
A635 Fairfield Street diversion (nearside) (left)	1,581	-	-	1,623	-	-
A635 Fairfield Street diversion (centre) (ahead)	992	66%	6	1,016	62%	5
A635 Fairfield Street diversion (offside) (ahead)	1,193	69%	9	1,257	60%	9
A665 Chancellor Lane diversion (nearside) (ahead)	499	87%	18	500	88%	18
A665 Chancellor Lane diversion (offside) (ahead)	464	76%	15	485	79%	16
17:00–18:00	2039 with the AP2 revised scheme (permanent layout)			2051 with the AP2 revised scheme (permanent layout)		
A635 Fairfield Street diversion (nearside) (left)	924	-	-	1,015	-	-
A635 Fairfield Street diversion (centre) (ahead)	1,127	89%	19	1,190	90%	31
A635 Fairfield Street diversion (offside) (ahead)	1,074	79%	23	1,104	78%	23
A665 Chancellor Lane diversion (nearside) (ahead)	736	95%	23	786	109%	65
A665 Chancellor Lane diversion (offside) (ahead)	657	79%	14	701	91%	25

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Table 18-359: A665 Chancellor Lane diversion/A665 Midland Street junction 2039 and 2051 with the AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	2039 with the AP2 revised scheme (permanent layout)			2051 with the AP2 revised scheme (permanent layout)		
A665 Chancellor Lane diversion (left and ahead)	1,581	80%	15	1,623	59%	8
A665 Midland Street (left and right)	7	4%	0	8	5%	0
A665 Chancellor Lane (south) (nearside) (ahead)	496	33%	5	497	33%	5
A665 Chancellor Lane (south) (offside) (ahead and right)	471	31%	4	501	32%	5
17:00–18:00	2039 with the AP2 revised scheme (permanent layout)			2051 with the AP2 revised scheme (permanent layout)		
A665 Chancellor Lane diversion (left and ahead)	924	104%	54	1,015	95%	38
A665 Midland Street (left and right)	23	4%	0	24	15%	1
A665 Chancellor Lane (south) (nearside) (ahead)	723	65%	16	772	50%	9
A665 Chancellor Lane (south) (offside) (ahead and right)	654	58%	13	698	45%	7

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Table 18-360: A635 Mancunian Way/A635 Fairfield Street diversion/B6469 Fairfield Street diversion junction 2039 and 2051 with the AP2 revised scheme junction capacity assessment results (Scenario 3 and 4)

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	2039 with the AP2 revised scheme (permanent layout)			2051 with the AP2 revised scheme (permanent layout)		
A635 Fairfield Street diversion (nearside) (left)	994	-	-	1,018	-	-
A635 Fairfield Street diversion (centre 1) (left)	358	-	-	362	-	-
A635 Fairfield Street diversion (centre 2) (ahead)	707	82%	19	749	87%	18
A635 Fairfield Street diversion (centre 3) (right)	533	63%	6	551	75%	7
A635 Fairfield Street diversion (offside) (right)	556	66%	5	578	79%	6
A635 Mancunian Way (nearside and centre) (left and ahead)	1,403	132%	229	1,396	120%	171
A635 Mancunian Way (offside) (ahead)	696	65%	17	725	61%	16
B6469 Fairfield Street diversion (left)	305	20%	2	318	21%	2
17:00–18:00	2039 with the AP2 revised scheme (permanent layout)			2051 with the AP2 revised scheme (permanent layout)		
A635 Fairfield Street diversion (nearside) (left)	1,147	-	-	1,211	-	-
A635 Fairfield Street diversion (centre 1) (left)	620	-	-	622	-	-
A635 Fairfield Street diversion (centre 2) (ahead)	426	59%	12	458	42%	11
A635 Fairfield Street diversion (centre 3) (right)	696	85%	16	741	60%	2
A635 Fairfield Street diversion (offside) (right)	705	87%	17	749	66%	12
A635 Mancunian Way (nearside and centre) (left and ahead)	1,141	104%	66	1,142	144%	222
A635 Mancunian Way (offside) (ahead)	281	25%	5	293	37%	7
B6469 Fairfield Street diversion (left)	330	21%	2	340	22%	2

**A34 Oxford Street/B6469 Whitworth Street West/B6469
Whitworth Street**

- 16.5.599 Table 18-361 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-361 below replaces Table 18-361 in the main TA.

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Table 18-361: A34 Oxford Street/B6469 Whitworth Street West/B6469 Whitworth Street 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 AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A34 Oxford Road (north)	80	13%	1	79	13%	1	94	15%	1	82	13%	1
B6469 Whitworth Street	576	65%	10	582	66%	10	618	70%	10	635	73%	11
A34 Oxford Street (south)	538	90%	3	470	78%	3	579	98%	4	521	88%	3
B6469 Whitworth Street West	325	37%	4	316	36%	4	297	34%	3	307	35%	3
17:00-18:00	2039 future baseline			2039 with AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A34 Oxford Road (north)	394	62%	6	390	60%	6	388	62%	6	414	64%	6
B6469 Whitworth Street	648	79%	11	620	75%	11	663	80%	11	643	78%	11
A34 Oxford Street (south)	427	69%	4	336	53%	3	548	90%	6	384	62%	4
B6469 Whitworth Street West	391	47%	6	331	40%	5	427	52%	7	385	47%	6

16.5.600 The conclusions drawn in paragraph 18.5.410 and 18.5.411 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 90% in the 2039 future baseline to 78% with the AP2 revised scheme in 2039 on the A34 Oxford 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 will not result in substantial changes in VoC and queue length 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 peak hour.

The change in traffic due to operation of the AP2 revised scheme in 2051 will decrease the maximum Voc from 98% in the 2051 future baseline to 88% with the AP2 revised scheme in 2051 on the A34 Oxford Street (south) approach, with a corresponding change in queue length from four PCU in the future baseline to three PCU. In the PM peak hour, the maximum VoC will decrease from 90% in the 2051 future baseline to 62% with the AP2 revised scheme in 2051 on the A34 Oxford Street (south) approach, with a corresponding change in queue length from six PCU in the future baseline to four 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 close 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.”

A57 Regent Road/A57 Dawson Street/A6042 Trinity Way/Water Street

16.5.601 Table 18-362 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-362 below replaces Table 18-362 in the main TA.

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Table 18-362: A57 Regent Road/A57 Dawson Street/A6042 Trinity Way/Water 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		
A642 Trinity Way	988	57%	22	1,030	59%	23	993	57%	22	1,042	60%	23
A57 Dawson Street	3,491	74%	54	3,449	73%	54	3,520	75%	54	3,508	75%	54
Water Street*	-	-	-	-	-	-	-	-	-	-	-	-
A57 Regent Road	2,089	90%	42	2,125	92%	43	2,123	92%	42	2,138	92%	43
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A642 Trinity Way	1,522	100%	35	1,543	102%	35	1,551	102%	35	1,551	102%	35
A57 Dawson Street	3,014	69%	48	3,055	70%	49	3,161	72%	50	3,191	73%	51
Water Street*	-	-	-	-	-	-	-	-	-	-	-	-
A57 Regent Road	1,994	76%	37	1,995	76%	37	1,980	76%	36	1,999	76%	37

*The Water Street approach is a minor arm that is not included within the SATURN model.

16.5.602 The conclusions drawn in paragraph 18.5.413 and 18.5.414 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 90% in the 2039 future baseline to 92% with the AP2 revised scheme in 2039 on the A57 Regent Road approach, with a corresponding change in queue length from 42 PCU in the future baseline to 43 PCU. In the PM peak hour, the maximum VoC will increase from 100% in the 2039 future baseline to 102% with the AP2 revised scheme in 2039 on the A642 Trinity 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 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 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.”

New Sheffield Street/B6469 Fairfield Street diversion

16.5.603 Table 18-363 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-363 below replaces Table 18-363 in the main TA.

16.5.604 Paragraph 18.5.415 of the main TA describes the New Sheffield Street/B6469 Fairfield Street diversion junction. The New Sheffield Street arm has been amended as part of the AP2 revised scheme, passing under a single span of the HS2 viaduct rather than bifurcating around a viaduct pier. Figure 18-105 of the main TA shows the permanent layout introduced as part of the original scheme. This is replaced by Figure 18-105, which shows the junction layout introduced as part of the AP2 revised scheme. Table 18-363 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Figure 18-105: Junction layout diagram (New Sheffield Street/B6469 Fairfield Street diversion)

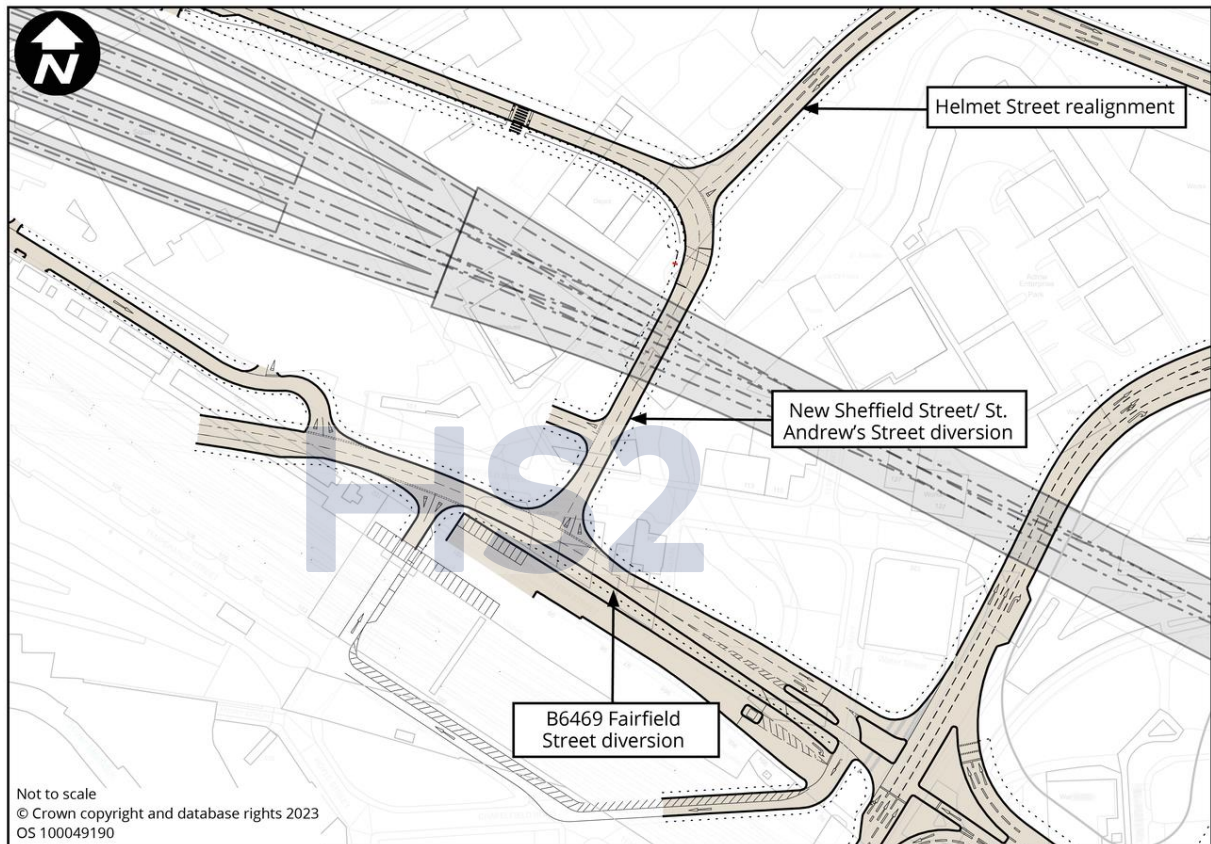


Table 18-363: New Sheffield Street/B6469 Fairfield Street diversion 2039 and 2051 with the AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	2039 with the AP2 revised scheme (proposed layout)			2051 with the AP2 revised scheme (proposed layout)		
New Sheffield Street	57	9%	0	58	10%	0
B6469 Fairfield Street diversion (east)	280	14%	0	307	16%	0
B6469 Fairfield Street diversion (west)	724	29%	3	766	26%	1
17:00–18:00	2039 with the AP2 revised scheme (proposed layout)			2051 with the AP2 revised scheme (proposed layout)		
New Sheffield Street	58	10%	0	59	10%	0
B6469 Fairfield Street diversion (east)	376	20%	0	378	20%	0
B6469 Fairfield Street diversion (west)	426	19%	0	458	21%	1

16.5.605 The conclusions drawn in paragraph 18.5.416 of the main TA are replaced by:

“The assessment shows that the junction operates well within capacity in 2039 and 2051 with the AP2 revised scheme.”

B6469 Fairfield Street/Travis Street

- 16.5.606 Table 18-364 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-364 below replaces Table 18-364 in the main TA.

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Table 18-364: B6469 Fairfield Street/Travis Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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		
Travis Street (north) (left, ahead and right)	624	116%	61	0	0%	0	630	115%	60	0	0%	0
B6469 Fairfield Street (east) (nearside) (left and ahead)	286	42%	5	947	85%	20	286	42%	5	984	89%	23
B6469 Fairfield Street (east) (offside) (right)	39	17%	1	233	36%	3	39	20%	1	248	35%	3
Neild Street (left, ahead and right)**	-	-	-	-	-	-	-	-	-	-	-	-
Travis Street (south) (left, ahead and right)	15	3%	0	15	8%	0	15	3%	0	15	8%	0
Fairfield Street (west) (left, ahead and right)	558	77%	7	520	141%	91	635	81%	10	541	175%	133
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Travis Street (north) (left, ahead and right)	566	101%	26	0	0%	0	655	119%	72	0	0%	0
B6469 Fairfield Street (east) (nearside) (left and ahead)	461	68%	10	896	82%	18	495	73%	11	948	86%	21
B6469 Fairfield Street (east) (offside) (right)	35	16%	1	267	43%	3	35	11%	1	293	42%	4
Neild Street (left, ahead and right)**	-	-	-	-	-	-	-	-	-	-	-	-
Travis Street (south) (left, ahead and right)	37	9%	1	37	19%	1	37	8%	1	37	19%	1
Fairfield Street (west) (left, ahead and right)	786	144%	142*	774	182%	200*	869	198%	246*	773	227%	246*

*The reported queue length provides only an indication of the level of queuing likely to be experienced at this junction as in practice some drivers may choose to modify their route or the timing of their journey to avoid the congestion.

**Minor approach arm not represented within the Linsig model.

16.5.607 The conclusions drawn in paragraphs 18.5.418 to 18.5.421 of the main TA are replaced by:

“The change in traffic due to operation of the AP2 revised scheme will decrease the maximum DoS from 116% in the 2039 future baseline to 0% with the AP2 revised scheme in 2039 on the Travis Street (north) (left, ahead and right) approach in the AM peak hour, with a corresponding change in queue length from 61 PCU in the future baseline to no queue. In the PM peak hour, the DoS will decrease from 101% in the 2039 future baseline to 0% with the AP2 revised scheme in 2039 on the Travis Street (north) (left, ahead and right) approach, with a corresponding change in queue length from 26 PCU in the future baseline to no queue. 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, 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 DoS from 115% in the 2051 future baseline to 0% with the AP2 revised scheme in 2051 on the Travis Street (north) (left, ahead and right) approach in the AM peak hour, with a corresponding change in queue length from 60 PCU in the future baseline to no queue. In the PM peak hour, the DoS will decrease from 119% in the 2051 future baseline to 0% with the AP2 revised scheme in 2051 on the Travis Street (north) (left, ahead and right) approach, with a corresponding change in queue length from 72 PCU in the future baseline to no queue. 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, which is, in any case, predicted to operate over its capacity in the future baseline.”

A34 Oxford Street/A5103 Portland Street/A5103 Chepstow Street

16.5.608 Table 18-365 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-365 below replaces Table 18-365 in the main TA.

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Table 18-365: A34 Oxford Street/A5103 Portland Street/A5103 Chepstow 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		
A34 Oxford Street (north)	304	40%	5	311	42%	6	324	43%	6	321	43%	6
A5103 Portland Street	644	56%	9	656	58%	9	721	65%	10	735	67%	10
A34 Oxford Street (south)	289	89%	5	286	90%	5	277	91%	5	272	90%	5
A5103 Chepstow Street	291	40%	5	328	45%	6	309	42%	5	299	41%	5
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A34 Oxford Street (north)	507	63%	9	490	61%	9	483	60%	9	463	57%	8
A5103 Portland Street	602	59%	8	428	42%	6	565	56%	8	458	46%	6
A34 Oxford Street (south)	251	56%	4	251	54%	4	246	54%	4	248	54%	4
A5103 Chepstow Street	529	72%	9	496	67%	9	612	83%	10	564	77%	10

16.5.609 The conclusions drawn in paragraph 18.5.423 and 18.5.424 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 and 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 the operation in 2051 of the AP2 revised scheme 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 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.”

A6 London Road/B6469 Fairfield Street

16.5.610 Table 18-366 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-366 below replaces 18-366 in the main TA.

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Table 18-366: A6 London Road/B6469 Fairfield 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		
A6 London Road (north)	871	71%	12	832	67%	12	881	69%	12	853	67%	12
B6469 Fairfield Street (east)	676	101%	11	572	82%	9	644	102%	10	584	87%	10
A6 London Road (south)	723	70%	12	636	63%	10	605	59%	10	602	59%	10
B6469 Fairfield Street (west)	423	71%	7	402	62%	7	474	79%	8	442	70%	7
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A6 London Road (north)	927	56%	14	799	49%	12	951	59%	14	830	52%	12
B6469 Fairfield Street (east)	421	86%	7	362	70%	6	451	91%	8	410	82%	7
A6 London Road (south)	354	28%	5	360	29%	5	427	35%	6	412	33%	6
B6469 Fairfield Street (west)	551	104%	9	499	89%	9	544	106%	9	510	95%	9

16.5.611 The conclusions drawn in paragraph 18.5.426 and 18.5.427 of the main TA are replaced by:

“The change in traffic due to the operation of the AP2 revised scheme will decrease the maximum VoC from 101% in the 2039 future baseline to 82% with the AP2 revised scheme in 2039 on the B6469 Fairfield Street (east) approach in the AM peak hour, with a corresponding change in queue length from 11 PCU in the future baseline to nine PCU. In the PM peak hour, the maximum VoC will decrease from 104% in the 2039 future baseline to 89% with the AP2 revised scheme in 2039 on the B6469 Fairfield Street (west) approach, with no change in corresponding queue length. The assessment shows that in the AM peak hour the junction operates over capacity in the future baseline and within capacity with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in the future baseline and close to capacity with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction which is, in any case, predicted to operate above its capacity in the future baseline.

The change in traffic due to the operation of the AP2 revised scheme will decrease the maximum VoC from 102% in the 2051 future baseline to 87% with the AP2 revised scheme in 2051 on the B6469 Fairfield Street (east) approach in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the maximum VoC will decrease from 106% in the 2051 future baseline to 95% with the AP2 revised scheme in 2051 on the B6469 Fairfield Street (west) approach, with no change in queue lengths. 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 close to capacity with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction which is, in any case, predicted to operate above its capacity in the future baseline.”

A34 Princess Street/Bloom Street

16.5.612 Table 18-367 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-367 below replaces Table 18-367 in the main TA.

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Table 18-367: A34 Princess Street/Bloom 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		
A34 Princess Street (north)	283	15%	0	280	14%	0	268	14%	0	265	14%	0
Bloom Street (east)	186	35%	0	185	34%	0	190	35%	0	193	35%	0
A34 Princess Street (south)	326	56%	0	326	56%	0	297	105%	2	310	101%	2
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A34 Princess Street (north)	590	30%	0	506	26%	0	604	31%	0	524	27%	0
Bloom Street (east)	296	77%	1	261	60%	1	322	82%	1	233	55%	0
A34 Princess Street (south)	144	34%	0	217	47%	0	151	36%	0	221	49%	0

16.5.613 The conclusions drawn in paragraph 18.5.429 and 18.5.430 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 change 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 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 decrease the maximum VoC from 105% in the 2051 future baseline to 101% with the AP2 revised scheme in 2051 on the A34 Princess 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 peak hour the junction operates over capacity in both the future baseline 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 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.”

New Sheffield Street/Helmet Street realignment

16.5.614 Table 18-368 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-368 below replaces Table 18-368 in the main TA and summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

16.5.615 Paragraph 18.5.431 of the main TA describes the New Sheffield Street/Helmet Street realignment junction. The New Sheffield Street (south) arm has been amended as part of the AP2 revised scheme, passing under a single span of the HS2 viaduct rather than bifurcating around a viaduct pier. Figure 18-106 of the main TA shows the permanent layout introduced as part of the original scheme. This is replaced by Figure 18-106, which shows the junction layout introduced as part of the AP2 revised scheme.

Figure 18-106: Junction layout diagram (New Sheffield Street/Helmet Street realignment)

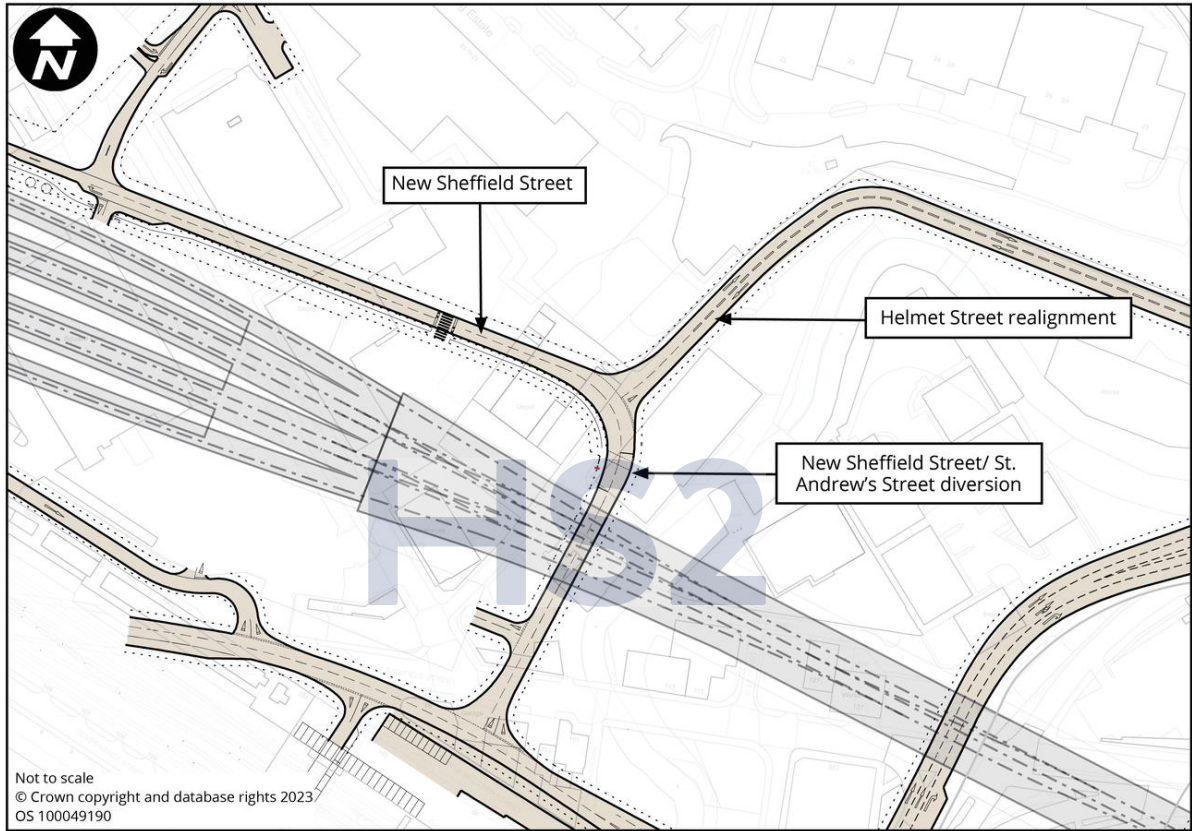


Table 18-368: New Sheffield Street/Helmet Street realignment junction 2039 and 2051 with the AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	2039 with the AP2 revised scheme (proposed layout)			2051 with the AP2 revised scheme (proposed layout)		
Helmet Street realignment (left and right)	0	0%	0	0	0%	0
New Sheffield Street (south) (ahead and right)	39	6%	0	54	9%	0
New Sheffield Street (north) (ahead and left)	113	6%	0	118	6%	0
17:00–18:00	2039 with the AP2 revised scheme (proposed layout)			2051 with the AP2 revised scheme (proposed layout)		
Helmet Street realignment (left and right)	0	0%	0	0	0%	0
New Sheffield Street (south) (ahead and right)	107	19%	0	100	18%	0
New Sheffield Street (north) (ahead and left)	114	6%	0	117	6%	0

16.5.616 The conclusions drawn in paragraph 18.5.432 of the main TA are replaced by:

“The assessment shows that the junction operates well within capacity in 2039 and 2051 with the AP2 revised scheme.”

A665 Great Ancoats Street/A665 Pin Mill Brow/Helmet Street

- 16.5.617 Table 18-369 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-369 below replaces Table 18-369 in the main TA.

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Table 18-369: A665 Great Ancoats Street/A665 Pin Mill Brow/Helmet 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		
A665 Great Ancoats Street (south) (left and ahead)	1,552	-	-	1,262	-	-	1,830	-	-	1,285	-	-
A665 Great Ancoats Street (south) (ahead)	925	-	-	1,282	-	-	969	-	-	1,301	-	-
Helmet Street (left)	5	2%	0	89	18%	0	6	2%	0	108	23%	0
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A665 Great Ancoats Street (south) (left and ahead)	1,638	-	-	1,347	-	-	1,880	-	-	1,389	-	-
A665 Great Ancoats Street (south) (ahead)	1,089	-	-	1,349	-	-	1,135	-	-	1,388	-	-
Helmet Street (left)	11	4%	0	163	36%	0	11	4%	0	158	34%	0

16.5.618 The conclusions drawn in paragraphs 18.5.434 to 18.5.435 of the main TA are replaced by:

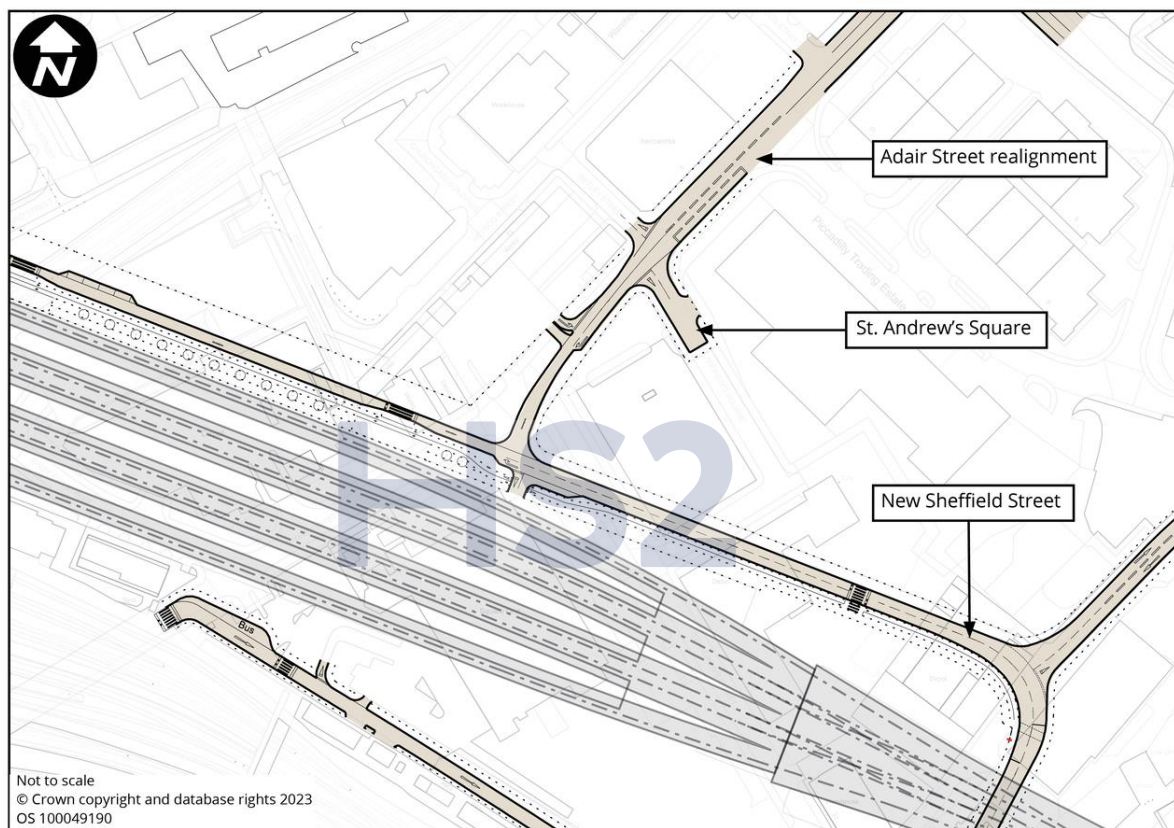
“The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM and PM peak hours the junction operates well within capacity 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 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.”

New Sheffield Street/St Andrew’s Square

16.5.619 Paragraph 18.5.436 of the main TA describes a new junction of New Sheffield Street/St Andrew’s Square as part of the original scheme. This junction will no longer be provided as part of the AP2 revised scheme. At AP2 there are design changes to New Sheffield Street which result in it becoming restricted access for taxis and service vehicles only. As such this junction has not been modelled at AP2 and this junction is not assessed. Figure 18-107 of the main TA shows the permanent layout introduced as part of the original scheme. This is replaced by Figure 18-107, which shows the layout introduced as part of the AP2 revised scheme, with the junction no longer present.

Figure 18-107: Junction layout diagram (New Sheffield Street/St Andrew's Square)



A665 Great Ancoats Street/Palmerston Street

16.5.620 Table 18-371 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-371 below replaces Table 18-371 in the main TA.

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Table 18-371: A665 Great Ancoats Street/Palmerston Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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		
A665 Great Ancoats Street (nearside) (left and ahead)	1,577	57%	1	69	-	-	1,634	59%	1	64	-	-
A665 Great Ancoats Street (centre) (ahead)	-	-	-	1,377	-	-	-	-	-	1,393	-	-
A665 Great Ancoats Street (offside) (ahead)	910	38%	0	1,020	-	-	915	38%	0	1,068	-	-
Palmerston Street (left)	94	17%	0	91	16%	0	97	18%	0	87	14%	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A665 Great Ancoats Street (nearside) (left and ahead)	1,323	49%	1	184	-	-	1,423	51%	1	187	-	-
A665 Great Ancoats Street (centre) (ahead)	-	-	-	1,028	-	-	-	-	-	1,091	-	-
A665 Great Ancoats Street (offside) (ahead)	661	31%	0	1,017	-	-	780	32%	0	1,028	-	-
Palmerston Street (left)	360	64%	1	338	63%	1	334	60%	1	329	61%	1

16.5.621 The conclusions drawn in paragraph 18.5.439 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 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 2039 and 2051 future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction.”

New Sheffield Street/Adair Street realignment

16.5.622 Table 18-372 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-372 below replaces Table 18-372 in the main TA.

16.5.623 Paragraph 18.5.440 of the main TA describes the New Sheffield Street/Adair Street realignment junction. As part of the AP2 revised scheme, the Adair Street carriageway has been altered to two-way operation. Figure 18-108 of the main TA shows the permanent layout introduced as part of the original scheme. This is replaced by Figure 18-108, which shows the junction layout introduced as part of the AP2 revised scheme. The operation of the junction has been assessed for the 2039 and 2051 AM and PM peak hours with the AP2 revised scheme using Junctions 9 software and is shown in Table 18-372.

Figure 18-108: Junction layout diagram New Sheffield Street/Adair Street realignment

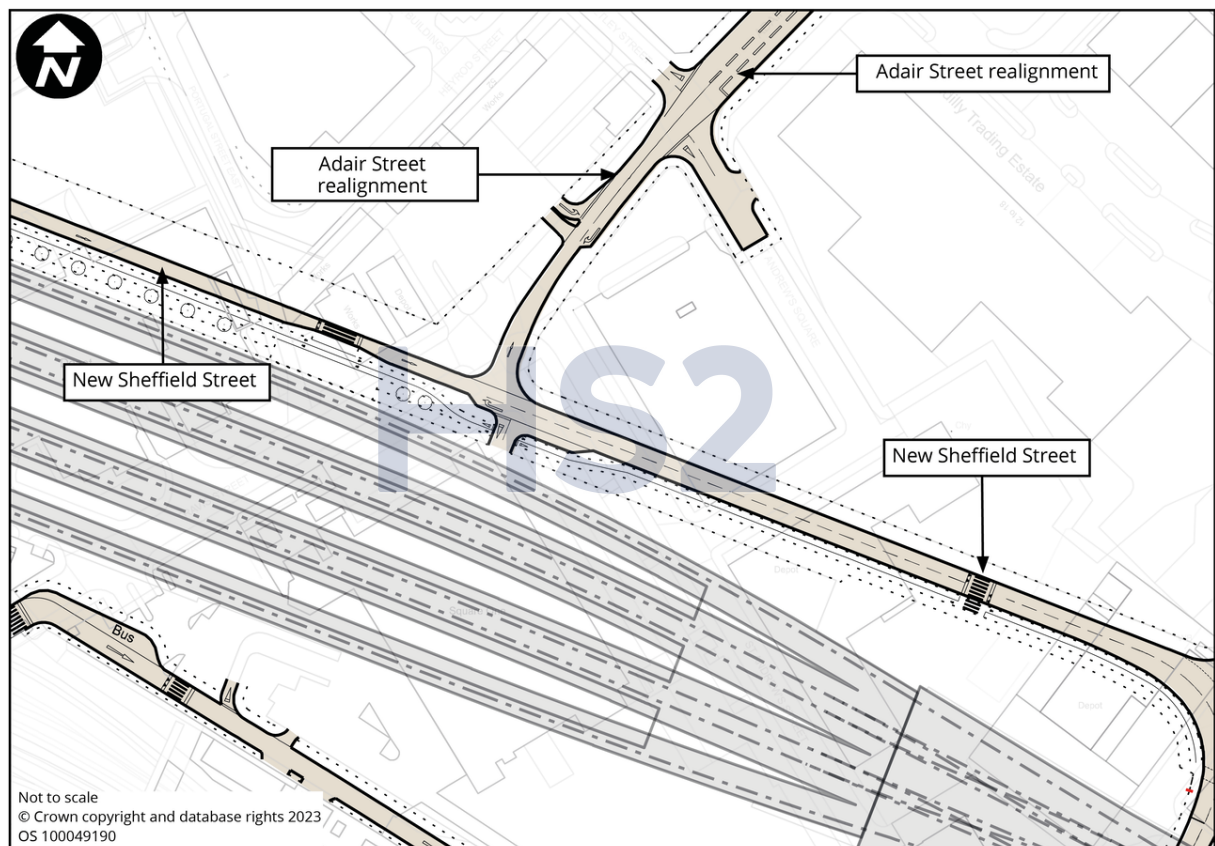


Table 18-372: New Sheffield Street/Adair Street realignment junction 2039 and 2051 with the AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	2039 with the AP2 revised scheme (proposed layout)			2051 with the AP2 revised scheme (proposed layout)		
Adair Street realignment (left)	0	-	-	0	-	-
Adair Street realignment (right)	0	0	0	0	0	0
New Sheffield Street (east) (ahead and right)	0	0	0	0	0	0
New Sheffield Street (west) (ahead and left)	123	-	-	139	-	-
17:00–18:00	2039 with the AP2 revised scheme (proposed layout)			2051 with the AP2 revised scheme (proposed layout)		
Adair Street realignment (left)	0	-	-	0	-	-
Adair Street realignment (right)	0	0	0	0	0	0
New Sheffield Street (east) (ahead and right)	0	0	0	0	0	0
New Sheffield Street (west) (ahead and left)	125	-	-	139	-	-

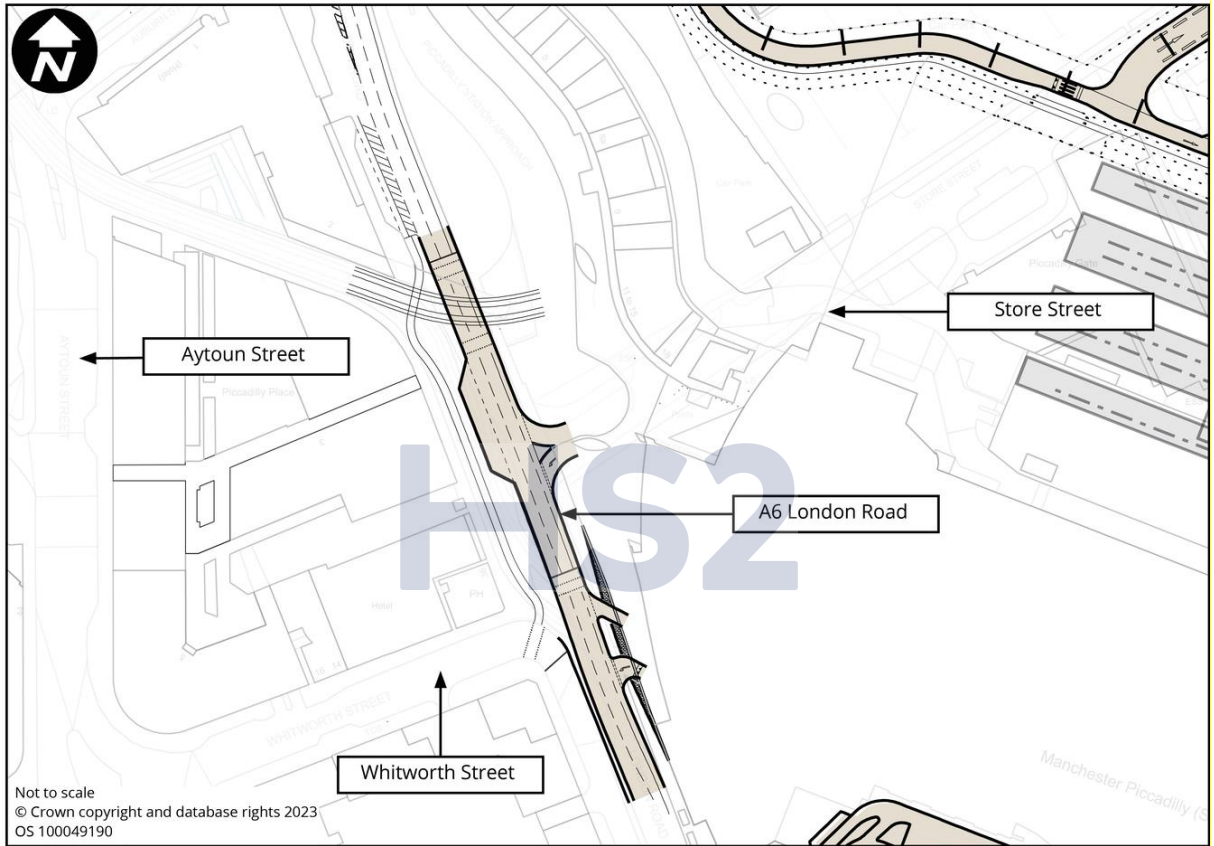
16.5.624 The conclusions drawn in paragraphs 18.5.441 to 18.5.442 of the main TA are replaced by:

“The assessment shows that this junction operates well within capacity in 2039 and 2051 with the AP2 revised scheme.”

A6 London Road/A6 Whitworth Street/Store Street/Tram Crossing

16.5.625 Figure 18-109 of the main TA shows the permanent layout introduced as part of the original scheme. This is replaced by Figure 18-109, which shows the junction layout introduced as part of the AP2 revised scheme. Table 18-373 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-373 below replaces Table 18-373 in the main TA.

Figure 18-109: Junction layout diagram (A6 London Road/A6 Whitworth Street/Store Street/Tram Crossing)



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Table 18-373: A6 London Road/A6 Whitworth Street/Store Street/Tram Crossing junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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		
A6 London Road (north of Store Street) (nearside bus lane) (ahead)*	-	-	-	565	29%	0	-	-	-	575	30%	0
A6 London Road (north of Store Street) (offside) (ahead)*	-	-	-	556	28%	0	-	-	-	567	29%	0
Store Street (left)	431	72%	1	27	5%	0	433	73%	1	27	5%	0
A6 London Road (south of Store Street) (nearside) (ahead)	450	57%	8	556	36%	2	457	58%	9	566	37%	2
A6 London Road (south of Store Street) (offside) (ahead)	482	58%	9	565	37%	2	489	59%	9	576	38%	2
Whitworth Street (south) (nearside bus lane) (left)	0	0%	0	0	0%	0	0	0%	0	0	0%	0
Whitworth Street (south) (offside) (left)	697	53%	8	528	37%	4	545	42%	5	550	38%	4
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A6 London Road (north of Store Street) (nearside bus lane) (ahead)*	-	-	-	548	28%	0	-	-	-	563	29%	0
A6 London Road (north of Store Street) (offside) (ahead)*	-	-	-	539	28%	0	-	-	-	555	28%	0
Store Street (left)	288	50%	1	27	5%	0	280	49%	1	27	5%	0
A6 London Road (south of Store Street) (nearside) (ahead)	465	59%	9	539	35%	2	484	62%	9	555	36%	2
A6 London Road (south of Store Street) (offside) (ahead)	499	60%	10	548	36%	2	518	63%	10	563	37%	2
Whitworth Street (south) (nearside bus lane) (left)	0	0%	0	0	0%	0	0	0%	0	0	0%	0
Whitworth Street (south) (offside) (left)	590	45%	6	760	53%	7	637	49%	7	811	56%	7

*Modified junction layout and therefore not reported in the future baseline results.

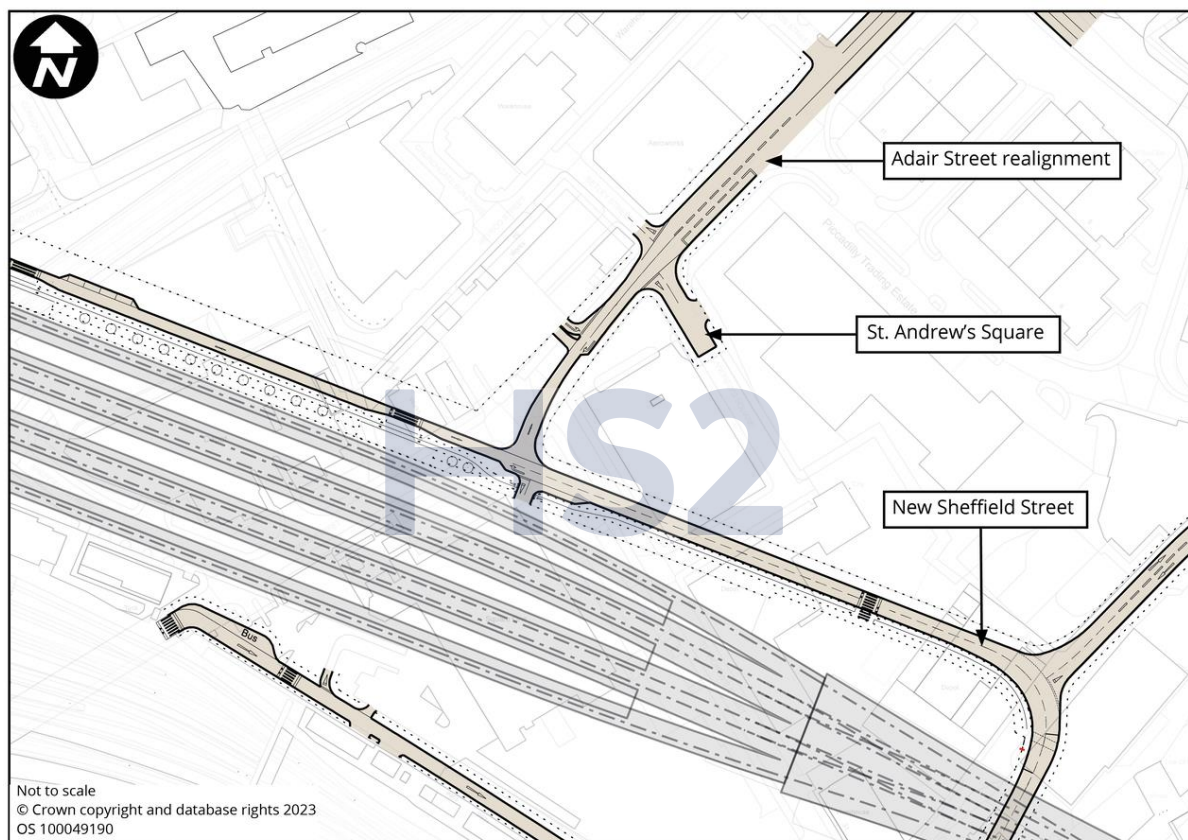
16.5.626 The conclusions drawn in paragraphs 18.5.444 to 18.5.445 of the main TA are replaced by:

“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 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.”

Adair Street realignment/St Andrew’s Square

16.5.627 Paragraph 18.5.446 of the main TA describes a new junction of Adair Street realignment/St Andrew’s Square. As part of the AP2 revised scheme, St. Andrew’s Square will no longer have connectivity with New Sheffield Street. As part of the AP2 revised scheme there are design changes to New Sheffield Street which result in it becoming restricted access for taxis and service vehicles only. As such this junction has not been modelled as part of the AP2 revised scheme and this junction is not assessed. Figure 18-110 of the main TA shows the permanent layout introduced as part of the original scheme. This is replaced by Figure 18-110, which shows the junction layout introduced as part of the AP2 revised scheme.

Figure 18-110: Junction layout diagram (Adair Street realignment/St Andrew's Square)



A665 Great Ancoats Street/Every Street

16.5.628 Table 18-375 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-375 below replaces Table 18-375 in the main TA.

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Table 18-375: A665 Great Ancoats Street/Every Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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		
Every Street (left and right)	1,158	131%	175	1,111	182%	297	1,190	134%	194	1,143	291%	431
A665 Great Ancoats Street (east) (nearside) (ahead)	1,759	109%	112	1,026	66%	13	1,824	112%	131	1,055	66%	12
A665 Great Ancoats Street (east) (centre and offside) (ahead and right)	930	136%	151	1,607	89%	15	975	139%	166	1,639	84%	13
A665 Great Ancoats Street (west) (nearside) (left and ahead)	1,288	138%	219	1,111	182%	297	1,293	138%	221	1,143	291%	431
A665 Great Ancoats Street (west) (offside) (ahead)	455	45%	8	856	179%	227	489	49%	9	877	296%	337
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Every Street (left and right)	726	96%	23	840	204%	247	876	120%	101	877	215%	270
A665 Great Ancoats Street (east) (nearside) (ahead)	1,833	106%	92	1,152	76%	17	1,876	106%	96	1,192	71%	14
A665 Great Ancoats Street (east) (centre and offside) (ahead and right)	1,100	133%	168	1,707	111%	129	1,146	139%	189	1,743	110%	66
A665 Great Ancoats Street (west) (nearside) (left and ahead)	1,401	137%	235	840	204%	247	1,463	140%	257	877	215%	270
A665 Great Ancoats Street (west) (offside) (ahead)	110	10%	1	795	98%	29	126	11%	2	830	89%	22

16.5.629 The conclusions drawn in paragraphs 18.5.449 to 18.5.450 of the main TA are replaced by:

“The change in traffic due to operation of the AP2 revised scheme will increase the DoS from 45% in the 2039 future baseline to 179% with the AP2 revised scheme in 2039 on the A665 Great Ancoats Street (west) (offside) (ahead) approach in the AM peak hour, with a corresponding change in queue length from eight PCU in the future baseline to 227 PCU. In the PM peak hour, the DoS will increase from 96% in the 2039 future baseline to 204% with the AP2 revised scheme in 2039 on the Every Street (left and right) approach, with a corresponding change in queue length from 23 PCU in the future baseline to 247 PCU. 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 increase the DoS from 49% in the 2051 future baseline to 296% with the AP2 revised scheme in 2051 on the A665 Great Ancoats Street (west) (offside) (ahead) approach in the AM peak hour, with a corresponding change in queue length from nine PCU in the future baseline to 337 PCU. In the PM peak hour, the DoS will increase from 120% in the 2051 future baseline to 215% with the AP2 revised scheme in 2051 on the Every Street (left and right) approach, with a corresponding change in queue length from 101 PCU in the future baseline to 270 PCU. 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.”

A5103 Portland Street/Sackville Street/Nicholas Street

16.5.630 Table 18-376 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-376 below replaces Table 18-376 in the main TA.

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Table 18-376: A5103 Portland Street/Sackville Street/Nicholas 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		
A5103 Portland Street (north)	556	50%	9	527	46%	8	583	53%	9	549	48%	9
Sackville Street	611	107%	11	610	107%	11	611	107%	11	609	107%	11
A5103 Portland Street (south)	262	30%	2	250	30%	2	339	40%	3	292	35%	2
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A5103 Portland Street (north)	614	66%	9	381	28%	6	499	38%	7	425	31%	6
Sackville Street	571	99%	11	559	96%	10	589	102%	11	594	103%	11
A5103 Portland Street (south)	469	53%	5	468	46%	5	539	56%	6	533	54%	6

16.5.631 The conclusions drawn in paragraph 18.5.452 and 18.5.453 of the main TA are replaced by:

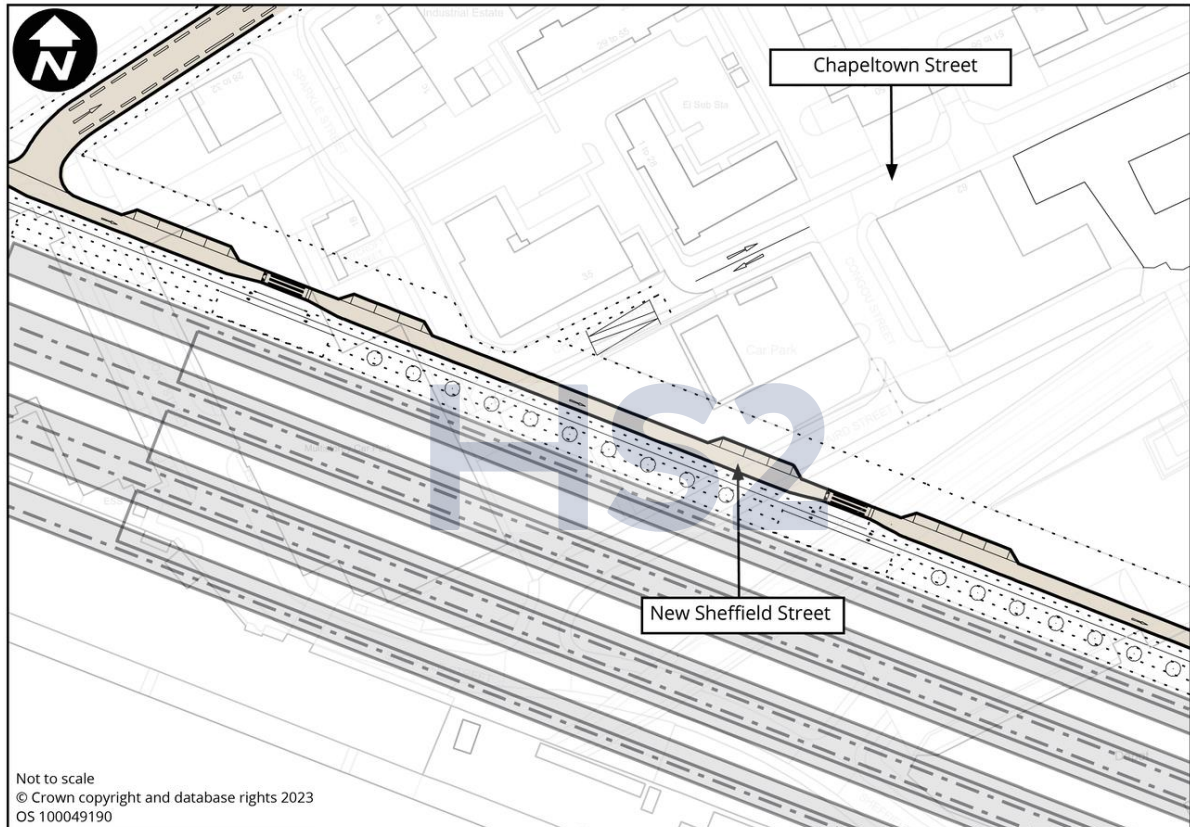
“The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will decrease from 99% in the 2039 future baseline to 96% with the AP2 revised scheme in 2039 on the Sackvillie Street approach, with a corresponding change from 11 PCU in the future baseline to 10 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 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 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 and 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”

New Sheffield Street/Chapelton Street realignment

16.5.632 Paragraph 18.5.454 of the main TA describes a new junction of New Sheffield Street/Chapelton Street realignment as part of the original scheme. This junction will no longer be provided as part of the AP2 revised scheme. As part of the AP2 revised scheme there are design changes to New Sheffield Street which result in it becoming restricted access for taxis and service vehicles only. As such this junction has not been modelled as part of the AP2 revised scheme and this junction is not assessed. Figure 18-111 of the main TA shows the permanent layout introduced as part of the original scheme. This is replaced by Figure 18-111, which shows the layout introduced as part of the AP2 revised scheme, with the junction no longer present.

Figure 18-111: Junction layout diagram (New Sheffield Street/Chapeltown Street realignment)



New Sheffield Street/Store Street realignment

- 16.5.633 Table 18-378 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-378 below replaces Table 18-378 in the main TA.
- 16.5.634 Figure 18-112 of the main TA shows the permanent layout introduced as part of the original scheme. This is replaced by Figure 18-112, which shows the junction layout introduced as part of the AP2 revised scheme. The operation of the junction has been assessed for the 2039 and 2051 AM and PM peak hours with the AP2 revised scheme using Junctions 9 software and is shown in Table 18-378 below.

Figure 18-112: Junction layout diagram (New Sheffield Street/Store Street realignment)

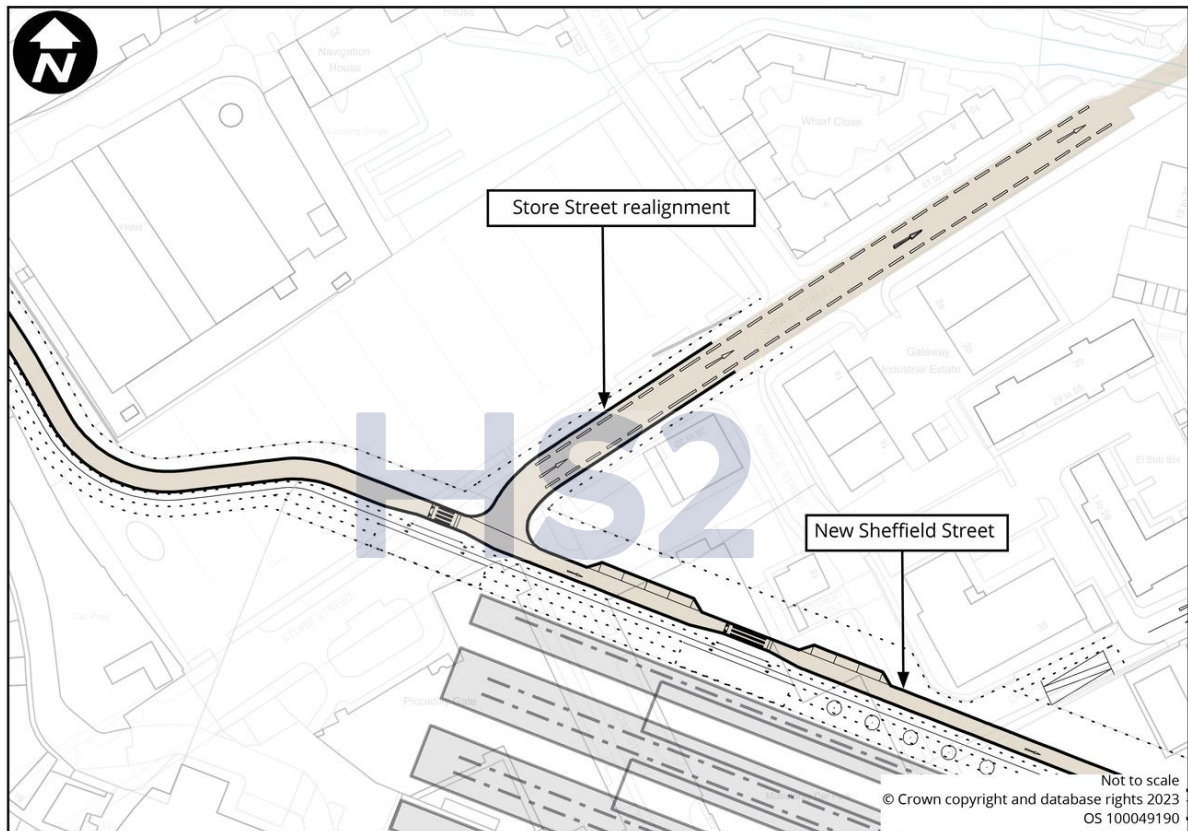


Table 18-378: New Sheffield Street/Store Street realignment junction 2039 and 2051 with the AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00-09:00	2039 with the AP2 revised scheme (proposed layout)			2051 with the AP2 revised scheme (proposed layout)		
New Sheffield Street (east) (ahead and right)	0	0	0	0	0	0
New Sheffield Street (west) (ahead and left)	141	-	-	153	-	-
17:00-18:00	2039 with the AP2 revised scheme (proposed layout)			2051 with the AP2 revised scheme (proposed layout)		
New Sheffield Street (east) (ahead and right)	0	0	0	0	0	0
New Sheffield Street (west) (ahead and left)	312	-	-	347	-	-

16.5.635 The conclusions drawn in paragraph 18.5.457 of the main TA are replaced by:

“The assessment shows that the junction operates well within capacity in 2039 and 2051 with the AP2 revised scheme.”

**A665 Great Ancoats Street/A662 Pollard Street/Adair
Street/Chapelton Street**

- 16.5.636 Table 18-379 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-379 below replaces Table 18-379 in the main TA.

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Table 18-379: A665 Great Ancoats Street/A662 Pollard Street/Adair Street/Chapelton Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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		
A665 Great Ancoats Street (west) (nearside) (left and ahead)	882	120%	104	830	88%	22	918	125%	123	865	91%	27
A665 Great Ancoats Street (west) (offside) (ahead)	966	120%	114	850	89%	23	1,004	125%	135	875	91%	27
A662 Pollard Street (left and right)	691	113%	36	414	83%	9	689	116%	39	438	90%	12
A665 Great Ancoats Street (east) (nearside) (left and ahead)	815	73%	17	742	76%	17	852	76%	18	716	72%	17
A665 Great Ancoats Street (east) (offside) (ahead)	869	71%	18	747	76%	17	904	74%	19	795	80%	21
Adair Street left	334	55%	8	97	15%	1	341	56%	8	101	16%	2
Chapelton Street (left)	13	4%	0	13	3%	0	13	4%	0	13	3%	0
A665 Great Ancoats Street (internal eastbound) (nearside) (ahead)	798	35%	0	844	68%	10	809	34%	0	835	66%	1
A665 Great Ancoats Street (internal eastbound) (centre and offside) (ahead and right)	1,379	113%	60	882	84%	8	1,424	115%	64	944	87%	9
A665 Great Ancoats Street (internal westbound) (nearside) (ahead)	891	87%	22	771	62%	1	925	91%	23	788	62%	13
A665 Great Ancoats Street (internal westbound) (centre and offside) (ahead and right)	1,043	94%	20	754	61%	1	1,084	97%	21	761	60%	1

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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
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A665 Great Ancoats Street (west) (nearside) (left and ahead)	824	106%	53	804	87%	23	902	116%	92	852	83%	22
A665 Great Ancoats Street (west) (offside) (ahead)	919	106%	58	839	88%	24	1007	116%	103	899	84%	23
A662 Pollard Street (left and right)	338	70%	8	146	21%	2	374	77%	10	160	25%	2
A665 Great Ancoats Street (east) (nearside) (left and ahead)	802	67%	15	712	73%	17	835	70%	16	714	66%	15
A665 Great Ancoats Street (east) (offside) (ahead)	855	67%	16	674	69%	15	908	71%	18	721	66%	15
Adair Street left	506	92%	18	200	81%	6	514	94%	19	217	84%	6
Chapelton Street (left)	111	32%	2	60	13%	1	104	33%	2	60	13%	1
A665 Great Ancoats Street (internal eastbound) (nearside) (ahead)	562	28%	0	619	46%	0	622	28%	0	605	46%	0
A665 Great Ancoats Street (internal eastbound) (centre and offside) (ahead and right)	1,163	94%	9	784	48%	2	1262	104%	22	844	76%	5
A665 Great Ancoats Street (internal westbound) (nearside) (ahead)	941	87%	23	738	55%	11	1033	95%	27	729	55%	0
A665 Great Ancoats Street (internal westbound) (centre and offside) (ahead and right)	1,187	100%	24	657	87%	0	1189	100%	25	710	85%	1

16.5.637 The conclusions drawn in paragraphs 18.5.459 to 18.5.464 of the main TA are replaced by:

“The change in traffic due to operation of the AP2 revised scheme will decrease the maximum DoS from 120% in the 2039 future baseline to 88% with the AP2 revised scheme in 2039 on the A665 Great Ancoats Street (west) (nearside) (left and ahead) approach in the AM peak hour, with a corresponding change in queue length from 104 PCU in the future baseline to 22 PCU. In the PM peak hour, the DoS will decrease from 94% in the 2039 future baseline to 48% with the AP2 revised scheme in 2039 on the A665 Great Ancoats Street (internal eastbound) (centre and offside) (ahead and right) approach, with a corresponding change in queue length from nine PCU in the future baseline to two PCU. The assessment shows that in the AM and PM peak hours the junction operates over capacity in the future baseline and close to capacity with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction, which is, in any case, predicted to operate over its capacity in the AM peak hour in the future baseline.

The change in traffic due to operation of the AP2 revised scheme will decrease the maximum DoS from 97% in the 2051 future baseline to 60% with the AP2 revised scheme in 2051 on the A665 Great Ancoats Street (internal westbound) (centre and offside) (ahead and right) approach in the AM peak hour, with a corresponding change in queue length from 21 PCU in the future baseline to one PCU. In the PM peak hour, the DoS will decrease from 95% in the 2051 future baseline to 55% with the AP2 revised scheme in 2051 on the A665 Great Ancoats Street (internal westbound) (nearside) (ahead) approach, with a corresponding change in queue length from 27 PCU in the future baseline to no queue. The assessment shows that in the AM and PM peak hours the junction operates over capacity in the future baseline and close to capacity with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction, which is, in any case, predicted to operate over its capacity in the AM peak hour in the future baseline.”

A34 Quay Street/Lower Byrom Street/Gartside Street

16.5.638 Table 18-380 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-380 below replaces Table 18-380 in the main TA.

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Table 18-380: A34 Quay Street/Lower Byrom Street/Gartside Street 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			2051 with the AP2 revised scheme		
Gartside Street*	-	-	-	-	-	-	-	-	-	-	-	-
A34 Quay Street (east)	734	38%	0	735	38%	0	689	96%	0	603	101%	0
Lower Byrom Street	217	95%	4	214	95%	4	166	104%	4	172	103%	4
A34 Quay Street (west)	504	26%	0	514	27%	0	514	27%	0	520	27%	0
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Gartside Street*	-	-	-	-	-	-	-	-	-	-	-	-
A34 Quay Street (east)	825	43%	0	793	41%	0	853	44%	0	806	42%	0
Lower Byrom Street	104	63%	1	122	67%	1	126	72%	1	158	78%	2
A34 Quay Street (west)	688	81%	0	675	81%	0	652	73%	0	686	71%	0

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

16.5.639 The conclusions drawn in paragraph 18.5.466 and 18.5.467 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 and 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.

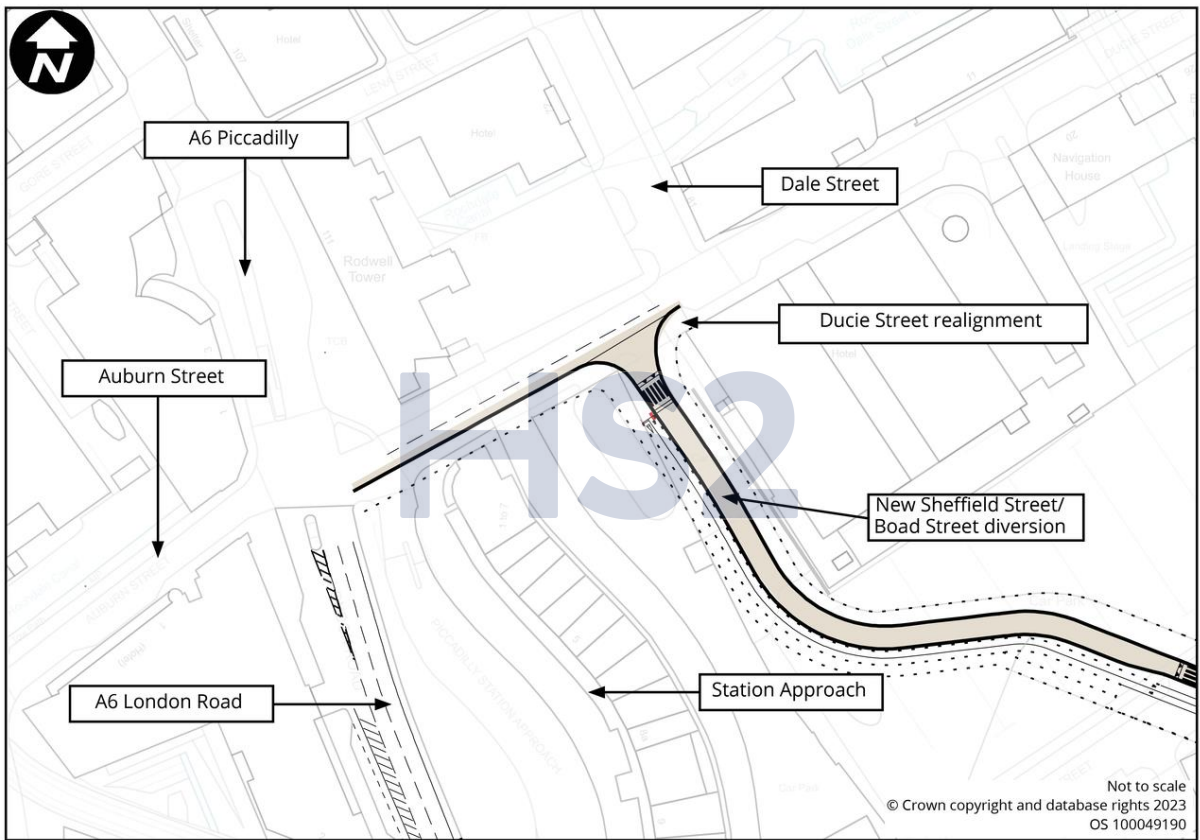
The change in traffic due to operation of the AP2 revised scheme will not substantially increase the maximum VoC between 2051 future baseline and the AP2 revised scheme in the AM peak hour. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 96% in the 2051 future baseline to 101% with the AP2 revised scheme in 2051 on the A34 Quay Street (east) approach. There will be no change in queue lengths. 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 PM peak hour. The assessment shows that in the AM 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 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 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.”

A6 Piccadilly/A6 London Road/B6181 Ducie Street/Auburn Street

16.5.640 Table 18-381 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-381 below replaces Table 18-381 in the main TA.

16.5.641 Paragraph 18.5.468 of the main TA describes the modified A6 Piccadilly/A6 London Road/B6181 Ducie Street/Auburn Street junction associated with access to the Manchester Piccadilly High Speed station as part of the original scheme. As part of the AP2 revised scheme, the Ducie Street approach is closed and is excluded from the operational assessment. Figure 18-114 of the main TA shows the permanent layout introduced as part of the original scheme. This is replaced by Figure 18-114, which shows the junction layout introduced as part of the AP2 revised scheme. Table 18-381 below summarises the results of the changes to the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Figure 18-114: Junction layout diagram (A6 Piccadilly/A6 London Road/B6181 Ducie Street/Auburn Street)



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Table 18-381: A6 Piccadilly/A6 London Road/B6181 Ducie Street/Auburn Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment (Operational layout)

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		
A6 Piccadilly (north) (nearside) (ahead)	153	61%	4	153	61%	4	153	61%	4	153	42%	4
A6 Piccadilly (north) (offside) (ahead)	108	44%	2	749	307%	315	115	47%	3	749	58%	6
B6181 Ducie Street (left)*	-	-	-	-	-	-	-	-	-	-	-	-
Station Approach (left, ahead and right)	28	15%	1	28	15%	1	28	15%	1	28	18%	1
A6 London Road (ahead)	0	0%	0	0	0%	0	0	0%	0	0	0%	0
Auburn Street (nearside) (left and ahead)	27	8%	1	28	8%	1	26	7%	1	28	9%	1
Auburn Street (offside) (ahead)	419	121%	54	8	2%	0	338	98%	14	28	124%	55
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A6 Piccadilly (north) (nearside) (ahead)	178	42%	4	178	42%	4	178	42%	4	178	42%	4
A6 Piccadilly (north) (offside) (ahead)	223	54%	5	209	50%	5	240	58%	6	220	53%	5
B6181 Ducie Street (left)*	-	-	-	-	-	-	-	-	-	-	-	-
Station Approach (left, ahead and right)	29	18%	1	29	18%	1	29	18%	1	29	18%	1
A6 London Road (ahead)	0	0%	0	0	0%	0	0	0%	0	0	0%	0
Auburn Street (nearside) (left and ahead)	28	9%	1	30	9%	1	27	9%	1	29	9%	1
Auburn Street (offside) (ahead)	383	123%	53	460	148%	101	386	124%	55	490	157%	120

*B6181 Ducie Street arm closed to traffic.

16.5.642 The conclusions drawn in paragraphs 18.5.469 to 18.5.470 of the main TA are replaced by:

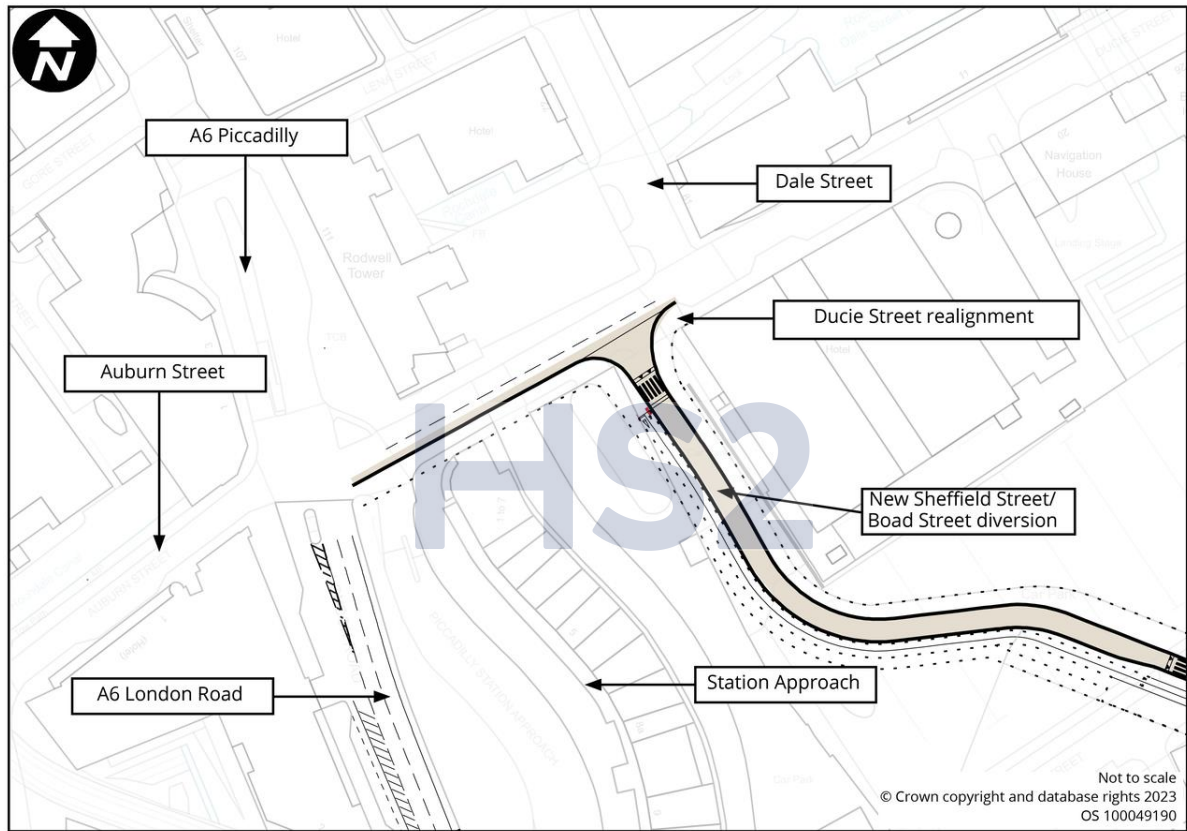
“The change in traffic due to operation of the AP2 revised scheme will increase the DoS from 44% in the 2039 future baseline to 307% with the AP2 revised scheme in 2039 on the A6 Piccadilly (north) (offside) (ahead) approach in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to 315 PCU. In the PM peak hour, the maximum DoS will increase from 123% in the 2039 future baseline to 148% with the AP2 revised scheme in 2039 on the Auburn Street (offside) (ahead) approach, with a corresponding change in queue length from 53 PCU in the future baseline to 101 PCU. 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 increase the maximum DoS from 98% in the 2051 future baseline to 124% with the AP2 revised scheme in 2051 on the Auburn Street (offside) (ahead) approach in the AM peak hour, with a corresponding change in queue length from 14 PCU in the future baseline to 55 PCU. In the PM peak hour, the maximum DoS will increase from 124% in the 2051 future baseline to 157% with the AP2 revised scheme in 2051 on the Auburn Street (offside) (ahead) approach, with a corresponding change in queue length from 55 PCU in the future baseline to 120 PCU. 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.”

New Sheffield Street/Ducie Street realignment

16.5.643 Paragraph 18.5.471 of the main TA describes a new junction of New Sheffield Street/Ducie Street realignment as part of the original scheme. As part of the AP2 revised scheme there are design changes to New Sheffield Street which result in it becoming restricted access for taxis and service vehicles only. As such this junction has not been modelled as part of the AP2 revised scheme and this junction is not assessed. Figure 18-155 of the main TA shows the permanent layout introduced as part of the original scheme. This is replaced by Figure 18-115, which shows the layout introduced as part of the AP2 revised scheme.

Figure 18-115: Junction layout diagram (New Sheffield Street/Ducie Street realignment)



A34 New Quay Street/A34 Quay Street/B5225 Quay Street/Gartside Street

16.5.644 Table 18-383 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-383 below replaces Table 18-383 in the main TA.

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Table 18-383: A34 New Quay Street/A34 Quay Street/B5225 Quay Street/Gartside 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		
Gartside Street	105	108%	2	113	106%	2	106	114%	2	111	120%	2
A34 Quay Street	824	59%	9	824	59%	9	759	54%	9	663	47%	8
B5225 Quay Street	179	107%	4	181	108%	4	185	110%	4	191	114%	4
A34 New Quay Street	968	69%	6	986	70%	6	917	62%	5	917	59%	5
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Gartside Street	320	121%	6	304	122%	6	247	130%	4	281	125%	5
A34 Quay Street	762	81%	15	763	82%	15	812	101%	16	812	87%	16
B5225 Quay Street	408	58%	8	411	59%	8	463	67%	10	463	66%	10
A34 New Quay Street	684	80%	15	706	83%	15	755	98%	16	782	95%	16

16.5.645 The conclusions drawn in paragraph 18.5.474 and 18.5.475 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 108% in the 2039 future baseline to 106% with the AP2 revised scheme in 2039 on the Gartside 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 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.

The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 114% in the 2051 future baseline to 120% with the AP2 revised scheme in 2051 on the Gartside Street approach in the AM peak hour, with no change in corresponding queue lengths. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will decrease the VoC from 101% in the 2051 future baseline to 87% with the AP2 revised scheme in 2051 on the A34 Quay Street approach, with no change in corresponding queue length. 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 above its capacity in the future baseline.”

B6181 Dale Street/B6181 Ducie Street

16.5.646 Table 18-384 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-384 below replaces Table 18-384 in the main TA.

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Table 18-384: B6181 Dale Street/B6181 Ducie 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		
Ducie Street (east)	276	14%	0	586	103%	2	286	14%	0	597	105%	2
B6181 Ducie Street (west)*	-	-	-	-	-	-	-	-	-	-	-	-
B6181 Dale Street	60	3%	0	25	1%	0	69	3%	0	29	2%	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Ducie Street (east)	219	11%	0	339	66%	0	230	12%	0	401	76%	0
B6181 Ducie Street (west)*	-	-	-	-	-	-	-	-	-	-	-	-
B6181 Dale Street	145	7%	0	217	11%	0	155	8%	0	220	12%	0

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

16.5.647 The conclusions drawn in paragraph 18.5.477 and 18.5.478 in the main TA are replaced by:

“The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 14% in the 2039 future baseline to 103% with the AP2 revised scheme in 2039 on the Ducie Street (east) approach in the AM peak hour, with a corresponding change in queue length from no queue 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 2039 will not result in substantial changes in VoC and queue length 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 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 14% in the 2051 future baseline to 105% with the AP2 revised scheme in 2051 on the Ducie Street (east) approach in the AM peak hour, with a corresponding change in queue length from no queue 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 well within capacity in the future baseline and over capacity with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and within capacity with the AP2 revised scheme. 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.”

A5066 Oldfield Road/Liverpool Street/Middlewood Street

16.5.648 Table 18-385 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-385 below replaces Table 18-385 in the main TA.

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Table 18-385: A5066 Oldfield Road/Liverpool Street/Middlewood 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		
A5066 Oldfield Road (north)	671	102%	11	655	100%	11	680	105%	11	662	103%	11
Middlewood Street	502	61%	6	490	60%	6	542	67%	7	535	66%	7
A5066 Oldfield Road (south)	602	94%	11	600	94%	11	629	98%	11	633	99%	11
Liverpool Street	940	94%	15	944	94%	15	965	99%	15	971	100%	15
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A5066 Oldfield Road (north)	669	51%	8	644	48%	8	688	53%	8	660	50%	8
Middlewood Street	343	97%	7	342	97%	7	356	102%	7	356	102%	7
A5066 Oldfield Road (south)	776	59%	9	775	58%	9	880	68%	11	884	67%	11
Liverpool Street	394	109%	8	394	109%	8	394	109%	8	394	109%	8

16.5.649 The conclusions drawn in paragraph 18.6.480 and 18.5.481 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 102% in the 2039 future baseline to 100% with the AP2 revised scheme in 2039 on the A5066 Oldfield Road (north) 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 change in VoC and queue length 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.

The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 105% in the 2051 future baseline to 103% with the AP2 revised scheme in 2051 on the A5066 Oldfield Road (north) 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 2051 will not result in substantial change in VoC and queue length 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.”

A34 Bridge Street/St Mary's Parsonage

16.5.650 Table 18-386 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-386 below replaces Table 18-386 in the main TA.

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Table 18-386: A34 Bridge Street/St Mary's Parsonage 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		
St Mary's Parsonage	0	0%	0	0	0%	0	0	0%	0	0	0%	0
A34 Bridge Street (east)	461	30%	5	490	32%	6	457	30%	5	487	32%	6
A34 Bridge Street (west)	1,114	88%	14	1,104	87%	14	1,156	92%	15	1,149	91%	15
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
St Mary's Parsonage	0	0%	0	0	0%	0	0	0%	0	0	0%	0
A34 Bridge Street (east)	420	30%	5	391	28%	5	402	29%	5	389	28%	5
A34 Bridge Street (west)	944	89%	16	842	79%	14	900	85%	15	843	80%	14

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16.5.651 The conclusions drawn in paragraph 18.5.483 and 18.5.484 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 79% with the AP2 revised scheme in 2039 on the A34 Bridge Street (west) approach, with a corresponding change in queue length from 16 PCU in the future baseline to 14 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 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.

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 85% in the 2051 future baseline to 80% with the AP2 revised scheme in 2039 on the A34 Bridge Street (west) 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 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 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.”

A6 Dale Street/A62 Lever Street

16.5.652 Table 18-387 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-387 below replaces Table 18-387 in the main TA.

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Table 18-387: A6 Dale Street/A62 Lever 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		
A62 Lever Street (south)	222	20%	3	221	20%	3	221	20%	3	219	20%	3
A6 Dale Street (west)	426	67%	4	542	84%	4	472	75%	4	591	92%	5
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A62 Lever Street (south)	237	27%	3	235	27%	3	234	27%	3	232	27%	3
A6 Dale Street (west)	541	73%	3	576	79%	3	551	75%	3	602	82%	3

16.5.653 The conclusions drawn in paragraph 18.5.486 and 18.5.487 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 and 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 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 or PM peak hours.

The change in traffic due to the operation of the AP2 revised scheme will increase the maximum VoC from 75% in the 2051 future baseline to 92% with the AP2 revised scheme in 2051 on the A6 Dale Street (west) approach in the AM peak hour, with a corresponding change in queue length from four PCU in the future baseline to five 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.”

A6 Crescent/A5066 Adelphi Street/A5066 Oldfield Road

16.5.654 Table 18-388 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-388 below replaces Table 18-388 in the main TA.

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Table 18-388: A6 Crescent/A5066 Adelphi Street/A5066 Oldfield 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		
A5066 Adelphi Street	305	95%	7	317	98%	7	328	102%	7	335	104%	7
A6 Crescent (east)	1,143	73%	17	1,057	68%	15	1,220	78%	18	1,114	72%	16
A5066 Oldfield Road	390	76%	8	393	76%	8	417	81%	9	417	81%	9
A6 Crescent (west)	1,430	88%	21	1,364	84%	20	1,481	91%	21	1,462	91%	21
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A5066 Adelphi Street	289	89%	7	288	88%	7	323	99%	8	325	100%	8
A6 Crescent (east)	1,429	89%	22	1,429	89%	22	1,429	89%	22	1,429	89%	22
A5066 Oldfield Road	439	74%	10	412	70%	9	485	82%	11	464	79%	11
A6 Crescent (west)	937	56%	14	925	55%	14	1,019	61%	16	952	57%	15

16.5.655 The conclusions drawn in paragraph 18.5.489 and 18.5.490 in the main TA are replaced by:

“The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 95% in the 2039 future baseline to 98% with the AP2 revised scheme in 2039 on the A5066 Adelphi Street approach, with no change in corresponding 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 length in the PM peak hour. 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 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 102% in the 2051 future baseline to 104% with the AP2 revised scheme in 2051 on the A5066 Adelphi 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 and queue lengths in the 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 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 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.”

A6 Chapel Street/St Stephen Street

16.5.656 Table 18-389 in the main TA summarises the results of the change in performance of the junction as a result of the original scheme. Table 18-389 below replaces Table 18-389 in the main TA.

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Table 18-389: A6 Chapel Street/St Stephen 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		
St Stephen Street	83	116%	2	83	116%	2	88	125%	2	88	122%	2
A6 Chapel Street (east)	990	25%	0	905	23%	0	1,045	26%	0	914	23%	0
A6 Chapel Street (west)	1,597	100%	0	1,463	101%	0	1,658	99%	0	1,504	100%	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
St Stephen Street	129	34%	0	176	47%	0	79	103%	2	76	102%	2
A6 Chapel Street (east)	670	17%	0	685	17%	0	699	17%	0	722	18%	0
A6 Chapel Street (west)	1,295	22%	0	1,271	22%	0	1,377	97%	0	1,324	98%	0

16.5.657 The conclusions drawn in paragraph 18.5.492 and 18.5.493 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 and 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 above its capacity in the future baseline.

The change in traffic due to the operation of the AP2 revised scheme will decrease the maximum VoC from 125% in the 2051 future baseline to 122% with the AP2 revised scheme in 2051 on the St Stephen 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 the operation of the AP2 revised scheme will not result in substantial changes in VoC and queue length in the PM peak hour. The assessment shows that in the AM and 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 impact of the junction in the PM peak hour, which is, in any case, predicted to operate above its capacity in the future baseline. “

A6042 Trinity Way/A6 Chapel Street/A34 Trinity Way

16.5.658 Table 18-390 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-390 below replaces Table 18-390 in the main TA.

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Table 18-390: A6042 Trinity Way/A6 Chapel Street/A34 Trinity 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		
A6042 Trinity Way (north)	1,263	113%	22	1,456	116%	24	1,344	120%	22	1,544	123%	24
A6 Chapel Street (east)	395	115%	9	410	48%	10	407	121%	8	406	48%	10
A34 Trinity Way (south)	1,620	72%	27	1,662	82%	29	1,653	74%	27	1,645	81%	28
A6 Chapel Street (west)	1,662	72%	24	1,521	71%	22	1,729	76%	25	1,576	74%	22
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A6042 Trinity Way (north)	844	73%	17	883	61%	16	897	77%	18	1,057	74%	19
A6 Chapel Street (east)	676	70%	9	709	54%	6	704	76%	10	766	62%	7
A34 Trinity Way (south)	1,518	78%	28	1,663	77%	29	1,576	81%	29	1,713	81%	30
A6 Chapel Street (west)	1,218	67%	19	1,299	57%	17	1,256	71%	19	1,249	56%	16

16.5.659 The conclusions drawn in paragraph 18.5.495 and 18.5.496 of the main TA are replaced by:

“The change in traffic due to the operation of the AP2 revised scheme will decrease the maximum VoC from 115% in the 2039 future baseline to 48% with the AP2 revised scheme in 2039 on the A6 Chapel Street (east) approach in the AM peak hour, with a change in queue length from nine 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 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 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 above its capacity in the future baseline.

The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 121% in the 2051 future baseline to 48% with the AP2 revised scheme in 2051 on the A6 Chapel Street (east) approach in the AM peak hour, with a corresponding change in queue length from eight 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 2051 will not result in substantial change 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 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 which is, in any case, predicted to operate above its capacity in the future baseline.”

A6 Chapel Street/New Bailey Street

16.5.660 Table 18-391 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-391 below replaces Table 18-391 in the main TA.

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Table 18-391: A6 Chapel Street/New Bailey Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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		
Bloom Street (left, ahead and right)	71	68%	3	75	76%	3	79	78%	4	83	85%	4
A6 Chapel Street (east) (nearside) (left and ahead)	385	117%	42	409	124%	55	412	125%	57	431	131%	67
A6 Chapel Street (east) (offside) (left and ahead)	241	62%	7	314	81%	10	265	69%	8	345	89%	13
New Bailey Street (left, ahead and right)	185	79%	4	191	85%	4	174	79%	4	180	84%	5
A6 Chapel Street (west) (nearside) (left and ahead)	581	100%	28	653	112%	59	538	93%	19	618	107%	43
A6 Chapel Street (west) (offside) (ahead and right)	594	108%	43	619	112%	55	617	112%	55	632	114%	62
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Bloom Street (left, ahead and right)	56	42%	2	60	44%	2	63	43%	2	65	47%	2
A6 Chapel Street (east) (nearside) (left and ahead)	325	73%	9	371	84%	12	367	83%	12	412	93%	16
A6 Chapel Street (east) (offside) (left and ahead)	357	73%	10	408	84%	13	407	83%	13	453	93%	17
New Bailey Street (left, ahead and right)	138	52%	3	145	53%	3	125	42%	2	134	46%	2

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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
A6 Chapel Street (west) (nearside) (left and ahead)	293	64%	8	305	67%	8	289	63%	8	309	68%	8
A6 Chapel Street (west) (offside) (ahead and right)	282	64%	8	292	66%	8	283	63%	8	301	67%	8

16.5.661 The conclusions drawn in paragraphs 18.5.498 to 18.5.499 of the main TA are replaced by:

“The change in traffic due to operation of the AP2 revised scheme will increase the DoS from 100% in the 2039 future baseline to 112% with the AP2 revised scheme in 2039 on the A6 Chapel Street (west) (nearside) (left and ahead) approach in the AM peak hour, with a corresponding change in queue length from 28 PCU in the future baseline to 59 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 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 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 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 DoS from 69% in the 2051 future baseline to 89% with the AP2 revised scheme in 2051 on the A6 Chapel Street (east) (offside) (left and ahead) approach in the AM peak hour, with a corresponding change in queue length from eight PCU in the future baseline to 13 PCU. In the PM peak hour, the maximum DoS will increase from 83% in the 2051 future baseline to 93% with the AP2 revised scheme in 2051 on the A6 Chapel Street (east) (offside) (left and ahead) approach, with a corresponding change in queue length from 13 PCU in the future baseline to 17 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 within capacity in the future baseline and close to capacity 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.”

A6 Blackfriars Street/Parsonage

16.5.662 Table 18-386 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-392 below replaces Table 18-386 in the main TA.

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Table 18-392: A6 Blackfriars Street/Parsonage 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 Blackfriars Street (east)	107	5%	0	103	5%	0	148	7%	0	121	6%	0
Parsonage*	-	-	-	-	-	-	-	-	-	-	-	-
A6 Blackfriars Street (west) *	-	-	-	-	-	-	-	-	-	-	-	-
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A6 Blackfriars Street (east)	149	7%	0	171	9%	0	161	8%	0	185	9%	0
Parsonage*	-	-	-	-	-	-	-	-	-	-	-	-
A6 Blackfriars Street (west) *	-	-	-	-	-	-	-	-	-	-	-	-

**In the future baseline, the Deansgate Closure scheme provides a bus lane on Deansgate in a one-way southbound direction, which closes off Parsonage to traffic and results in the A6 Blackfriars Street becoming a westbound only one-way road.*

- 16.5.663 The conclusions drawn in paragraphs 18.5.483 to 18.5.484 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.”

A6041 Chapel Street/A6 Blackfriars Street/A6 Chapel Street/A6041 Blackfriars Road

- 16.5.664 Table 18-393 in the main TA summarises the results of changes in performance of the junction as a result of the original scheme. Table 18-393 below replaces Table 18-393 in the main TA.

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Table 18-393: A6041 Chapel Street/A6 Blackfriars Street/A6 Chapel Street/A6041 Blackfriars Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

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		
Blackfriars Road (ahead, left and right)	548	122%	73	551	121%	73	552	136%	99	555	130%	89
Salford Approach (ahead, right and left)	4	3%	0	4	3%	0	5	4%	0	4	3%	0
Chapel Street East (ahead and right)	162	113%	15	163	126%	21	171	114%	16	167	139%	28
Blackfriars Street (ahead, left and right)	115	20%	3	111	19%	3	169	29%	4	134	23%	3
Chapel Street West (ahead, left and right)	531	108%	43	500	102%	29	603	119%	75	539	107%	41
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Blackfriars Road (ahead, left and right)	212	37%	5	220	45%	5	271	50%	6	210	42%	5
Salford Approach (ahead, right and left)	27	21%	1	29	23%	1	31	24%	1	33	26%	1
Chapel Street East (ahead and right)	129	29%	2	133	26%	2	132	36%	2	132	26%	2
Blackfriars Street (ahead, left and right)	134	19%	3	158	24%	4	147	20%	3	168	25%	4
Chapel Street West (ahead, left and right)	161	38%	4	178	38%	4	198	49%	5	165	36%	4

- 16.5.665 The conclusions drawn in paragraphs 18.5.504 to 18.5.505 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 DoS 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 DoS from 113% in the 2039 future baseline to 126% with the AP2 revised scheme in 2039 on the Chapel Street East (ahead and right) approach. Queue length will increase from 15 PCU in the future baseline to 21 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 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 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.

The change in traffic due to operation of the AP2 revised scheme will increase the DoS from 114% in the 2051 future baseline to 139% with the AP2 revised scheme in 2051 on the Chapel Street East (ahead and right) approach in the AM peak hour, with a corresponding change in queue length from 16 PCU in the future baseline to 28 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 DoS 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 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.”

A56 Chapel Street/A56 Victoria Bridge Street

- 16.5.666 Table 18-394 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-394 below replaces Table 18-394 in the main TA.

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Table 18-394: A56 Chapel Street/A56 Victoria Bridge 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		
A56 Chapel Street (east)	291	53%	5	292	53%	5	416	76%	7	368	68%	6
A56 Victoria Bridge Street	31	13%	1	31	13%	1	30	12%	1	29	12%	1
A56 Chapel Street (west)	58	34%	1	53	31%	1	97	60%	2	53	31%	1
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A56 Chapel Street (east)	103	36%	2	143	50%	3	105	37%	2	134	47%	3
A56 Victoria Bridge Street	32	8%	1	26	6%	1	28	7%	1	21	5%	0
A56 Chapel Street (west)	47	17%	1	47	17%	1	47	17%	1	46	17%	1

16.5.667 The conclusions drawn in paragraph 18.5.507 and 18.5.508 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 and 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 and PM peak hours. 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 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.”

A6042 Trinity Way/A6041 Blackfriars Road

16.5.668 Table 18-395 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-395 below replaces Table 18-395 in the main TA.

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Table 18-395: A6042 Trinity Way/A6041 Blackfriars 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		
A6042 Trinity Way (north)	1,011	61%	14	1,198	72%	16	1,087	65%	15	1,322	79%	18
A6041 Blackfriars Road (east)	553	64%	9	567	62%	9	592	76%	9	583	68%	9
A6042 Trinity Way (south)	929	52%	13	949	53%	13	967	54%	13	975	54%	13
A6041 Blackfriars Road (west)	944	59%	16	920	58%	15	1,051	71%	17	1,027	66%	17
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A6042 Trinity Way (north)	663	32%	10	733	35%	11	737	36%	11	868	42%	13
A6041 Blackfriars Road (east)	368	62%	6	411	69%	7	475	81%	8	557	96%	10
A6042 Trinity Way (south)	1,353	81%	20	1,475	88%	22	1,433	86%	21	1,547	93%	22
A6041 Blackfriars Road (west)	908	73%	16	886	73%	15	937	81%	16	957	88%	16

16.5.669 The conclusions drawn in paragraph 18.5.510 and 18.5.511 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 81% in the 2039 future baseline to 88% with AP2 revised scheme in 2039 on the A6042 Trinity Way (south) approach, with a corresponding change in queue length from 20 PCU in the future baseline to 22 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 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.

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 peak hour. In the PM peak hour, the VoC will increase from 81% in the 2039 future baseline to 96% with the AP2 revised scheme in 2039 on the A6041 Blackfriars Road (east) approach, with a corresponding change in queue length from eight PCU in the future baseline. 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.”

A665 Miller Street/A664 Corporation Street/Corporation Street

16.5.670 Table 18-396 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-396 below replaces Table 18-396 in the main TA.

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Table 18-396: A665 Miller Street/A664 Corporation Street/Corporation Street/Cheetham Hill 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		
A665 Miller Street	1,386	52%	17	1,343	50%	16	1,474	56%	18	1,472	56%	18
A6042 Corporation Street	96	16%	2	107	17%	2	115	19%	3	122	20%	3
A665 Cheetham Hill Road	1,368	63%	10	1,348	65%	10	1,420	68%	11	1,402	68%	11
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A665 Miller Street	1,241	56%	16	1,123	50%	14	1,388	64%	17	1,295	59%	16
A6042 Corporation Street	196	29%	4	124	19%	3	180	27%	4	104	15%	2
A665 Cheetham Hill Road	1,917	90%	15	1,858	86%	15	1,899	99%	15	1,936	98%	15

16.5.671 The conclusions drawn in paragraphs 18.5.513 and 18.5.514 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 peak hour. In the PM peak hour, the maximum VoC will decrease from 90% in the 2039 future baseline to 86% with the AP2 revised scheme in 2039 on the A665 Cheetham Hill Road approach, with no change in corresponding 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 close to capacity in both the future baseline and with the 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 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 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.”

A6 Broad Street/B6186 Frederick Road

16.5.672 Table 18-397 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-397 below replaces Table 18-397 in the main TA.

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Table 18-397: A6 Broad Street/B6186 Frederick 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 Broad Street (north)	2,193	67%	31	2,111	64%	30	2,188	67%	31	2,137	65%	30
B6186 Frederick Road	841	74%	17	897	79%	18	1,042	92%	21	1,074	95%	21
A6 Broad Street (south)	1,170	37%	7	1,204	38%	8	1,209	38%	8	1,185	37%	8
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A6 Broad Street (north)	1,345	61%	22	1,319	60%	22	1,433	65%	24	1,408	64%	23
B6186 Frederick Road	907	54%	17	896	54%	17	1,038	62%	19	974	59%	18
A6 Broad Street (south)	2,237	72%	12	2,260	73%	13	2,381	77%	15	2,411	78%	15

16.5.673 The conclusions drawn in paragraphs 18.5.516 and 18.5.517 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 the operation of the AP2 revised scheme will increase the maximum VoC from 92% in the 2051 future baseline to 95% with the AP2 revised scheme in 2051 on the B6186 Frederick Road 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 the operation in 2051 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 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.”

A576 Eccles Old Road/A5186 Langworthy Road

16.5.674 Table 18-398 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-398 below replaces Table 18-398 in the main TA.

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Table 18-398: B5186 Langworthy Road/A576 Eccles Old 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		
A5186 Langworthy Road (north)	537	52%	12	537	52%	12	625	60%	14	673	65%	15
A576 Eccles Old Road (east)	519	46%	11	525	46%	11	544	47%	12	571	50%	12
A5186 Langworthy Road (south)	375	68%	7	368	66%	7	343	63%	6	343	63%	6
A576 Eccles Old Road (west)	836	60%	13	840	61%	13	928	67%	15	935	68%	15
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A5186 Langworthy Road (north)	426	40%	8	430	40%	8	433	39%	8	438	39%	8
A576 Eccles Old Road (east)	476	41%	10	474	41%	10	484	42%	10	481	42%	10
A5186 Langworthy Road (south)	244	82%	5	245	83%	5	172	84%	5	177	87%	5
A576 Eccles Old Road (west)	509	36%	7	523	37%	8	691	49%	10	713	51%	10

16.5.675 The conclusions drawn in paragraph 18.5.519 and 18.5.520 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 and 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 peak hour. In the PM peak hour, the maximum VoC will increase from 84% in the 2051 future baseline to 87% with the AP2 revised scheme in 2051 on the A5186 Langworthy Road (south) 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 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.”

A56 Bury New Road/Sherborne Street

16.5.676 Table 18-399 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-399 below replaces Table 18-399 in the main TA.

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Traffic and transport

MA06, MA07 and MA08

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Table 18-399: A56 Bury New Road/Sherborne Street/A56 Great Ducie 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		
A56 Bury New Road	1,273	90%	0	1,284	87%	0	1,305	95%	0	1,364	93%	0
Sherborne Street (east)*	-	-	-	-	-	-	-	-	-	-	-	-
A56 Great Ducie Street	770	40%	0	698	36%	0	909	46%	0	766	39%	0
Sherborne Street (west)	59	94%	2	59	88%	2	45	94%	2	48	93%	2
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A56 Bury New Road	810	74%	0	791	77%	0	808	40%	0	842	54%	0
Sherborne Street (east)*	-	-	-	-	-	-	-	-	-	-	-	-
A56 Great Ducie Street	1,338	68%	0	1,159	59%	0	1,467	74%	0	1,361	69%	0
Sherborne Street (west)	52	101%	3	112	104%	5	31	104%	2	60	106%	3

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

16.5.677 The conclusions drawn in paragraph 18.5.522 and 18.5.523 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 94% in the 2039 future baseline to 88% with the AP2 revised scheme in 2039 on the Sherborne Street (west) approach in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the maximum VoC will increase from 101% in the 2039 future baseline to 104% with the AP2 revised scheme in 2039 on the Sherborne Street (west) approach, with a corresponding change in queue length from three PCU in the future baseline to five 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 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 which is, in any case, predicted to operate over its capacity in the future baseline.

The change in traffic due to the 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 A56 Bury New Road approach in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the maximum VoC will increase from 104% in the 2051 future baseline to 106% with the AP2 revised scheme in 2051 on the Sherborne Street (west) approach, with a corresponding change in queue length from two PCU in the future baseline to three 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 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 which is, in any case, predicted to operate above its capacity in the future baseline.”

B6186 Frederick Road/Seaford Road/Broughton Road East

16.5.678 Table 18-400 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-400 below replaces Table 18-400 in the main TA.

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Table 18-400: B6186 Frederick Road/Seaford Road/Broughton 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		
Seaford Road	176	85%	4	176	85%	4	191	92%	4	194	94%	4
B6186 Fredrick Road (east)	778	%	10	825	85%	10	877	93%	11	915	96%	11
B6186 Frederick Road (west)	672	85%	10	695	88%	10	734	93%	11	753	96%	11
Broughton Road East	276	43%	6	278	43%	6	319	50%	7	321	50%	7
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Seaford Road	58	75%	1	57	75%	1	64	84%	1	63	83%	1
B6186 Fredrick Road (east)	765	99%	6	757	101%	6	778	101%	6	751	105%	6
B6186 Frederick Road (west)	660	86%	7	657	86%	7	733	96%	8	742	97%	8
Broughton Road East	58	18%	1	70	22%	1	85	26%	1	92	28%	2

16.5.679 The conclusions drawn in paragraph 18.5.525 and 18.5.526 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 88% with the AP2 revised scheme in 2039 on the B6186 Frederick Road (west) approach, with no change in corresponding queue length. In the PM peak hour, the maximum VoC will increase from 99% in the 2039 future baseline to 101% with the AP2 revised scheme in 2039 on the B6186 Frederick Road (east) 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 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 maximum VoC from 93% in the 2051 future baseline to 96% with the AP2 revised scheme in 2051 on both the B6186 Frederick Road (east) and B6186 Frederick Road (west) approach in the AM peak hour, with no change in corresponding queue lengths. In the PM peak hour, the maximum VoC will increase from 101% in the 2051 future baseline to 105% with the AP2 revised scheme in 2051 on the B6186 Frederick Road (east) 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 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.”

A56 Bury New Road/B6180 Waterloo Road

16.5.680 Table 18-401 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-401 below replaces Table 18-401 in the main TA.

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Table 18-401: A56 Bury New Road/B6180 Waterloo 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		
A56 Bury Road (north)	920	23%	0	928	23%	0	1,000	25%	0	1,037	26%	0
B6180 Waterloo Road	353	96%	4	357	98%	4	314	94%	3	327	98%	4
A56 Bury Road (south)	625	26%	0	542	23%	0	783	33%	1	626	27%	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A56 Bury Road (north)	662	17%	0	623	16%	0	731	18%	0	706	18%	0
B6180 Waterloo Road	186	58%	1	237	75%	1	155	84%	2	212	85%	2
A56 Bury Road (south)	1,203	48%	0	1,017	41%	0	1,432	52%	0	1,244	49%	0

16.5.681 The conclusions drawn in paragraph 18.5.528 and 18.5.529 of the main TA are replaced by:

“The change in traffic due to the operation of the AP2 revised scheme will increase the maximum VoC from 96% in the 2039 future baseline to 98% with the AP2 revised scheme in 2039 on the B6180 Waterloo Road 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 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.

The change in traffic due to the operation of the AP2 revised scheme will increase the maximum VoC from 94% in the 2051 future baseline to 98% with the AP2 revised scheme in 2051 on the B6180 Waterloo Road approach in the AM peak hour, with a corresponding change in queue length from three PCU in the future baseline to four 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 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 within capacity in the future baseline and close to 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.”

A56 Bury New Road/Waterloo Road/Broughton Lane

16.5.682 Table 18-402 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-402 below replaces Table 18-402 in the main TA.

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Table 18-402: A56 Bury New Road/Waterloo Road/Broughton 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		
A56 Bury New Road (north)	1,053	32%	9	1,042	39%	12	1,139	36%	10	1,168	47%	15
Waterloo Road	336	66%	7	425	46%	8	375	78%	8	498	59%	9
A56 Bury New Road (south)	488	13%	4	370	13%	4	589	16%	5	464	17%	6
Broughton Lane	212	92%	5	325	68%	6	233	101%	5	327	62%	6
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A56 Bury New Road (north)	772	28%	8	748	29%	8	851	33%	8	839	34%	9
Waterloo Road	104	15%	2	80	10%	2	234	58%	5	214	44%	4
A56 Bury New Road (south)	1,018	30%	10	851	27%	9	1,313	38%	13	1,104	35%	12
Broughton Lane	343	107%	7	441	109%	8	359	112%	7	462	114%	8

16.5.683 The conclusions drawn in paragraph 18.5.531 and 18.5.532 of the main TA are replaced by:

“The change in traffic due to the operation of the AP2 revised scheme will decrease the maximum VoC from 92% in the 2039 future baseline to 68% with the AP2 revised scheme in 2039 on the Broughton Lane approach in the AM peak hour, with a corresponding change in queue length from five PCU in the future baseline to six PCU. In the PM peak hour, the maximum VoC will increase from 107% in the 2039 future baseline to 109% with the AP2 revised scheme in 2039 on the Broughton Lane approach, with a change in corresponding queue length from seven PCU in the future baseline to eight PCU. The assessment shows that in the AM peak hour this 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 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 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 change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 101% in the 2039 future baseline to 62% with the AP2 revised scheme in 2051 on the Broughton Lane approach in the AM peak hour, with a corresponding change in queue length from five PCU in the future baseline to six PCU. In the PM peak hour, the maximum VoC will increase from 112% in the 2051 future baseline to 114% with the AP2 revised scheme in 2051 on the Broughton Lane approach, with a corresponding change in queue length from seven PCU in the future baseline to eight PCU. The assessment shows that in the AM peak hour this junction operates over 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 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, which is, in any case, predicted to operate over its capacity in the future baseline.”

B6186 Camp Street/B6186 Fredrick Road/Lower Broughton Road

16.5.684 Table 18-403 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-403 below replaces Table 18-403 in the main TA.

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Table 18-403: B6186 Camp Street/B6186 Fredrick Road/Lower Broughton 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		
Lower Broughton Road (north)	134	14%	2	116	10%	2	215	22%	4	172	16%	3
B6186 Camp Street	486	62%	7	473	57%	7	626	81%	9	575	70%	8
Lower Broughton Road (south)	418	93%	7	480	91%	8	430	97%	8	492	97%	8
B6186 Frederick Road	610	34%	6	642	39%	6	655	39%	8	660	43%	7
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Lower Broughton Road (north)	65	3%	1	67	3%	1	79	4%	1	77	4%	1
B6186 Camp Street	242	45%	5	154	33%	3	293	54%	6	170	37%	4
Lower Broughton Road (south)	962	101%	13	1,084	100%	12	995	104%	13	1,095	101%	12
B6186 Frederick Road	406	35%	7	386	40%	7	421	38%	7	407	42%	8

16.5.685 The conclusions drawn in paragraph 18.5.537 and 18.5.538 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 91% with the AP2 revised scheme in 2039 on the Lower Broughton Road (south) approach in the AM peak hour, with a corresponding change in queue length from seven 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 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.

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 104% in the 2051 future baseline to 101% with the AP2 revised scheme in 2051 on the Lower Broughton Road (south) approach with a corresponding change in queue length from 13 PCU in the future baseline to 12 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 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.”

A5066 Great Clowes Street/B6186 Camp Street/B6187 Great Clowes Street/B6186 Upper Camp Street

16.5.686 Table 18-404 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-404 below replaces Table 18-404 in the main TA.

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SES2 and AP2 ES Volume 5, Appendix: TR-003-00006

Traffic and transport

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Table 18-404: A5066 Great Clowes Street/B6186 Camp Street/B6187 Great Clowes Street/B6186 Upper Camp 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		
A5066 Great Clowes Street (north)	850	53%	12	834	52%	12	949	63%	13	919	57%	13
B6186 Upper Camp Street	252	39%	5	290	45%	6	294	65%	6	322	45%	7
A5066 Great Clowes Street (south)	203	34%	5	185	31%	5	205	101%	5	204	34%	5
B6186 Camp Street	84	17%	2	107	24%	2	86	37%	2	66	16%	1
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A5066 Great Clowes Street (north)	393	32%	5	419	34%	6	369	31%	5	419	34%	6
B6186 Upper Camp Street	131	28%	3	134	29%	3	202	43%	4	119	26%	2
A5066 Great Clowes Street (south)	767	109%	14	636	110%	12	839	115%	15	740	115%	13
B6186 Camp Street	200	42%	4	167	39%	3	217	52%	4	194	41%	4

16.5.687 The conclusions drawn in paragraph 18.5.537 and 18.5.538 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 this junction operates well within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, this 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 above its capacity in the future baseline.

The change in traffic due to operation of the AP2 revised scheme in 2051 will decrease the maximum VoC from 101% in the 2039 future baseline to 34% with the AP2 revised scheme in 2039 on the A5066 Great Clowes 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 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 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 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 PM peak hour in the future baseline.”

A56 Bury Road/Fenney Street/Appian Way

16.5.688 Table 18-405 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-405 below replaces Table 18-405 in the main TA.

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Table 18-405: A56 Bury Road/Fenney Street/Appian 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		
A56 Bury Road (north)	1,071	27%	0	1,082	27%	0	1,092	27%	0	1,167	29%	0
Appian Way*	-	-	-	-	-	-	-	-	-	-	-	-
A56 Bury Road (south)	471	12%	0	452	11%	0	484	12%	0	497	12%	0
Fenney Street (west)	196	89%	2	188	89%	2	190	89%	2	172	87%	2
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A56 Bury Road (north)	545	14%	0	591	15%	0	693	17%	0	661	17%	0
Appian Way*	-	-	-	-	-	-	-	-	-	-	-	-
A56 Bury Road (south)	843	21%	0	767	19%	0	1,200	30%	0	1,066	27%	0
Fenney Street (west)	226	96%	3	251	94%	3	157	96%	3	179	96%	4

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

16.5.689 The conclusions drawn in paragraph 18.5.540 and 18.5.541 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 96% in the 2039 future baseline to 94% with the AP2 revised scheme in 2039 on the Fenney Street (west) 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 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 change in traffic due to the operation of the AP2 revised scheme will decrease the maximum VoC from 89% in the 2051 future baseline to 87% with the AP2 revised scheme in 2051 on the Fenney Street (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 the operation in the 2051 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 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.”

A576 Great Cheetham Street West/A5066 Great Clowes Street/B6187 Great Clowes Street

16.5.690 Table 18-406 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-406 below replaces Table 18-406 in the main TA.

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Traffic and transport

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Table 18-406: A576 Great Cheetham Street West/A5066 Great Clowes Street/B6187 Great 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		
B6187 Great Clowes Street	589	73%	12	630	83%	13	629	79%	13	681	90%	14
A576 Great Cheetham Street West (east)	714	50%	11	648	73%	10	793	55%	12	705	79%	11
A5066 Great Clowes Street	10	1%	0	10	2%	0	25	3%	0	9	2%	0
A576 Great Cheetham Street West (west)	692	97%	12	804	90%	15	674	102%	11	850	96%	16
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
B6187 Great Clowes Street	414	42%	7	373	65%	7	381	39%	7	334	62%	6
A576 Great Cheetham Street West (east)	699	44%	11	585	55%	9	716	45%	11	614	58%	9
A5066 Great Clowes Street	539	36%	7	353	54%	7	575	38%	8	468	71%	9
A576 Great Cheetham Street West (west)	769	104%	12	765	106%	14	778	113%	11	784	108%	15

16.5.691 The conclusions drawn in paragraph 18.5.543 and 18.5.544 of the main TA are replaced by:

“The change in traffic due to the operation of the AP2 revised scheme will decrease the maximum VoC from 97% in the 2039 future baseline to 90% with the AP2 revised scheme in 2039 on the A576 Great Cheetham Street West (west) approach in the AM peak hour, with a corresponding change in queue length from 12 PCU in the future baseline to 15 PCU. In the PM peak hour the maximum VoC will increase from 104% in the 2039 future baseline to 106% with the AP2 revised scheme in 2039 on the A576 Great Cheetham Street West (west) approach, with a corresponding change in queue length from 12 PCU in the future baseline to 14 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 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 which is, in any case, predicted to operate over its capacity in the future baseline.

The change in traffic due to the operation of the AP2 revised scheme will increase the VoC from 79% in the 2051 future baseline to 90% with the AP2 revised scheme in 2051 on the B6187 Great Clowes Street approach in the AM peak hour, with a corresponding change in queue length from 13 PCU in the future baseline to 14 PCU. In the PM peak hour, the change in traffic due to the operation of the AP2 revised scheme will decrease the VoC will decrease from 113% in the 2051 future baseline to 108% with the AP2 revised scheme in 2051 on the A576 Great Cheetham Street West (west) approach, with a corresponding change in queue length from 11 PCU in the future baseline to 15 PCU. 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 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 above its capacity in the future baseline.”

A572 Worsley Road/B5231 Folly Lane

16.5.692 Table 18-407 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-407 below replaces Table 18-407 in the main TA.

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Table 18-407: A572 Worsley Road/B5231 Folly 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		
A572 Worsley Road(east)	938	25%	0	943	25%	0	1,061	28%	0	1,074	29%	0
B5231 Folly Lane	378	42%	2	380	42%	2	391	46%	4	408	52%	4
A572 Worsley Road (west)	541	23%	0	542	23%	0	799	34%	2	851	43%	2
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A572 Worsley Road (east)	935	25%	0	933	25%	0	1,003	27%	0	1,005	27%	0
B5231 Folly Lane	412	54%	4	410	54%	4	518	69%	4	532	71%	4
A572 Worsley Road (west)	735	26%	0	736	26%	0	877	31%	0	876	30%	0

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16.5.693 The conclusions drawn in paragraph 18.5.546 and 18.5.547 of the main TA are replaced by:

“The assessment shows that for this junction, the change in traffic due to the operation in 2039 and 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 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.”

Moor Lane/Littleton Road/Kersal Vale Road

16.5.694 Table 18-408 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-408 below replaces Table 18-408 in the main TA.

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Table 18-408: Moor Lane/Littleton Road/Kersal Vale 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		
Kersal Vale Road	402	39%	0	387	37%	0	301	29%	0	253	25%	0
Moor Lane	243	28%	0	245	28%	0	335	37%	0	321	34%	0
Littleton Road	334	34%	0	320	33%	0	380	39%	0	372	38%	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Kersal Vale Road	338	33%	0	385	38%	0	369	37%	0	384	39%	0
Moor Lane	175	19%	0	210	23%	0	279	31%	0	307	34%	0
Littleton Road	729	76%	0	787	84%	1	819	88%	1	854	93%	1

16.5.695 The conclusions drawn in paragraph 18.5.549 and 18.5.550 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 in the AM and PM peak hours.

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 88% in the 2051 future baseline to 93% with the AP2 revised scheme in 2051 on the Littleton 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 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.”

Cambridge Street/Hulme Street

16.5.696 Table 18-409 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-409: Cambridge Street/Hulme 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		
Cambridge Street (north)	172	9%	0	183	9%	0	271	14%	0	294	15%	0
Hulme Street (east)	229	38%	0	318	53%	0	278	50%	0	359	67%	0
Cambridge Street (south)	700	27%	0	762	29%	0	811	31%	0	866	34%	0
Hulme Street (west)*	-	-	-	-	-	-	-	-	-	-	-	-
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Cambridge Street (north)	655	33%	0	626	31%	0	669	33%	0	650	33%	0
Hulme Street (east)	373	103%	5	376	100%	5	370	105%	5	375	103%	5
Cambridge Street (south)	209	9%	0	288	12%	0	208	9%	0	272	11%	0
Hulme Street (west)*	-	-	-	-	-	-	-	-	-	-	-	-

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

- 16.5.697 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. The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 103% in the 2039 future baseline to 100% with the AP2 revised scheme in 2039 on the Hulme Street (east) approach in the PM peak hour, 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, which is, in any case, predicted to operate over its capacity in the future baseline.
- 16.5.698 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 decrease the maximum VoC from 105% in the 2051 future baseline to 103% with the AP2 revised scheme in 2051 on the Hulme Street (east) approach in the PM peak hour, 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, which is, in any case, predicted to operate over its capacity in the future baseline.

A56 Chester Road/Great Jackson Street

- 16.5.699 Table 18-410 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Traffic and transport

MA06, MA07 and MA08

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Table 18-410: A56 Chester Road/Great Jackson 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		
A56 Bridgewater Viaduct	311	8%	0	317	8%	0	322	8%	0	340	9%	0
Deansgate	349	58%	0	337	57%	0	282	48%	0	327	56%	0
A56 Chester Road	1,526	33%	0	1,569	34%	0	1,486	33%	0	1,509	33%	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A56 Bridgewater Viaduct	1,474	37%	0	1,432	36%	0	1,516	38%	0	1,470	37%	0
Deansgate	154	91%	3	151	85%	2	161	101%	5	163	96%	4
A56 Chester Road	644	15%	2	624	15%	2	734	18%	2	682	16%	2

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- 16.5.700 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 91% in the 2039 future baseline to 85% with the AP2 revised scheme in 2039 on the Deansgate approach, with a corresponding change in queue length from three PCU in the future baseline to two 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.
- 16.5.701 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 101% in the 2051 future baseline to 96% with the AP2 revised scheme in 2051 on the Deansgate approach, with a corresponding change in queue length from five PCU in the future baseline to four 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 over 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 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.

A34 Oxford Road/Charles Street/Hulme Street

- 16.5.702 Table 18-411 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Traffic and transport

MA06, MA07 and MA08

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Table 18-411: A34 Oxford Road/Charles Street/Hulme 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		
A34 Oxford Road (north)	254	31%	1	253	31%	1	264	33%	1	255	31%	1
Charles Street	355	98%	6	353	97%	6	365	101%	7	361	100%	7
A34 Oxford Road (south)	580	53%	7	516	47%	6	644	56%	8	637	49%	8
Hulme Street	90	20%	2	59	13%	1	105	23%	2	76	17%	1
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A34 Oxford Road (north)	524	89%	7	541	93%	7	474	81%	7	551	94%	8
Charles Street	498	72%	8	406	60%	6	532	77%	8	436	63%	7
A34 Oxford Road (south)	359	49%	5	334	45%	5	373	50%	6	348	48%	5
Hulme Street	121	18%	2	186	28%	3	58	9%	1	152	23%	2

- 16.5.703 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 89% in the 2039 future baseline to 93% with the AP2 revised scheme in 2039 on the A34 Oxford Road (north) 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 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.
- 16.5.704 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 81% in the 2051 future baseline to 94% with the AP2 revised scheme in 2051 on the A34 Oxford Road (north) approach, with a change in corresponding queue length from seven PCU in the future baseline to eight PCU. The assessment shows that in the AM peak hours 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 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, which is, in any case, predicted to operate over its capacity in the future baseline.

A34 Princess Street/Charles Street

- 16.5.705 Table 18-412 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Traffic and transport

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Table 18-412: A34 Princess Street/Charles 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		
A34 Princess Street (north)	284	26%	4	316	26%	4	332	32%	4	329	29%	4
Charles Street (east)	373	44%	5	431	50%	5	469	58%	6	500	60%	6
A34 Princess Street (south)	482	64%	6	297	39%	4	518	68%	7	414	54%	6
Charles Street (west)	206	29%	3	179	27%	2	261	38%	3	275	45%	3
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A34 Princess Street (north)	733	94%	11	607	74%	9	723	97%	11	654	85%	10
Charles Street (east)	511	48%	5	360	34%	4	654	61%	7	444	42%	5
A34 Princess Street (south)	486	82%	7	426	72%	7	530	90%	8	500	84%	8
Charles Street (west)	448	95%	5	535	75%	6	344	104%	4	519	100%	6

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- 16.5.706 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 or queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will decrease from 95% in the 2039 future baseline to 75% with the AP2 revised scheme in 2039 on the Charles Street (west) approach, 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 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.
- 16.5.707 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 change in VoC or queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will decrease from 104% in the 2051 future baseline to 100% with the AP2 revised scheme in 2051 on the Charles Street (west) approach, with a corresponding change in queue length from four PCU in the future baseline to six 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 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.

A5103 Albion Street/B6469 Whitworth Street West

- 16.5.708 Table 18-413 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Traffic and transport

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Table 18-413: A5103 Albion Street/B6469 Whitworth Street 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		
A5103 Albion Street (north)	426	42%	6	433	43%	6	443	43%	6	469	46%	7
B6469 Whitworth Street West (east)	615	92%	10	583	88%	10	670	101%	11	655	99%	11
A5103 Albion Street (south)	1,015	103%	16	1,013	103%	16	942	103%	15	951	103%	15
B6469 Whitworth Street West (west)	513	95%	8	506	95%	8	490	99%	7	488	98%	7
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A5103 Albion Street (north)	1,026	84%	13	976	82%	13	1,044	87%	14	1,020	89%	13
B6469 Whitworth Street West (east)	202	32%	3	192	30%	3	237	37%	4	213	33%	4
A5103 Albion Street (south)	837	58%	13	929	62%	14	971	73%	15	1,024	81%	16
B6469 Whitworth Street West (west)	323	50%	5	316	49%	5	307	48%	5	307	48%	5

- 16.5.709 The change in traffic due to operation of the AP2 revised scheme will not 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 92% in the 2039 future baseline to 88% with the AP2 revised scheme in 2039 on the B6469 Whitworth Street West (east) 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 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 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 capacity in the future baseline.
- 16.5.710 The change in traffic due to operation of the AP2 revised scheme will not 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 decrease the VoC from 101% in the 2039 future baseline to 99% with the AP2 revised scheme in 2051 on the B6469 Whitworth Street West (east) approach. There will be no change in queue lengths. In the PM peak hour, the maximum VoC will increase from 87% in the 2051 future baseline to 89% with the AP2 revised scheme in 2051 on the A5103 Albion Street (north) approach with a corresponding change in queue length from 14 PCU in the future baseline to 13 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 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 which is, in any case, predicted to operate over its capacity in the future baseline.

A56 Bridgewater Viaduct/B6469 Whitworth Street West/Castle Street

- 16.5.711 Table 18-414 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Traffic and transport

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Table 18-414: A56 Bridgewater Viaduct/B6469 Whitworth Street West/Castle 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		
A56 Deansgate	433	30%	2	433	30%	2	447	31%	2	459	31%	2
B6469 Whitworth Street West	305	43%	7	273	38%	7	355	57%	9	323	51%	8
A56 Bridgewater Viaduct	1,444	93%	18	1,496	97%	18	1,411	103%	17	1,434	102%	17
Castle Street*	-	-	-	-	-	-	-	-	-	-	-	-
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A56 Deansgate	1,414	97%	12	1,406	97%	12	1,415	97%	12	1,411	97%	12
B6469 Whitworth Street West	410	57%	9	374	52%	8	400	56%	9	364	51%	8
A56 Bridgewater Viaduct	510	42%	6	479	39%	6	610	50%	7	541	44%	7
Castle Street*	-	-	-	-	-	-	-	-	-	-	-	-

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

- 16.5.712 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 93% in the 2039 future baseline to 97% with the AP2 revised scheme in 2039 on the A56 Bridgewater Viaduct 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 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 negligible impact on the operation of the junction in the PM peak hour.
- 16.5.713 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 change 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.

A6 London Road/Travis Street

- 16.5.714 Table 18-415 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Traffic and transport

MA06, MA07 and MA08

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Table 18-415: A6 London Road/Travis 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		
A6 London Road (north)	626	16%	0	525	13%	0	576	14%	0	547	14%	0
Travis Street	155	39%	0	218	50%	0	209	51%	0	244	57%	0
A6 London Road (south)	723	18%	0	636	16%	0	605	15%	0	602	15%	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A6 London Road (north)	660	17%	0	549	14%	0	681	17%	0	599	15%	0
Travis Street	277	73%	1	411	97%	4	311	83%	2	413	102%	5
A6 London Road (south)	354	9%	0	360	9%	0	427	11%	0	412	10%	0

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- 16.5.715 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 73% in the 2039 future baseline to 97% with the AP2 revised scheme in 2039 on the Travis Street approach with a corresponding change in queue length from one PCU in the future baseline to four 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.
- 16.5.716 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 83% in the 2039 future baseline to 102% with the AP2 revised scheme in 2051 on the Travis Street approach. with a corresponding change in queue length from two PCU in the future baseline to five 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 within 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.

A6042 Trinity Way/A6143 Water Street

- 16.5.717 Table 18-416 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Traffic and transport

MA06, MA07 and MA08

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Table 18-416: A6042 Trinity Way/A6143 Water 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		
A6042 Trinity Way (north)	729	57%	14	769	60%	14	699	55%	13	761	60%	14
A6143 Water Street	458	64%	10	443	62%	10	572	80%	13	574	80%	13
A6042 Trinity Way (south)	1,154	36%	12	1,147	36%	11	1,143	35%	11	1,160	36%	12
Car Park access*	-	-	-	-	-	-	-	-	-	-	-	-
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A6042 Trinity Way (north)	1,161	72%	19	1,187	74%	19	1,285	92%	21	1,339	102%	21
A6143 Water Street	930	101%	18	898	98%	18	900	106%	17	868	105%	17
A6042 Trinity Way (south)	681	25%	8	743	28%	9	690	26%	8	748	29%	9
Car Park access*	-	-	-	-	-	-	-	-	-	-	-	-

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

- 16.5.718 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. 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 98% with the AP2 revised scheme in 2039 on the A6143 Water Street approach in the PM peak hour, 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, which is, in any case, predicted to operate over its capacity in the future baseline.
- 16.5.719 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 not substantially decrease the maximum VoC between the 2051 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 92% in the 2051 future baseline to 102% with the AP2 revised scheme in 2051 on the A6042 Trinity Way (north) 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 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 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.

A6143 Water Street/A6143 Liverpool Road

- 16.5.720 Table 18-417 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Traffic and transport

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Table 18-417: A6143 Water Street/A6143 Liverpool 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		
B5225 Water Street	701	67%	8	746	72%	8	726	70%	8	714	69%	8
A6143 Liverpool Road	272	29%	5	279	30%	5	409	43%	7	434	46%	8
A6143 Water Street	596	101%	7	552	103%	6	574	104%	6	578	103%	6
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
B5225 Water Street	204	66%	3	223	72%	3	203	68%	3	215	72%	3
A6143 Liverpool Road	1,131	52%	7	1,120	52%	7	1,162	54%	7	1,112	52%	7
A6143 Water Street	351	96%	5	330	90%	5	360	100%	5	344	96%	5

- 16.5.721 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 101% in the 2039 future baseline to 103% with the AP2 revised scheme in 2039 on the A6143 Water Street approach in the AM peak hour, with a corresponding change in queue length from seven PCU in the future baseline to six PCU. In the PM peak hour, the maximum VoC will decrease from 96% in the 2039 future baseline to 90% with the AP2 revised scheme in 2039 on the A6143 Water 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 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.
- 16.5.722 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 100% in the 2051 future baseline to 96% with the AP2 revised scheme in 2051 on the A6143 Water 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 over 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 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.

Chorlton Street/Bloom Street

- 16.5.723 Table 18-418 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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MA06, MA07 and MA08

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Table 18-418: Chorlton Street/Bloom 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		
Bloom Street (north)	3	0%	0	4	1%	0	0	0%	0	1	0%	0
Chorlton Street (east)*	-	-	-	-	-	-	-	-	-	-	-	-
Bloom Street (south)	267	41%	0	287	45%	0	271	41%	0	265	41%	0
Chorlton Street (west)	73	4%	0	74	4%	0	64	3%	0	76	4%	0
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Bloom Street (north)	0	0%	0	0	0%	0	0	0%	0	0	0%	0
Chorlton Street (east)*	-	-	-	-	-	-	-	-	-	-	-	-
Bloom Street (south)	340	63%	0	467	81%	0	379	77%	1	489	89%	1
Chorlton Street (west)	431	22%	0	260	14%	0	352	18%	0	255	13%	0

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

- 16.5.724 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 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.
- 16.5.725 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 77% in the 2051 future baseline to 89% with the AP2 revised scheme in 2051 on the Bloom Street (south) 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 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.

A56 Deansgate/A34 Peter Street/A34 Quay Street

- 16.5.726 Table 18-419 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Traffic and transport

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Table 18-419: A56 Deansgate/A34 Peter Street/A34 Quay 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		
A56 Deansgate (north)	429	42%	8	426	42%	8	456	43%	8	474	45%	9
A34 Peter Street	362	56%	6	358	55%	6	354	55%	6	300	47%	5
A56 Deansgate (south)	737	96%	7	734	96%	7	714	94%	7	690	92%	7
A34 Quay Street	412	57%	8	409	56%	8	428	59%	8	415	55%	8
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A56 Deansgate (north)	1,077	101%	19	1,107	103%	19	1,079	103%	19	1,106	104%	19
A34 Peter Street	578	93%	10	530	85%	9	572	91%	9	535	86%	9
A56 Deansgate (south)	207	37%	5	196	35%	4	283	51%	6	239	43%	5
A34 Quay Street	402	72%	8	414	68%	8	423	75%	8	433	72%	8

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- 16.5.727 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 VoC will decrease from 93% in the 2039 future baseline to 85% with the AP2 revised scheme in 2039 on the A34 Peter Street 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 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 negligible impact of 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.
- 16.5.728 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 2051 on the A56 Deansgate (south) approach in the AM peak hour, with no change in corresponding queue length. 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 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 91% in the 2051 future baseline to 86% with the AP2 revised scheme in 2051 on the A34 Peter 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, 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 which is, in any case, predicted to operate over its capacity in the future baseline.

A6042 Trinity Way/Hampson Street

- 16.5.729 Table 18-420 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-420: A6042 Trinity Way/Hampson 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		
A6042 Trinity Way (north)	503	28%	6	595	33%	7	460	25%	5	583	32%	7
A6042 Trinity Way (south)	757	75%	14	777	76%	14	847	84%	16	876	86%	16
B5225 Hampson Street	710	76%	6	728	78%	6	730	78%	6	757	81%	7
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A6042 Trinity Way (north)	925	52%	9	1,013	57%	9	975	55%	10	1,114	62%	10
A6042 Trinity Way (south)	867	84%	15	929	89%	17	913	88%	16	986	95%	18
B5225 Hampson Street	349	31%	5	342	31%	5	487	44%	8	458	41%	7

- 16.5.730 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 84% in the 2039 future baseline to 89% with the AP2 revised scheme in 2039 on the A6042 Trinity Way (south) approach, with a corresponding change in queue length from 15 PCU in the future baseline to 17 PCU. 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, 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.
- 16.5.731 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 84% in the 2051 future baseline to 86% with the AP2 revised scheme in 2051 on the A6042 Trinity Way (south) approach in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the maximum VoC will increase from 88% in the future baseline to 95% with the AP2 revised scheme in 2051 on the A6042 Trinity Way (south) approach, with a corresponding change in queue length from 16 PCU in the future baseline to 18 PCU. 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.

A6 Portland Street/A62 Newton Street

- 16.5.732 Table 18-421 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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MA06, MA07 and MA08

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Table 18-421: A6 Portland Street/A62 Newton 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		
A62 Newton Street	4	1%	0	432	87%	5	4	1%	0	501	101%	6
A6 Piccadilly	65	14%	1	66	14%	1	64	14%	1	66	14%	1
A6 Portland Street	30	6%	0	30	6%	0	30	6%	0	30	6%	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A62 Newton Street	5	1%	0	4	1%	0	4	1%	0	4	1%	0
A6 Piccadilly	58	15%	1	59	15%	1	56	15%	1	58	15%	1
A6 Portland Street	22	5%	0	22	5%	0	22	5%	0	22	5%	0

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- 16.5.733 The change in traffic due to operation of the AP2 revised scheme will increase the VoC from 1% in the future baseline to 87% with the AP2 revised scheme in 2039 on the A62 Newton Street approach in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to five 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 change 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 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.
- 16.5.734 The change in traffic due to operation of the AP2 revised scheme will increase the VoC from 1% in the 2051 future baseline to 101% with the AP2 revised scheme in 2051 on the A62 Newton Street approach in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to six 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 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.

Spring Gardens/King Street

- 16.5.735 Table 18-422 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Traffic and transport

MA06, MA07 and MA08

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Table 18-422: Spring Gardens/King 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		
Spring Gardens (north)*	-	-	-	-	-	-	-	-	-	-	-	-
Spring Gardens (south)	471	28%	0	467	28%	0	473	28%	0	477	28%	0
King Street	410	21%	0	423	21%	0	444	22%	0	455	23%	0
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Spring Gardens (north)*	-	-	-	-	-	-	-	-	-	-	-	-
Spring Gardens (south)	543	32%	0	472	28%	0	474	28%	0	494	30%	0
King Street	1,168	58%	0	710	105%	0	993	103%	0	636	106%	0

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

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Traffic and transport

MA06, MA07 and MA08

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- 16.5.736 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 58% in the 2039 future baseline to 105% with the AP2 revised scheme in 2039 on the King Street 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 well within 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.
- 16.5.737 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 103% in the 2051 future baseline to 106% with the AP2 revised scheme in 2051 on the King Street approach, with no change in corresponding queue length. The assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in the future baseline and with the AP2 revised scheme. The changes in traffic 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.

Fountain Street/York Street

- 16.5.738 Table 18-423 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Traffic and transport

MA06, MA07 and MA08

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Table 18-423: Fountain Street/York 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		
Fountain Street (north)*	-	-	-	-	-	-	-	-	-	-	-	-
York Street (east)*	-	-	-	-	-	-	-	-	-	-	-	-
Fountain Street (south)	113	6%	0	207	10%	0	119	6%	0	204	10%	0
York Street (west)	410	26%	0	423	28%	0	444	28%	0	455	31%	0
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Fountain Street (north)*	-	-	-	-	-	-	-	-	-	-	-	-
York Street (east)*	-	-	-	-	-	-	-	-	-	-	-	-
Fountain Street (south)	242	12%	0	440	93%	0	307	37%	0	447	103%	0
York Street (west)	1,168	80%	0	676	105%	4	959	103%	4	603	106%	4

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

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Traffic and transport

MA06, MA07 and MA08

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- 16.5.739 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 VoC will increase from 12% in the 2039 future baseline to 93% with the AP2 revised scheme in 2039 on the Fountain Street (south) 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 within 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.
- 16.5.740 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 VoC will increase from 37% in the 2039 future baseline to 103% with the AP2 revised scheme in 2051 on the Fountain Street (south) 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 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.

A576 Centenary Way/Coronet Way

- 16.5.741 Table 18-424 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Traffic and transport

MA06, MA07 and MA08

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Table 18-424: A576 Centenary Way/Coronet 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		
Local access road*	-	-	-	-	-	-	-	-	-	-	-	-
Coronet Way	466	42%	0	468	43%	0	563	53%	1	566	53%	1
A576 Centenary Way (south)	1,652	89%	1	1,670	90%	1	1,854	101%	5	1,853	101%	5
A576 Centenary Way (west)	982	89%	3	1,006	92%	3	1,018	100%	9	1,015	100%	9
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Local access road*	-	-	-	-	-	-	-	-	-	-	-	-
Coronet Way	1,084	65%	0	1,092	66%	0	1,190	78%	1	1,191	79%	1
A576 Centenary Way (south)	1,566	85%	0	1,566	85%	0	1,733	94%	1	1,752	96%	1
A576 Centenary Way (west)	353	25%	0	353	25%	0	496	36%	0	521	37%	0

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

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Traffic and transport

MA06, MA07 and MA08

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- 16.5.742 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 89% in the 2039 future baseline to 92% with the AP2 revised scheme in 2039 on the A576 Centenary Way (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 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 negligible impact on the operation of the junction in the PM peak hour.
- 16.5.743 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 94% in the 2051 future baseline to 96% with the AP2 revised scheme in 2051 on the A576 Centenary Way (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 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.

A662 Merrill Street/A662 Pollard Street/Carruthers Street

- 16.5.744 Table 18-425 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Traffic and transport

MA06, MA07 and MA08

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Table 18-425: A662 Merrill Street/A662 Pollard Street/Carruthers 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		
Carruthers Street (north)	274	75%	4	173	48%	3	290	79%	5	195	57%	3
A662 Merrill Street	46	7%	1	30	5%	0	54	9%	1	31	5%	0
Carruthers Street (south)	55	13%	1	179	44%	3	84	20%	1	209	51%	3
A662 Pollard Street	121	62%	2	5	3%	0	142	74%	2	6	3%	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Carruthers Street (north)	404	88%	4	328	85%	3	423	93%	4	333	88%	4
A662 Merrill Street	0	0%	0	0	0%	0	0	0%	0	0	0%	0
Carruthers Street (south)	90	18%	1	262	50%	3	96	19%	1	264	51%	3
A662 Pollard Street	324	74%	3	284	65%	3	380	87%	4	325	74%	3

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- 16.5.745 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 or queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will decrease from 88% in the 2039 future baseline to 85% with the AP2 revised scheme in 2039 on the Carruthers Street (north) approach, with a corresponding change in queue length from four PCU in the future baseline to three PCU. The assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and well within capacity with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The 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.
- 16.5.746 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 change in VoC or 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 88% with the AP2 revised scheme in 2051 on the Carruthers Street (north) 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 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.

A664 Rochdale Road/Osborne Street/Dalton Street

- 16.5.747 Table 18-426 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-426: A664 Rochdale Road/Osborne Street/Dalton 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		
A664 Rochdale Road (north)	827	47%	0	726	42%	0	859	51%	0	761	46%	0
Osborne Street*	-	-	-	-	-	-	-	-	-	-	-	-
A664 Rochdale Road (south)	224	11%	0	210	11%	0	366	19%	0	292	15%	0
Dalton Street	79	15%	0	83	15%	0	125	33%	0	99	19%	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A664 Rochdale Road (north)	542	53%	0	506	51%	0	652	63%	0	612	60%	0
Osborne Street*	-	-	-	-	-	-	-	-	-	-	-	-
A664 Rochdale Road (south)	628	32%	0	599	31%	0	692	36%	0	647	33%	0
Dalton Street	330	77%	1	317	74%	1	343	93%	3	338	88%	2

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

- 16.5.748 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 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.
- 16.5.749 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 decrease the maximum VoC from 93% in the 2051 future baseline to 88% with the AP2 revised scheme in 2051 on the Dalton Street approach in the PM peak hour, with a corresponding change in queue length from three PCU in the future baseline to two PCU. 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.

A576 Cromwell Road/Gerald Road/Littleton Road

- 16.5.750 Table 18-427 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-427: A576 Cromwell Road/Gerald Road/Littleton 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		
Littleton Road	836	101%	6	812	101%	6	822	102%	6	782	102%	6
A576 Cromwell Road (north)	503	64%	0	494	62%	0	553	70%	1	537	67%	0
Gerald Road (east)	62	9%	0	58	8%	0	63	9%	0	128	17%	0
A576 Cromwell Road (south)	964	47%	0	994	49%	0	1,013	50%	0	1,032	52%	0
Gerald Road (west)	286	37%	0	294	39%	0	329	44%	0	339	47%	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Littleton Road	402	51%	0	439	56%	0	468	59%	0	516	66%	1
A576 Cromwell Road (north)	852	101%	6	828	100%	6	850	102%	6	821	102%	6
Gerald Road (east)	366	79%	2	374	82%	2	452	98%	5	427	96%	4
A576 Cromwell Road (south)	1,046	74%	1	1,050	78%	1	1,068	81%	1	1,067	85%	2
Gerald Road (west)	168	42%	0	172	46%	1	157	43%	0	159	46%	1

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- 16.5.751 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, in any case, predicted to operate over its capacity in the future baseline.
- 16.5.752 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 not substantially increase or decrease the maximum VoC between the 2051 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 98% in the 2051 future baseline to 96% with the AP2 revised scheme in 2051 on Gerald Road (east) approach. Queue length will decrease from five 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 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.

A576 Cromwell Road/A576 Great Cheetham Street West/Seaford Road

- 16.5.753 Table 18-428 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-428: A576 Cromwell Road/A576 Great Cheetham Street West/Seaford 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		
A576 Great Cheetham Street West	513	26%	0	500	25%	0	556	28%	0	541	27%	0
Seaford Road	91	55%	1	80	52%	1	79	53%	1	52	41%	0
A576 Cromwell Road	712	29%	0	783	32%	0	759	31%	0	878	36%	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A576 Great Cheetham Street West	901	45%	0	870	44%	0	988	51%	0	907	46%	0
Seaford Road	105	76%	2	107	78%	2	118	89%	3	115	87%	2
A576 Cromwell Road	496	22%	0	529	23%	0	534	24%	0	571	25%	0

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- 16.5.754 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.
- 16.5.755 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 89% in the 2051 future baseline to 87% with the AP2 revised scheme in 2051 on the Seaford Road approach, with a corresponding change in queue length from three PCU in the future baseline to two 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.

B6180 Waterloo Road/A6010 Elizabeth Street

- 16.5.756 Table 18-429 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-429: B6180 Waterloo Road/A6010 Elizabeth 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		
B6180 Waterloo Road (north)	282	28%	4	301	31%	5	264	27%	4	314	32%	5
A6010 Elizabeth Street (east)	528	56%	6	623	67%	7	624	66%	7	712	76%	9
B6180 Waterloo Road (south)	304	54%	5	391	76%	6	384	70%	6	419	83%	6
A6010 Elizabeth Street (west)	534	75%	6	530	81%	6	606	84%	7	582	91%	7
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
B6180 Waterloo Road (north)	177	19%	3	180	20%	3	180	21%	3	195	22%	3
A6010 Elizabeth Street (east)	810	92%	10	802	89%	10	834	98%	10	823	95%	10
B6180 Waterloo Road (south)	549	78%	8	601	85%	9	633	87%	9	606	84%	9
A6010 Elizabeth Street (west)	311	63%	4	306	54%	4	359	57%	4	386	62%	5

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- 16.5.757 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 89% with the AP2 revised scheme in 2039 on the A6010 Elizabeth Street (east) approach, with no corresponding change in 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.
- 16.5.758 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 84% in the 2051 future baseline to 91% with the AP2 revised scheme in 2051 on the A6010 Elizabeth Street (west) approach in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the maximum VoC will decrease from 98% in the 2051 future baseline to 95% with the AP2 revised scheme in 2051 on the A6010 Elizabeth Street (east) 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 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 beneficial impact on the operation of the junction in the PM peak hour.

A6010 Queens Road/Smedley Road

- 16.5.759 Table 18-430 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-430: A6010 Queens Road/Smedley 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		
Smedley Road (north)	876	74%	10	873	74%	10	923	82%	11	916	81%	11
A6010 Queens Road (east)	1,389	85%	13	1,479	90%	14	1,433	90%	14	1,501	94%	15
Smedley Road (south)	182	33%	3	192	34%	3	245	44%	4	239	43%	4
A6010 Queens Road (west)	573	44%	8	562	43%	8	640	49%	9	631	49%	9
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Smedley Road (north)	934	86%	10	927	85%	10	1,069	94%	12	1,031	95%	12
A6010 Queens Road (east)	1,138	71%	14	1,149	72%	14	1,148	72%	14	1,179	74%	15
Smedley Road (south)	540	91%	10	539	90%	10	526	95%	10	521	94%	10
A6010 Queens Road (west)	595	55%	11	593	55%	11	608	56%	11	607	56%	11

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- 16.5.760 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 85% in the future baseline to 90% with the AP2 revised scheme in 2039 on the A6010 Queens Road (east) 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 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 negligible impact on the operation of the junction in the PM peak hour.
- 16.5.761 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 90% in the future baseline to 94% with the AP2 revised scheme in 2051 on the A6010 Queens Road (east) approach in the AM peak hour, with a corresponding change in queue length from 14 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 change 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 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 St James Street/Great Cheetham Street East

- 16.5.762 Table 18-431 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-431: A6010 St James Street/Great Cheetham Street 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		
Great Cheetham Street East (north)	367	81%	1	332	77%	1	394	90%	2	348	81%	1
A6010 St James Road	327	34%	0	336	35%	0	382	39%	0	377	38%	0
A6010 Great Cheetham Street East (south)	355	18%	0	389	20%	0	375	19%	0	406	21%	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Great Cheetham Street East (north)	219	88%	2	213	87%	2	227	92%	2	224	89%	2
A6010 St James Road	1,022	73%	0	1,016	76%	0	1,027	91%	0	1,001	85%	0
A6010 Great Cheetham Street East (south)	419	23%	0	366	20%	0	529	29%	0	517	28%	0

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- 16.5.763 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 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.
- 16.5.764 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 81% with the AP2 revised scheme in 2051 on the Great Cheetham Street East (north) approach in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to one PCU. In the PM peak hour, the VoC will decrease from 91% in the 2051 future baseline to 85% with the AP2 revised scheme in 2051 on the A610 St James 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 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 beneficial impact on the operation of the junction.

Delaunays Road/Central Drive

- 16.5.765 Table 18-432 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-432: Delaunays Road/Central Drive 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		
Delaunays Road (east)	425	21%	0	422	21%	0	477	24%	0	481	24%	0
Central Drive	210	53%	0	206	52%	0	216	58%	1	221	59%	1
Delaunays Road (west)	537	56%	0	546	57%	0	578	62%	0	591	64%	0
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Delaunays Road (east)	187	9%	0	183	9%	0	297	15%	0	282	14%	0
Central Drive	268	92%	2	287	92%	2	157	88%	2	185	91%	3
Delaunays Road (west)	771	42%	0	745	41%	0	912	50%	0	885	49%	0

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- 16.5.766 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 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.
- 16.5.767 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 88% in the 2051 future baseline to 91% with the AP2 revised scheme in 2051 on the Central Drive approach, with a corresponding change in queue length from two PCU in the future baseline to three 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.

A56 Bury New Road/Butterstile Road

- 16.5.768 Table 18-433 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-433: A56 Bury New Road/Butterstile 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		
A56 Bury New Road (north)	1,376	53%	0	1,364	53%	0	1,548	60%	0	1,538	60%	0
A56 Bury New Road (south)	386	10%	0	391	10%	0	431	11%	0	451	11%	0
Butterstile Lane	435	62%	1	432	61%	1	541	82%	2	507	78%	2
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A56 Bury New Road (north)	1,284	53%	3	1,299	54%	2	1,372	57%	3	1,383	57%	3
A56 Bury New Road (south)	968	24%	0	924	23%	0	930	23%	0	907	23%	0
Butterstile Lane	402	82%	5	425	84%	6	460	93%	6	478	96%	7

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- 16.5.769 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.
- 16.5.770 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 93% in the 2051 future baseline to 96% with the AP2 revised scheme in 2051, with a corresponding change in queue lengths from six PCU in the future baseline to seven 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.

A34 John Dalton Street/A34 Princess Street/A5042 Cross Street/ A6042 Lloyd Street

- 16.5.771 Table 18-434 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-434: A34 John Dalton Street/A34 Princess Street/A5042 Cross Street/A6042 Lloyd Street 2039 and 2051 future baseline

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		
A34 John Dalton Street	454	103%	7	466	106%	7	459	104%	7	463	105%	7
A6042 Cross Street	4	1%	0	4	1%	0	4	1%	0	4	1%	0
A34 Princess Street	161	33%	3	181	37%	3	155	32%	3	179	37%	3
A6042 Lloyd Street	716	103%	10	727	105%	10	716	103%	10	724	105%	10
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A34 John Dalton Street	393	99%	7	294	74%	5	345	87%	6	298	75%	5
A6042 Cross Street	0	0%	0	0	0%	0	0	0%	0	0	0%	0
A34 Princess Street	311	71%	5	304	70%	5	317	73%	5	311	71%	5
A6042 Lloyd Street	771	109%	10	759	109%	9	766	109%	10	759	109%	9

- 16.5.772 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 106% with the AP2 revised scheme in 2039 on the A34 John Dalton Street 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 decrease the VoC from 99% in the 2039 future baseline to 74% with the AP2 revised scheme in 2039 on the A34 John Dalton Street approach. Queue length will decrease from seven PCU in the future baseline to five 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.
- 16.5.773 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 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 103% in the 2051 future baseline to 105% with the AP2 revised scheme in 2051 on the A6042 Lloyd Street 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 decrease the VoC from 87% in the 2051 future baseline to 75% with the AP2 revised scheme in 2051 on the A34 John Dalton 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 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.

A5103 Princess Road/B5219 Moss Lane East

- 16.5.774 Table 18-435 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-435: A5103 Princess Road/B5219 Moss Lane 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		
A5103 Princess Road (north)	1,486	58%	17	1,489	59%	17	1,530	60%	17	1,474	58%	16
B5219 Moss Lane (east)	181	89%	5	191	94%	5	148	100%	4	158	98%	4
A5103 Princess Road (south)	2,048	67%	28	2,062	67%	28	2,154	70%	29	2,179	70%	30
B5219 Moss Lane (west)	310	30%	7	295	30%	7	378	38%	8	396	40%	8
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)	1,889	90%	28	1,849	88%	27	2,001	95%	29	1,986	94%	29
B5219 Moss Lane (east)	260	94%	6	258	89%	6	272	92%	6	274	100%	6
A5103 Princess Road (south)	1,271	62%	23	1,265	62%	23	1,319	65%	24	1,309	64%	24
B5219 Moss Lane (west)	571	32%	12	575	32%	12	658	37%	14	649	36%	13

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- 16.5.775 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 89% in the 2039 future baseline to 94% with the AP2 revised scheme in 2039 on the B5219 Moss Lane (east) approach in the AM peak hour. However, the changes in traffic flow are small and unlikely to result in substantial additional delay or queues. In the PM peak hour, the maximum VoC will decrease from 94% in the 2039 future baseline to 89% with the AP2 revised scheme in 2039 on the B5219 Moss Lane (east) approach, with a corresponding change in queue length from six PCU in the future baseline to five 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 in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour.
- 16.5.776 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 100% in the 2051 future baseline to 98% with the AP2 revised scheme in 2051 on the B5219 Moss Lane (east) approach in the AM peak hour, with no change in corresponding queue length. 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 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 92% in the 2051 future baseline to 100% with the AP2 revised scheme in 2051 on the B5219 Moss Lane (east) 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 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 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.

A5103 Portland Street/Dickinson Street

- 16.5.777 Table 18-436 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-436: A5103 Portland Street/Dickinson 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		
A5103 Portland Street (north)	359	9%	0	361	9%	0	491	12%	0	489	12%	0
Dickinson Street (south)*	-	-	-	-	-	-	-	-	-	-	-	-
A5103 Portland Street (south)	215	11%	0	259	13%	0	282	14%	0	308	16%	0
Dickinson Street (north)	336	93%	2	301	91%	2	282	91%	2	252	89%	2
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A5103 Portland Street (north)	352	9%	0	202	5%	0	372	9%	0	274	7%	0
Dickinson Street (south)*	-	-	-	-	-	-	-	-	-	-	-	-
A5103 Portland Street (south)	358	18%	0	352	18%	0	363	18%	0	357	18%	0
Dickinson Street (north)	320	98%	4	345	90%	2	340	97%	4	364	93%	2

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

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- 16.5.778 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 91% with the AP2 revised scheme in 2039 on the Dickinson Street approach in the AM peak hour with no change in corresponding queue length. In the PM peak hour, the maximum VoC will decrease from 98% in the 2051 future baseline to 90% with the AP2 revised scheme in 2039 on the Dickinson Street approach, with a corresponding change in queue length from four PCU in the future baseline to two 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.
- 16.5.779 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 91% in the 2039 future baseline to 89% with the AP2 revised scheme in 2051 on the Dickinson Street approach in the AM peak hour with no change in corresponding queue length. In the PM peak hour, the maximum VoC will decrease from 97% in the 2051 future baseline to 93% with the AP2 revised scheme in 2051 on the Dickinson Street approach, with a corresponding change in queue length from four PCU in the future baseline to two 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.

A6 Piccadilly/Paton Street

- 16.5.780 Table 18-437 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-437: A6 Piccadilly/Paton 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		
A6 Piccadilly (north)	74	4%	0	503	28%	0	74	4%	0	568	35%	0
Paton Street	178	27%	0	392	100%	5	185	28%	0	340	104%	4
A6 Piccadilly (south)	17	1%	0	18	1%	0	16	1%	0	18	1%	0
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A6 Piccadilly (north)	75	4%	0	75	4%	0	75	4%	0	75	4%	0
Paton Street	315	48%	0	302	46%	0	331	51%	0	313	48%	0
A6 Piccadilly (south)	16	1%	0	17	1%	0	14	1%	0	16	1%	0

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- 16.5.781 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 27% in the 2039 future baseline to 100% with the AP2 revised scheme in 2039 on the Paton Street approach in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to five 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 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.
- 16.5.782 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 28% in the 2051 future baseline to 104% with the AP2 revised scheme in 2051 on the Paton Street approach in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to four 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 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.

A34 Bridge Street/A56 Deansgate/A34 John Dalton Street

- 16.5.783 Table 18-438 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-438: A34 Bridge Street/A56 Deansgate/A34 John Dalton 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		
A56 Deansgate (north)	676	49%	11	726	53%	12	730	53%	12	735	53%	12
A34 John Dalton Street	439	55%	6	464	58%	7	434	55%	6	456	57%	7
A56 Deansgate (south)*	-	-	-	-	-	-	-	-	-	-	-	-
A34 Bridge Street	554	101%	14	528	102%	13	568	104%	14	577	107%	13
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A56 Deansgate (north)	751	60%	13	737	58%	12	741	59%	12	726	58%	12
A34 John Dalton Street	669	84%	9	761	97%	11	703	89%	10	756	96%	11
A56 Deansgate (south)*	-	-	-	-	-	-	-	-	-	-	-	-
A34 Bridge Street	445	104%	10	342	104%	8	412	111%	9	348	110%	8

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

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- 16.5.784 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 84% in the 2039 future baseline to 97% with the AP2 revised scheme in 2039 on the A34 John Dalton Street approach. Queue length will increase from nine PCU in the future baseline to 11 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 an adverse impact on the operation of the junction in the PM peak hour.
- 16.5.785 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 104% in the 2051 future baseline to 107% with the AP2 revised scheme in 2051 on the A34 Bridge Street approach in the AM peak hour, with a corresponding change in queue length from 14 PCU in the future baseline to 13 PCU. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 89% in the 2051 future baseline to 96% with the AP2 revised scheme in 2051 on the A34 John Dalton Street approach. Queue length will increase from 10 PCU in the future baseline to 11 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.

King Street/Essex Street

- 16.5.786 Table 18-439 summarises the performance of the junction as a result of the AP2 Revised Scheme in both 2039 and 2051.

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Table 18-439: King Street/Essex 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		
Cheapside*	-	-	-	-	-	-	-	-	-	-	-	-
King Street (east)	106	5%	0	106	5%	0	107	5%	0	122	6%	0
Essex Street	2	0%	0	2	0%	0	2	0%	0	2	0%	0
King Street (west)	728	36%	0	726	36%	0	732	37%	0	732	37%	0
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Cheapside*	-	-	-	-	-	-	-	-	-	-	-	-
King Street (east)	143	7%	0	220	107%	0	190	9%	0	220	107%	0
Essex Street	2	0%	0	2	3%	0	2	0%	0	2	3%	0
King Street (west)	609	30%	0	426	21%	0	563	28%	0	448	22%	0

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

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- 16.5.787 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 7% in the 2039 future baseline to 107% with the AP2 revised scheme in 2039 on the King Street (east) approach. There will be no change in 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 well within 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.
- 16.5.788 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 increase the VoC from 9% in the 2051 future baseline to 107% with the AP2 revised scheme in 2051 on the King Street (east) approach. There will be no change in 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 well within 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.

A6042 Cross Street/King Street

- 16.5.789 Table 18-440 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-440: A6042 Cross Street/King 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		
A6042 Cross Street (north)*	-	-	-	-	-	-	-	-	-	-	-	-
King Street (east)	108	47%	2	108	47%	2	109	47%	2	124	54%	2
A6042 Cross Street (south)	762	100%	7	759	100%	7	767	101%	7	772	102%	7
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A6042 Cross Street (north)*	-	-	-	-	-	-	-	-	-	-	-	-
King Street (east)	145	75%	3	207	107%	4	191	99%	4	207	107%	4
A6042 Cross Street (south)	663	89%	6	456	62%	3	595	81%	5	480	65%	4

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

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- 16.5.790 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 75% in the 2039 future baseline to 107% with the AP2 revised scheme in 2039 on the King Street (east) approach, with a corresponding change in queue length from three PCU in the future baseline to four 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 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.
- 16.5.791 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 increase the VoC from 99% in the 2051 future baseline to 107% with the AP2 revised scheme in 2051 on the King Street (east) approach. There will be no change in queue lengths. 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 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.

A56 Deansgate/King Street West/King Street

- 16.5.792 Table 18-441 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-441: A56 Deansgate/King Street West/King 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		
A56 Deansgate (north)	101	13%	2	100	13%	2	98	13%	2	97	13%	2
King Street*	-	-	-	-	-	-	-	-	-	-	-	-
A56 Deansgate (south)**	-	-	-	-	-	-	-	-	-	-	-	-
King Street West	575	90%	10	626	98%	10	632	99%	11	648	102%	11
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A56 Deansgate (north)	95	12%	2	81	10%	1	85	11%	1	70	9%	1
King Street*	-	-	-	-	-	-	-	-	-	-	-	-
A56 Deansgate (south)**	-	-	-	-	-	-	-	-	-	-	-	-
King Street West	657	100%	11	659	100%	11	665	101%	11	665	101%	11

* King Street is a pedestrian only approach that is not included within the SATURN model.

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

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- 16.5.793 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 98% with the AP2 revised scheme in 2039 on the King Street 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 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 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.
- 16.5.794 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 99% in the 2039 future baseline to 102% with the AP2 revised scheme in 2051 on the King Street 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 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 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.

A5063 Albion Way/Liverpool Street

- 16.5.795 Table 18-442 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-442: A5063 Albion Way/Liverpool 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		
Liverpool Street (east)	474	76%	12	477	76%	12	535	86%	13	542	87%	13
A5063 Albion Way northbound (south)	1,721	89%	28	1,775	92%	29	1,664	86%	27	1,712	89%	28
Liverpool Street (west)	606	80%	13	626	82%	14	707	93%	15	716	94%	16
A5063 Albion Way southbound (north)	1,376	105%	23	1,383	105%	23	1,428	109%	23	1,439	109%	23
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Liverpool Street (east)	1,388	106%	27	1,394	106%	27	1,447	110%	27	1,463	111%	27
A5063 Albion Way northbound (south)	1,584	95%	29	1,585	95%	29	1,633	99%	29	1,632	99%	29
Liverpool Street (west)	311	61%	7	312	62%	7	328	65%	8	326	64%	7
A5063 Albion Way southbound (north)	1,251	88%	17	1,239	87%	17	1,343	94%	18	1,339	94%	18

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- 16.5.796 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 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 89% in the 2039 future baseline to 92% with the AP2 revised scheme in 2039 on the A5063 Albion Way northbound (south) approach. Queue length will increase from 28 in the future baseline to 29 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 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.
- 16.5.797 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 86% in the 2051 future baseline to 89% with the AP2 revised scheme in 2051 on the A5063 Albion Way northbound (south). Queue length will increase from 27 in the future baseline to 28 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. 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.

Market Street/Cross Street

- 16.5.798 Table 18-443 summarises the performance of the junction as a result of the AP2 Revised Scheme in both 2039 and 2051.

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Table 18-443: Market Street/Cross 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		
Corporation Street*	-	-	-	-	-	-	-	-	-	-	-	-
Market Street (east)*	-	-	-	-	-	-	-	-	-	-	-	-
Cross Street	137	49%	2	137	49%	2	137	49%	2	153	55%	3
Market Street (west)*	-	-	-	-	-	-	-	-	-	-	-	-
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Corporation Street*	-	-	-	-	-	-	-	-	-	-	-	-
Market Street (east)*	-	-	-	-	-	-	-	-	-	-	-	-
Cross Street	198	94%	3	222	106%	4	223	106%	4	225	107%	4
Market Street (west)*	-	-	-	-	-	-	-	-	-	-	-	-

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

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- 16.5.799 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 maximum VoC from 94% in the 2039 future baseline to 106% with the AP2 revised scheme in 2039 on the Cross Street approach. Queue length will increase from three PCU in the future baseline to four PCU with the AP2 revised scheme.
- 16.5.800 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.

A664 High Street/A6 Church Street

- 16.5.801 Table 18-444 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-444: A664 High Street/A6 Church 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		
A664 High Street (north)	465	90%	7	521	101%	8	514	99%	8	532	103%	8
A6 Church Street	107	21%	2	107	21%	2	107	21%	2	106	21%	2
A664 High Street (south)	333	66%	5	448	90%	7	356	70%	6	465	93%	7
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A664 High Street (north)	506	107%	7	506	107%	7	506	107%	7	506	107%	7
A6 Church Street	123	27%	2	122	26%	2	122	26%	2	121	26%	2
A664 High Street (south)	550	100%	8	550	102%	8	550	100%	8	550	103%	8

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- 16.5.802 The change in traffic due to operation of the AP2 revised scheme will increase the VoC from 90% in the 2039 future baseline to 101% with the AP2 revised scheme in 2039 on the A664 High Street (south) approach in the AM peak hour, with a corresponding change in queue length from five PCU in the future baseline to seven PCU. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 100% in the 2039 future baseline to 102% with the AP2 revised scheme in 2039 on the A664 High Street (south) 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 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, however, predicted to operate over its capacity in the future baseline.
- 16.5.803 The change in traffic due to operation of the AP2 revised scheme will increase the VoC from 70% in the 2051 future baseline to 93% with the AP2 revised scheme in 2051 on the A664 High Street (south) approach in the AM peak hour, with a corresponding change in queue length from six PCU in the future baseline to seven PCU. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 100% in the 2039 future baseline to 103% with the AP2 revised scheme in 2051 on the A664 High Street (south) 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 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, however, predicted to operate over its capacity in the future baseline.

A6041 Blackfriars Road/A5066 Silk Street/St Simon Street

- 16.5.804 Table 18-445 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-445: A6041 Blackfriars Road/A5066 Silk Street/St Simon 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		
A6041 Blackfriars Road (north)	1,144	65%	10	1,114	65%	10	1,267	74%	11	1,245	75%	11
St Simon Street*	-	-	-	-	-	-	-	-	-	-	-	-
A6041 Blackfriars Road (south)	412	63%	5	463	71%	6	477	73%	6	521	79%	7
A5066 Silk Street	438	83%	7	491	93%	8	415	79%	7	495	94%	8
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A6041 Blackfriars Road (north)	919	64%	9	898	64%	9	863	63%	9	885	64%	9
St Simon Street*	-	-	-	-	-	-	-	-	-	-	-	-
A6041 Blackfriars Road (south)	741	87%	9	780	92%	10	814	95%	10	813	95%	10
A5066 Silk Street	752	94%	13	782	98%	13	771	97%	13	802	100%	14

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

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- 16.5.805 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 83% in the 2039 future baseline to 93% with the AP2 revised scheme in 2039 on the A5066 Silk Street approach in the AM peak hour, with a corresponding change in queue length from seven PCU in the future baseline to eight PCU. In the PM peak hour, the VoC will increase from 87% in the 2039 future baseline to 92% with the AP2 revised scheme in 2051 on the A5066 Silk Street approach, with a corresponding change in queue length from nine 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 an adverse impact on the operation of the junction.
- 16.5.806 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 79% in the 2051 future baseline to 94% with the AP2 revised scheme in 2051 on the A5066 Silk Street approach in the AM peak hour, with a corresponding change in queue length from seven PCU in the future baseline to eight PCU. In the PM peak hour, the maximum VoC will increase from 97% in the 2051 future baseline to 100% with the AP2 revised scheme in 2051 on the A5066 Silk Street approach, with a corresponding change in queue length from 13 PCU in the future baseline to 14 PCU. 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 over capacity with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction.

A576 Cromwell Road/Langley Road South

- 16.5.807 Table 18-446 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-446: A576 Cromwell Road/Langley Road 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		
Langley Road South	175	16%	3	217	19%	4	243	22%	4	291	26%	5
A576 Cromwell Road (east)	957	84%	11	926	81%	10	906	79%	10	858	75%	10
A576 Cromwell Road (west)	984	93%	9	1,014	96%	9	1,036	98%	10	1,051	100%	10
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Langley Road South	9	1%	0	9	1%	0	25	2%	0	24	2%	0
A576 Cromwell Road (east)	922	76%	9	874	72%	9	912	76%	9	857	71%	9
A576 Cromwell Road (west)	1,076	96%	8	1,080	96%	8	1,128	101%	9	1,129	101%	9

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- 16.5.808 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 93% in the 2039 future baseline to 96% with the AP2 revised scheme in 2039 on the A576 Cromwell Road (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 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.
- 16.5.809 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 98% in the 2039 future baseline to 100% with the AP2 revised scheme in 2051 on the A576 Cromwell Road (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 in 2051 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 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 beneficial 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.

A5066 Great Clowes Street/Broughton Lane

- 16.5.810 Table 18-447 summarises the performance of the junction as a result of the AP2 Revised Scheme in both 2039 and 2051.

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Table 18-447: A5066 Great Clowes Street/Broughton 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		
Great Clowes Street (north)	753	49%	9	813	53%	10	783	51%	11	860	56%	12
Broughton Lane (east)	348	86%	7	366	91%	7	372	92%	7	379	94%	7
Great Clowes Street (south)	415	38%	6	486	45%	7	426	39%	6	496	47%	7
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Great Clowes Street (north)	360	23%	6	394	25%	7	345	22%	6	362	23%	7
Broughton Lane (east)	168	40%	3	116	28%	2	168	40%	3	176	42%	3
Great Clowes Street (south)	1,110	81%	17	1,077	84%	16	1,198	86%	18	1,202	92%	18

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- 16.5.811 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 91% with the AP2 revised scheme in 2039 on the Broughton Lane (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 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 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.
- 16.5.812 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 92% in the 2051 future baseline to 94% with the AP2 revised scheme in 2051 on the Broughton Lane (east) approach in the AM peak hour, with no corresponding change in queue length. In the PM peak hour, the maximum VoC will increase from 86% in the 2051 future baseline to 92% with the AP2 revised scheme in 2051 on the Great Clowes Street (south) approach, with no corresponding change in 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 an adverse impact on the operation of the junction.

A576 Great Cheetham Street West/Lower Broughton Road

- 16.5.813 Table 18-448 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-448: A576 Great Cheetham Street West/Lower Broughton 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		
Lower Broughton Road (south)	38	12%	1	58	18%	1	106	33%	2	166	52%	3
A576 Great Cheetham Street West (west)	809	47%	9	792	48%	9	800	48%	9	833	50%	9
Lower Broughton Road (north)*	-	-	-	-	-	-	-	-	-	-	-	-
A576 Great Cheetham Street West (east)	396	56%	6	453	64%	7	451	63%	7	471	66%	7
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
Lower Broughton Road (south)	191	44%	4	339	78%	6	374	86%	7	415	95%	8
A576 Great Cheetham Street West (west)	404	29%	5	568	46%	7	598	49%	8	649	54%	8
Lower Broughton Road (north)*	-	-	-	-	-	-	-	-	-	-	-	-
A576 Great Cheetham Street West (east)	476	63%	7	720	95%	11	735	97%	11	747	99%	11

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

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- 16.5.814 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 63% in the 2039 future baseline to 95% with the AP2 revised scheme in 2039 on the A576 Great Cheetham Street West (east) approach, with a corresponding change in queue length from seven PCU in the future baseline to 11 PCU with the AP2 revised scheme. 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.
- 16.5.815 The assessment shows that for this junction, the change in traffic due to operation in 2051 of the AP2 revised scheme 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 86% in the 2051 future baseline to 95% with the AP2 revised scheme in 2051 on the Lower Broughton Road (south) 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 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.

A34 Upper Brook Street/Booth Street East

- 16.5.816 Table 18-449 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-449: A34 Upper Brook Street/Booth Street 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		
A34 Upper Brook Street (north)	942	57%	16	965	58%	16	1,022	62%	17	1,091	66%	19
Inchley Road*	-	-	-	-	-	-	-	-	-	-	-	-
A34 Upper Brook Street (south)	1,675	70%	21	1,613	67%	20	1,765	74%	22	1,929	80%	24
Booth Street East	405	50%	9	407	50%	9	433	54%	9	426	53%	9
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A34 Upper Brook Street (north)	1,392	84%	27	1,288	78%	25	1,472	89%	28	1,436	87%	28
Inchley Road*	-	-	-	-	-	-	-	-	-	-	-	-
A34 Upper Brook Street (south)	1,377	57%	17	1,405	58%	18	1,555	65%	19	1,550	64%	19
Booth Street East	424	52%	1	412	51%	1	450	56%	1	434	54%	1

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

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- 16.5.817 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.
- 16.5.818 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 89% in the 2051 future baseline to 87% with the AP2 revised scheme in 2051 on the A34 Upper Brook 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 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 Princess Street/B6469 Whitworth Street

- 16.5.819 Table 18-450 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Traffic and transport

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Table 18-450: A34 Princess Street/B6469 Whitworth 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		
B6469 Whitworth Street (west)	452	67%	9	424	69%	8	472	93%	9	434	82%	9
A34 Princess Street (north)	469	50%	8	465	52%	8	458	53%	8	458	52%	8
B6469 Whitworth Street (east)	476	80%	9	377	64%	7	451	89%	9	443	81%	9
A34 Princess Street (south)	557	53%	9	438	43%	7	688	68%	11	605	59%	10
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
B6469 Whitworth Street (west)	541	90%	11	481	82%	10	650	101%	13	554	94%	11
A34 Princess Street (north)	886	92%	14	755	79%	12	899	94%	14	752	81%	12
B6469 Whitworth Street (east)	165	37%	3	173	35%	4	208	47%	4	169	36%	3
A34 Princess Street (south)	434	56%	7	433	50%	7	437	58%	7	457	54%	7

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- 16.5.820 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 79% with the AP2 revised scheme in 2039 on the A34 Princess Street (north) approach, with a corresponding change in queue length from 14 PCU in the future baseline to 12 PCU. The assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and well within capacity with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in 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.
- 16.5.821 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 93% in the 2051 future baseline to 82% with the AP2 revised scheme in 2051 on the B6469 Whitworth Street (west) approach in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the VoC will decrease from 94% in the 2051 future baseline to 81% with the AP2 revised scheme in 2051 on the A34 Princess Street (north) approach, with a corresponding change in queue length from 14 PCU in the future baseline to 12 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 over capacity in the future baseline and close to capacity with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction.

B6469 Whitworth Street/Sackville Street

- 16.5.822 Table 18-451 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Traffic and transport

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Table 18-451: B6469 Whitworth Street/Sackville 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		
B6469 Whitworth Street (east)	874	96%	12	932	87%	13	916	103%	12	887	97%	12
Sackville Street (south)	638	72%	10	596	64%	9	752	86%	11	589	68%	9
B6469 Whitworth Street (west)	521	83%	9	244	31%	4	583	92%	10	465	69%	8
Sackville Street (north)*	-	-	-	-	-	-	-	-	-	-	-	-
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
B6469 Whitworth Street (east)	939	70%	7	717	51%	6	990	77%	8	782	56%	7
Sackville Street (south)	336	46%	6	411	57%	7	268	37%	5	415	57%	7
B6469 Whitworth Street (west)	366	38%	6	268	23%	4	498	59%	8	284	26%	5
Sackville Street (north)*	-	-	-	-	-	-	-	-	-	-	-	-

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

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- 16.5.823 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 87% with the AP2 revised scheme in 2039 on the B6469 Whitworth Street (east) 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 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.
- 16.5.824 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 103% in the 2051 future baseline to 97% with the AP2 revised scheme in 2051 on the B6469 Whitworth Street (east) approach in the AM peak hour. 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 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 the future baseline and close to capacity with the AP2 revised scheme. In the PM peak hour, the junction operates within capacity in the future baseline and well within 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 a negligible impact on the operation of the junction in the PM peak hour.

A34 Oxford Street/A34 Peter Street/Lower Mosley Street

- 16.5.825 Table 18-452 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-452: A34 Oxford Street/A34 Peter Street/Lower Mosley 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		
A34 Oxford Street	317	35%	3	312	34%	3	311	34%	3	265	29%	3
A5103 Lower Mosley Street*	-	-	-	-	-	-	-	-	-	-	-	-
A34 Peter Street	860	94%	9	873	95%	9	881	96%	9	885	97%	9
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A34 Oxford Street	366	41%	4	279	31%	3	457	51%	5	366	41%	4
A5103 Lower Mosley Street*	-	-	-	-	-	-	-	-	-	-	-	-
A34 Peter Street	752	81%	8	796	86%	8	813	87%	8	841	91%	9

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

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- 16.5.826 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 81% in the 2039 future baseline to 86% with the AP2 revised scheme in 2039 on the A34 Peter 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.
- 16.5.827 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 2051 future baseline to 91% with the AP2 revised scheme in 2051 on the A34 Peter Street approach, with a corresponding change in queue length from eight PCU in the future baseline to nine 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 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.

A34 New Quay Street/B5225 Water Street/Water Street

- 16.5.828 Table 18-453 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-453: A34 New Quay Street/B5225 Water Street/Water 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		
A34 New Quay Street (north)	1,268	79%	13	1,297	81%	14	1,304	90%	14	1,305	88%	14
B5225 Water Street (east)*	-	-	-	-	-	-	-	-	-	-	-	-
A34 New Quay Street (south)	566	60%	3	548	58%	2	504	53%	2	427	45%	2
B5225 Water Street (west)	127	97%	3	128	98%	3	114	106%	2	112	109%	2
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A34 New Quay Street (north)	892	71%	11	920	73%	11	982	78%	12	1,006	80%	12
B5225 Water Street (east)*	-	-	-	-	-	-	-	-	-	-	-	-
A34 New Quay Street (south)	877	102%	12	865	100%	12	889	103%	12	889	103%	12
B5225 Water Street (west)	201	95%	4	194	92%	4	214	101%	5	212	101%	5

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

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- 16.5.829 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 102% in the 2039 future baseline to 100% with the AP2 revised scheme in 2039 on the A34 New Quay Street (south) 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 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.
- 16.5.830 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 106% in the 2051 future baseline to 109% with the AP2 revised scheme in 2051 on the B5225 Water Street 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 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.

A6 Crescent/Irwell Place

- 16.5.831 Table 18-454 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Traffic and transport

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Table 18-454: A6 Crescent/Irwell Place 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 Crescent (east)	716	62%	8	665	58%	8	798	69%	9	726	63%	8
Irwell Place*	-	-	-	-	-	-	-	-	-	-	-	-
A6 Crescent (west)	1,318	91%	10	1,252	87%	9	1,369	95%	10	1,350	94%	10
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A6 Crescent (east)	1,067	93%	12	1,089	94%	12	1,124	98%	13	1,153	100%	13
Irwell Place*	-	-	-	-	-	-	-	-	-	-	-	-
A6 Crescent (west)	835	60%	7	823	59%	7	917	66%	7	850	61%	7

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

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- 16.5.832 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 91% in the 2039 future baseline to 87% with the AP2 revised scheme in 2039 on the A6 Crescent (west) approach in the AM peak hour, with a corresponding change in queue length from 10 PCU in the future baseline to nine 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 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.
- 16.5.833 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 100% with the AP2 revised scheme in 2051 on the A6 Crescent (east) 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 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.

A576 Broughton Road/A6 Broad Street/Pendleton Way

- 16.5.834 Table 18-455 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Traffic and transport

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Table 18-455: A576 Broughton Road/A6 Broad Street/Pendleton 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		
A576 Broughton Road (north)	1,097	102%	9	1,108	102%	9	1,024	106%	9	1,037	106%	9
A6 Broad Street northbound	238	71%	1	256	80%	2	242	75%	2	250	78%	2
Pendleton Way	582	36%	0	598	37%	0	754	44%	0	775	45%	0
A576 Broad Street southbound on-slip	1,638	60%	0	1,669	61%	0	1,816	66%	0	1,875	67%	0
17:00–18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A576 Broughton Road (north)	1,256	89%	2	1,202	85%	1	1,272	97%	5	1,217	93%	3
A6 Broad Street northbound	307	72%	1	336	75%	1	311	79%	2	337	82%	2
Pendleton Way	1,338	102%	10	1,337	102%	10	1,291	102%	10	1,314	102%	10
A576 Broad Street southbound on-slip	1,045	39%	0	1,059	39%	0	1,289	45%	0	1,312	46%	0

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- 16.5.835 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 89% in the 2039 future baseline to 85% with the AP2 revised scheme in 2039 on the A576 Broughton Road (north) approach. Queue length will decrease from two PCU in the future baseline to one PCU 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.
- 16.5.836 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 97% in the 2039 future baseline to 93% with the AP2 revised scheme in 2051 on the A576 Broughton Road (north) approach. Queue length will decrease from five PCU in the future baseline to three 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.

M62 junction 18/M66 junction 4/M60 junction 18/Simister Island

- 16.5.837 Table 18-456 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Table 18-456: M62 junction 18/M66 junction 4/M60 junction 18/Simister Island 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		
M66 southbound off-slip	1,354	102%	15	1,356	102%	15	1,370	103%	15	1,375	103%	15
M62 westbound off-slip	566	94%	8	566	94%	8	599	100%	8	597	99%	8
M60 northbound off-slip	716	83%	9	737	85%	9	774	89%	10	803	93%	10
M60 eastbound off-slip*	-	-	-	-	-	-	-	-	-	-	-	-
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
M66 southbound off-slip	1,251	104%	16	1,248	104%	16	1,252	104%	16	1,252	104%	16
M62 westbound off-slip	712	89%	10	712	89%	10	739	92%	11	737	92%	11
M60 northbound off-slip	1,035	95%	14	1,040	96%	14	1,085	100%	15	1,088	100%	14
M60 eastbound off-slip*	-	-	-	-	-	-	-	-	-	-	-	-

**In the future baseline, the M62 eastbound off-slip connection into the roundabout will be removed and replaced with a free flow arrangement to the M62 northbound.*

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- 16.5.838 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.
- 16.5.839 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 89% in the 2051 future baseline to 93% with the AP2 revised scheme in 2051 on the M60 northbound off-slip 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 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.

A5066 Great Clowes Street/Fenney Street

- 16.5.840 Table 18-457 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

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Traffic and transport

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Table 18-457: A5066 Great Clowes Street/Fenney 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		
A5066 Great Clowes Street (north)	976	50%	0	1,058	55%	0	1,031	52%	0	1,189	62%	0
A5066 Great Clowes Street (south)	282	103%	5	262	102%	5	273	105%	5	224	103%	5
17:00-18:00	2039 future baseline			2039 with the AP2 revised scheme			2051 future baseline			2051 with the AP2 revised scheme		
A5066 Great Clowes Street (north)	520	27%	0	569	30%	0	496	26%	0	565	29%	0
A5066 Great Clowes Street (south)	897	102%	2	735	102%	2	932	102%	2	826	102%	2

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- 16.5.841 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.
- 16.5.842 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 105% in the 2051 future baseline to 103% with the AP2 revised scheme in 2051 on the A5066 Great Clowes 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 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.

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