In Parliament – Session 2022 - 2023

HS2

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Appendix TR-003-00006 – Report 6 of 12

Traffic and transport

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

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Department for Transport

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

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16.3.454 The results 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 2031 future baseline results are included for comparison. The models developed to assess the existing and future baseline have been used, except where otherwise stated. Where there are changes to infrastructure compared to the main Transport Assessment (main TA), these are highlighted.

16.3.455 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 A6044 Hilton Lane/A6044 Rainsough Brow/Kersal Road junction (Table 18-222). Where no updates to junction operation are provided, junction operation is as described in Section 18.5 of the main TA.

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

16.3.457 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

16.3.458 Table 18-138 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-138 below replaces Table 18-138 in the main TA.

Table 18-138: A57(M) Mancunian Way/A5067 Cambridge Street/Cambridge Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach		VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Cambridge Street	381	31%	0	442	36%	0	414	35%	0	421	37%	0	434	38%	0	427	37%	0
A57(M) Mancunian Way westbound off-slip	1,054	103%	7	1,040	105%	7	1,044	103%	7	1,018	102%	7	1,046	104%	7	1,040	104%	7
A5067 Cambridge Street (south)	577	50%	1	563	50%	1	557	50%	1	585	50%	0	587	55%	1	577	54%	1
A5103 Mancunian Way	1,013	62%	1	994	64%	1	1,017	66%	1	1,087	75%	1	1,023	70%	1	1,021	69%	1
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Cambridge Street	985	62%	1	991	61%	0	1,000	62%	1	992	59%	0	990	60%	0	986	59%	0
A57(M) Mancunian Way westbound off-slip	1,074	103%	7	1,124	102%	7	1,117	101%	7	1,109	100%	7	1,131	102%	7	1,127	101%	7
A5067 Cambridge Street (south)	521	36%	0	518	34%	0	509	34%	0	514	34%	0	518	34%	0	506	34%	0
A5103 Mancunian Way	840	41%	0	846	41%	0	872	42%	0	803	39%	0	843	41%	0	792	38%	0

16.3.459 The conclusions drawn in paragraphs 18.3.423 to 18.3.424 of the main TA are replaced by:

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

In scenario 1, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A57 (M) Mancunian Way westbound off-slip approach from 103% in the future baseline to 105% in the AM peak hour, with no change in corresponding queue length.

In scenario 3, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the A57 (M) Mancunian Way westbound off-slip from 103% in the future baseline to 100%, with no change in corresponding queue length."

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

16.3.460 Table 18-139 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-139 and Table 18-139.1 below replace Table 18-139 in the main TA.

Table 18-139: A57 (M) Mancunian Way/A5103 Princess Road/A5103 Medlock Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results – scenarios 1 and 2

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**		
A5103 Medlock Street	452	55%	5	457	56%	5	452	55%	5
Circulatory at A5103 Medlock Street	1,313	65%	4	1,303	65%	4	1,340	67%	4
A57(M) Mancunian Way westbound off-slip	1,061	43%	9	1,009	41%	9	992	40%	9
Circulatory at A57(M) Mancunian Way westbound off-slip	752	55%	6	768	56%	6	777	57%	6
A5103 Princess Road (ring road west and city centre)	1,789	90%	15	1,777	89%	15	1,773	89%	15
A5103 Princess Road (ring road east)	405	29%	3	397	29%	3	393	29%	3
Circulatory at A5103 Princess Road (ring road west and city centre)	578	42%	7	553	40%	7	531	39%	7
A57(M) Mancunian Way eastbound off-slip	943	73%	8	984	76%	9	997	77%	9
Circulatory at A57(M) Mancunian Way eastbound off-slip	1,430	101%	16	1,423	100%	16	1,413	100%	16
Cut-through northbound (ring road east)	405	100%	5	397	98%	5	393	97%	5
Circulatory at Cut-through northbound (A5103 and ring road east)	909	70%	5	907	70%	5	947	73%	6
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**		
A5103 Medlock Street	693	98%	9	685	97%	9	692	98%	9
Circulatory at A5103 Medlock Street	1,142	52%	3	1,154	52%	3	1,192	54%	3
A57(M) Mancunian Way westbound off-slip	1,115	42%	11	1,041	40%	10	1,047	40%	10
Circulatory at A57(M) Mancunian Way westbound off-slip	987	69%	11	989	69%	11	1,008	70%	11
A5103 Princess Road (ring road west and city centre)	1,152	57%	12	1,163	58%	12	1,154	57%	12
A5103 Princess Road (ring road east)	224	16%	2	218	16%	2	219	16%	2

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Circulatory at A5103 Princess Road (ring road west and city centre)	533	35%	7	484	32%	7	523	34%	7
A57(M) Mancunian Way eastbound off-slip	926	67%	9	975	70%	10	1,021	74%	10
Circulatory at A57(M) Mancunian Way eastbound off-slip	891	62%	11	913	63%	11	917	64%	11
Cut-through northbound (ring road east)	224	54%	3	218	52%	3	219	53%	3
Circulatory at Cut-through northbound (A5103 and ring road east)	918	66%	5	936	68%	5	973	70%	5

Table 18-139.1: A57 (M) Mancunian Way/A5103 Princess Road/A5103 Medlock Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results – scenarios 3, 4 and 5

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5103 Medlock Street	472	57%	5	449	55%	5	443	54%	5
Circulatory at A5103 Medlock Street	1,451	72%	4	1,333	67%	4	1,341	67%	4
A57(M) Mancunian Way westbound off-slip	865	35%	8	1,010	41%	9	1,005	41%	9
Circulatory at A57(M) Mancunian Way westbound off-slip	838	61%	7	762	56%	6	765	56%	6
A5103 Princess Road (ring road west and city centre)	1,808	91%	16	1,756	88%	15	1,772	89%	15
A5103 Princess Road (ring road east)	398	29%	3	394	29%	3	393	29%	3
Circulatory at A5103 Princess Road (ring road west and city centre)	492	36%	6	550	40%	7	536	39%	7
A57(M) Mancunian Way eastbound off-slip	1,054	82%	9	985	76%	9	1,007	78%	9
Circulatory at A57(M) Mancunian Way eastbound off-slip	1,415	100%	16	1,412	100%	16	1,417	100%	16
Cut-through northbound (ring road east)	398	99%	5	394	97%	5	393	97%	5
Circulatory at Cut-through northbound (A5103 and ring road east)	1,053	81%	7	939	73%	6	948	73%	6
17:00–18:00	**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5103 Medlock Street	655	93%	9	680	97%	9	678	96%	9
Circulatory at A5103 Medlock Street	1,159	53%	3	1,173	53%	3	1,135	52%	3
A57(M) Mancunian Way westbound off-slip	1,053	40%	11	1,045	40%	10	1,050	40%	11
Circulatory at A57(M) Mancunian Way westbound off-slip	1,014	71%	11	1,010	70%	11	1,019	71%	12
A5103 Princess Road (ring road west and city centre)	1,161	58%	12	1,156	58%	12	1,148	57%	12
A5103 Princess Road (ring road east)	206	15%	2	217	16%	2	203	15%	2

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Circulatory at A5103 Princess Road (ring road west and city centre)	562	37%	7	523	34%	7	533	35%	7
A57(M) Mancunian Way eastbound off-slip	1,034	75%	10	999	72%	10	996	72%	10
Circulatory at A57(M) Mancunian Way eastbound off-slip	948	65%	11	910	63%	11	904	62%	11
Cut-through northbound (ring road east)	206	49%	3	217	52%	3	203	49%	3
Circulatory at Cut-through northbound (A5103 and ring road east)	953	69%	5	957	69%	5	931	67%	5

16.3.461 The conclusions drawn in paragraphs 18.3.426 to 18.3.429 of the main TA are replaced by:

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

In scenario 2, 4 and 5 the change in traffic due to construction of the AP2 revised scheme in the AM peak hour will decrease the VoC on the Cut-through northbound (ring road east) approach from 100% in the future baseline to 97%, with no change in corresponding queue length.

In scenario 3 the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the A5103 Medlock Street approach from 98% in the future baseline to 92%, with no change in corresponding queue length."

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

16.3.462 Table 18-140 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-140 below replaces Table 18-140 in the main TA.

Table 18-140: A57(M) Mancunian Way/A56 Chester Road/A5067 Chorlton Road (Deansgate Interchange) junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Flow, PCU/ hr
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Chester Road (east)	983	62%	16	1,013	64%	16	1,000	63%	16	920	58%	15	1,012	64%	16	1,018	64%	16
A57(M) Mancunian Way off-slip	904	46%	0	955	49%	0	945	49%	0	708	37%	0	909	47%	0	927	48%	0
A5067 Chorlton Road	1,301	81%	12	1,280	79%	12	1,288	80%	12	1,307	81%	12	1,292	80%	12	1,276	79%	12
A56 Chester Road (west)	1,791	77%	23	1,791	77%	23	1,791	77%	23	1,791	77%	23	1,791	77%	23	1,791	77%	23
A57 Egerton Street off-slip	625	51%	0	648	51%	0	662	51%	0	719	56%	1	648	51%	0	662	51%	0
Roundabout circulatory (north)	1,960	55%	23	1,916	54%	22	1,901	53%	22	1,969	55%	23	1,919	54%	22	1,904	53%	22
Roundabout circulatory (east)	2,352	58%	32	2,339	58%	32	2,334	58%	32	2,199	54%	30	2,322	57%	32	2,320	57%	32
A56 Chester Road eastbound central link	1,063	84%	10	1,067	85%	10	1,063	84%	10	1,068	85%	9	1,066	85%	10	1,059	84%	10
A56 Chester Road westbound central link	756	78%	6	767	79%	6	768	79%	7	739	76%	6	767	79%	7	777	80%	7
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Chester Road (east)	1,614	99%	24	1,705	105%	25	1,612	106%	24	1,678	103%	25	1,609	105%	24	1,607	105%	24

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Flow, PCU/ hr
A57(M) Mancunian Way off-slip	628	55%	1	595	54%	1	625	53%	1	532	48%	0	641	54%	1	643	54%	1
A5067 Chorlton Road	746	46%	7	739	46%	7	768	48%	7	773	48%	7	757	47%	7	759	47%	7
A56 Chester Road (west)	1,635	71%	21	1,617	70%	21	1,628	71%	21	1,635	71%	21	1,622	70%	21	1,635	71%	21
A57 Egerton Street off-slip	854	59%	1	825	55%	0	820	55%	0	824	54%	0	803	53%	0	808	53%	0
Roundabout circulatory (north)	1,886	53%	22	1,799	51%	21	1,801	51%	21	1,780	50%	21	1,758	49%	21	1,765	50%	21
Roundabout circulatory (east)	1,685	42%	20	1,736	43%	21	1,696	42%	20	1,738	43%	21	1,674	41%	20	1,674	41%	20
A56 Chester Road eastbound central link	530	42%	5	527	42%	5	508	40%	4	479	38%	4	504	40%	5	500	40%	5
A56 Chester Road westbound central link	834	86%	10	814	84%	10	819	84%	9	806	83%	9	829	85%	9	826	85%	9

16.3.463 The conclusions drawn in paragraphs 18.3.431 to 18.3.432 of the main TA are replaced by:

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

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour. In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A56 Chester Road (east) approach from 99% in the future baseline to 106% with no change in corresponding queue length."

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

16.3.464 Table 18-141 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-141 below replaces Table 18-141 in the main TA.

Table 18-141: A57(M) Mancunian Way/A6 London Road/A6 Downing Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6 London Road (north)	768	35%	7	407	19%	4	341	16%	3	728	33%	7	873	40%	8	874	40%	8
A635 Mancunian Way westbound off-slip	100	9%	0	183	14%	1	17	1%	0	3	0%	0	4	0%	0	4	0%	0
A6 Downing Street	1,114	34%	7	1,188	36%	8	1,215	37%	8	2,102	64%	18	1,388	42%	9	1,417	43%	10
A57 (M) Mancunian Way eastbound off-slip	635	52%	9	489	40%	9	496	41%	9	509	42%	9	479	39%	9	496	41%	9
A6 London Road southbound central link	1,244	50%	12	892	36%	11	834	34%	11	1,228	50%	12	1,349	54%	12	1,366	55%	12
A6 London Road northbound central link	600	48%	1	684	54%	2	548	43%	1	874	69%	3	676	54%	2	668	53%	2
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6 London Road (north)	945	51%	11	796	43%	9	769	42%	9	862	47%	10	807	44%	9	816	44%	9
A635 Mancunian Way westbound off-slip	82	8%	1	137	12%	1	25	2%	0	5	0%	0	53	5%	0	39	4%	0
A6 Downing Street	723	30%	5	963	40%	6	918	38%	5	1,264	53%	4	957	40%	5	938	39%	5
A57 (M) Mancunian Way eastbound off-slip	743	42%	12	708	40%	12	705	39%	12	773	43%	13	716	40%	12	766	43%	13
A6 London Road southbound central link	1,688	71%	18	1,500	63%	17	1,471	62%	17	1,631	68%	18	1,520	64%	17	1,579	66%	18
A6 London Road northbound central link	304	48%	2	363	58%	2	315	50%	2	341	54%	2	327	52%	2	322	51%	2

16.3.465 The conclusions drawn in paragraphs 18.3.434 to 18.5.435 of the main TA are replaced by:

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

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

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

16.3.466 Table 18-142 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-142 below replaces Table 18-142 in the main TA.

Table 18-142: M602 junction 3/A57 Regent Road/A57 Eccles New Road/A5063 Albion Way/A5063 Trafford Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	VoC	Q, PCU	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5063 Albion Way	1,132	58%	15	1,166	60%	15	1,172	60%	15	1,160	60%	15	1,164	60%	15	1,168	60%	15
A57 Regent Road	2,388	79%	33	2,394	79%	33	2,397	79%	33	2,388	79%	33	2,399	79%	33	2,398	79%	33
A5063 Trafford Road	893	54%	13	904	55%	13	912	55%	13	916	55%	13	916	55%	13	918	55%	13
A57 Eccles New Road	804	36%	10	836	37%	11	850	38%	11	895	40%	11	857	38%	11	850	38%	11
M602	3,058	98%	46	3,065	98%	46	3,064	98%	46	3,096	99%	46	3,068	98%	46	3,055	97%	46
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5063 Albion Way	1,248	52%	14	1,248	52%	14	1,248	52%	14	1,248	52%	14	1,248	52%	14	1,248	52%	14
A57 Regent Road	2,328	101%	35	2,324	101%	35	2,321	101%	35	2,322	101%	35	2,330	101%	35	2,331	101%	35
A5063 Trafford Road	1,370	54%	14	1,359	53%	14	1,373	54%	14	1,395	55%	14	1,374	54%	14	1,380	54%	14
A57 Eccles New Road	2,012	55%	16	1,996	55%	16	2,002	55%	16	2,026	56%	16	2,018	55%	16	2,027	56%	16
M602	2,316	74%	34	2,336	74%	35	2,359	75%	35	2,365	75%	35	2,363	75%	35	2,345	75%	35

16.3.467 The conclusions drawn in paragraphs 18.3.437 to 18.3.438 in the main TA are replaced by:

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

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

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

16.3.468 Table 18-143 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-143 below replaces Table 18-143 in the main TA.

Table 18-143: M62 junction 18/M66 junction 4/M60 junction 18/Simister Island junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
M66 southbound off-slip	1,329	100%	15	1,335	100%	15	1,340	100%	15	1,349	101%	15	1,338	100%	15	1,333	100%	15
M62 westbound off-slip	540	90%	8	540	90%	8	539	90%	7	538	90%	7	536	89%	7	537	90%	7
M60 northbound off-slip	600	69%	8	596	69%	8	592	68%	8	671	77%	9	596	69%	8	598	69%	8
M60 eastbound off-slip*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
M66 southbound off-slip	1,248	104%	16	1,249	104%	16	1,249	104%	16	1,251	104%	16	1,249	104%	16	1,249	104%	16
M62 westbound off-slip	682	85%	10	683	85%	10	679	85%	10	677	85%	10	678	85%	10	678	85%	10
M60 northbound off-slip	966	89%	13	968	89%	13	966	89%	13	997	92%	14	986	91%	14	988	91%	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.*

16.3.469 The conclusions drawn in paragraphs 18.3.440 to 18.3.442 of the main TA are replaced by:

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

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the M60 northbound off-slip approach from 89% in the future baseline to 92%, with a corresponding change in queue length from 13 PCU in the future baseline to 14 PCU."

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

16.3.470 Table 18-144 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-144 below replaces Table 18-144 in the main TA.

Table 18-144: A6 Stockport Road/A6 Ardwick Green South/A57 Hyde Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Higher Ardwick	484	33%	0	472	32%	0	471	31%	0	635	43%	0	470	33%	0	476	33%	0
A57 Hyde Road	912	61%	0	1,010	64%	0	1,107	70%	0	1,333	91%	2	1,097	73%	1	1,108	73%	1
A6 Stockport Road	669	61%	1	712	66%	1	836	82%	2	763	99%	8	744	75%	1	772	79%	2
Brunswick Street	468	38%	0	444	40%	0	416	44%	0	368	60%	1	383	37%	0	407	40%	0
A6 Ardwick Green South	728	45%	0	623	38%	0	609	39%	0	713	42%	0	751	45%	0	762	46%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Higher Ardwick	502	52%	1	569	57%	1	682	65%	1	615	63%	1	541	53%	1	477	48%	0
A57 Hyde Road	525	38%	0	534	40%	0	541	41%	0	813	62%	1	545	40%	0	546	39%	0
A6 Stockport Road	509	35%	0	569	40%	0	580	42%	0	563	48%	0	617	43%	0	604	42%	0
Brunswick Street	951	69%	1	924	73%	1	890	72%	1	774	77%	1	806	65%	1	812	65%	1
A6 Ardwick Green South	1,161	88%	2	1,097	82%	1	1,047	77%	1	1,199	83%	1	1,115	79%	1	1,169	83%	1

16.3.471 The conclusions drawn in paragraphs 18.3.444 to 18.3.445 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A6 Stockport Road approach from 61% in the future baseline to 99% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to eight PCU.

In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the A6 Ardwick Green South approach from 88% in the future baseline to 77%, with a corresponding change in queue length from two PCU in the future baseline to one PCU."

A34 Princess Street/A34 Brook Street/Sackville Street

16.3.472 Table 18-145 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-145 below replaces Table 18-145 in the main TA.

Table 18-145: A34 Princess Street/A34 Brook Street/Sackville Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Princess Street	372	20%	4	384	20%	4	378	20%	4	464	24%	5	393	21%	4	402	21%	5
Sackville Street	539	43%	8	554	45%	8	574	46%	8	586	47%	8	563	45%	8	579	47%	8
A34 Brook Street	699	44%	8	668	42%	8	638	40%	7	664	44%	8	599	38%	7	574	37%	7
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Princess Street	1,169	60%	13	1,104	57%	12	1,164	60%	13	1,015	52%	11	991	51%	11	1,005	52%	11
Sackville Street	228	19%	3	183	15%	3	177	15%	3	299	25%	4	226	19%	3	289	24%	4
A34 Brook Street	570	46%	6	618	49%	7	582	47%	6	638	50%	7	575	44%	6	559	43%	6

16.3.473 The conclusions drawn in paragraphs 18.3.447 to 18.3.448 of the main TA are replaced by:

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

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

A6 Downing Street/Grosvenor Street

16.3.474 Table 18-146 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-146 below replaces Table 18-146 in the main TA.

Table 18-146: A6 Downing Street/Grosvenor Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6 Downing Street (north)	1,117	46%	8	1,284	51%	9	1,442	58%	10	2,156	86%	16	1,394	55%	10	1,417	56%	10
A6 Downing Street (south)	1,043	79%	19	806	68%	16	621	53%	12	935	79%	18	1,051	89%	20	1,067	90%	20
Grosvenor Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6 Downing Street (north)	860	58%	11	1,035	62%	12	1,089	65%	13	1,490	89%	18	1,101	66%	13	1,085	65%	13
A6 Downing Street (south)	1,252	50%	2	1,228	55%	5	1,080	49%	3	1,234	55%	3	1,170	53%	4	1,213	55%	4
Grosvenor Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

16.3.475 The conclusions drawn in paragraphs 18.3.450 to 18.3.452 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A6 Downing Street (north) approach from 46% in the future baseline to 86% in the AM peak hour, with a corresponding change in queue length from eight PCU in the future baseline to 16 PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A6 Downing Street (north) approach from 58% in the future baseline to 89%, with a corresponding change in queue length from 11 PCU in the future baseline to 18 PCU."

A5103 Albion Street/A5103 Medlock Street/City Road East

16.3.476 Table 18-147 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-147 below replaces Table 18-147 in the main TA.

Table 18-147: A5103 Albion Street/A5103 Medlock Street/City Road East junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5103 Albion Street	464	21%	0	431	20%	0	434	20%	0	446	20%	0	437	20%	0	425	19%	0
A5103 Medlock Street	1,305	33%	0	1,355	35%	0	1,335	34%	0	1,281	33%	0	1,335	34%	0	1,355	35%	0
City Road East	220	62%	3	215	61%	3	211	59%	3	230	61%	3	213	59%	3	212	60%	3
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5103 Albion Street	725	31%	0	681	29%	0	706	30%	0	655	28%	0	699	30%	0	709	31%	0
A5103 Medlock Street	853	22%	0	899	23%	0	915	24%	0	970	25%	0	904	24%	0	921	24%	0
City Road East	325	58%	2	345	64%	2	325	62%	2	339	67%	2	324	61%	2	323	62%	2

16.3.477 The conclusions drawn in paragraphs 18.3.454 to 18.3.456 of the main TA are replaced by:

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

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

A635/A665 Pin Mill Brow network

Existing layout

16.3.478 Table 18-148 and Table 18-149 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-148 and Table 18-149 below replace Table 18-148 and Table 18-149 in the main TA. Table 18-150, Table 18-151, Table 18-152 and Table 18-153 in the main TA summarise performance for each individual junction. Table 18-150, Table 18-151, Table 18-152 and Table 18-153 below replace Table 18-150, Table 18-151, Table 18-152 and Table 18-153 in the main TA.

Table 18-148: A635/A665 Pin Mill Brow network key approaches 2031 future baseline and with the AP2 revised scheme junction capacity assessment results (scenarios 1 and 2, AM peak)

Junction/approach		Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00		**2031 future baseline (existing layout)**			**AP2 revised scheme scenario 1 (existing layout)**			**AP2 revised scheme scenario 2 (existing layout)**		
A665 Pin Mill Brow/A665 Mancunian Way	A665 Pin Mill Brow (north)	2,548	73%	30	2,602	79%	33	2,659	79%	36
	A665 Pin Mill Brow (south)	1,380	111%	82	1,332	91%	13	1,372	87%	13
	A635 Mancunian Way	1,262	74%	2	1,283	84%	33	1,530	88%	17
A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street	A665 Pin Mill Brow	1,581	71%	23	1,709	98%	46	1,703	82%	35
	A635 Ashton Old Road	1,447	110%	36	1,805	100%	57	1,610	81%	27
	A665 Chancellor Lane	1,139	93%	32	1,074	103%	47	1,167	78%	30
	A635 Fairfield Street	851	82%	11	918	104%	36	894	83%	8
A665 Chancellor Lane/A665 Midland Street/North Western Street	A665 Chancellor Lane	1,595	0%	0	1,757	0%	0	1,731	0%	0
	A665 Midland Street	7	2%	0	8	5%	0	10	12%	0
	A665 Chancellor Lane	1,077	53%	1	1,052	52%	1	1,140	56%	1
	North Western Street	0	0%	0	0	0%	0	0	0%	0
A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street	A635 Mancunian Way (north)	967	79%	25	919	123%	109	956	101%	38
	A635 Fairfield Street	1,017	54%	6	1,387	98%	15	1,313	63%	8
	A635 Mancunian Way (south)	1,960	116%	105	2,053	82%	43	2,081	99%	60
	B6469 Fairfield Street	218	61%	6	239	95%	12	375	97%	17

Table 18-149: A635/A665 Pin Mill Brow network key approaches 2031 future baseline and with the AP2 revised scheme junction capacity assessment results (scenarios 1 and 2, PM peak)

Junction/approach		Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
17:00–18:00		**2031 future baseline (existing layout)**			**AP2 revised scheme scenario 1 (existing layout)**			**AP2 revised scheme scenario 2 (existing layout)**		
A665 Pin Mill Brow/A665 Mancunian Way	A665 Pin Mill Brow (north)	2,251	83%	36	2,518	76%	35	2,576	87%	43
	A665 Pin Mill Brow (south)	1,808	113%	122	1,638	79%	30	1,857	86%	50
	A635 Mancunian Way	1,183	83%	5	1,134	77%	19	1,396	86%	13
A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street	A665 Pin Mill Brow	1,277	49%	11	1,379	63%	17	1,385	49%	21
	A635 Ashton Old Road	1,195	90%	18	1,086	79%	19	1,096	70%	19
	A665 Chancellor Lane	1,677	90%	38	1,573	78%	35	1,685	70%	31
	A635 Fairfield Street	345	72%	8	575	53%	7	407	59%	11
A665 Chancellor Lane/A665 Midland Street/North Western Street	A665 Chancellor Lane	868	0%	0	951	0%	0	1,089	0%	0
	A665 Midland Street	5	1%	0	20	6%	0	22	9%	0
	A665 Chancellor Lane	1,499	74%	1	1,513	68%	1	1,616	74%	1
	North Western Street	0	0%	0	0	0%	0	0	0%	0
A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street	A635 Mancunian Way (north)	974	86%	31	1,139	95%	41	1,191	95%	40
	A635 Fairfield Street	786	31%	2	962	71%	7	866	34%	4
	A635 Mancunian Way (south)	1,518	118%	107	1,556	96%	41	1,580	94%	47
	B6469 Fairfield Street	288	90%	11	322	97%	15	309	91%	12

16.3.479 The conclusions drawn in paragraphs 18.3.458 to 18.3.465 of the main TA are replaced by:

"At the A665 Pin Mill Brow/A635 Mancunian Way junction, 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.

In scenario 2, the change in traffic due to construction of the AP2 revised scheme will increase the DoS on the A635 Mancunian Way approach from 74% in the future baseline to 88% in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to 17 PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the DoS on the A665 Pin Mill Brow (north) approach from 83% in the future baseline to 87%, with a corresponding change in queue length from 36 PCU in the future baseline to 43 PCU.

At the A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street junction, 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 within capacity with the AP2 revised scheme.

In scenario 1, the change in traffic due to construction of the AP2 revised scheme in will increase the DoS on the A665 Pin Mill Brow approach from 71% in the future baseline to 98% in the AM peak hour, with a corresponding change in queue length from 23 PCU in the future baseline to 46 PCU.

In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the DoS on the A635 Ashton Old Road approach from 90% in the future baseline to 70%, with a corresponding change in queue length from 38 PCU in the future baseline to 31 PCU.

At the A665 Chancellor Lane/A665 Midland Street/North Western Street junction, the assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme.

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

At the A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street junction, 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.

In scenario 1, the change in traffic due to construction of the AP2 revised scheme will increase the DoS on the A635 Mancunian Way (north) approach from 79% in the future baseline to 123% in the AM peak hour, with a corresponding change in queue length from 25 PCU in the future baseline to 109 PCU.

In scenario 1, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the DoS on the A635 Mancunian Way (north) approach from 86% in the future baseline to 95%, with a corresponding change in queue length from 31 PCU in the future baseline to 41 PCU."

Table 18-150: A665 Pin Mill Brow/A635 Mancunian Way junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results (scenarios 1 and 2)

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline (existing layout)**			**AP2 revised scheme scenario 1 (existing layout)**			**AP2 revised scheme scenario 2 (existing layout)**		
A665 Pin Mill Brow (north) (nearside) (ahead)	1,581	73%	13	1,709	79%	17	1,703	79%	17
A665 Pin Mill Brow (north) (centre)(right)	462	47%	8	435	48%	8	470	56%	10
A665 Pin Mill Brow (north) (offside) (right)	505	55%	9	458	52%	9	486	55%	9
A665 Pin Mill Brow (south) (nearside and centre) (left and ahead)	971	111%	81	791	91%	11	774	87%	10
A665 Pin Mill Brow (south) (offside) (ahead)	409	44%	1	541	57%	2	598	62%	3
A635 Mancunian Way (nearside) (left)	819	74%	2	790	84%	22	805	88%	7
A635 Mancunian Way (offside) (left)	443	43%	1	493	49%	10	725	74%	10
17:00–18:00	**2031 future baseline (existing layout)**			**AP2 revised scheme scenario 1 (existing layout)**			**AP2 revised scheme scenario 2 (existing layout)**		
A665 Pin Mill Brow (north) (nearside) (ahead)	1,277	60%	8	1,379	62%	9	1,385	63%	9
A665 Pin Mill Brow (north) (centre) (right)	478	75%	13	550	65%	12	615	86%	17
A665 Pin Mill Brow (north) (offside) (right)	496	83%	15	589	76%	14	576	87%	17
A665 Pin Mill Brow (south) (nearside and centre) (left and ahead)	1,198	113%	111	782	79%	15	930	86%	26
A665 Pin Mill Brow (south) (offside) (ahead)	610	53%	11	856	78%	15	927	77%	24
A635 Mancunian Way (nearside) (left)	727	83%	4	670	77%	14	675	85%	7
A635 Mancunian Way (offside) (left)	456	57%	1	464	50%	6	721	86%	7

Table 18-151: A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results (scenarios 1 and 2)

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline (existing layout)**			**AP2 Revised Scheme scenario 1 (existing layout)**			**AP2 Revised Scheme scenario 2 (existing layout)**		
A665 Pin Mill Brow (nearside) (left and ahead)	785	71%	12	852	98%	26	824	82%	17
A665 Pin Mill Brow (offside) (ahead)	796	67%	11	857	91%	21	879	81%	18
A635 Ashton Old Road (nearside) (east) (left)	189	66%	11	160	93%	33	92	66%	12
A635 Ashton Old Road (centre 1) (ahead)	433	66%	11	861	93%	33	563	66%	12
A635 Ashton Old Road (centre 2) (ahead)	532	67%	24	476	100%	24	741	81%	15
A635 Ashton Old Road (offside) (right)	293	110%	24	308	100%	24	214	81%	15
A665 Chancellor Lane (nearside) (left and ahead)	736	93%	24	653	103%	37	577	78%	15
A665 Chancellor Lane (offside) (ahead)	403	48%	8	421	63%	10	590	76%	15
A635 Fairfield Street (nearside) (ahead)	429	61%	5	791	95%	28	414	52%	3
A635 Fairfield Street (offside) (ahead and right)	422	82%	7	127	104%	8	480	83%	5
17:00–18:00	**2031 future baseline (existing layout)**			**AP2 Revised Scheme scenario 1 (existing layout)**			**AP2 Revised Scheme scenario 2 (existing layout)**		
A665 Pin Mill Brow (nearside) (left and ahead)	764	49%	8	808	63%	10	720	49%	12
A665 Pin Mill Brow (offside) (ahead)	513	30%	4	571	40%	7	665	41%	10
A635 Ashton Old Road (nearside) (east) (left)	42	70%	10	59	79%	13	58	69%	9
A635 Ashton Old Road (centre 1) (ahead)	374	70%	10	572	79%	13	384	69%	9
A635 Ashton Old Road (centre 2) (ahead)	548	60%	8	297	41%	6	421	70%	9
A635 Ashton Old Road (offside) (right)	231	90%	8	158	45%	6	233	70%	9
A665 Chancellor Lane (nearside) (left and ahead)	1,067	90%	29	764	78%	17	815	70%	16
A665 Chancellor Lane (offside) (ahead)	610	48%	9	809	75%	17	870	69%	16
A635 Fairfield Street (nearside) (ahead)	246	72%	4	239	39%	3	201	45%	6

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A635 Fairfield Street (offside) (ahead and right)	99	67%	4	336	53%	4	206	59%	6

Table 18-152: A665 Chancellor Lane/A665 Midland Street/North Western Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results (scenarios 1 and 2)

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline (existing layout)**			**AP2 Revised Scheme scenario 1 (existing layout)**			**AP2 Revised Scheme scenario 2 (existing layout)**		
A665 Chancellor Lane (north) (left and ahead)	1,595	0%	0	1,757	0%	0	1,731	0%	0
A665 Midland Street (left and right)	7	2%	0	8	5%	0	10	12%	0
A665 Chancellor Lane (south) (ahead and right)	1,077	53%	1	1,052	52%	1	1,140	56%	1
North Western Street*	-	-	-	-	-	-	-	-	-
17:00–18:00	**2031 future baseline (existing layout)**			**AP2 Revised Scheme scenario 1 (existing layout)**			**AP2 Revised Scheme scenario 2 (existing layout)**		
A665 Chancellor Lane (north) (left and ahead)	868	0%	0	951	0%	0	1,089	0%	0
A665 Midland Street (left and right)	5	1%	0	20	6%	0	22	9%	0
A665 Chancellor Lane (south) (ahead and right)	1,499	74%	1	1,513	68%	1	1,616	74%	1
North Western Street*	-	-	-	-	-	-	-	-	-

**North Western Street approach is a minor arm that is not included within the LinSig model*

Table 18-153: A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results (scenarios 1 and 2)

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline (existing layout)**			**AP2 Revised Scheme scenario 1 (existing layout)**			**AP2 Revised Scheme scenario 2 (existing layout)**		
A635 Mancunian Way (north) (nearside) (ahead)	462	78%	12	440	123%	53	470	101%	24
A635 Mancunian Way (north) (offside) (ahead and right)	505	79%	13	479	123%	56	486	89%	15
A635 Fairfield Street (nearside) (ahead)	433	35%	5	861	60%	16	565	43%	8
A635 Fairfield Street (centre) (ahead)	380	54%	6	284	98%	15	480	63%	8
A635 Fairfield Street (offside) (ahead and right)	204	54%	6	242	97%	15	268	63%	8
A635 Mancunian Way (south) (nearside and centre 1) (left and ahead)	840	116%	86	835	82%	21	745	99%	32
A635 Mancunian Way (south) (centre 2) (ahead)	443	57%	10	459	42%	8	576	72%	14
A635 Mancunian Way (south) (centre 3 and offside) (right)	677	70%	10	759	70%	15	760	79%	14
B6469 Fairfield Street (left, ahead and right)	218	61%	6	239	95%	12	375	97%	17
17:00–18:00	**2031 future baseline (existing layout)**			**AP2 Revised Scheme scenario 1 (existing layout)**			**AP2 Revised Scheme scenario 2 (existing layout)**		
A635 Mancunian Way (north) (nearside) (ahead)	478	86%	16	550	94%	19	615	95%	22
A635 Mancunian Way (north) (offside) (ahead and right)	496	83%	16	589	95%	21	576	86%	18
A635 Fairfield Street (nearside) (ahead)	377	31%	2	577	47%	8	387	34%	0
A635 Fairfield Street (centre) (ahead)	372	27%	2	162	71%	7	351	33%	4
A635 Fairfield Street (offside) (ahead and right)	37	27%	2	223	69%	7	128	33%	4
A635 Mancunian Way (south) (nearside and centre 1) (left and ahead)	844	118%	92	711	96%	26	589	94%	21

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A635 Mancunian Way (south) (centre 2) (ahead)	456	60%	11	458	59%	10	628	93%	22
A635 Mancunian Way (south) (centre 3 and offside) (right)	218	29%	4	387	43%	5	363	42%	4
B6469 Fairfield Street (left, ahead and right)	288	90%	11	322	97%	15	309	91%	12

Temporary layout

16.3.480 The A635/A665 Pin Mill Brow network will be modified as part of the AP2 revised scheme. A new gyratory system will be introduced between the A635 Mancunian Way, the A635 Fairfield Street, the A665 Pin Mill Brow and the A665 Chancellor Lane, known as the A635/A665 Pin Mill Brow Gyratory. As part of the construction of the new A635/A665 Pin Mill Brow Gyratory, a temporary gyratory layout will be introduced during construction scenario 3. The temporary gyratory layout includes the following four junctions:

- A665 Pin Mill Brow realignment/A635 Mancunian Way northbound realignment;
- A665 Pin Mill Brow realignment/A635 Ashton Old Road realignment/A665 Chancellor Lane;
- A665 Chancellor Lane/A665 Midland Street; and
- A635 Mancunian Way/A635 Fairfield Street diversion/B6469 Fairfield Street diversion.

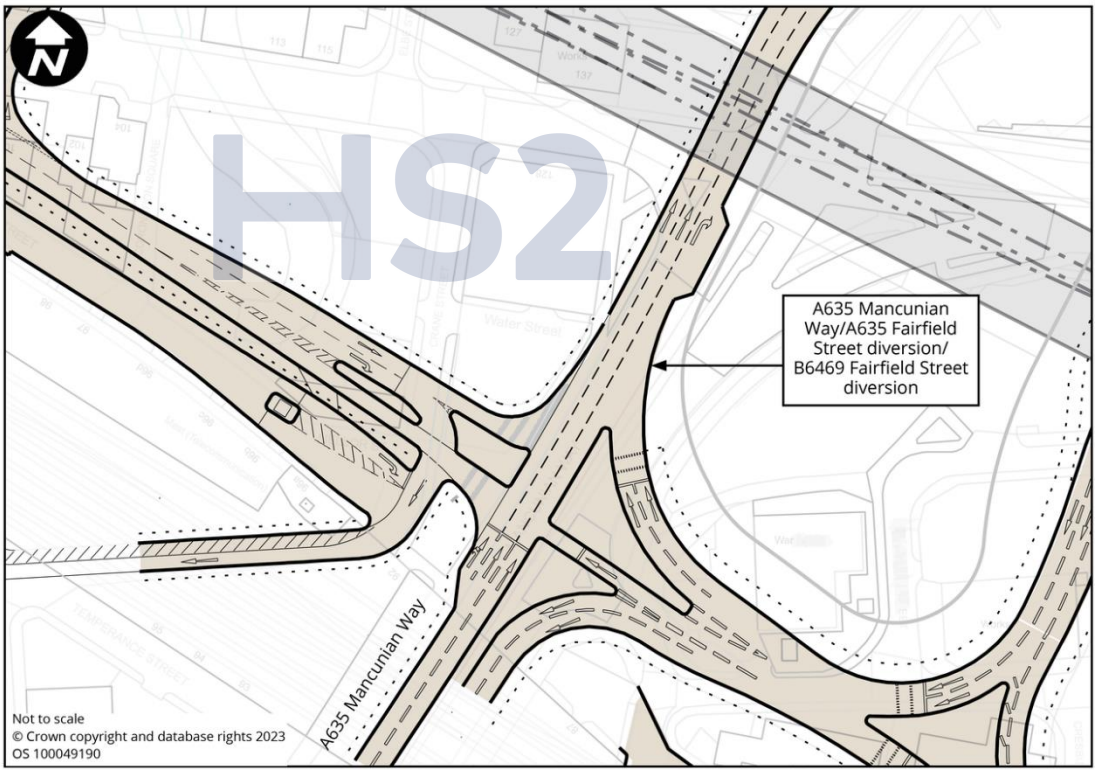
16.3.481 The A665 Pin Mill Brow realignment/A635 Mancunian Way northbound realignment will be a three-arm signal controlled T-junction with signal controlled pedestrian crossing facilities. The A635 Mancunian Way northbound realignment will be a one-way entry arm into the junction. The A665 Pin Mill Brow realignment (south) will be a one-way exit arm from the junction and is therefore not reported in the results.

16.3.482 The A665 Pin Mill Brow realignment/A635 Ashton Old Road realignment/A665 Chancellor Lane will be a three-arm signal controlled T-junction with no pedestrian crossing facilities as a result of the AP2 revised scheme. The junction is located approximately 50m to the north-west of the existing A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street junction. The A665 Chancellor Lane will be a one-way exit arm from the junction and is therefore not reported in the results.

16.3.483 The A665 Chancellor Lane/A665 Midland Street junction will be incorporated into the temporary gyratory layout. It will be a three-arm signal controlled junction. The A665 Chancellor Lane approach will be a one-way entry arm into the junction and the A635 Chancellor Lane diversion will be a one-way exit arm from the junction and is therefore not reported in the results. The existing North Western Street approach will be permanently closed to enable demolition of buildings within the land required for the construction of the AP2 revised scheme.

16.3.484 The A635 Mancunian Way/A635 Fairfield Street diversion/B6469 Fairfield Street diversion will be a four-arm signal controlled crossroads with signal controlled pedestrian crossing facilities. This junction will replace the existing A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street and will be relocated approximately 100m further south-west. The A635 Fairfield Street diversion will be a one-way entry arm into the junction. This is the permanent layout at this junction. Figure 18-46 shows the permanent layout introduced as part of the AP2 revised scheme.

Figure 18-46: Junction layout diagram (A635 Mancunian Way/A635 Fairfield Street diversion/B6469 Fairfield Street diversion, permanent layout)



16.3.485 The temporary junction layouts will be implemented during construction of the AP2 revised scheme and have therefore been assessed for scenario 3 AM and PM peak hours. A summary of performance for the main approaches is shown in Table 18-154 and Table 18-155, while the results for each lane of the individual junctions are included in Table 18-156, Table 18-157, Table 18-158 and Table 18-159.

16.3.486 Table 18-154 and Table 18-155 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-154 and Table 18-155 below replace Table 18-154 and Table 18-155 in the main TA. Table 18-156, Table 18-157, Table 18-158 and Table 18-159 in the main TA summarise performance for each individual junction. Table 18-156, Table 18-157, Table 18-158 and Table 18-159 below replace Table 18-156, Table 18-157, Table 18-158 and Table 18-159 in the main TA.

Table 18-154: A635/A665 Pin Mill Brow network (temporary layout) key approaches 2031 future baseline and with the AP2 revised scheme junction capacity assessment results (scenario 3, AM peak)

Junction/approach		Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00		**2031 future baseline (existing layout)**			**AP2 revised scheme scenario 3 (temporary layout)**		
A665 Pin Mill Brow/A665 Mancunian Way	A665 Pin Mill Brow (north)	2,548	73%	30	1,739	141%	243
	A665 Pin Mill Brow (south)	1,380	111%	82	-	-	-
	A635 Mancunian Way	1,262	74%	2	3,167	88%	40
A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street	A665 Pin Mill Brow	1,581	71%	23	1,498	80%	19
	A635 Ashton Old Road	1,447	110%	36	830	75%	24
	A665 Chancellor Lane	1,139	93%	32	-	-	-
	A635 Fairfield Street	851	82%	11	-	-	-
A665 Chancellor Lane/A665 Midland Street	A665 Chancellor Lane (north)	1,595	0%	0	2,328	81%	41
	A665 Midland Street	7	2%	0	23	17%	1
	A665 Chancellor Lane (south)	1,077	53%	1	706	66%	12
A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street	A635 Mancunian Way (north)	967	79%	25	-	-	-
	A635 Fairfield Street	1,017	54%	6	1,466	82%	29
	A635 Mancunian Way (south)	1,960	116%	105	2,129	118%	181
	B6469 Fairfield Street	218	61%	6	209	13%	1

Table 18-155: A635/A665 Pin Mill Brow network (temporary layout) key approaches 2031 future baseline and with the AP2 Revised Scheme junction capacity assessment results (scenario 3, PM peak)

Junction/approach		Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
17:00–18:00		**2031 future baseline (existing layout)**			**AP2 revised scheme scenario 3 (temporary layout)**		
A665 Pin Mill Brow/A665 Mancunian Way	A665 Pin Mill Brow (north)	2,251	83%	36	2,030	70%	32
	A665 Pin Mill Brow (south)	1,808	113%	122	-	-	-
	A635 Mancunian Way	1,183	83%	5	2,742	72%	23
A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street	A665 Pin Mill Brow	1,277	49%	11	1,572	78%	21
	A635 Ashton Old Road	1,195	90%	18	423	79%	14
	A665 Chancellor Lane	1,677	90%	38	-	-	-
	A635 Fairfield Street	345	72%	8	-	-	-
A665 Chancellor Lane/A665 Midland Street	A665 Chancellor Lane (north)	868	0%	0	1,995	103%	96
	A665 Midland Street	5	1%	0	45	33%	2
	A665 Chancellor Lane (south)	1,499	74%	1	1,298	104%	62
A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street	A635 Mancunian Way (north)	974	86%	31	-	-	-
	A635 Fairfield Street	786	31%	2	2,438	75%	29
	A635 Mancunian Way (south)	1,518	118%	107	1,326	111%	106
	B6469 Fairfield Street	288	90%	11	139	9%	1

16.3.487 The conclusions drawn in paragraphs 18.3.473 to 18.3.480 of the main TA are replaced by:

"At the A665 Pin Mill Brow/A635 Mancunian Way junction, 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 well within capacity with the AP2 revised scheme.

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the DoS on the A665 Pin Mill Brow (north) approach from 73% in the future baseline to 141%, with a corresponding change in queue length from 30 PCU in the future baseline to 243 PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as DoS and queue lengths.

At the A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street junction, 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 close to capacity in the future baseline and within capacity with the AP2 revised scheme.

In scenario 3, the change in traffic due to construction of the AP2 revised scheme in will decrease the DoS on the A635 Ashton Old Road approach from 110% in the future baseline to 75% in the AM peak hour, with a corresponding change in queue length from 36 PCU in the future baseline to 24 PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will decrease the DoS on the A635 Ashton Old Road approach from 90% in the future baseline to 79%, with a corresponding change in queue length from 18 PCU in the future baseline to 14 PCU.

At the A665 Chancellor Lane/A665 Midland Street junction, 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 change in traffic due to construction of the AP2 revised scheme in will not result in substantial changes in capacity indicators such as DoS and queue lengths in the AM peak hour.

In scenario 3, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the DoS on the A665 Chancellor Lane (north) approach from 0% in the future baseline to 103% in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to 96 PCU.

At the A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street junction, the assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the DoS on A635 Mancunian Way (south) approach from 116% in the future

baseline to 118% in the AM peak hour, with a corresponding change in queue length from 105 PCU in the future baseline to 181 PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will decrease the DoS on the B6469 Fairfield Street approach from 90% in the future baseline to 9%, with a corresponding change in queue length from 11 PCU in the future baseline to one PCU."

Table 18-156: A665 Pin Mill Brow realignment/A635 Mancunian Way northbound realignment junction 2031 with the AP2 revised scheme junction capacity assessment results (scenario 3)

Approach	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**AP2 revised scheme scenario 3 (temporary layout)**		
A665 Pin Mill Brow realignment (nearside) (ahead)	288	36%	6
A665 Pin Mill Brow realignment (offside) (ahead)	1,211	141%	232
A665 Pin Mill Brow realignment (centre) (ahead)	240	28%	5
A635 Mancunian Way northbound realignment (nearside) (left)	1,118	68%	7
A635 Mancunian Way northbound realignment (centre 1) (left)	1,224	68%	8
A635 Mancunian Way northbound realignment (centre 2) (right)	825	88%	26
A635 Mancunian Way northbound realignment (offside) (right)	0	0%	0
17:00–18:00	**AP2 revised scheme scenario 3 (temporary layout)**		
A665 Pin Mill Brow realignment (nearside) (ahead)	548	40%	7
A665 Pin Mill Brow realignment (offside) (ahead)	1,043	70%	20
A665 Pin Mill Brow realignment (centre) (ahead)	439	29%	5
A635 Mancunian Way northbound realignment (nearside) (left)	1,235	72%	7
A635 Mancunian Way northbound realignment (centre 1) (left)	1,218	66%	6
A635 Mancunian Way northbound realignment (centre 2) (right)	230	69%	8
A635 Mancunian Way northbound realignment (offside) (right)	59	18%	2

Table 18-157: A665 Pin Mill Brow realignment/A635 Ashton Old Road realignment/A665 Chancellor Lane junction 2031 with the AP2 revised scheme junction capacity assessment results (scenario 3)

Approach	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**AP2 revised scheme scenario 3 (temporary layout)**		
A665 Pin Mill Brow realignment (nearside) (left)	1,258	80%	18
A665 Pin Mill Brow realignment (offside) (ahead)	240	20%	1
A635 Ashton Old Road realignment (nearside) (left)	309	47%	9
A635 Ashton Old Road realignment (offside) (left)	521	75%	16

Approach	Flow, PCU/hr	DoS	Q, PCU
17:00–18:00	**AP2 revised scheme scenario 3 (temporary layout)**		
A665 Pin Mill Brow realignment (nearside) (left)	1,074	78%	18
A665 Pin Mill Brow realignment (offside) (ahead)	498	34%	3
A635 Ashton Old Road realignment (nearside) (left)	54	12%	1
A635 Ashton Old Road realignment (offside) (left)	369	79%	13

Table 18-158: A635 Chancellor Lane diversion/A665 Midland Street junction 2031 with the AP2 revised scheme junction capacity assessment results (scenario 3)

Approach	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**AP2 revised scheme scenario 3 (temporary layout)**		
A665 Chancellor Lane (north) (nearside) (left and ahead)	1,567	81%	17
A665 Chancellor Lane (north) (centre) (right)	361	65%	12
A665 Chancellor Lane (north) (offside) (right)	400	68%	13
A665 Midland Street (left and right)	23	17%	1
A665 Chancellor Lane (south) (nearside and offside) (ahead and right)	706	66%	12
17:00–18:00	**AP2 revised scheme scenario 3 (temporary layout)**		
A665 Chancellor Lane (north) (nearside) (left and ahead)	895	98%	39
A665 Chancellor Lane (north) (centre) (right)	553	103%	33
A665 Chancellor Lane (north) (offside) (right)	547	96%	24
A665 Midland Street (left and right)	45	33%	2
A665 Chancellor Lane (south) (nearside and offside) (ahead and right)	1,298	104%	62

Table 18-159: A635 Mancunian Way/A635 Fairfield Street diversion/B6469 Fairfield Street diversion junction 2031 with the AP2 revised scheme junction capacity assessment results (scenario 3)

Approach	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**AP2 revised scheme scenario 3 (temporary layout)**		
A635 Fairfield Street diversion (nearside) (left)	264	0%	0
A635 Fairfield Street diversion (centre 1) (left)	102	0%	0
A635 Fairfield Street diversion (centre 2) (ahead)	229	63%	8
A635 Fairfield Street diversion (centre 3) (right)	446	82%	11
A635 Fairfield Street diversion (offside) (right)	425	78%	11
A635 Mancunian Way (nearside and centre) (left and ahead)	1,528	118%	171
A635 Mancunian Way (offside) (ahead)	601	45%	10
B6469 Fairfield Street diversion (left)	209	13%	1
17:00–18:00	**AP2 revised scheme scenario 3 (temporary layout)**		
A635 Fairfield Street diversion (nearside) (left)	680	0%	0

Approach	Flow, PCU/hr	DoS	Q, PCU
A635 Fairfield Street diversion (centre 1) (left)	296	0%	0
A635 Fairfield Street diversion (centre 2) (ahead)	125	18%	3
A635 Fairfield Street diversion (centre 3) (right)	691	75%	14
A635 Fairfield Street diversion (offside) (right)	646	70%	12
A635 Mancunian Way (nearside and centre) (left and ahead)	1,191	111%	104
A635 Mancunian Way (offside) (ahead)	135	12%	2
B6469 Fairfield Street diversion (left)	139	9%	1

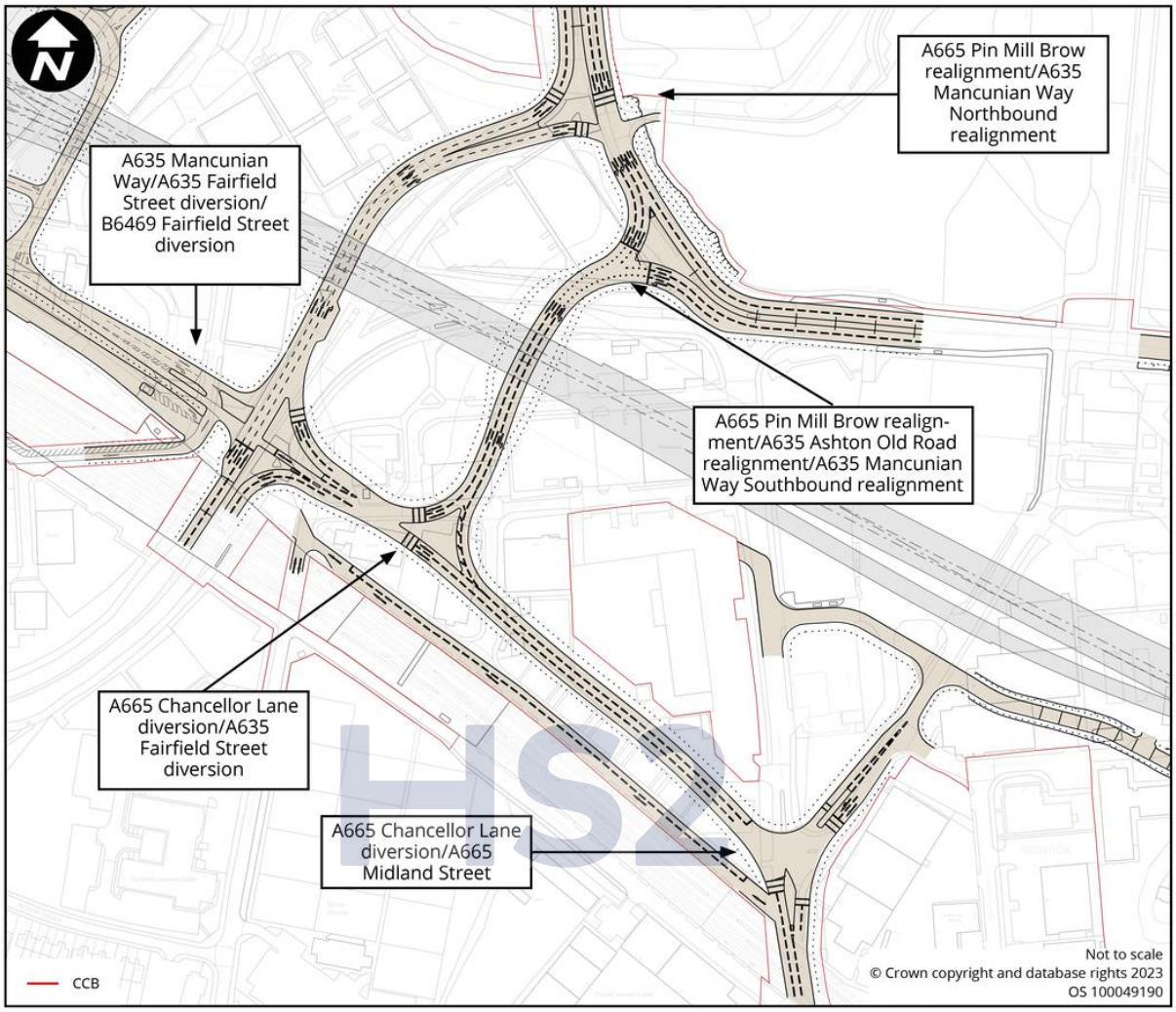
Permanent layout

16.3.488 The A635/A665 Pin Mill Brow network will be modified as part of the AP2 revised scheme. A new gyratory system will be introduced between the A635 Mancunian Way, the A635 Fairfield Street, the A665 Pin Mill Brow and the A665 Chancellor Lane, known as the A635/A665 Pin Mill Brow gyratory. The permanent gyratory layout includes the following five junctions:

- A665 Pin Mill Brow realignment/A635 Mancunian Way northbound realignment;
- A665 Pin Mill Brow realignment/A635 Ashton Old Road realignment/A635 Mancunian Way southbound realignment;
- A635 Mancunian Way/A635 Fairfield Street diversion/B6469 Fairfield Street diversion;
- A665 Chancellor Lane/A665 Midland Street; and
- A665 Chancellor Lane diversion/A635 Fairfield Street diversion.

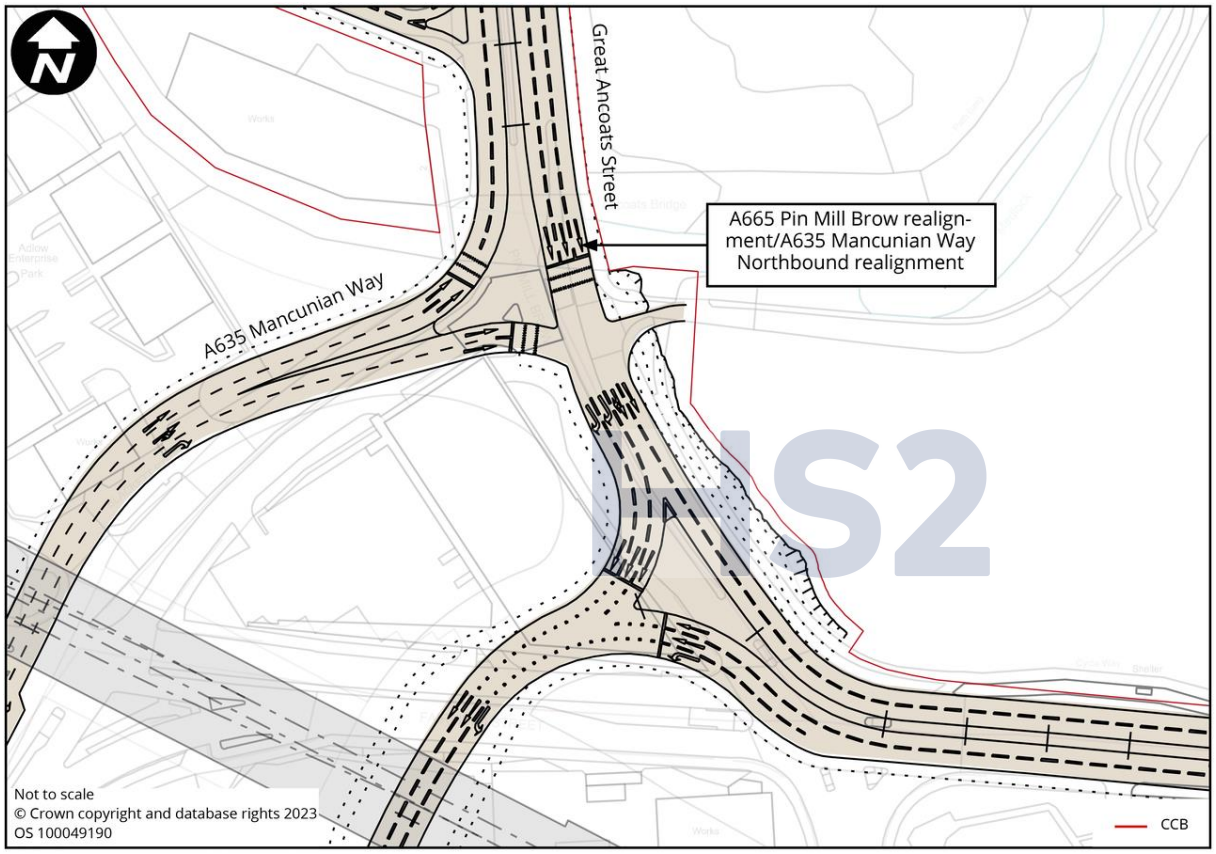
16.3.489 Figure 18-47 shows the permanent layout introduced as part of the AP2 revised scheme.

Figure 18-47: Junction layout diagram (A635/A665 Pin Mill Brow gyratory permanent layout)



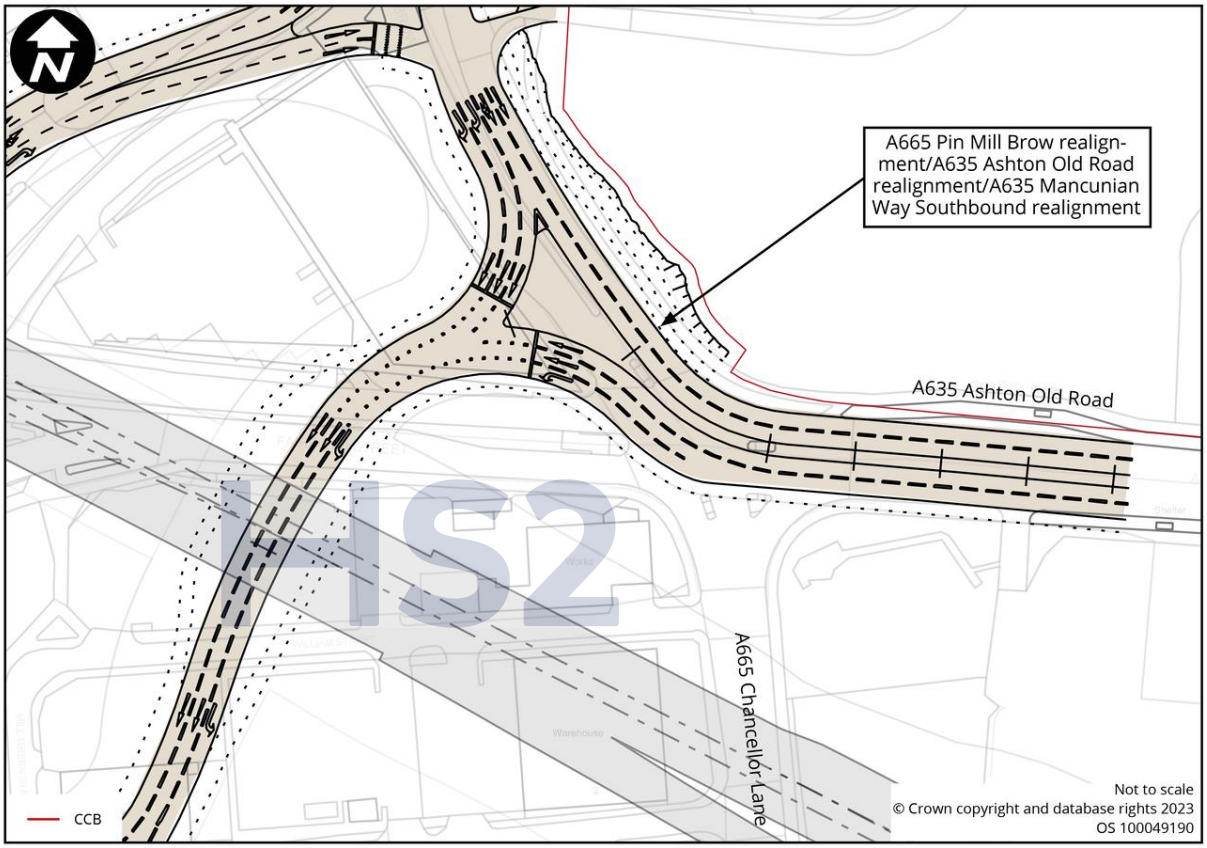
16.3.490 The A665 Pin Mill Brow realignment/A635 Mancunian Way northbound realignment will be a three-arm signal controlled T-junction with signal controlled pedestrian crossing facilities. The A635 Mancunian Way northbound realignment will be a one-way entry arm into the junction. The A665 Pin Mill Brow realignment (south) will be a one-way exit arm from the junction and is therefore not reported in the results. The permanent junction layout will be similar to the temporary layout with the exception of additional southbound exit lanes on the A665 Pin Mill Brow (south). Figure 18-48 shows the permanent layout introduced as part of the AP2 revised scheme.

Figure 18-48: Junction layout diagram (A635/A665 Pin Mill Brow realignment/A635 Mancunian Way northbound realignment, permanent layout)



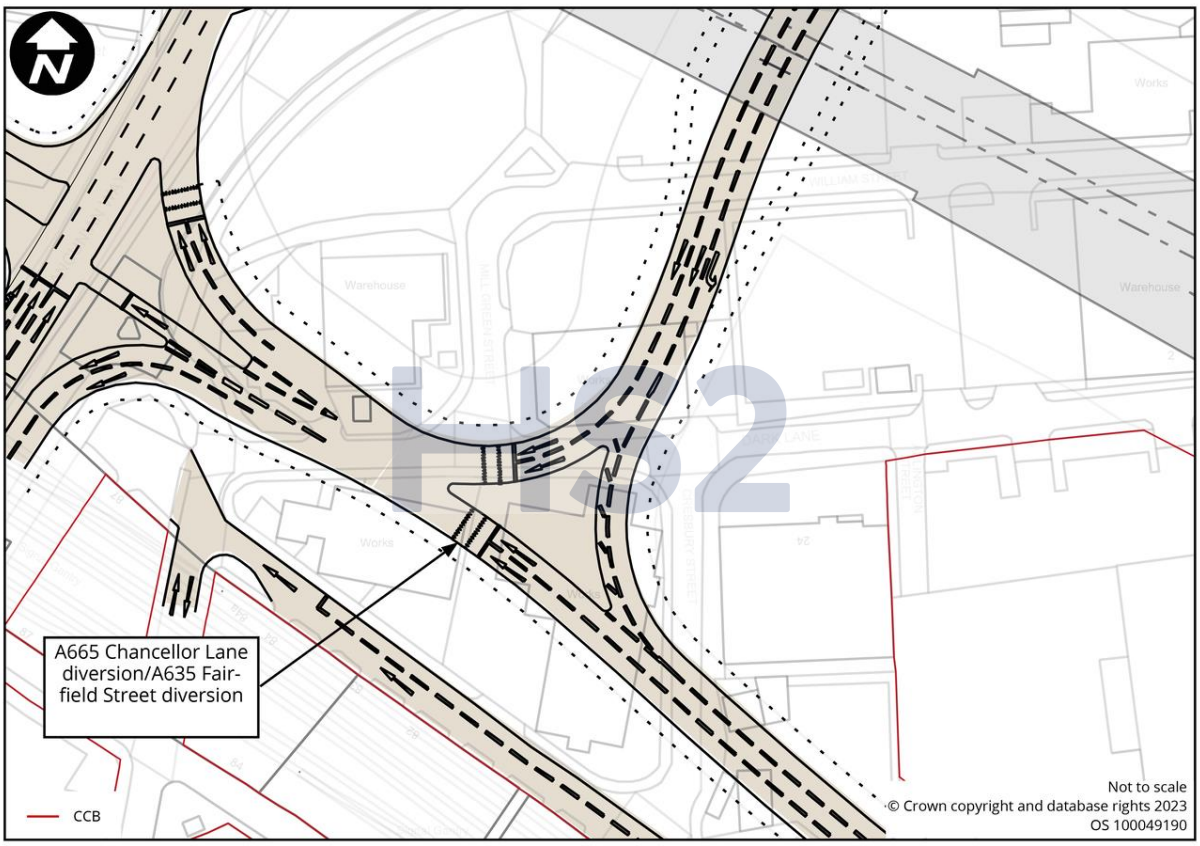
16.3.491 The A665 Pin Mill Brow realignment/A635 Ashton Old Road realignment/A635 Mancunian Way southbound realignment will be a three-arm signal controlled T-junction with no pedestrian crossing facilities as a result of the route of the AP2 revised scheme. The junction is located approximately 50m to the north-west of the existing A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street junction. The A635 Mancunian Way southbound realignment will be a one-way exit arm from the junction and is therefore not reported in the results. There will no longer be access to the A665 Chancellor Lane at this junction. Figure 18-49 shows the permanent temporary layout introduced as part of the AP2 revised scheme.

Figure 18-49: Junction layout diagram (A665 Pin Mill Brow realignment/A635 Ashton Old Road realignment/A635 Mancunian Way southbound realignment, permanent layout)



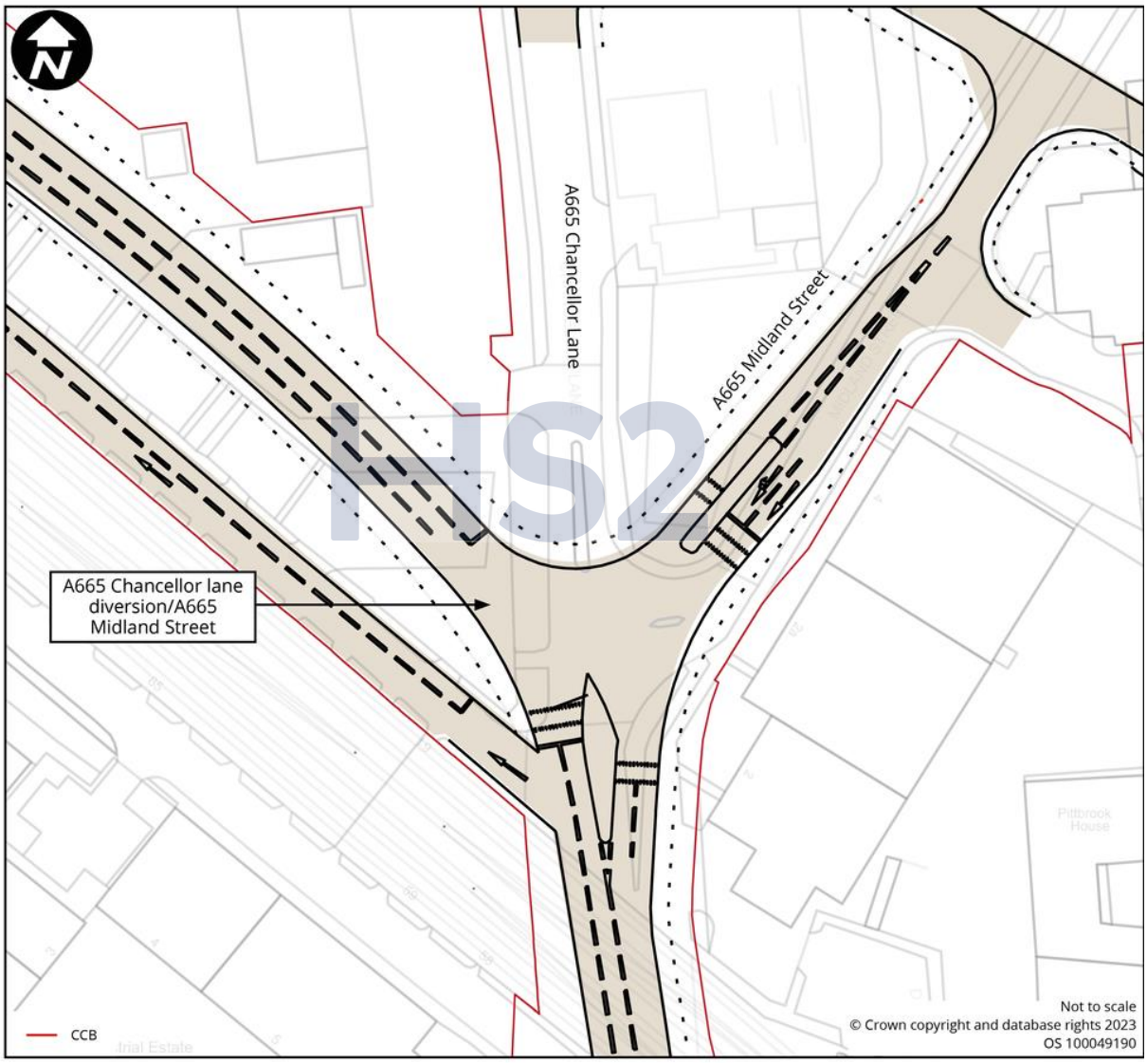
16.3.492 The A665 Chancellor Lane diversion/A635 Fairfield Street diversion will be a new three-arm signal controlled T-junction with signal controlled pedestrian crossing facilities as a result of the AP2 revised scheme. The A635 Fairfield Street diversion (west) will be a one-way entry arm into the junction. The A665 Chancellor Lane diversion will be two-way in the permanent layout. Figure 18-50 shows the permanent temporary layout introduced as part of the AP2 revised scheme.

Figure 18-50: Junction layout diagram (A665 Chancellor Lane diversion/A635 Fairfield Street diversion, permanent layout)



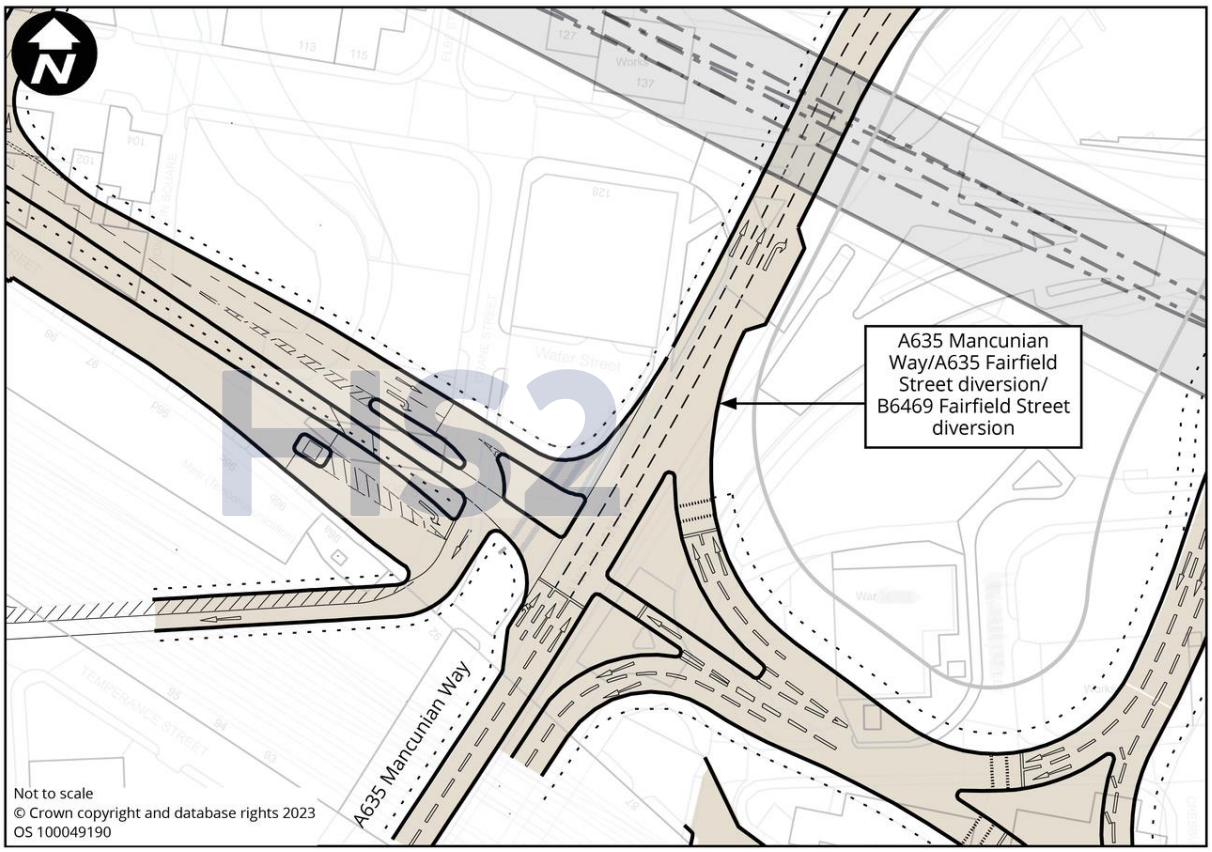
16.3.493 The A665 Chancellor Lane/A665 Midland Street junction will be a new three-arm signal controlled junction. The A665 Chancellor Lane north of Midland Street will be closed and replaced by the new A665 Chancellor Lane diversion. The permanent gyratory layout will require the closure of the A665 Chancellor Lane north of its junction with the A665 Midland Street. The A665 Chancellor Lane will be replaced by the A665 Chancellor Lane diversion, which will become two-way in the permanent layout. The A665 Chancellor Lane diversion/A665 Midland Street junction (to the south) will be modified in the permanent layout but will not be part of the gyratory. The existing North Western Street approach will be closed to enable demolition of buildings within the land required for the construction of the AP2 revised scheme. This road will remain permanently closed on completion of construction. Figure 18-51 shows the permanent layout introduced as part of AP2 revised scheme.

Figure 18-51: Junction layout diagram (A665 Chancellor Lane/A665 Midland Street, permanent layout)



16.3.494 The A635 Mancunian Way/A635 Fairfield Street diversion/B6469 Fairfield Street diversion will be a four-arm signal controlled crossroads with signal controlled pedestrian crossing facilities. This junction will replace the existing A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street and will be relocated approximately 100m further south-west. The A635 Fairfield Street diversion will be a one-way entry arm into the junction. The A635 Mancunian Way northbound realignment will be a one-way exit arm from the junction and is therefore not reported in the results. Figure 18-52 shows the permanent layout introduced as part of the AP2 revised scheme.

Figure 18-52: Junction layout diagram (A635 Mancunian Way/A635 Fairfield Street diversion/B6469 Fairfield Street diversion, permanent layout)



16.3.495 The permanent junction layouts will be introduced during construction scenario 4 and have therefore been assessed for scenario 4 and scenario 5 AM and PM peak hours. A summary of performance for the main approaches is shown in Table 18-160 and Table 18-161, while the results for each lane of the individual junctions are included in Table 18-162, Table 18-163, Table 18-164, Table 18-165 and Table 18-166.

16.3.496 Table 18-160 and Table 18-161 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-160 and Table 18-161 below replace Table 18-160 and Table 18-161 in the main TA. Table 18-162, Table 18-163, Table 18-164, Table 18-165 and Table 18-166 in the main TA summarise performance for each individual junction. Table 18-162, Table 18-163, Table 18-164, Table 18-165 and Table 18-166 below replace Table 18-162, Table 18-163, Table 18-164, Table 18-165 and Table 18-166 in the main TA.

Table 18-160: A635/A665 Pin Mill Brow gyratory key approaches 2031 future baseline and with the AP2 revised scheme junction capacity assessment results (scenarios 4 and 5, AM peak)

Junction/approach		Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00		**2031 future baseline (existing layout)**			**AP2 revised scheme scenario 4 (proposed layout)**			**AP2 revised scheme scenario 5 (proposed layout)**		
A665 Pin Mill Brow/A665 Mancunian Way	A665 Pin Mill Brow (north)	2,548	73%	30	2,185	94%	62	2,659	79%	36
	A665 Pin Mill Brow (south)	1,380	111%	82	-	-	-	1,372	87%	13
	A635 Mancunian Way	1,262	74%	2	2,861	86%	48	1,530	88%	17
A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street	A665 Pin Mill Brow	1,581	71%	23	2,051	84%	12	1,703	82%	35
	A635 Ashton Old Road	1,447	110%	36	1,238	120%	124	1,610	81%	27
	A665 Chancellor Lane	1,139	93%	32	-	-	-	1,167	78%	30
	A635 Fairfield Street	851	82%	11	-	-	-	894	83%	8
A635 Fairfield Street diversion/A665 Chancellor Lane diversion	A635 Fairfield Street diversion	-	-	-	3,289	92%	37	-	-	-
	A665 Chancellor Lane diversion	-	-	-	902	98%	43	-	-	-
A665 Chancellor Lane/A665 Midland Street	A665 Chancellor Lane (north)	1,595	0%	0	1,015	77%	14	1,731	0%	0
	A665 Midland Street	7	2%	0	21	11%	1	10	12%	0
	A665 Chancellor Lane (south)	1,077	53%	1	893	30%	8	0	56%	478
A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street	A635 Mancunian Way (north)	967	79%	25	-	-	-	956	101%	38
	A635 Fairfield Street	1,017	54%	6	3,176	71%	38	1,313	63%	8
	A635 Mancunian Way (south)	1,960	116%	105	1,752	108%	96	2,081	99%	60
	B6469 Fairfield Street	218	61%	6	262	17%	1	375	97%	17

Table 18-161: A635/A665 Pin Mill Brow gyratory key approaches 2031 future baseline and with the AP2 revised Scheme junction capacity assessment results (scenarios 4 and 5, PM peak)

Junction/approach		Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
17:00–18:00		**2031 future baseline (existing layout)**			**AP2 revised scheme scenario 4 (proposed layout)**			**AP2 revised scheme scenario 5 (proposed layout)**		
A665 Pin Mill Brow/A665 Mancunian Way	A665 Pin Mill Brow (north)	2,251	83%	36	2,063	98%	66	2,576	87%	43
	A665 Pin Mill Brow (south)	1,808	113%	122	-	-	-	1,857	86%	50
	A635 Mancunian Way	1,183	83%	5	3,096	82%	51	1,396	86%	13
A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street	A665 Pin Mill Brow	1,277	49%	11	1,922	68%	10	1,385	49%	21
	A635 Ashton Old Road	1,195	90%	18	698	70%	21	1,096	70%	19
	A665 Chancellor Lane	1,677	90%	38	-	-	-	1,685	70%	31
	A635 Fairfield Street	345	72%	8	-	-	-	407	59%	11
A635 Fairfield Street diversion/A665 Chancellor Lane diversion	A635 Fairfield Street diversion	-	-	-	2,620	76%	42	-	-	-
	A665 Chancellor Lane diversion	-	-	-	948	107%	75	-	-	-
A665 Chancellor Lane/A665 Midland Street	A665 Chancellor Lane (north)	868	0%	0	763	59%	7	1,089	0%	0
	A665 Midland Street	5	1%	0	43	24%	1	22	9%	0
	A665 Chancellor Lane (south)	1,499	74%	1	913	31%	8	0	0%	0
A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street	A635 Mancunian Way (north)	974	86%	31	-	-	-	1,191	95%	40
	A635 Fairfield Street	786	31%	2	2,805	58%	34	866	34%	4
	A635 Mancunian Way (south)	1,518	118%	107	1,922	106%	126	1,580	94%	47
	B6469 Fairfield Street	288	90%	11	294	19%	2	309	91%	12

16.3.497 The conclusions drawn in paragraphs 18.3.489 to 18.3.497 of the main TA are replaced by:

"At the A665 Pin Mill Brow/A635 Mancunian Way junction, 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.

In scenario 4, the change in traffic due to construction of the AP2 revised scheme will increase the DoS on the A665 Pin Mill Brow (north) approach from 73% in the future baseline to 94% in the AM peak hour, with a corresponding change in queue length from 30 PCU in the future baseline to 62 PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the DoS on the A665 Pin Mill Brow (north) approach from 83% in the future baseline to 98%, with a corresponding change in queue length from 36 PCU in the future baseline to 66 PCU.

At the A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street junction, 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 well within capacity with the AP2 revised scheme.

In scenario 4, the change in traffic due to construction of the AP2 revised scheme in will increase the DoS on the A635 Ashton Old Road approach from 110% in the future baseline to 120% in the AM peak hour, with a corresponding change in queue length from 36 PCU in the future baseline to 124 PCU.

In scenario 5, the change in traffic due to construction of the AP2 revised scheme in PM peak hour will decrease the DoS on the A665 Chancellor Lane approach from 90% in the future baseline to 70%, with a corresponding change in queue length from 38 PCU in the future baseline to 31 PCU.

At the new A635 Fairfield Street diversion/A665 Chancellor Lane diversion junction, 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.

At the A665 Chancellor Lane/A665 Midland Street junction, the assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme.

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

At the A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street junction, the assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

In scenario 5, the change in traffic due to construction of the AP2 revised scheme will increase the DoS on the A635 Fairfield Street approach from 61% in the future baseline to 97% in the AM peak hour, with a corresponding change in queue length from six PCU in the future baseline to 17 PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the DoS on the A635 Mancunian Way (north) approach from 86% in the future baseline to 95%, with a corresponding change in queue length from 31 PCU in the future baseline to 40 PCU."

Table 18-162: A665 Pin Mill Brow realignment/A635 Mancunian Way northbound realignment junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results (scenarios 4 and 5)

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**AP2 revised scheme scenario 4 (permanent layout)**			**AP2 revised scheme scenario 5 (permanent layout)**		
A665 Pin Mill Brow realignment (nearside) (ahead)	79	7%	1	84	7%	1
A665 Pin Mill Brow realignment (centre) (ahead)	882	71%	20	911	72%	21
A665 Pin Mill Brow realignment (offside) (ahead)	1,249	100%	56	1,190	94%	40
A635 Mancunian Way northbound realignment (nearside) (left)	634	38%	3	633	40%	3
A635 Mancunian Way northbound realignment (centre 1) (left)	1,234	69%	10	1,225	70%	10
A635 Mancunian Way northbound realignment (centre 2) (right)	516	85%	18	504	86%	18
A635 Mancunian Way northbound realignment (offside) (right)	511	85%	18	499	85%	18
17:00–18:00	**AP2 revised scheme scenario 4 (permanent layout)**			**AP2 revised scheme scenario 5 (permanent layout)**		
A665 Pin Mill Brow realignment (nearside) (ahead)	94	9%	2	126	12%	2
A665 Pin Mill Brow realignment (centre) (ahead)	771	68%	18	770	65%	17
A665 Pin Mill Brow realignment (offside) (ahead)	1,196	106%	78	1,167	98%	47
A635 Mancunian Way northbound realignment (nearside) (left)	716	46%	8	751	46%	4
A635 Mancunian Way northbound realignment (centre 1) (left)	1,271	76%	13	1,223	69%	10
A635 Mancunian Way northbound realignment (centre 2) (right)	595	83%	16	564	82%	19
A635 Mancunian Way northbound realignment (offside) (right)	589	83%	16	558	81%	19

Table 18-163: A665 Pin Mill Brow realignment/A635 Ashton Old Road realignment/A635 Mancunian Way southbound realignment junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results (scenarios 4 and 5)

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**AP2 revised scheme scenario 4 (permanent layout)**			**AP2 revised scheme scenario 5 (permanent layout)**		
A665 Pin Mill Brow realignment (nearside) (ahead)	858	82%	6	849	84%	5

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A665 Pin Mill Brow realignment (offside) (ahead)	609	55%	3	579	54%	4
A665 Pin Mill Brow realignment (centre) (ahead)	656	58%	4	623	57%	4
A635 Ashton Old Road realignment (nearside and centre) (ahead)	1,005	128%	152	982	120%	118
A635 Ashton Old Road realignment (offside) (ahead)	242	31%	6	256	31%	7
17:00–18:00	**AP2 revised scheme scenario 4 (permanent layout)**			**AP2 revised scheme scenario 5 (permanent layout)**		
A665 Pin Mill Brow realignment (nearside) (ahead)	744	70%	3	707	68%	4
A665 Pin Mill Brow realignment (offside) (ahead)	623	53%	3	611	56%	3
A665 Pin Mill Brow realignment (centre) (ahead)	622	52%	2	604	55%	3
A635 Ashton Old Road realignment (nearside and centre) (ahead)	523	70%	16	544	70%	17
A635 Ashton Old Road realignment (offside) (ahead)	136	18%	4	154	19%	4

Table 18-164: A665 Chancellor Lane diversion/A635 Fairfield Street diversion 2031 future baseline and with the AP2 revised scheme junction capacity assessment results (scenarios 4 and 5)

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**AP2 revised scheme scenario 4 (permanent layout)**			**AP2 revised scheme scenario 5 (permanent layout)**		
A635 Fairfield Street diversion (nearside) (left and ahead)	1,024	0%	0	1,015	0%	0
A635 Fairfield Street diversion (centre) (ahead)	1,495	88%	24	1,439	92%	26
A635 Fairfield Street diversion (offside) (ahead)	851	57%	11	835	59%	12
A665 Chancellor Lane diversion (nearside) (ahead)	403	108%	33	435	98%	21
A665 Chancellor Lane diversion (offside) (ahead)	430	107%	34	467	98%	22
17:00–18:00	**AP2 revised scheme scenario 4 (permanent layout)**			**AP2 revised scheme scenario 5 (permanent layout)**		
A635 Fairfield Street diversion (nearside) (left and ahead)	1,087	82%	33	763	0%	0
A635 Fairfield Street diversion (centre) (ahead)	759	56%	17	1,092	76%	30
A635 Fairfield Street diversion (offside) (ahead)	802	0%	0	765	53%	11
A665 Chancellor Lane diversion (nearside) (ahead)	409	72%	12	459	107%	37
A665 Chancellor Lane diversion (offside) (ahead)	437	72%	13	489	107%	38

Table 18-165: A635 Chancellor Lane diversion/A665 Midland Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results (scenarios 4 and 5)

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**AP2 revised scheme scenario 4 (permanent layout)**			**AP2 revised scheme scenario 5 (permanent layout)**		
A665 Chancellor Lane diversion (left and ahead)	1,024	76%	14	1,015	77%	14
A665 Midland Street (left and right)	28	15%	1	21	11%	1
A665 Chancellor Lane (south) (nearside) (ahead)	388	25%	3	423	28%	4
A665 Chancellor Lane (south) (offside) (ahead and right)	431	28%	4	470	30%	4
17:00–18:00	**AP2 revised scheme scenario 4 (permanent layout)**			**AP2 revised scheme scenario 5 (permanent layout)**		
A665 Chancellor Lane diversion (left and ahead)	802	63%	8	763	59%	7
A665 Midland Street (left and right)	53	30%	1	43	24%	1
A665 Chancellor Lane (south) (nearside) (ahead)	377	25%	3	433	28%	4
A665 Chancellor Lane (south) (offside) (ahead and right)	425	28%	4	480	31%	4

Table 18-166: A635 Mancunian Way/A635 Fairfield Street diversion/B6469 Fairfield Street diversion junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results (scenarios 4 and 5)

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**AP2 revised scheme scenario 4 (permanent layout)**			**AP2 revised scheme scenario 5 (permanent layout)**		
A635 Fairfield Street diversion (nearside) (left)	1,503	0%	0	1,446	0%	0
A635 Fairfield Street diversion (centre 1) (left)	292	0%	0	271	0%	0
A635 Fairfield Street diversion (centre 2) (ahead)	565	78%	13	570	71%	10
A635 Fairfield Street diversion (centre 3) (right)	389	40%	11	418	43%	13
A635 Fairfield Street diversion (offside) (right)	430	45%	13	471	48%	15
A635 Mancunian Way (nearside and centre) (left and ahead)	1,018	107%	72	951	108%	71
A635 Mancunian Way (offside) (ahead)	825	82%	24	801	86%	25
B6469 Fairfield Street diversion (left)	275	18%	2	262	17%	1
17:00–18:00	**AP2 revised scheme scenario 4 (permanent layout)**			**AP2 revised scheme scenario 5 (permanent layout)**		
A635 Fairfield Street diversion (nearside) (left)	1,103	0%	0	1,104	0%	0
A635 Fairfield Street diversion (centre 1) (left)	343	0%	0	324	0%	0
A635 Fairfield Street diversion (centre 2) (ahead)	463	87%	17	465	58%	11

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A635 Fairfield Street diversion (centre 3) (right)	346	50%	2	418	40%	9
A635 Fairfield Street diversion (offside) (right)	437	63%	3	494	48%	15
A635 Mancunian Way (nearside and centre) (left and ahead)	1,047	91%	32	942	106%	64
A635 Mancunian Way (offside) (ahead)	1,049	86%	30	980	105%	62
B6469 Fairfield Street diversion (left)	327	21%	2	294	19%	2

A665 Chancellor Lane/Dark Lane

16.3.498 Table 18-167 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. The junction will be removed prior to scenario 3 and has therefore only been assessed for scenario 1 and scenario 2 AM and PM peak hours. Table 18-167 below replaces Table 18-167 in the main TA.

Table 18-167: A665 Chancellor Lane/Dark Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**		
A665 Chancellor Lane (north) (ahead and right)	1,764	94%	36	1,798	76%	2	1,780	77%	9
A665 Chancellor Lane (south) (left and ahead)	1,023	0%	0	1,042	0%	0	1,136	0%	0
Dark Lane	116	20%	0	34	7%	0	36	8%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**		
A665 Chancellor Lane (north) (ahead and right)	1,024	71%	20	990	45%	0	1,126	51%	1
A665 Chancellor Lane (south) (left and ahead)	1,377	0%	0	1,509	0%	0	1,615	0%	0
Dark Lane	308	62%	1	68	15%	0	78	20%	0

16.3.499 The conclusions drawn in paragraphs 18.3.499 to 18.3.500 of the main TA are replaced by:

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

In scenario 1, the change in traffic due to construction of the AP2 revised scheme will decrease the DoS on the A665 Chancellor Lane (north) (ahead and right) approach from

94% in the future baseline to 76% in the AM peak hour, with a corresponding change in queue length from 36 PCU in the future baseline to two PCU.

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

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

16.3.500 Table 18-168 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-168 below replaces Table 18-168 in the main TA.

Table 18-168: A34 Oxford Street/B6469 Whitworth Street West/B6469 Whitworth Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Oxford Road (north)	88	14%	1	82	13%	1	92	15%	1	87	14%	1	86	14%	1	80	13%	1
B6469 Whitworth Street	540	59%	9	586	66%	10	545	60%	9	495	52%	8	554	62%	9	556	62%	9
A34 Oxford Street (south)	524	88%	3	466	78%	3	457	76%	3	422	70%	3	468	78%	3	449	74%	3
B6469 Whitworth Street West	385	44%	7	390	45%	7	392	45%	8	392	45%	8	379	44%	7	380	44%	7
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Oxford Road (north)	389	61%	6	379	59%	6	408	63%	6	424	66%	6	375	58%	6	368	57%	5
B6469 Whitworth Street	635	77%	11	630	76%	11	629	76%	11	603	72%	10	625	75%	11	623	75%	11
A34 Oxford Street (south)	346	55%	3	348	55%	3	326	51%	3	249	38%	2	321	51%	3	318	50%	3
B6469 Whitworth Street West	308	37%	5	296	36%	5	293	36%	5	287	35%	5	284	34%	5	280	34%	5

16.3.501 The conclusions drawn in paragraphs 18.3.502 to 18.3.504 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will decrease the VoC on the A34 Oxford Street (south) approach from 88% in the future baseline to 70% in the AM peak hour, with no change in corresponding queue length.

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

A5103 Albion Street/A5103 Lower Mosley Street/Great Bridgewater Street

16.3.502 Table 18-169 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-169 below replaces Table 18-169 in the main TA.

Table 18-169: A5103 Albion Street/A5103 Lower Mosley Street/Great Bridgewater Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5103 Lower Mosley Street	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
Great Bridgewater Street (east)	481	25%	6	489	31%	6	494	26%	6	555	28%	6	477	25%	6	481	25%	6
A5103 Albion Street	1,415	81%	23	1,440	83%	24	1,382	79%	23	1,330	76%	22	1,378	79%	23	1,380	79%	22
Great Bridgewater Street (west)	706	106%	6	713	107%	6	717	107%	6	712	107%	6	714	107%	6	718	107%	6
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5103 Lower Mosley Street	3	0%	0	36	3%	1	0	0%	0	18	1%	0	0	0%	0	0	0%	0
Great Bridgewater Street (east)	1,637	96%	21	1,653	97%	21	1,610	96%	21	1,629	96%	21	1,601	95%	20	1,597	95%	20
A5103 Albion Street	761	38%	12	798	41%	13	918	46%	15	904	46%	15	913	46%	15	925	47%	15
Great Bridgewater Street (west)	173	100%	2	182	101%	2	191	100%	2	174	103%	2	177	100%	2	186	100%	2

16.3.503 The conclusions drawn in paragraphs 18.3.506 to 18.3.507 of the main TA are replaced by:

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

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Great Bridgewater Street (west) approach from 100% in the future baseline to 103%, with no change in corresponding queue length."

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

16.3.504 Table 18-170 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-170 below replaces Table 18-170 in the main TA.

Table 18-170: A57 Regent Road/A57 Dawson Street/A6042 Trinity Way/Water Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A642 Trinity Way	1,048	60%	23	1,067	61%	23	1,116	64%	24	1,207	69%	26	1,069	61%	23	1,107	63%	24
A57 Dawson Street	3,406	72%	53	3,389	72%	53	3,391	72%	53	3,269	69%	51	3,407	72%	53	3,421	73%	53
Water Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A57 Regent Road	2,077	90%	42	2,117	91%	42	2,113	91%	42	2,133	92%	43	2,115	91%	42	2,112	91%	42
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A642 Trinity Way	1,509	100%	35	1,510	100%	35	1,518	100%	35	1,534	101%	35	1,507	99%	35	1,507	99%	35
A57 Dawson Street	2,904	66%	46	2,943	67%	47	2,907	66%	47	2,910	66%	47	3,000	68%	49	2,999	68%	49
Water Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A57 Regent Road	1,951	75%	36	1,957	75%	36	1,966	75%	36	1,966	75%	36	1,955	75%	36	1,945	74%	36

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

16.3.505 The conclusions drawn in paragraph(s) 18.3.509 to 18.3.511 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A57 Regent Road approach from 90% in the future baseline to 92% in the AM peak hour, with a corresponding change in queue length from 42 PCU in the future baseline to 43 PCU.

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

New Sheffield Street/B6469 Fairfield Street diversion

16.3.506 The New Sheffield Street/B6469 Fairfield Street diversion junction will be a new junction as set out in the main TA. Details of this junction are presented in Section 18.3 of the main TA.

16.3.507 The junction will be implemented during construction of the AP2 revised scheme and has therefore been assessed for scenario 4 and scenario 5 AM and PM peak hours. Table 18-171 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-171 below replaces Table 18-171 in the main TA.

Table 18-171: New Sheffield Street/B6469 Fairfield Street diversion 2031 with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
New Sheffield Street	0	0%	0	0	0%	0
B6469 Fairfield Street diversion (east)	275	14%	0	262	13%	0
B6469 Fairfield Street diversion (west)	607	30%	1	612	31%	0
17:00–18:00	**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
New Sheffield Street	0	0%	0	0	0%	0
B6469 Fairfield Street diversion (east)	327	17%	0	294	15%	0
B6469 Fairfield Street diversion (west)	498	24%	1	497	25%	0

16.3.508 The conclusions drawn in paragraph 18.3.513 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity with the AP2 revised scheme."

A56 Deansgate/A6143 Liverpool Road/Great Bridgewater Street

16.3.509 Table 18-172 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-172 below replaces Table 18-172 in the main TA.

Table 18-172: A56 Deansgate/A6143 Liverpool Road/Great Bridgewater Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Deansgate (north)	286	20%	6	280	19%	6	276	19%	6	307	21%	7	246	17%	5	266	18%	6
Great Bridgewater Street	227	80%	3	224	83%	3	208	82%	3	238	77%	3	211	82%	3	197	82%	3
A56 Deansgate (south)	1,286	100%	15	1,285	99%	15	1,267	99%	15	1,229	97%	14	1,286	99%	15	1,279	99%	15
A6143 Liverpool Road	475	78%	10	498	81%	10	495	77%	10	489	84%	10	501	79%	10	512	79%	10
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Deansgate (north)	829	107%	13	838	108%	13	832	107%	12	836	108%	12	827	107%	12	827	107%	12
Great Bridgewater Street	598	88%	1	607	92%	1	608	95%	1	605	94%	1	609	90%	1	610	90%	1
A56 Deansgate (south)	479	62%	10	476	62%	10	339	78%	7	338	80%	7	340	80%	7	341	80%	7
A6143 Liverpool Road	324	40%	5	336	42%	5	361	45%	6	340	43%	5	357	44%	6	361	44%	6

16.3.510 The conclusions drawn in paragraphs 18.3.515 to 18.3.516 of the main TA are replaced by:

"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.

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will decrease the VoC on the A56 Deansgate (south) approach from 100% in the future baseline to 97% in the AM peak hour, with a corresponding change in queue length from 15 PCU in the future baseline to 14 PCU.

In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Great Bridgewater Street approach from 88% in the future baseline to 95%, with no change in corresponding queue length."

B6469 Fairfield Street/Travis Street

16.3.511 Table 18-173 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-173 below replaces Table 18-173 in the main TA.

16-Table 18-173: B6469 Fairfield Street/Travis Street junction key approaches 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Travis Street (north)	624	116%	62	518	86%	13	-	-	-	-	-	-	0	0%	0	0	0%	0
B6469 Fairfield Street (east) (nearside) (left and ahead)	285	42%	5	487	72%	11	809	72%	14	311	28%	4	718	64%	12	729	65%	12
B6469 Fairfield Street (east) (offside) (right)	39	16%	1	152	39%	3	-	-	-	-	-	-	39	6%	0	39	6%	0
Neild Street	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
Travis Street (south)	15	3%	0	15	5%	0	5	3%	0	5	3%	0	15	8%	0	15	8%	0
Fairfield Street (west)	538	77%	7	550	154%	111	534	158%	117	460	61%	8	470	114%	44	460	116%	47
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Travis Street (north)	512	89%	14	565	99%	23	-	-	-	-	-	-	0	0%	0	0	0%	0
B6469 Fairfield Street (east) (nearside) (left and ahead)	450	66%	9	455	67%	10	679	61%	11	356	32%	4	617	55%	9	618	55%	9
B6469 Fairfield Street (east) (offside) (right)	35	21%	1	161	55%	3	-	-	-	-	-	-	35	6%	0	35	6%	0
Neild Street	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
Travis Street (south)	37	10%	1	37	10%	1	15	8%	0	15	8%	0	37	19%	1	37	19%	1
Fairfield Street (west)	704	117%	66	859	181%	222	529	128%	75	607	85%	14	674	119%	75	646	116%	62

16.3.512 The conclusions drawn in paragraphs 18.5.418 to 18.5.419 in the main TA are replaced by:

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

In scenario 2, the change in traffic due to construction of the AP2 Revised Scheme will increase the DoS on the Fairfield Street (west) approach from 77% in the future baseline to 158% in the AM peak hour, with a corresponding change in queue length from seven PCU in the future baseline to 117 PCU. In scenario one, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the DoS on the Fairfield Street (west) approach from 117% in the future baseline to 181%, with a corresponding change in queue length from 66 PCU in the future baseline to 222 PCU."

B6469 Whitworth Street/Sackville Street

16.3.513 Table 18-174 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-174 below replaces Table 18-174 in the main TA.

Table 18-174: B6469 Whitworth Street/Sackville Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B6469 Whitworth Street (east)	1,006	87%	15	969	81%	14	901	75%	13	657	55%	9	973	81%	14	974	80%	14
Sackville Street (south)	568	55%	9	540	52%	9	479	46%	8	558	54%	9	446	43%	7	439	42%	7
B6469 Whitworth Street (west)	302	38%	5	222	27%	4	217	27%	4	196	25%	4	184	23%	3	177	22%	3
Sackville Street (north)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B6469 Whitworth Street (east)	887	64%	7	689	47%	6	755	50%	6	576	41%	6	687	46%	6	679	45%	6
Sackville Street (south)	368	51%	7	447	62%	8	411	57%	7	504	70%	9	458	63%	8	474	65%	8
B6469 Whitworth Street (west)	289	26%	5	179	16%	3	104	10%	2	246	21%	4	142	12%	2	122	11%	2
Sackville Street (north)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

16.3.514 The conclusions drawn in paragraphs 18.3.521 to 18.3.523 in the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will decrease the VoC on the B6469 Whitworth Street (east) approach from 87% in the future baseline to 55% in the AM peak hour, with a corresponding change in queue length from 15 PCU in the future baseline to nine PCU.

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

A34 Oxford Street/A5103 Portland Street/A5103 Chepstow Street

16.3.515 Table 18-175 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-175 below replaces Table 18-175 in the main TA.

Table 18-175: A34 Oxford Street/A5103 Portland Street/A5103 Chepstow Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Oxford Street (north)	308	41%	5	326	43%	6	319	42%	6	316	42%	6	308	40%	5	307	40%	5
A5103 Portland Street	558	51%	8	571	53%	8	590	56%	8	613	58%	9	580	55%	8	590	56%	8
A34 Oxford Street (south)	293	89%	5	292	90%	5	291	86%	5	287	89%	5	291	84%	5	291	84%	5
A5103 Chepstow Street	390	53%	7	414	56%	7	466	63%	8	400	54%	7	456	62%	8	474	65%	8
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Oxford Street (north)	531	66%	9	563	70%	10	542	67%	10	575	71%	10	530	66%	9	528	66%	9
A5103 Portland Street	552	54%	8	534	53%	7	464	46%	6	457	45%	6	423	42%	6	408	40%	6
A34 Oxford Street (south)	253	56%	4	252	55%	4	252	55%	4	251	56%	4	252	55%	4	252	54%	4
A5103 Chepstow Street	423	58%	7	459	62%	8	452	62%	8	429	58%	8	432	59%	8	438	60%	8

16.3.516 The conclusions drawn in paragraphs 18.3.525 to 18.3.527 in the main TA are replaced by:

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

In scenarios 4 and 5, the change in traffic due to construction of the AP2 revised scheme will decrease the VoC on the A34 Oxford Street (south) approach from 89% in the future baseline to 84% in the AM peak hour, with no change in corresponding queue length.

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

A6 London Road/B6469 Fairfield Street

16.3.517 Table 18-176 in the main TA summarises the results of the changes in performances of the junction as a result of the original scheme. Table 18-176 below replaces Table 18-176 in the main TA.

Table 18-176: A6 London Road/B6469 Fairfield Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6 London Road (north)	847	70%	12	314	110%	4	405	118%	5	708	61%	10	964	79%	14	964	79%	14
B6469 Fairfield Street (east)	684	100%	11	495	94%	9	551	79%	9	148	20%	3	544	73%	9	549	72%	9
A6 London Road (south)	759	74%	12	684	59%	11	548	54%	9	874	86%	14	675	67%	11	668	66%	11
B6469 Fairfield Street (west)	404	67%	7	447	85%	8	411	63%	7	377	42%	6	329	49%	6	316	47%	5
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6 London Road (north)	923	55%	14	632	97%	8	660	99%	8	792	49%	12	844	51%	13	837	50%	13
B6469 Fairfield Street (east)	402	83%	7	429	86%	8	336	67%	6	58	12%	1	309	59%	6	318	61%	6
A6 London Road (south)	304	24%	5	363	29%	6	315	25%	5	341	28%	5	326	26%	5	322	26%	5
B6469 Fairfield Street (west)	550	103%	9	509	98%	9	537	95%	10	719	90%	13	510	87%	9	502	86%	9

16.3.518 The conclusions drawn in paragraphs 18.3.529 to18.3.531 in the main TA are replaced by:

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

In scenario 2, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A6 London Road (north) approach from 70% in the future baseline to 118% in the AM peak hour, with a corresponding change in queue length from 12 PCU in the future baseline to five PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A6 London Road (north) approach from 55% in the future baseline to 99%, with a corresponding change in queue length from 14 PCU in the future baseline to eight PCU."

New Sheffield Street/Helmet Street realignment

16.3.519 The New Sheffield Street/Helmet Street realignment junction will be a new junction as set out in the main TA. Details of this junction are presented in Section 18.3 of the main TA.

16.3.520 The junction will be implemented during construction of the AP2 revised scheme and has therefore been assessed for scenario 3 AM and PM peak hours. Table 18-177 in the main TA summarises the results of the results of performance of this junction with the original scheme. Table 18-177 below replaces Table 18-177 in the main TA.

Table 18-177: New Sheffield Street/Helmet Street realignment junction 2031 with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**AP2 revised scheme scenario 3 (temporary layout)**		
Helmet Street realignment (left and right)	3	0%	0
New Sheffield Street (south) (ahead and right)	6	1%	0
New Sheffield Street (north) (ahead and left)	140	20%	0
17:00–18:00	**AP2 revised scheme scenario 3 (temporary layout)**		
Helmet Street realignment (left and right)	11	1%	0
New Sheffield Street (south) (ahead and right)	0	0%	0
New Sheffield Street (north) (ahead and left)	285	40%	0

16.3.521 The conclusions drawn is paragraph 18.3.533 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity with the AP2 revised scheme."

A5066 Oldfield Road/A57 Regent Road

16.3.522 Table 18-178 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-178 below replaces Table 18-178 in the main TA.

Table 18-178: A5066 Oldfield Road/A57 Regent Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5066 Oldfield Road (north)	634	100%	17	634	101%	17	640	102%	17	644	103%	17	634	101%	17	637	102%	17
A57 Regent Road (east)	2,115	94%	24	2,109	94%	25	2,115	94%	25	2,081	92%	23	2,118	94%	25	2,121	94%	25
A5066 Oldfield Road (south)	459	102%	13	458	102%	13	457	102%	13	456	102%	13	458	102%	13	458	102%	13
A57 Regent Road (west)	1,693	80%	31	1,720	81%	31	1,707	81%	31	1,726	81%	31	1,709	81%	31	1,697	80%	31
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5066 Oldfield Road (north)	627	100%	17	622	99%	17	626	100%	17	630	101%	17	621	99%	17	622	99%	17
A57 Regent Road (east)	2,084	92%	46	2,088	92%	46	2,061	91%	46	2,054	90%	45	2,094	92%	47	2,091	92%	46
A5066 Oldfield Road (south)	368	88%	11	371	89%	11	370	89%	11	361	87%	11	369	89%	11	367	88%	11
A57 Regent Road (west)	1,726	78%	35	1,703	77%	35	1,714	77%	35	1,730	78%	35	1,738	78%	35	1,726	78%	35

16.3.523 The conclusions drawn in paragraphs 18.3.535 to 18.3.536 in the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A5066 Oldfield Road (north) approach from 100% in the future baseline to 103% in the AM peak hour, with no change in corresponding queue length.

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

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

16.3.524 Table 18-179 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-179 below replaces Table 18-179 in the main TA.

Table 18-179: A665 Great Ancoats Street/A665 Pin Mill Brow/Helmet Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A665 Great Ancoats Street (south) (left and ahead)	1,561	0%	0	1,555	0%	0	1,579	0%	0	1,118	0%	0	634	0%	0	633	0%	0
A665 Great Ancoats Street (south) (ahead)	851	0%	0	1,034	0%	0	1,323	0%	0	1,224	0%	0	1,234	0%	0	1,225	0%	0
Helmet Street (left)	5	2%	0	3	1%	0	3	1%	0	143	26%	0	0	0%	0	0	0%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A665 Great Ancoats Street (south) (left and ahead)	1,925	0%	0	1,452	0%	0	1,605	0%	0	1,235	0%	0	716	0%	0	751	0%	0
A665 Great Ancoats Street (south) (ahead)	1,066	0%	0	1,320	0%	0	1,648	0%	0	1,218	0%	0	1,271	0%	0	1,223	0%	0
Helmet Street (left)	11	4%	0	11	4%	0	11	6%	0	296	52%	1	0	0%	0	0	0%	0

16.3.525 The conclusions drawn in paragraphs 18.3.538 to 18.3.539 of the main TA are replaced by:

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

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

A665 Great Ancoats Street/Palmerston Street

16.3.526 Table 18-180 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-180 below replaces Table 18-180 in the main TA.

Table 18-180: A665 Great Ancoats Street/Palmerston Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A665 Great Ancoats Street (north) (left and ahead)	1,556	56%	1	1,673	60%	1	1,658	60%	1	293	0%	0	79	0%	0	84	0%	0
A665 Great Ancoats Street (north) (ahead)	899	36%	0	836	36%	0	907	41%	0	86	0%	0	1,185	0%	0	1,127	0%	0
Palmerston Street (left)	96	17%	0	96	17%	0	97	18%	0	260	46%	0	73	14%	0	74	14%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A665 Great Ancoats Street (north) (left and ahead)	1,291	48%	1	1,393	49%	1	1,383	50%	1	358	64%	1	93	0%	0	125	0%	0
A665 Great Ancoats Street (north) (ahead)	624	29%	0	843	36%	0	920	41%	0	865	0%	0	928	0%	0	902	0%	0
Palmerston Street (left)	354	63%	1	300	54%	1	291	53%	1	261	0%	0	279	51%	1	276	51%	1

16.3.527 The conclusions drawn in paragraphs 18.3.541 to 18.3.542 of the main TA are replaced by:

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

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

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

16.3.528 The A6 London Road A6 Whitworth Street/Store Street/Tram Crossing junction will be modified as set out in the main TA. Details of the changes are presented in Section 18.3 of the main TA.

16.3.529 In scenario 1 the A6 London Road/A6 Whitworth Street/Store Street junction will remain as per the existing layout. In scenario 2 and 3, the junction layout will be temporarily modified. The permanent junction modification will be introduced in scenario 4. The permanent junction layout has therefore been assessed for scenario 4 and scenario 5 AM and PM peak hours.

16.3.530 Figure 18-53 of the main TA shows the permanent layout introduced as part of the original scheme. This is replaced by Figure 18-53, which shows the junction layout introduced as part of the AP2 revised scheme. Table 18-181 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-181 below replaces Table 18-181 in the main TA.

Figure 18-53 Junction layout diagram (A6 London Road/A6 Whitworth Street/Store Street/Tram Crossing, permanent layout)

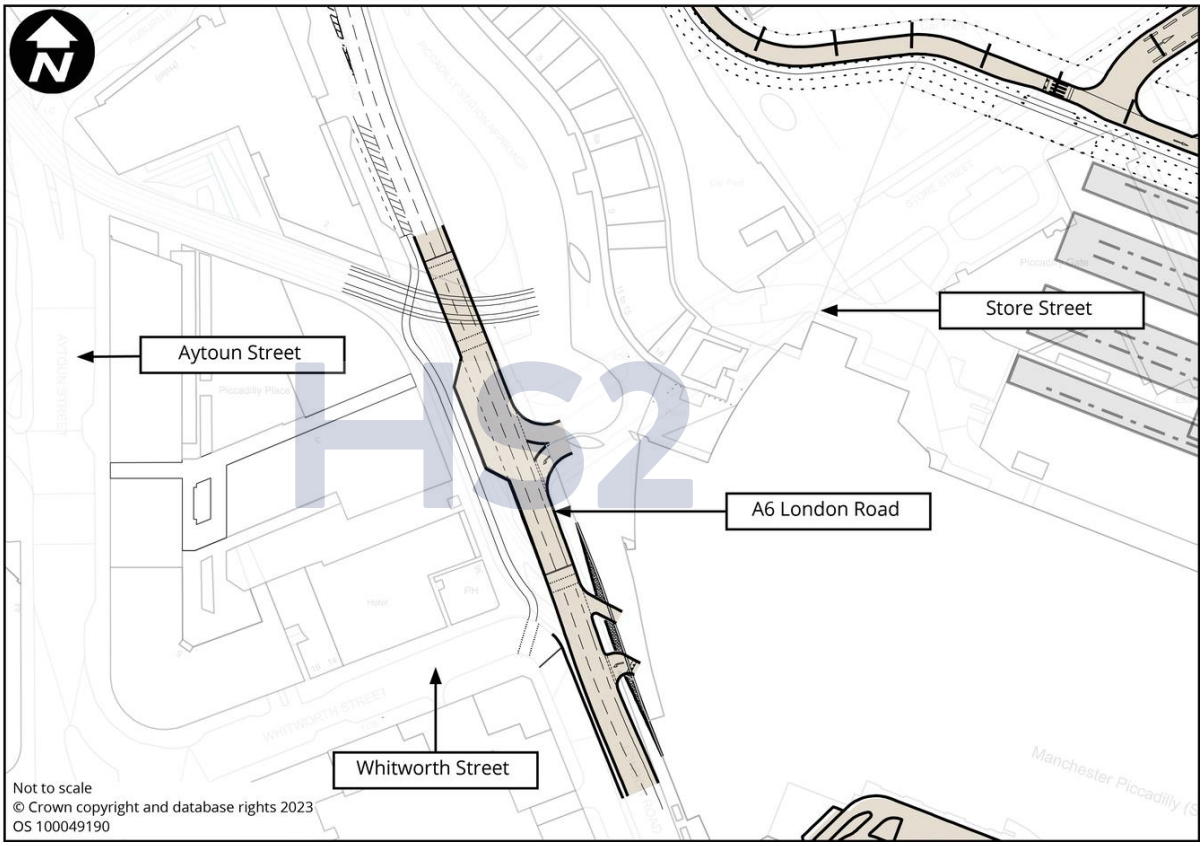


Table 18-181: A6 London Road/A6 Whitworth Street/Store Street/Tram Crossing junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline (existing layout)**			**AP2 revised Scheme scenario 1 (existing layout)**			**AP2 revised Scheme scenario 2 (temporary layout)**			**AP2 revised Scheme scenario 3 (temporary layout)**			**AP2 revised Scheme scenario 4 (permanent layout)**			**AP2 revised Scheme scenario 5 (permanent layout)**		
A6 London Road (north of Store Street) (nearside bus lane) (ahead)	-	-	-	-	-	-	-	-	-	506	26%	0	640	33%	0	640	33%	0
A6 London Road (north of Store Street) (offside) (ahead)	-	-	-	-	-	-	-	-	-	497	25%	0	621	32%	0	621	32%	0
Store Street (left)	403	68%	1	27	5%	0	27	5%	0	27	5%	0	27	5%	0	27	5%	0
A6 London Road (south of Store Street) (nearside) (ahead)	438	56%	8	293	37%	5	338	43%	6	498	35%	2	629	41%	3	629	41%	3
A6 London Road (south of Store Street) (offside) (ahead)	470	57%	9	318	39%	5	363	44%	6	505	35%	2	632	41%	3	632	41%	3
Whitworth Street (south) (nearside bus lane) (left)	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
Whitworth Street (south) (offside) (left)	644	49%	7	469	36%	4	462	35%	4	514	39%	4	468	32%	3	468	32%	3
A6 Trams (Ahead)										1,003	92%	21	1,261	100%	45	1,261	100%	45

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
17:00–18:00	**2031 future baseline (existing layout)**			**AP2 revised Scheme scenario 1 (existing layout)**			**AP2 revised Scheme scenario 2 (temporary layout)**			**AP2 revised Scheme scenario 3 (temporary layout)**			**AP2 revised Scheme scenario 4 (permanent layout)**			**AP2 revised Scheme scenario 5 (permanent layout)**		
A6 London Road (north of Store Street) (nearside bus lane) (ahead)	-	-	-	-	-	-	-	-	-	548	28%	0	578	30%	0	575	30%	0
A6 London Road (north of Store Street) (offside) (ahead)	-	-	-	-	-	-	-	-	-	539	28%	0	561	29%	0	557	28%	0
Store Street (left)	290	50%	1	27	5%	0	27	5%	0	27	5%	0	27	5%	0	27	5%	0
A6 London Road (south of Store Street) (nearside) (ahead)	463	59%	9	449	57%	8	463	59%	9	543	38%	3	568	37%	2	564	37%	2
A6 London Road (south of Store Street) (offside) (ahead)	496	60%	9	478	58%	9	492	60%	9	544	38%	3	571	37%	2	568	37%	2
Whitworth Street (south) (nearside bus lane) (left)	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
Whitworth Street (south) (offside) (left)	537	41%	5	576	44%	6	516	39%	5	512	39%	4	524	36%	4	527	36%	4
A6 Trams (Ahead)										1,087	100%	34	1,139	90%	26	1,132	90%	26

16.3.531 The conclusions drawn in paragraphs 18.3.547 to 18.3.547 of the main TA are replaced by:

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

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

A6 Aytoun Street/Minshull Street

16.3.532 Table 18-182 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-182 below replaces Table 18-182 in the main TA. Although this junction is a three-arm priority controlled (give-way) T-junction, the A6 Aytoun Street (north) is a one-way exit arm from the junction and is therefore not reported in the results.

Table 18-182: A6 Aytoun Street/Minshull Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6 Aytoun Street (south)	689	19%	0	386	11%	0	382	10%	0	437	12%	0	385	11%	0	386	11%	0
Minshull Street	97	15%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6 Aytoun Street (south)	266	7%	0	292	8%	0	233	6%	0	230	6%	0	239	7%	0	242	7%	0
Minshull Street	369	50%	0	454	61%	0	231	31%	0	144	19%	0	391	53%	0	382	51%	0

16.3.533 The conclusions drawn in paragraphs 18.3.549 to 18.3.551 of the main TA are replaced by:

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

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

A34 Peter Street/A6042 Mount Street/Mount Street

16.3.534 Table 18-183 in the main TA summarises the results of the changes to the performance of the junction as a result of the original scheme. Table 18-183 below replaces Table 18-183 in the main TA. Although this junction is a four-arm signal controlled crossroads, the A6042 Mount Street (north) is a one-way exit arm from the junction and is therefore not reported in the results.

Table 18-183: A34 Peter Street/A6042 Mount Street/Mount Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Peter Street (east)	310	53%	3	317	61%	4	313	55%	3	241	45%	2	330	56%	3	327	54%	3
Mount Street	236	94%	4	267	90%	5	172	100%	3	158	94%	3	171	100%	3	174	101%	3
A34 Peter Street (west)	634	97%	9	635	97%	9	731	91%	10	727	91%	9	723	90%	9	731	91%	10
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Peter Street (east)	172	38%	2	195	52%	2	213	39%	2	158	37%	2	188	37%	2	193	37%	2
Mount Street	119	56%	2	124	49%	2	92	62%	2	87	59%	2	78	53%	2	80	54%	2
A34 Peter Street (west)	608	93%	9	654	93%	9	703	85%	9	740	90%	9	722	88%	9	722	88%	9

16.3.535 The conclusions drawn in paragraphs 18.3.553 to 18.3.555 of the main TA are replaced by:

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

In scenario 5, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Mount Street approach from 94% in the future baseline to 101% in the AM peak hour, with a corresponding change in queue length from four PCU in the future baseline to three PCU.

In scenario 2, the change in traffic due to construction of the AP2 revised scheme will decrease the VoC on the A34 Peter Street (west) approach from 93% in the future baseline to 85%, with no corresponding change in queue length."

A665 Great Ancoats Street/Every Street

16.3.536 Table 18-184 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-184 below replaces Table 18-184 in the main TA.

Table 18-184: A665 Great Ancoats Street/Every Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Every Street (left and right)	1,140	137%	192	1,068	130%	142	1,092	131%	145	820	94%	17	953	90%	22	947	89%	22
A665 Great Ancoats Street (east) (nearside) (ahead)	1,784	108%	106	1,549	103%	75	1,573	106%	95	1,177	93%	30	711	47%	7	704	48%	7
A665 Great Ancoats Street (east) (centre and offside) (ahead and right)	857	136%	138	1,037	143%	187	1,326	141%	244	1,302	99%	22	1,157	79%	10	1,154	81%	11
A665 Great Ancoats Street (west) (nearside) (left and ahead)	1,308	137%	218	1,374	140%	243	1,338	140%	236	820	94%	17	953	90%	22	947	89%	22
A665 Great Ancoats Street (west) (offside) (ahead)	414	40%	7	392	37%	6	462	45%	8	509	93%	17	640	88%	18	630	87%	17
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Every Street (left and right)	719	94%	22	839	116%	84	770	109%	58	507	57%	7	741	90%	11	730	84%	10
A665 Great Ancoats Street (east) (nearside) (ahead)	1,850	109%	116	1,452	95%	37	1,605	105%	82	1,400	84%	22	795	54%	8	812	52%	8
A665 Great Ancoats Street (east) (centre and	1,077	134%	178	1,331	139%	197	1,659	142%	273	1,349	97%	19	1,192	99%	34	1,162	95%	23

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
offside) (ahead and right)																		
A665 Great Ancoats Street (west) (nearside) (left and ahead)	1,379	135%	225	1,472	141%	262	1,455	139%	253	507	57%	7	741	90%	11	730	84%	10
A665 Great Ancoats Street (west) (offside) (ahead)	72	7%	1	168	15%	2	275	24%	4	683	89%	19	545	92%	18	552	90%	17

16.3.537 The conclusions drawn in paragraphs 18.3.557 to 18.3.562 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the DoS on the A665 Great Ancoats Street (west) (offside) (ahead) approach from 40% in the future baseline to 93% in the AM peak hour, with a corresponding change in queue length from seven PCU in the future baseline to 17 PCU.

In scenario 4, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the DoS on the A665 Great Ancoats Street (west) (offside) (ahead) approach from 7% in the future baseline to 92%, with a corresponding change in queue length from one PCU in the future baseline to 18 PCU."

A5103 Portland Street/Sackville Street/Nicholas Street

16.3.538 Table 18-184.1 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-184.1: A5103 Portland Street/Sackville Street/Nicholas Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5103 Portland Street (north)	504	52%	8	498	50%	8	476	46%	7	499	46%	8	480	44%	7	475	44%	7
Sackville Street	612	106%	11	613	106%	11	610	107%	11	612	106%	11	613	106%	11	611	107%	11
A5103 Portland Street (south)	288	34%	2	293	35%	2	261	30%	2	287	34%	2	247	29%	2	251	29%	2
Nicholas Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5103 Portland Street (north)	539	55%	8	394	29%	6	360	26%	5	318	24%	5	362	26%	5	353	26%	5
Sackville Street	544	94%	10	532	92%	10	527	91%	10	520	90%	10	531	92%	10	532	92%	10
A5103 Portland Street (south)	410	43%	4	391	38%	3	406	40%	4	385	37%	3	440	43%	4	442	43%	4
Nicholas Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

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

16.3.541 In scenario 3, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the Sackville Street approach from 94% in the future baseline to 90%, with no change in corresponding queue length.

A34 Quay Street/Lower Byrom Street/Gartside Street

16.3.542 Table 18-186 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-186 below replaces Table 18-186 in the main TA.

Table 18-186: A34 Quay Street/Lower Byrom Street/Gartside Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Gartside Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A34 Quay Street (east)	721	37%	0	745	38%	0	747	39%	0	666	34%	0	766	40%	0	772	40%	0
Lower Byrom Street	205	94%	4	201	94%	4	192	96%	4	202	93%	3	193	96%	4	186	96%	4
A34 Quay Street (west)	610	32%	0	607	32%	0	643	34%	0	667	35%	0	614	33%	0	647	34%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Gartside Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A34 Quay Street (east)	717	37%	0	735	38%	0	695	36%	0	652	34%	0	687	36%	0	685	36%	0
Lower Byrom Street	154	72%	1	142	70%	1	162	71%	1	194	74%	1	176	75%	1	179	74%	1
A34 Quay Street (west)	700	79%	0	706	79%	0	704	80%	0	720	77%	0	714	81%	0	708	80%	0

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

16.3.543 The conclusions drawn in paragraphs 18.3.572 to 18.3.573 of the main TA are replaced by:

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

In scenarios 2, 4 and 5, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Lower Byrom Street approach from 94% in the future baseline to 96%, with no corresponding change in queue lengths.

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

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

16.3.544 The A6 Piccadilly/A6 London Road/B6181 Ducie Street/Auburn Street junction will be temporarily modified during construction of the AP2 revised scheme and has therefore been assessed for scenario 3 and scenario 4 AM and PM peak hours. In scenario 5, the existing layout will be reinstated at this junction.

16.3.545 Table 18-187 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-187 below replaces Table 18-187 in the main TA.

Table 18-187: A6 Piccadilly/A6 London Road/B6181 Ducie Street/Auburn Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline (existing layout)**			**AP2 revised scheme scenario 1 (existing layout)**			**AP2 revised scheme scenario 2 (existing layout)**			**AP2 revised scheme scenario 3 (proposed layout)**			**AP2 revised scheme scenario 4 (proposed layout)**			**AP2 revised scheme scenario 5 (existing layout)**		
A6 Piccadilly (north) (nearside) (left and ahead)	153	61%	4	153	32%	3	13	3%	0	13	3%	0	153	32%	3	153	32%	3
A6 Piccadilly (north) (offside) (ahead)	106	43%	2	171	37%	3	400	87%	11	723	157%	168	821	178%	228	821	178%	228
Station Approach (left, ahead and right)	28	15%	1	28	15%	1	28	15%	1	28	15%	1	28	15%	1	28	15%	1
A6 London Road (ahead)	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
Auburn Street (nearside) (left and ahead)	27	8%	1	28	15%	1	10	5%	0	28	15%	1	28	15%	1	28	15%	1
Auburn Street (offside) (right)	396	115%	41	4	2%	0	4	2%	0	4	2%	0	4	2%	0	4	2%	0
17:00–18:00	**2031 future baseline (existing layout)**			**AP2 revised scheme scenario 1 (existing layout)**			**AP2 revised scheme scenario 2 (existing layout)**			**AP2 revised scheme scenario 3 (proposed layout)**			**AP2 revised scheme scenario 4 (proposed layout)**			**AP2 revised scheme scenario 5 (existing layout)**		
A6 Piccadilly (north) (nearside) (left and ahead)	178	42%	4	178	79%	6	10	2%	0	10	2%	0	178	55%	4	178	55%	4
A6 Piccadilly (north) (offside) (ahead)	217	52%	5	11	5%	0	412	87%	12	657	108%	49	308	97%	14	309	97%	14

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
Station Approach (left, ahead and right)	29	18%	1	29	18%	1	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	0	0%	0	0	0%	0
Auburn Street (nearside) (left and ahead)	28	9%	1	29	6%	1	13	5%	0	28	16%	1	31	7%	1	31	7%	1
Auburn Street (offside) (right)	375	121%	49	461	93%	15	245	88%	8	158	95%	8	408	98%	18	401	97%	16

16.3.546 The conclusions drawn in paragraphs 18.3.577 to 18.3.581 of the main TA are replaced by:

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

In scenarios 4 and 5, the change in traffic due to construction of the AP2 revised scheme will increase the DoS on the A6 Piccadilly (north) (offside) (ahead) approach from 43% in the future baseline to 178% in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to 228 PCU.

In scenario 3, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the DoS on the A6 Piccadilly (north) (offside) (ahead) approach from 52% in the future baseline to 108%, with a corresponding change in queue length from five PCU in the future baseline to 49 PCU."

B6181 Dale Street/B6181 Ducie Street

16.3.547 Table 18-188 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-188 below replaces Table 18-188 in the main TA.

Table 18-188: B6181 Dale Street/B6181 Ducie Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised Scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Ducie Street (east)	275	14%	0	4	0%	0	4	0%	0	404	20%	0	563	102%	2	562	102%	2
B6181 Ducie Street (west)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B6181 Dale Street	44	2%	0	0	0%	0	0	0%	0	0	0%	0	17	1%	0	18	1%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Ducie Street (east)	205	10%	0	4	0%	0	4	0%	0	301	15%	0	267	51%	0	264	51%	0
B6181 Ducie Street (west)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B6181 Dale Street	139	7%	0	0	0%	0	0	0%	0	159	8%	0	160	9%	0	162	9%	0

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

16.3.548 The conclusions drawn in paragraphs 18.3.583 to 18.3.585 of the main TA are replaced by:

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

In scenarios 4 and 5, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Ducie Street (east) approach from 14% in the future baseline to 102%, in the AM peak hour, with a corresponding change in queue length from no queue to two PCU.

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

A5066 Oldfield Road/Liverpool Street/Middlewood Street

16.3.549 Table 18-189 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-189 below replaces Table 18-189 in the main TA.

Table 18-189: A5066 Oldfield Road/Liverpool Street/Middlewood Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5066 Oldfield Road (north)	658	98%	12	639	95%	11	658	99%	12	681	102%	12	641	96%	11	653	98%	11
Middlewood Street	420	51%	4	450	55%	5	435	53%	5	410	49%	5	440	54%	5	440	54%	5
A5066 Oldfield Road (south)	564	88%	10	575	88%	10	573	89%	10	545	85%	10	572	88%	10	572	89%	10
Liverpool Street	961	91%	15	963	93%	15	969	92%	15	947	88%	15	962	92%	15	964	92%	15
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5066 Oldfield Road (north)	718	53%	9	724	54%	9	728	54%	9	738	54%	9	712	53%	9	717	54%	9
Middlewood Street	345	96%	7	348	97%	7	350	98%	7	352	98%	7	347	97%	7	351	98%	7
A5066 Oldfield Road (south)	706	54%	9	692	53%	8	687	52%	8	679	52%	8	712	54%	9	700	53%	9
Liverpool Street	394	109%	8	394	109%	8	393	109%	8	394	109%	8	394	109%	8	394	109%	8

16.3.550 The conclusions drawn in paragraphs 18.3.587 to 18.3.589 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A5066 Oldfield Road (north) approach from 98% in the future baseline to 102% in the AM peak hour, with no corresponding change in queue length.

In scenarios 2, 3 and 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Middlewood Street approach from 96% in the future baseline to 98%, with no corresponding change in queue length."

A6 Piccadilly/Paton Street

16.3.551 Table 18-190 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-190 below replaces Table 18-190 in the main TA.

Table 18-190: A6 Piccadilly/Paton Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6 Piccadilly (north)	74	4%	0	76	4%	0	74	4%	0	570	72%	0	567	28%	0	567	28%	0
Paton Street	177	27%	0	240	37%	0	329	50%	0	185	117%	2	417	105%	5	417	105%	5
A6 Piccadilly (south)	18	1%	0	18	1%	0	0	0%	0	18	1%	0	18	1%	0	18	1%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6 Piccadilly (north)	75	4%	0	74	4%	0	73	4%	0	551	101%	0	75	4%	0	75	4%	0
Paton Street	309	47%	0	105	16%	0	337	52%	0	122	109%	2	400	61%	0	401	61%	0
A6 Piccadilly (south)	16	1%	0	16	1%	0	0	0%	0	15	1%	0	18	1%	0	18	1%	0

16.3.552 The conclusions drawn in paragraphs 18.3.591 to 18.3.594 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Paton Street approach from 27% in the future baseline to 117%, in the AM peak hour, with an associated change in queue length from no queue to two PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Paton Street approach from 47% in the future baseline to 109%, with a corresponding change in queue length from no queue to two PCU."

A665 Great Ancoats Street/Old Mill Street/Store Street

16.3.553 Table 18-191 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-191 below replaces Table 18-191 in the main TA.

Table 18-191: A665 Great Ancoats Street/Old Mill Street/Store Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Old Mill Street	589	86%	12	447	59%	9	327	51%	7	301	45%	6	464	77%	9	458	76%	9
A665 Great Ancoats Street (south)	1,780	69%	20	1,563	60%	17	1,677	63%	19	1,403	49%	16	1,431	53%	16	1,416	52%	16
Store Street	382	68%	8	379	55%	8	400	61%	8	400	58%	8	401	69%	8	404	69%	8
A665 Great Ancoats Street (north)	1,777	84%	24	1,504	69%	21	1,293	60%	18	705	32%	10	1,043	52%	14	1,024	51%	14
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Old Mill Street	226	81%	5	179	64%	4	231	30%	5	326	41%	7	232	33%	5	225	32%	5
A665 Great Ancoats Street (south)	2,129	64%	14	1,705	52%	11	1,695	65%	19	1,389	52%	15	1,337	51%	15	1,330	50%	15
Store Street	284	95%	7	314	95%	7	283	38%	6	283	39%	6	389	51%	8	392	52%	8
A665 Great Ancoats Street (north)	1,597	60%	15	1,712	62%	16	1,457	68%	20	1,265	57%	17	1,289	64%	18	1,295	65%	18

16.3.554 The conclusions drawn in paragraphs 18.3.596 to 18.3.597 in the main TA are replaced by:

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

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

In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the Store Street approach from 95% in the future baseline to 38%, with a corresponding change in queue length from seven PCU in the future baseline to six PCU."

Every Street/Carruthers Street

16.3.555 Table 18-192 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-192 below replaces Table 18-192 in the main TA.

Table 18-192: Every Street/Carruthers Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow , PCU/ hr	VoC	Q, PCU	Flow , PCU/ hr	VoC	Q, PCU	Flow , PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Every Street (north)	855	46%	0	547	34%	0	551	34%	0	527	40%	0	765	48%	0	759	47%	0
Every Street (south)	126	6%	0	141	7%	0	159	8%	0	74	4%	0	97	5%	0	91	5%	0
Carruthers Street	36	18%	0	138	45%	0	173	60%	1	40	12%	0	43	17%	0	33	13%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Every Street (north)	279	24%	0	350	24%	0	387	46%	0	354	55%	0	535	61%	0	517	60%	0
Every Street (south)	351	18%	0	341	17%	0	424	21%	0	331	17%	0	360	18%	0	357	18%	0
Carruthers Street	216	69%	1	173	59%	1	205	79%	1	102	36%	0	198	83%	2	204	84%	2

16.3.556 The conclusions drawn in paragraphs 18.3.599 to 18.3.600 of the main TA are replaced by:

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

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

A6 Dale Street/A62 Lever Street

16.3.557 Table 18-193 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-193 below replaces Table 18-193 in the main TA.

Table 18-193: A6 Dale Street/A62 Lever Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A62 Lever Street (south)	223	20%	3	222	20%	3	222	20%	3	222	20%	3	220	20%	3	222	20%	3
A6 Dale Street (west)	399	63%	4	492	78%	4	487	77%	4	557	87%	6	521	81%	4	514	80%	4
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A62 Lever Street (south)	238	27%	3	237	27%	3	237	27%	3	236	27%	3	232	27%	3	236	27%	3
A6 Dale Street (west)	524	71%	3	529	73%	3	547	74%	3	556	76%	3	559	76%	3	567	77%	3

16.3.558 The conclusions drawn in paragraphs 18.3.602 to 18.3.603 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A6 Dale Street (west) approach from 63% in the future baseline to 87% in the AM peak hour, with a corresponding change in queue length from four PCU in the future baseline to six PCU.

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

A664 High Street/A6 Church Street

16.3.559 Table 18-194 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-194 below replaces Table 18-194 in the main TA.

Table 18-194: A664 High Street/A6 Church Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A664 High Street (north)	440	85%	7	502	97%	8	504	97%	8	515	99%	8	509	98%	8	507	98%	8
A6 Church Street	107	21%	2	107	21%	2	107	21%	2	107	21%	2	107	21%	2	107	21%	2
A664 High Street (south)	368	73%	6	470	95%	7	472	96%	7	494	100%	8	478	97%	7	482	98%	7
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A664 High Street (north)	506	107%	7	506	107%	7	506	107%	7	506	107%	7	506	107%	7	506	107%	7
A6 Church Street	124	27%	2	124	27%	2	123	27%	2	123	27%	2	123	27%	2	123	27%	2
A664 High Street (south)	550	100%	8	550	101%	8	550	101%	8	550	102%	8	550	102%	8	550	102%	8

16.3.560 The conclusions drawn in paragraphs 18.3.605 to 18.3.606 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A664 High Street (south) approach from 73% in the future baseline to 100% in the AM peak hour, with a corresponding change in queue length from six PCU in the future baseline to eight PCU.

In scenario 3, 4 and 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A664 High Street (south) approach from 100% in the future baseline to 102%, with no change in corresponding queue length."

A6 Crescent/A6 Chapel Street/A5066 Adelphi Street/A5066 Oldfield Road

16.3.561 Table 18-195 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-195 below replaces Table 18-195 in the main TA.

Table 18-195: A6 Crescent/A5066 Adelphi Street/A5066 Oldfield Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5066 Adelphi Street	279	87%	6	283	88%	6	280	87%	6	273	85%	6	287	89%	6	259	80%	6
A6 Crescent (east)	1,056	68%	15	1,008	65%	15	1,066	69%	15	1,161	75%	17	997	64%	14	1,075	69%	16
A5066 Oldfield Road	389	76%	8	409	80%	9	408	80%	9	429	84%	9	421	82%	9	416	81%	9
A6 Crescent (west)	1,338	82%	19	1,287	79%	19	1,296	80%	19	1,318	81%	19	1,295	79%	19	1,256	77%	18
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5066 Adelphi Street	250	77%	6	264	81%	7	274	84%	7	293	90%	7	280	86%	7	279	86%	7
A6 Crescent (east)	1,429	90%	22	1,429	90%	22	1,429	90%	22	1,429	90%	22	1,427	89%	22	1,429	90%	22
A5066 Oldfield Road	333	56%	7	326	55%	7	332	56%	7	329	56%	7	320	54%	7	338	58%	8
A6 Crescent (west)	881	53%	14	887	53%	14	853	51%	13	802	48%	12	841	50%	13	822	49%	13

16.3.562 The conclusions drawn in paragraphs 18.3.608 to 18.3.610 of the main TA are replaced by:

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

In scenario 4, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A5066 Adelphi Street approach from 87% in the future baseline to 89% in the AM peak hour, with no corresponding change in queue length.

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A5066 Adelphi Street approach from 77% in the future baseline to 90% in the PM peak hour, with a corresponding change in queue length from six PCU in the future baseline to seven PCU."

A6 Chapel Street/St Stephen Street

16.3.563 Table 18-196 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-196 below replaces Table 18-196 in the main TA.

Table 18-196: A6 Chapel Street/St Stephen Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/h r	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
St Stephen Street	224	109%	4	183	108%	3	125	107%	2	82	112%	2	202	109%	3	188	106%	3
A6 Chapel Street (east)	974	24%	0	912	23%	0	971	24%	0	1,085	27%	0	898	22%	0	978	24%	0
A6 Chapel Street (west)	1,577	35%	0	1,491	42%	0	1,482	62%	0	1,457	99%	0	1,484	39%	0	1,422	41%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
St Stephen Street	162	40%	0	212	53%	0	222	56%	1	269	66%	1	259	64%	1	239	59%	1
A6 Chapel Street (east)	688	17%	0	688	17%	0	685	17%	0	685	17%	0	683	17%	0	675	17%	0
A6 Chapel Street (west)	1,197	20%	0	1,163	20%	0	1,132	19%	0	1,056	18%	0	1,095	18%	0	1,081	18%	0

16.3.564 The conclusions drawn in paragraphs 18.3.612 to 18.3.614 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the St Stephen Street approach from 109% in the future baseline to 112%, in the AM peak hour with a corresponding change in queue length from four PCU in the future baseline to two PCU.

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

A6042 Trinity Way/A6 Chapel Street/A34 Trinity Way

16.3.565 Table 18-197 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-197 below replaces Table 18-197 in the main TA.

Table 18-197: A6042 Trinity Way/A6 Chapel Street/A34 Trinity Way junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6042 Trinity Way (north)	1,177	105%	22	1,354	108%	24	1,475	108%	25	1,789	108%	28	1,364	109%	24	1,479	105%	25
A6 Chapel Street (east)	345	99%	8	414	49%	10	499	65%	12	436	100%	10	412	48%	10	499	69%	12
A34 Trinity Way (south)	1,586	71%	26	1,619	79%	28	1,643	78%	28	1,464	80%	26	1,628	80%	28	1,693	78%	29
A6 Chapel Street (west)	1,783	78%	26	1,660	78%	24	1,599	80%	24	1,530	79%	24	1,669	79%	24	1,598	82%	24
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6042 Trinity Way (north)	853	73%	17	877	61%	16	918	64%	16	984	68%	17	861	56%	15	875	61%	16
A6 Chapel Street (east)	576	58%	7	579	47%	4	591	48%	4	587	47%	4	541	79%	4	575	46%	4
A34 Trinity Way (south)	1,487	76%	27	1,587	73%	27	1,565	73%	27	1,547	72%	27	1,671	65%	27	1,618	75%	28
A6 Chapel Street (west)	1,193	64%	18	1,254	54%	17	1,254	54%	16	1,266	54%	17	1,265	55%	18	1,250	54%	16

16.3.566 The conclusions drawn in paragraphs 18.3.616 to 18.3.619 in the main TA are replaced by:

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

In scenario 4, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A6042 Trinity Way (north) approach from 105% in the future baseline to 109% with a corresponding change in queue length from 22 PCU in the future baseline to 24 PCU.

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

A6 Blackfriars Street/Parsonage

16.3.567 Table 18-198 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-198 below replaces Table 18-198 in the main TA.

Table 18-198: A6 Blackfriars Street/Parsonage junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow , PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6 Blackfriars Street (east)	107	5%	0	107	5%	0	116	6%	0	118	6%	0	104	5%	0	107	5%	0
Parsonage*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A6 Blackfriars Street (west) *	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6 Blackfriars Street (east)	145	7%	0	148	7%	0	158	8%	0	164	8%	0	166	8%	0	166	8%	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 A6 Blackfriars Street becoming a westbound only one-way road.*

16.3.568 The conclusions drawn in paragraphs 18.3.621 to 18.3.622 in the main TA are replaced by:

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

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

A665 Great Ancoats Street/A662 Pollard Street/Adair Street/Chapeltown Street

16.3.569 The A665 Great Ancoats Street/A662 Pollard Street/Adair Street/Chapeltown Street will be modified as set out in the main TA. Details of the changes are presented in Section 18.3 of the main TA.

16.3.570 Table 18-185 in the main TA summarised the results of the changes in performance of the junction as a result of the original scheme. Table 18-185 below replaces Table 18-185 in the main TA.

Table 18-185: A665 Great Ancoats Street/A662 Pollard Street/Adair Street/Chapeltown Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
08:00–09:00	**2031 future baseline (existing layout)**			**AP2 revised scheme scenario 1 (proposed layout)**			**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**			**AP2 revised scheme scenario 4 (proposed layout)**			**AP2 revised scheme scenario 5 (proposed layout)**		
A665 Great Ancoats Street (west) (nearside) (left and ahead)	867	118%	96	803	77%	17	871	88%	23	482	54%	9	787	85%	20	778	84%	19
A665 Great Ancoats Street (west) (offside) (ahead)	946	118%	103	888	78%	19	878	88%	23	493	55%	10	801	86%	20	788	84%	20
A662 Pollard Street (left and right)	677	111%	35	242	48%	5	326	82%	8	360	77%	7	416	82%	8	414	82%	9
A665 Great Ancoats Street (east) (nearside) (left and ahead)	797	71%	16	698	60%	11	854	84%	22	697	76%	17	707	74%	16	706	75%	16
A665 Great Ancoats Street (east) (offside) (ahead)	837	69%	16	773	62%	13	865	84%	22	711	77%	17	719	75%	16	720	75%	16
Adair Street (left)	306	50%	7	0	0%	0	137	30%	2	165	32%	2	145	29%	2	159	34%	2
Chapeltown Street (left)	13	4%	0	17	4%	0	17	5%	0	17	4%	0	24	6%	0	22	5%	0
A665 Great Ancoats Street (internal eastbound) (nearside) (ahead)	811	36%	0	706	46%	0	902	70%	16	384	32%	0	856	69%	16	814	66%	13
A665 Great Ancoats Street (internal eastbound) (centre and	1,324	110%	49	888	54%	22	661	48%	0	387	30%	0	578	44%	1	600	45%	1

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
offside) (ahead and right)																		
A665 Great Ancoats Street (internal westbound) (nearside) (ahead)	792	77%	17	698	56%	4	922	71%	15	684	56%	1	709	57%	1	698	56%	1
A665 Great Ancoats Street (internal westbound) (centre and offside) (ahead and right)	1,071	96%	21	773	58%	16	759	59%	1	688	56%	1	697	56%	1	694	56%	1
17:00–18:00	**2031 future baseline (existing layout)**			**AP2 revised scheme scenario 1 (proposed layout)**			**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**			**AP2 revised scheme scenario 4 (proposed layout)**			**AP2 revised scheme scenario 5 (proposed layout)**		
A665 Great Ancoats Street (west) (nearside) (left and ahead)	774	99%	33	779	73%	15	816	109%	65	647	79%	17	787	92%	24	792	91%	24
A665 Great Ancoats Street (west) (offside) (ahead)	868	100%	38	886	75%	18	836	109%	67	666	80%	18	816	92%	24	818	91%	24
A662 Pollard Street (left and right)	309	62%	7	45	12%	1	132	16%	2	140	17%	2	143	19%	2	141	19%	2
A665 Great Ancoats Street (east) (nearside) (left and ahead)	794	67%	15	703	58%	11	945	120%	120	657	78%	17	651	72%	15	649	71%	15
A665 Great Ancoats Street (east) (offside) (ahead)	864	67%	16	768	59%	12	953	120%	121	671	78%	18	661	72%	15	662	71%	15
Adair Street (left)	485	88%	16	0	0%	0	262	82%	7	303	77%	6	282	87%	9	293	84%	8

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
Chapeltown Street (left)	108	31%	2	192	43%	2	65	14%	0	65	14%	1	64	13%	0	64	13%	1
A665 Great Ancoats Street (internal eastbound) (nearside) (ahead)	612	32%	0	534	40%	0	819	58%	0	494	38%	0	736	58%	0	770	62%	0
A665 Great Ancoats Street (internal eastbound) (centre and offside) (ahead and right)	995	81%	8	886	62%	21	523	34%	0	557	40%	0	456	34%	0	435	33%	0
A665 Great Ancoats Street (internal westbound) (nearside) (ahead)	916	85%	22	703	51%	4	1320	84%	29	713	55%	0	666	52%	0	648	52%	0
A665 Great Ancoats Street (internal westbound) (centre and offside) (ahead and right)	1,192	100%	23	768	52%	15	585	91%	11	639	80%	2	621	92%	1	623	92%	1

16.3.571 The conclusions drawn in paragraphs 18.3.565 to 18.3.570 of the main TA are replaced by:

"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.

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will decrease the DoS on the A665 Great Ancoats Street (internal eastbound) (centre and offside) (ahead and right) approach from 110% in the future baseline to 30% in the AM peak hour, with a corresponding change in queue length from 49 PCU in the future baseline to no queue.

In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the DoS on the A665 Great Ancoats Street (east) (offside) (ahead) approach from 67% in the future baseline to 120%, with a corresponding change in queue length from 16 PCU in the future baseline to 121 PCU."

A6 Crescent/Irwell Place

16.3.572 Table 18-199 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-199 below replaces Table 18-199 in the main TA.

Table 18-199: A6 Crescent/Irwell Place junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6 Crescent (east)	639	55%	7	623	54%	7	673	58%	8	727	63%	8	628	55%	7	670	58%	8
Irwell Place*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A6 Crescent (west)	1,226	85%	9	1,175	82%	8	1,184	82%	9	1,206	84%	9	1,183	82%	9	1,144	79%	8
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6 Crescent (east)	957	83%	11	972	84%	11	983	85%	11	991	86%	11	998	87%	11	998	87%	11
Irwell Place*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A6 Crescent (west)	779	56%	6	785	57%	6	751	54%	6	700	51%	6	739	53%	6	720	52%	6

**The Irwell Place approach is a minor arm that is not included within the SATURN model.*

16.3.573 The conclusions drawn in paragraphs 18.3.624 to 18.3.625 of the main TA are replaced by:

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

In scenario 5, the change in traffic due to construction of the AP2 revised scheme in the AM peak hour will decrease the VoC on the A6 Crescent (West) approach from 85% in the future baseline to 79% with a corresponding change in queue length from nine PCU in the future baseline to eight PCU.

In scenario 4 and 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A6 Crescent (East) approach from 83% in the future baseline to 87% with no change in corresponding queue length."

A5186 Langworthy Road/Liverpool Street

16.3.574 Table 18-200 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-200 below replaces Table 18-200 in the main TA.

Table 18-200: A5186 Langworthy Road/Liverpool Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow , PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5186 Langworthy Road (north)	459	76%	8	464	77%	8	481	80%	9	504	85%	9	470	78%	8	476	80%	8
Liverpool Street (east)	469	41%	8	478	42%	8	504	44%	8	520	45%	9	489	43%	8	491	43%	8
A5186 Langworthy Road (south)	215	47%	4	214	47%	4	214	48%	4	212	50%	4	215	48%	4	213	48%	4
Liverpool Street (west)	130	30%	2	130	29%	2	122	25%	2	127	28%	2	128	28%	2	123	25%	2
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5186 Langworthy Road (north)	358	61%	7	348	60%	6	349	60%	6	352	61%	6	348	60%	6	349	60%	6
Liverpool Street (east)	541	42%	9	525	41%	8	528	41%	8	534	41%	8	527	41%	8	522	40%	8
A5186 Langworthy Road (south)	327	62%	6	337	63%	6	343	64%	6	347	65%	6	338	63%	6	341	64%	6
Liverpool Street (west)	101	47%	2	103	44%	2	103	44%	2	102	45%	2	102	44%	2	103	43%	2

16.3.575 The conclusions drawn in paragraphs 18.3.627 to 18.3.628 of the main TA are replaced by:

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

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

A665 Great Ancoats Street/Lever Street/George Leigh Street

16.3.576 Table 18-201 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-201 below replaces Table 18-201 in the main TA.

Table 18-201: A665 Great Ancoats Street/Lever Street/George Leigh Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A665 Great Ancoats Street (north)	1,351	47%	20	1,077	38%	16	917	32%	13	759	27%	10	1,231	43%	17	1,219	43%	17
A665 Great Ancoats Street (south)	932	49%	4	974	51%	7	987	52%	7	989	52%	5	823	43%	4	817	43%	4
Lever Street	264	57%	6	347	75%	8	337	73%	8	312	68%	7	292	63%	7	294	64%	7
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A665 Great Ancoats Street (north)	1,174	46%	15	1,134	45%	14	1,001	39%	13	1,051	41%	14	1,092	43%	14	1,100	43%	14
A665 Great Ancoats Street (south)	1,173	69%	2	1,148	68%	1	1,225	72%	2	971	57%	2	874	51%	2	881	52%	2
Lever Street	409	64%	9	509	80%	11	447	70%	9	443	69%	9	445	70%	9	448	70%	9

16.3.577 The conclusions drawn in paragraph 18.3.630 to 18.3.631 of the main TA are replaced by:

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

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

A5185 Stott Lane/A57 Eccles New Road

16.3.578 Table 18-202 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-202 below replaces Table 18-202 in the main TA.

Table 18-202: A5185 Stott Lane/A57 Eccles New Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow , PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5185 Stott Lane	262	74%	6	272	77%	6	283	80%	6	291	83%	6	277	79%	6	279	79%	6
A57 Eccles New Road (east)	104	7%	1	110	8%	1	130	9%	1	153	11%	1	119	8%	1	119	8%	1
A57 Eccles New Road (west)	643	33%	7	657	33%	7	641	32%	7	666	34%	8	655	33%	7	636	32%	7
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5185 Stott Lane	237	61%	5	232	60%	5	234	60%	5	231	60%	4	233	60%	5	233	60%	5
A57 Eccles New Road (east)	332	25%	3	318	24%	3	315	24%	3	314	24%	3	318	24%	3	316	24%	3
A57 Eccles New Road (west)	254	15%	3	259	15%	3	265	16%	3	271	16%	3	264	16%	3	264	16%	3

16.3.579 The conclusions drawn in paragraphs 18.3.633 to 18.3.634 of the main TA are replaced by:

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

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

A6042 Trinity Way/A6041 Blackfriars Road

16.3.580 Table 18-203 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-203 below replaces Table 18-203 in the main TA.

Table 18-203: A6042 Trinity Way/A6041 Blackfriars Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6042 Trinity Way (north)	954	57%	13	1,139	68%	16	1,241	75%	17	1,458	88%	20	1,168	70%	16	1,248	75%	17
A6041 Blackfriars Road (east)	552	57%	9	526	51%	9	469	45%	8	476	49%	8	530	53%	9	434	43%	7
A6042 Trinity Way (south)	1,051	59%	14	1,109	62%	15	1,101	61%	15	895	50%	12	1,124	63%	15	1,145	64%	15
A6041 Blackfriars Road (west)	738	46%	12	742	47%	12	800	49%	13	910	55%	15	729	46%	12	819	49%	14
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6042 Trinity Way (north)	694	33%	10	759	37%	11	816	39%	12	911	44%	13	785	38%	11	782	38%	11
A6041 Blackfriars Road (east)	361	60%	6	365	61%	6	368	62%	7	400	67%	7	424	71%	8	395	66%	7
A6042 Trinity Way (south)	1,324	79%	20	1,384	83%	21	1,394	84%	21	1,405	84%	21	1,418	85%	21	1,425	85%	21
A6041 Blackfriars Road (west)	890	71%	16	886	71%	16	887	71%	16	873	71%	15	846	70%	15	876	71%	15

16.3.581 The conclusions drawn in paragraphs 18.3.636 to 18.3.638 of the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A6042 Trinity Way (north) approach from 57% in the future baseline to 88% in the AM peak hour, with a corresponding change in queue length from 13 PCU in the future baseline to 20 PCU.

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

A665 Miller Street/A664 Corporation Street/Corporation Street

16.3.582 Table 18-204 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-204 below replaces Table 18-204 in the main TA.

Table 18-204: A665 Miller Street/A664 Corporation Street/Corporation Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Corporation Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A665 Miller Street	1,163	43%	14	1,269	48%	15	1,371	51%	16	1,435	52%	17	1,246	47%	15	1,297	48%	15
A6042 Corporation Street	84	14%	2	92	15%	2	94	15%	2	117	19%	3	98	16%	2	101	16%	2
A665 Cheetham Hill Road	1,319	58%	10	1,353	64%	10	1,305	65%	10	1,135	58%	9	1,350	62%	10	1,336	64%	10
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Corporation Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A665 Miller Street	1,242	55%	16	1,124	50%	14	1,257	56%	16	1,241	55%	16	1,077	48%	13	1,096	49%	14
A6042 Corporation Street	194	29%	4	186	28%	4	153	23%	3	138	21%	3	138	21%	3	130	19%	3
A665 Cheetham Hill Road	1,829	86%	15	1,853	85%	15	1,837	87%	15	1,793	86%	14	1,841	84%	15	1,848	86%	15

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

16.3.583 The conclusions drawn in paragraphs 18.3.640 to 18.3.642 of the main TA are replaced by:

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

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

A6041 Blackfriars Road/A5066 Silk Street/St Simon Street

16.3.584 Table 18-205 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-205 below replaces Table 18-205 in the main TA.

Table 18-205: A6041 Blackfriars Road/A5066 Silk Street/St Simon Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6041 Blackfriars Road (north)	1,149	64%	10	1,125	64%	10	1,118	64%	10	1,104	61%	10	1,117	64%	10	1,174	66%	10
St Simon Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A6041 Blackfriars Road (south)	371	57%	5	440	67%	6	428	65%	5	363	55%	5	444	68%	6	401	61%	5
A5066 Silk Street	333	63%	6	369	70%	6	378	72%	6	478	91%	8	385	73%	6	399	76%	7
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6041 Blackfriars Road (north)	939	65%	9	952	66%	10	975	68%	10	999	69%	10	957	68%	10	959	66%	10
St Simon Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A6041 Blackfriars Road (south)	709	83%	9	737	87%	9	739	87%	9	720	85%	9	763	90%	10	720	85%	9
A5066 Silk Street	731	92%	13	756	95%	13	754	94%	13	772	97%	13	770	96%	13	771	97%	13

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

16.3.585 The conclusions drawn in paragraphs 18.3.644 to 18.3.645 of the main TA are replaced by:

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

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

In scenarios 3 and 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A5066 Silk Street approach from 92% in the future baseline to 97%, with no change in corresponding queue length."

A5186 Langworthy Road/Seedley Road

16.3.586 Table 18-206 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-206 below replaces Table 18-206 in the main TA.

Table 18-206: A5186 Langworthy Road/Seedley Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5186 Langworthy Road (north)	811	92%	12	811	93%	12	806	93%	12	794	93%	11	807	92%	12	808	93%	12
Seedley Road (east)	192	80%	4	191	80%	4	191	80%	4	193	81%	4	190	81%	4	191	81%	4
A5186 Langworthy Road (south)	229	33%	3	229	33%	3	235	34%	3	261	36%	4	233	34%	3	233	34%	3
Seedley Road (west)	221	54%	5	227	57%	5	229	59%	5	237	62%	5	230	59%	5	228	58%	5
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5186 Langworthy Road (north)	534	87%	8	538	86%	8	535	86%	8	530	87%	7	537	86%	8	537	86%	8
Seedley Road (east)	461	70%	10	460	68%	10	463	69%	10	465	70%	10	463	70%	10	464	70%	10
A5186 Langworthy Road (south)	203	33%	3	200	33%	3	209	35%	3	213	35%	3	203	34%	3	206	34%	3
Seedley Road (west)	203	52%	4	196	48%	4	198	49%	4	200	50%	4	195	48%	4	196	48%	4

16.3.587 The conclusions drawn in paragraphs 18.3.647 to 18.3.649 of the main TA are replaced by:

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

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

A576 Eccles Old Road/A5186 Langworthy Road

16.3.588 Table 18-207 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-207 below replaces Table 18-207 in the main TA.

Table 18-207: A576 Eccles Old Road/A5186 Langworthy Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow , PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5186 Langworthy Road (north)	545	53%	13	548	53%	13	546	53%	13	544	52%	13	545	53%	13	548	53%	13
A576 Eccles Old Road (east)	492	43%	10	498	44%	11	502	44%	11	517	45%	11	500	44%	11	501	44%	11
A5186 Langworthy Road (south)	380	69%	7	379	69%	7	379	68%	7	380	69%	7	378	68%	7	379	69%	7
A576 Eccles Old Road (west)	832	59%	12	833	60%	12	827	59%	12	816	59%	12	832	60%	12	830	59%	12
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5186 Langworthy Road (north)	408	38%	8	411	38%	8	413	38%	8	413	38%	8	410	38%	8	412	38%	8
A576 Eccles Old Road (east)	465	40%	10	449	39%	10	447	39%	10	448	39%	10	449	39%	10	446	39%	9
A5186 Langworthy Road (south)	258	76%	5	260	77%	5	265	78%	6	264	78%	6	256	78%	5	263	78%	6
A576 Eccles Old Road (west)	456	32%	7	486	34%	7	488	34%	7	500	35%	7	487	34%	7	496	35%	7

16.3.589 The conclusions drawn in paragraphs 18.3.651 to 18.3.652 of the main TA are replaced by:

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

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

A56 Bury New Road/Sherborne Street

16.3.590 Table 18-208 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-208 below replaces Table 18-208 in the main TA.

Table 18-208: A56 Bury New Road/Sherborne Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Bury New Road	1,222	86%	0	1,224	85%	0	1,225	86%	0	1,219	85%	0	1,233	85%	0	1,231	84%	0
Sherborne Street (east)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A56 Great Ducie Street	694	36%	0	644	33%	0	680	35%	0	673	35%	0	637	33%	0	655	34%	0
Sherborne Street (west)	69	91%	2	70	88%	2	66	87%	2	72	92%	2	70	88%	2	67	89%	2
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Bury New Road	784	74%	0	843	76%	0	824	71%	0	809	72%	0	816	77%	0	830	77%	0
Sherborne Street (east)*	-	-	-	-	-	-	-	-	-	-		-						
A56 Great Ducie Street	1,337	68%	0	1,111	57%	0	1,176	60%	0	1,120	58%	0	1,068	55%	0	1,077	56%	0
Sherborne Street (west)	61	102%	3	160	101%	5	144	101%	5	150	103%	5	138	102%	5	156	103%	5

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

16.3.591 The conclusions drawn in paragraphs 18.3.654 to 18.3.655 of the main TA are replaced by:

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

In scenario 2, the change in traffic due to construction of the AP2 revised scheme will decrease the VoC on the Sherborne Street (west) approach from 91% in the future baseline to 87% in the AM peak hour, with no change in corresponding queue length.

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

B6186 Frederick Road/Seaford Road/Broughton Road East

16.3.592 Table 18-209 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-209 below replaces Table 18-209 in the main TA.

Table 18-209: B6186 Frederick Road/Seaford Road/Broughton Road East junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow , PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Seaford Road	170	82%	4	170	82%	4	168	81%	4	164	79%	4	169	82%	4	169	82%	4
B6186 Fredrick Road (east)	695	75%	8	721	77%	9	737	78%	9	745	80%	9	739	78%	9	705	77%	9
B6186 Frederick Road (west)	622	78%	9	647	82%	10	648	82%	10	668	85%	10	653	83%	10	652	82%	10
Broughton Road East	246	39%	5	241	38%	5	245	39%	5	258	41%	5	246	39%	5	233	37%	5
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Seaford Road	58	76%	1	61	79%	1	61	80%	1	61	80%	1	61	80%	1	61	80%	1
B6186 Fredrick Road (east)	785	96%	7	742	100%	6	715	101%	6	669	102%	6	679	104%	5	677	102%	6
B6186 Frederick Road (west)	602	78%	7	681	88%	7	706	91%	8	723	93%	8	694	90%	8	716	92%	8
Broughton Road East	44	14%	1	53	17%	1	57	18%	1	66	21%	1	67	21%	1	64	20%	1

16.3.593 The conclusions drawn in paragraph(s) 18.3.657 to 18.3.659 of the main TA are replaced by:

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

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

In scenario 4, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the B6186 Fredrick Road (east) approach from 96% in the future baseline to 104%, with a corresponding change in queue length from seven PCU in the future baseline to five PCU."

A576 Broughton Road/A576 Cromwell Road/Lissadel Street

16.3.594 Table 18-210 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-210 below replaces Table 18-210 in the main TA.

Table 18-210: A576 Broughton Road/A576 Cromwell Road/Lissadel Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A576 Cromwell Road (north)	1,111	79%	1	1,123	80%	1	1,138	81%	1	1,189	85%	2	1,141	81%	1	1,126	80%	1
Lissadel Street (east)	93	19%	2	94	19%	2	95	19%	2	99	20%	2	94	19%	2	94	19%	2
A576 Broughton Road (south)	1,063	64%	7	1,087	65%	7	1,089	66%	7	1,109	68%	7	1,088	66%	7	1,096	66%	7
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A576 Cromwell Road (north)	912	64%	2	869	61%	2	884	62%	2	918	65%	2	915	64%	2	907	64%	2
Lissadel Street (east)	320	69%	7	317	68%	7	317	68%	7	317	68%	7	317	68%	7	317	68%	7
A576 Broughton Road (south)	969	51%	6	987	51%	6	1,000	52%	6	1,025	54%	7	1,015	53%	6	1,011	53%	6

16.3.595 The conclusions drawn in paragraphs 18.3.661 to 18.3.662 of the main TA are replaced by:

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

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

A56 Bury New Road/B6180 Waterloo Road

16.3.596 Table 18-211 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-211 below replaces Table 18-211 in the main TA.

Table 18-211: A56 Bury New Road/B6180 Waterloo Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Bury Road (north)	850	21%	0	836	21%	0	833	21%	0	824	21%	0	844	21%	0	845	21%	0
B6180 Waterloo Road	372	96%	4	388	99%	5	393	100%	5	397	100%	5	389	100%	5	387	99%	5
A56 Bury Road (south)	555	23%	0	511	21%	0	547	23%	0	534	22%	0	498	21%	0	538	22%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Bury Road (north)	636	16%	0	541	14%	0	537	13%	0	509	13%	0	518	13%	0	519	13%	0
B6180 Waterloo Road	190	58%	1	302	62%	0	287	59%	0	301	60%	0	298	60%	0	311	63%	0
A56 Bury Road (south)	1,145	46%	0	1,019	40%	0	1,062	42%	0	996	39%	0	927	37%	0	960	38%	0

16.3.597 The conclusions drawn in paragraphs 18.3.664 to 18.3.666 in the main TA are replaced by:

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

In scenario 2, 3 and 4, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the B6180 Waterloo Road approach from 96% in the future baseline to 100% in the AM peak hour, with a corresponding change in queue length from four PCU in the future baseline to five PCU.

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

A576 Cromwell Road/Langley Road South

16.3.598 Table 18-212 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-212 below replaces Table 18-212 in the main TA.

Table 18-212: A576 Cromwell Road/Langley Road South junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Langley Road South	127	11%	2	141	13%	2	160	14%	3	206	18%	3	161	14%	3	160	14%	3
A576 Cromwell Road (east)	984	88%	11	982	88%	11	978	87%	11	983	88%	11	980	88%	11	967	85%	11
A576 Cromwell Road (west)	965	91%	9	987	94%	9	990	94%	9	1,011	96%	9	989	94%	9	997	94%	9
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Langley Road South	9	1%	0	9	1%	0	9	1%	0	9	1%	0	9	1%	0	9	1%	0
A576 Cromwell Road (east)	903	75%	9	860	71%	9	875	73%	9	910	75%	9	906	75%	9	898	74%	9
A576 Cromwell Road (west)	1,034	92%	8	1,045	93%	8	1,056	94%	8	1,078	96%	8	1,072	96%	8	1,066	95%	8

16.3.599 The conclusions drawn in paragraphs 18.3.668 to 18.3.670 in the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A576 Cromwell Road (west) approach from 91% in the future baseline to 96% in the AM peak hour with no corresponding change in queue lengths.

In scenario 3 and 4, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A576 Cromwell Road (west) approach from 92% in the future baseline to 96% with no corresponding change in queue lengths"

A56 Bury New Road/Waterloo Road/Broughton Lane

16.3.600 Table 18-213 in the main TA summarises the results of the changes to the performance of the junction as a result of the original scheme. Table 18-213 below replaces Table 18-213 in the main TA.

Table 18-213: A56 Bury New Road/Waterloo Road/Broughton Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Bury New Road (north)	986	30%	8	955	36%	11	948	36%	11	905	34%	11	962	36%	11	960	36%	11
Waterloo Road	368	71%	8	390	38%	7	414	42%	8	449	50%	8	400	40%	7	398	39%	7
A56 Bury New Road (south)	388	11%	3	347	12%	4	353	12%	4	339	12%	4	338	12%	4	341	12%	4
Broughton Lane	192	83%	4	286	59%	5	299	62%	6	310	64%	6	291	60%	5	286	59%	5
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Bury New Road (north)	741	27%	7	607	30%	8	599	30%	8	571	28%	8	582	28%	8	579	28%	8
Waterloo Road	90	13%	2	147	18%	2	147	18%	2	137	17%	2	98	9%	2	105	13%	2
A56 Bury New Road (south)	946	28%	9	784	31%	11	823	33%	11	753	30%	10	681	27%	9	713	29%	10
Broughton Lane	336	105%	7	508	79%	8	513	80%	9	513	79%	9	511	79%	9	517	80%	9

16.3.601 The conclusions drawn in paragraphs 18.3.672 to 18.3.673 of the main TA are replaced by:

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

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

In scenarios 1, 3 and 4, the change in traffic due to the construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the Broughton Lane approach from 105% in the future baseline to 79%, with a corresponding change in queue length from seven PCU in the future baseline to eight PCU in scenario 1 and nine PCU in scenarios three and four."

B6186 Camp Street/B6186 Frederick Road/Lower Broughton Road

16.3.602 Table 18-214 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-214 below replaces Table 18-214 in the main TA.

Table 18-214: B6186 Camp Street/B6186 Frederick Road/Lower Broughton Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Lower Broughton Road (north)	127	13%	2	115	10%	2	115	10%	2	111	10%	2	114	10%	2	136	12%	2
B6186 Camp Street	411	53%	6	387	47%	5	405	49%	6	439	53%	6	401	49%	6	376	45%	5
Lower Broughton Road (south)	386	79%	7	438	77%	7	433	75%	7	402	69%	7	445	80%	7	420	73%	7
B6186 Frederick Road	576	31%	6	595	34%	6	594	35%	6	597	36%	6	599	35%	6	601	35%	6
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Lower Broughton Road (north)	62	3%	1	82	4%	1	74	3%	1	62	3%	1	102	4%	1	73	3%	1
B6186 Camp Street	232	43%	5	134	29%	3	112	24%	2	75	16%	2	40	19%	1	81	18%	2
Lower Broughton Road (south)	949	100%	13	1,076	99%	12	1,076	99%	12	1,079	100%	12	1,189	86%	10	1,076	99%	12
B6186 Frederick Road	377	32%	6	484	46%	9	506	47%	10	506	45%	10	436	62%	10	520	47%	10

16.3.603 The conclusions drawn in paragraphs 18.3.675 to 18.3.676 of the main TA are replaced by:

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

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

In scenario 4, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the Lower Broughton Road (south) approach from 100% in the future baseline to 86%, with a corresponding change in queue length from 13 PCU in the future baseline to 10 PCU."

A5066 Great Clowes Street/Fenney Street

16.3.604 Table 18-215 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-215 below replaces table 18-215 in the main TA.

Table 18-215: A5066 Great Clowes Street/Fenney Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5066 Great Clowes Street (north)	951	48%	0	963	49%	0	990	51%	0	1,075	55%	0	977	50%	0	1,019	52%	0
A5066 Great Clowes Street (south)	291	104%	5	288	102%	5	280	102%	5	255	102%	5	284	102%	5	271	102%	5
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5066 Great Clowes Street (north)	520	27%	0	577	30%	0	570	30%	0	560	29%	0	552	29%	0	537	28%	0
A5066 Great Clowes Street (south)	883	102%	2	705	103%	3	707	103%	3	632	103%	3	669	103%	3	673	103%	3

16.3.605 The conclusions drawn in paragraphs 18.3.678 to 18.3.679 are replaced by:

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

In scenarios 1, 2, 3, 4 and 5, the change in traffic due to construction of the AP2 revised scheme will decrease the VoC in the A5066 Great Clowes Street (south) approach from 104% in the future baseline to 102% in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths."

A56 Bury Road/Fenney Street/Appian Way

16.3.606 Table 18-216 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-216 below replaces Table 18-216 in the main TA.

Table 18-216: A56 Bury Road/Fenney Street/Appian Way junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Bury Road (north)	998	25%	0	997	25%	0	980	24%	0	899	22%	0	999	25%	0	1,009	25%	0
Appian Way*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A56 Bury Road (south)	402	10%	0	415	10%	0	417	10%	0	406	10%	0	408	10%	0	396	10%	0
Fenney Street (west)	215	91%	3	210	91%	3	213	92%	3	231	93%	3	210	91%	3	211	91%	3
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Bury Road (north)	508	13%	0	451	11%	0	453	11%	0	467	12%	0	489	12%	0	463	12%	0
Appian Way*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A56 Bury Road (south)	818	20%	0	772	19%	0	800	20%	0	741	19%	0	675	17%	0	702	18%	0
Fenney Street (west)	236	95%	3	277	96%	4	274	96%	4	299	95%	3	321	98%	4	303	95%	3

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

16.3.607 The conclusions drawn in paragraphs 18.3.681 to 18.3.5682 in the main TA are replaced by:

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

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Fenney Street (west) approach from 91% in the future baseline to 93% in the AM peak hour, with no change in corresponding queue length.

In scenario 4, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Fenney Street (west) approach from 95% in the future baseline to 98%, with a corresponding change in queue length from three PCU in the future baseline to four PCU."

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

16.3.608 Table 18-217 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-217 below replaces Table 18-217 in the main TA.

Table 18-217: A576 Great Cheetham Street West/A5066 Great Clowes Street/B6187 Great Clowes Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B6187 Great Clowes Street	576	72%	12	625	82%	13	629	83%	13	640	84%	13	625	82%	13	630	83%	13
A576 Great Cheetham Street West (east)	715	50%	11	622	70%	10	631	71%	10	668	75%	11	625	70%	10	642	72%	10
A5066 Great Clowes Street	10	1%	0	10	2%	0	10	2%	0	10	2%	0	10	2%	0	10	2%	0
A576 Great Cheetham Street West (west)	680	95%	12	744	82%	14	758	84%	14	806	90%	15	751	83%	14	773	86%	15
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B6187 Great Clowes Street	419	42%	7	381	63%	7	380	63%	7	350	62%	7	342	64%	7	396	61%	8
A576 Great Cheetham Street West (east)	701	44%	11	590	56%	9	594	56%	9	642	58%	10	601	55%	9	574	54%	9
A5066 Great Clowes Street	522	35%	7	319	48%	6	318	48%	6	217	37%	4	260	45%	5	258	38%	5
A576 Great Cheetham Street West (west)	737	101%	12	732	103%	14	733	103%	14	820	104%	15	817	103%	15	743	104%	14

16.3.609 The conclusions drawn in paragraphs 18.3.684 to 18.3.686 in the main TA are replaced by:

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

In scenario 1, the change in traffic due to construction of the AP2 revised scheme will decrease the VoC on the A576 Great Cheetham Street West (west) approach from 95% in the future baseline to 82% in the AM peak hour, with a corresponding change in queue length from 12 PCU in the future baseline to 14 PCU.

In scenario 3, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A576 Great Cheetham Street West (west) approach from 101% in the future baseline to 104%, with a corresponding change in queue length from 12 PCU in the future baseline to 15 PCU."

A580 East Lancashire Road/A572 Worsley Road

16.3.610 Table 18-218 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-218 below replaces Table 18-218 in the main TA.

Table 18-218: A580 East Lancashire Road/A572 Worsley Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCI
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A580 East Lancashire Road (north)	2,584	104%	55	2,571	104%	55	2,596	105%	55	2,615	105%	55	2,614	105%	55	2,578	104%	55
A572 Worsley Road (east)	816	89%	17	848	93%	18	820	90%	18	837	91%	18	818	89%	17	849	93%	18
A580 East Lancashire Road (south)	1,583	61%	27	1,619	63%	28	1,623	63%	28	1,639	64%	29	1,613	63%	28	1,627	63%	28
A572 Worsley Road (west)	659	72%	13	658	72%	13	658	72%	13	664	72%	13	666	73%	13	658	72%	13
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A580 East Lancashire Road (north)	1,972	77%	27	2,003	79%	27	1,998	78%	27	1,999	78%	27	2,005	79%	27	1,993	78%	27
A572 Worsley Road (east)	745	72%	17	745	72%	17	747	72%	17	746	72%	17	747	72%	17	743	72%	17
A580 East Lancashire Road (south)	2,860	106%	28	2,857	106%	28	2,861	106%	28	2,862	106%	28	2,856	106%	28	2,860	106%	28
A572 Worsley Road (west)	862	83%	21	860	83%	21	859	83%	21	858	83%	21	858	83%	21	856	83%	21

16.3.611 The conclusions drawn in paragraphs 18.3.688 to 18.3.690 of the main TA are replaced by:

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

In scenarios 1 and 5, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A572 Worsley Road (east) approach from 89% in the future baseline to 93% in the AM peak hour, with a corresponding change in queue length from 17 in the future baseline to 18 PCU.

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

A665 Cheetham Hill Road/B6180 Waterloo Road/Greenhill Road

16.3.612 Table 18-219 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-219 below replaces Table 18-219 in the main TA.

Table 18-219: A665 Cheetham Hill Road/Greenhill Road/B6180 Waterloo Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Greenhill Road	293	51%	7	292	51%	7	288	51%	7	296	53%	7	296	52%	7	293	52%	7
A665 Cheetham Hill Road (south)	529	47%	10	527	46%	10	522	45%	10	528	46%	10	525	47%	10	517	45%	10
B6180 Waterloo Road	178	42%	4	184	43%	4	194	45%	5	198	46%	5	182	43%	4	191	45%	4
Halliwell Lane*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A665 Cheetham Hill Road (north)	1,198	53%	13	1,195	53%	13	1,188	53%	13	1,181	53%	13	1,196	53%	13	1,196	53%	13
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Greenhill Road	76	14%	2	52	9%	1	38	7%	1	44	8%	1	52	9%	1	67	12%	2
A665 Cheetham Hill Road (south)	1,418	78%	20	1,437	76%	20	1,424	76%	20	1,405	73%	20	1,402	74%	19	1,396	74%	19
B6180 Waterloo Road	303	47%	7	288	43%	7	282	41%	6	287	42%	7	292	43%	7	290	44%	7
Halliwell Lane*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A665 Cheetham Hill Road (north)	774	40%	9	729	43%	9	736	45%	9	720	45%	8	743	43%	9	729	39%	9

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

16.3.613 The conclusions drawn in paragraphs 18.3.692 to 18.3.694 of the main TA are replaced by:

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

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

Moor Lane/Littleton Road/Kersal Vale Road

16.3.614 Table 18-220 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-220 below replaces Table 18-220 in the main TA.

Table 18-220: Moor Lane/Littleton Road/Kersal Vale Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Kersal Vale Road	510	48%	0	481	46%	0	464	44%	0	432	41%	0	463	44%	0	467	44%	0
Moor Lane	160	20%	0	175	21%	0	183	22%	0	224	26%	0	193	23%	0	186	22%	0
Littleton Road	301	30%	0	291	30%	0	294	30%	0	299	31%	0	292	30%	0	296	30%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Kersal Vale Road	293	28%	0	331	32%	0	334	32%	0	341	33%	0	338	33%	0	340	33%	0
Moor Lane	145	15%	0	167	18%	0	171	19%	0	182	20%	0	180	20%	0	177	19%	0
Littleton Road	644	66%	0	669	69%	0	682	71%	0	677	71%	0	676	70%	0	695	72%	0

16.3.615 The conclusions drawn in paragraphs 18.3.696 to 18.3.698 of the main TA are replaced by:

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

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

A56 Bury New Road/Singleton Road/Moor Lane

16.3.616 Table 18-221 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-221 below replaces Table 18-221 in the main TA.

Table 18-221: A56 Bury New Road/Singleton Road/Moor Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Bury New Road (north)	946	46%	14	926	46%	14	922	46%	14	914	46%	14	931	46%	14	950	47%	15
Singleton Road	280	66%	8	273	65%	8	274	65%	8	272	65%	8	273	65%	8	276	66%	8
A56 Bury New Road(south)	449	31%	7	468	32%	7	459	32%	7	431	29%	7	468	32%	7	453	31%	7
Moor Lane	381	68%	11	379	68%	11	380	68%	11	382	68%	11	379	68%	11	380	68%	11
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Bury New Road (north)	818	55%	13	775	54%	12	778	51%	13	775	50%	12	774	53%	12	783	52%	13
Singleton Road	314	55%	9	320	56%	9	324	57%	9	325	57%	9	327	57%	9	321	56%	9
A56 Bury New Road(south)	925	69%	15	922	68%	15	930	68%	15	922	68%	15	909	67%	15	888	66%	14
Moor Lane	431	86%	12	430	85%	12	431	86%	12	432	86%	12	431	86%	12	436	87%	12

16.3.617 The conclusions drawn in paragraphs 18.3.700 to 18.3.702 of the main TA are replaced by:

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

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

A6044 Hilton Lane/A6044 Rainsough Brow/Kersal Road

16.3.618 Table 18-222 in the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 18-222 below replaces Table 18-222 in the main

Table 18-222: A6044 Hilton Lane/A6044 Rainsough Brow/Kersal Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6044 Hilton Lane	655	33%	0	672	34%	0	676	34%	0	706	35%	0	695	35%	0	682	34%	0
Kersal Road	243	73%	1	233	71%	1	230	71%	1	215	69%	1	218	69%	1	226	70%	1
A6044 Rainsough Brow	723	65%	0	706	65%	0	707	66%	0	707	66%	0	704	66%	0	713	66%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6044 Hilton Lane	406	21%	0	429	22%	0	432	22%	0	434	22%	0	433	22%	0	431	22%	0
Kersal Road	175	60%	1	167	57%	0	166	57%	0	165	55%	0	164	55%	0	167	58%	0
A6044 Rainsough Brow	1,054	87%	0	1,062	85%	0	1,077	86%	0	1,082	86%	0	1,083	86%	0	1,093	86%	0

16.3.619 The conclusions drawn in paragraphs 18.3.704 to 18.3.706 of the main TA are replaced by:

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

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

In scenario 1, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the A6044 Rainsough Brow approach from 87% in the future baseline to 85%, with no change in corresponding queue length."

A56 Deansgate/Lloyd Street/Hardman Street

16.3.620 Table 18-222.2 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.2: A56 Deansgate/Lloyd Street/Hardman Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Deansgate (north)	655	40 %	0	683	42 %	0	730	44 %	0	748	45%	0	709	43%	0	731	44%	0
Lloyd Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A56 Deansgate (south)**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hardman Street	369	96 %	4	364	97 %	4	365	102 %	5	357	101%	6	374	102%	5	368	103%	5
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Deansgate (north)	1,012	71 %	0	1,041	72 %	0	1,126	79 %	0	1,141	81%	0	1,124	79%	0	1,133	79%	0
Lloyd Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A56 Deansgate (south)**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hardman Street	210	85 %	2	208	88 %	2	173	78 %	2	179	83%	2	178	81%	2	171	78%	2

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

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

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

16.3.622 In scenario 5, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Hardman Street approach from 96% in the future baseline to 103% in the AM peak hour, with a corresponding change in queue length from four PCU in the future baseline to five PCU.

16.3.623 In scenario 1, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Hardman Street approach from 85% in the future baseline to 88%, with no corresponding change in queue length.

A34 Bridge Street West/Gartside Street

16.3.624 Table 18-222.3 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.3: A34 Bridge Street West/Gartside Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Bridge Street (east)	77	7%	0	76	7%	0	75	6%	0	75	6%	0	74	6%	0	76	6%	0
Gartside Street	84	32%	2	100	38%	2	55	21%	1	70	27%	1	106	40%	2	56	21%	1
A34 Bridge Street (west)	829	80%	10	830	80%	10	974	94%	11	944	91%	11	833	80%	10	974	94%	11
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Bridge Street (east)	85	9%	0	85	9%	0	84	9%	0	83	9%	0	82	9%	0	84	9%	0
Gartside Street	482	92%	8	477	91%	8	387	74%	7	385	74%	7	378	72%	7	389	75%	7
A34 Bridge Street (west)	340	46%	5	337	46%	5	342	47%	5	347	47%	5	338	46%	5	332	45%	5

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

16.3.626 In scenario 2 and 5, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A34 Bridge Street (west) approach from 80% in the future baseline to 94% in the AM peak hour. However, the changes in traffic flow are small and unlikely to result in substantial additional delay or queues.

16.3.627 In scenario 4, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the Gartside Street from 92% in the future baseline to 72%, with a corresponding change in queue length from eight PCU in the future baseline to seven PCU.

M60 junction 19/A576 Middleton Road (Rhodes Interchange)

16.3.628 Table 18-222.4 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.4: M60 junction 19/A576 Middleton Road (Rhodes Interchange) junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A576 Manchester Old Road	1,023	79%	2	1,020	79%	2	1,021	79%	2	1,027	80%	2	1,021	80%	2	1,024	80%	2
M60 junction 19 westbound off-slip	681	104%	8	683	104%	8	692	104%	8	698	104%	8	686	104%	8	682	104%	8
A576 Middleton Road	765	45%	0	777	46%	0	798	47%	0	824	49%	0	790	47%	0	791	47%	0
M60 junction 19 eastbound off-slip	1,436	63%	10	1,433	63%	10	1,415	62%	10	1,403	62%	10	1,439	63%	10	1,442	63%	10
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A576 Manchester Old Road	807	57%	1	812	56%	1	815	56%	1	825	57%	1	819	57%	1	820	57%	1
M60 junction 19 westbound off-slip	958	106%	9	962	106%	9	962	106%	9	961	106%	9	960	106%	9	956	106%	9
A576 Middleton Road	1,391	97%	4	1,392	97%	4	1,408	98%	5	1,417	99%	7	1,412	99%	6	1,415	99%	6
M60 junction 19 eastbound off-slip	1,051	56%	9	1,037	56%	9	1,034	55%	9	1,027	55%	9	1,036	56%	9	1,042	56%	9

16.3.629 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.

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

16.3.631 In scenario 3, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the M60 junction 19 westbound off-slip approach from 97% in the future baseline to 99%, with a change in corresponding queue length from four PCU in the future baseline to seven PCU.

A34 Peter Street/Southmill Street

16.3.632 Table 18-222.5 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.5: A34 Peter Street/Southmill Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Southmill Street (north)	186	59%	1	188	60%	1	200	67%	1	190	63%	1	197	67%	1	196	67%	1
A34 Peter Street (east)	273	9%	0	281	9%	0	275	9%	0	205	7%	0	290	9%	0	293	10%	0
Southmill Street (south)	222	97%	4	220	95%	4	226	104%	5	233	101%	5	224	104%	5	224	104%	5
A34 Peter Street (west)	984	26%	0	966	26%	0	1,034	28%	0	1,037	28%	0	1,029	27%	0	1,031	27%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Southmill Street (north)	345	102%	5	327	102%	5	380	102%	5	387	102%	5	389	102%	5	395	102%	5
A34 Peter Street (east)	116	5%	0	138	6%	0	173	7%	0	113	5%	0	149	6%	0	155	6%	0
Southmill Street (south)	125	43%	0	128	45%	0	141	46%	0	161	51%	1	145	46%	0	151	48%	0
A34 Peter Street (west)	796	21%	0	823	22%	0	751	20%	0	771	20%	0	750	20%	0	744	20%	0

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

16.3.634 In scenario 2, 4 and 5, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Southmill Street (south) approach from 97% in the future baseline to 104% in the AM peak hour, with a corresponding change in queue length from four PCU in the future baseline to five PCU.

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

A6 Crescent/A5063 Albion Way

16.3.636 Table 18-222.6 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.6: A6 Crescent/A5063 Albion Way junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6 Broad Street	824	65%	2	782	61%	2	791	62%	2	820	64%	2	791	62%	2	752	59%	3
A6 Crescent	684	35%	11	674	35%	11	723	37%	12	779	40%	13	681	35%	11	723	37%	12
A5063 Albion Way	1,073	59%	16	1,077	59%	16	1,076	59%	16	1,146	63%	17	1,080	60%	16	1,073	59%	16
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6 Broad Street	453	36%	2	464	36%	2	430	34%	2	371	29%	2	415	33%	2	392	31%	2
A6 Crescent	1,269	66%	21	1,292	67%	21	1,299	67%	22	1,305	67%	22	1,313	68%	22	1,308	68%	22
A5063 Albion Way	1,533	85%	23	1,558	86%	23	1,571	87%	23	1,587	87%	23	1,571	87%	23	1,576	87%	23

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

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

16.3.639 In scenario 2, 3, 4 and 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A5063 Albion Way approach from 85% in the future baseline to 87%, with no change in corresponding change in queue length.

A62 Newton Street/Hilton Street

16.3.640 Table 18-222.7 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.7: A62 Newton Street/Hilton Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Hilton Street (west)	13	4%	0	135	34%	3	136	34%	3	18	9%	0	11	4%	0	4	1%	0
A62 Newton Street (north)	269	26%	3	599	58%	6	616	60%	7	376	103%	4	445	41%	5	452	42%	5
Hilton Street (east)	242	70%	5	4	1%	0	4	1%	0	226	101%	5	234	68%	5	234	67%	5
A62 Newton Street (south)	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Hilton Street (west)	8	2%	0	6	1%	0	39	6%	1	21	4%	0	30	6%	1	39	7%	1
A62 Newton Street (north)	105	11%	1	259	27%	3	348	37%	4	264	28%	3	234	24%	3	236	25%	3
Hilton Street (east)	248	41%	5	6	1%	0	6	1%	0	205	35%	4	129	21%	2	132	21%	2
A62 Newton Street (south)	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0

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

16.3.642 In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A62 Newton Street (north) approach from 26% in the future baseline to 103% in the AM peak hour, with a corresponding change in queue length from three PCU in the future baseline to four PCU.

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

A62 Great Ancoats Street/A665 Great Ancoats Street/A62 Newton Street

16.3.644 Table 18-222.8 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.8: A62 Great Ancoats Street/A665 Great Ancoats Street/A62 Newton Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A62 Great Ancoats Street	1,398	34%	5	1,198	30%	3	1,029	26%	2	852	21%	3	1,304	32%	4	1,292	32%	4
Blossom Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A665 Great Ancoats Street	1,041	61%	15	1,467	88%	22	1,519	91%	22	1,192	70%	18	1,042	61%	15	1,048	62%	15
A62 Newton Street	0	0%	0	14	8%	0	3	2%	0	0	0%	0	0	0%	0	0	0%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A62 Great Ancoats Street	1,280	31%	4	1,336	33%	4	1,141	29%	4	1,186	29%	4	1,229	29%	3	1,239	30%	3
Blossom Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A665 Great Ancoats Street	1,175	68%	17	1,320	77%	19	1,454	85%	21	978	56%	14	865	50%	13	865	50%	13
A62 Newton Street	0	0%	0	6	3%	0	10	5%	0	21	10%	0	18	8%	0	25	12%	1

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

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

16.3.646 In scenario 2, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A665 Great Ancoats Street approach from 61% in the future baseline to 91% in the AM peak hour, with a corresponding change in queue length from 15 PCU in the future baseline to 22 PCU.

16.3.647 In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A665 Great Ancoats Street approach from 68% in the future baseline to 85%, with a corresponding change in queue length from 17 PCU in the future baseline to 21 PCU.

A6 Dale Street/A62 Newton Street/B6181 Dale Street

16.3.648 Table 18-222.9 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.9: A6 Dale Street/A62 Newton Street/B6181 Dale Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6 Dale Street	193	35%	2	180	33%	2	198	37%	2	297	73%	3	292	54%	3	287	53%	3
A62 Newton Street (north)	160	21%	1	465	60%	3	495	64%	3	435	106%	3	433	51%	2	438	52%	2
B6181 Dale Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A62 Newton Street (south)	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6 Dale Street	185	27%	2	92	14%	1	159	23%	2	170	25%	2	157	23%	2	157	23%	2
A62 Newton Street (north)	105	14%	1	259	35%	2	368	50%	3	347	42%	2	234	32%	2	236	32%	2
B6181 Dale Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A62 Newton Street (south)	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0

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

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

16.3.650 In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A62 Newton Street (north) approach from 21% in the future baseline to 106% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to three PCU.

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

A6 Chorley Road/A6 Manchester Road/A572 Worsley Road

16.3.652 Table 18-222.10 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.10: A6 Chorley Road/A6 Manchester Road/A572 junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6 Chorley Road	1,044	64%	7	1,063	65%	7	1,041	63%	7	1,005	61%	6	1,009	61%	6	1,083	66%	7
A6 Manchester Road	508	43%	5	510	43%	5	503	42%	5	506	43%	5	506	43%	5	514	43%	5
A572 Worsley Road	748	92%	8	789	97%	8	747	91%	8	771	94%	8	765	94%	8	792	97%	8
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6 Chorley Road	525	30%	4	523	30%	4	523	30%	4	521	30%	4	525	30%	4	523	30%	4
A6 Manchester Road	623	47%	7	625	47%	7	621	47%	7	621	47%	7	624	47%	7	622	47%	7
A572 Worsley Road	738	93%	9	738	93%	9	739	93%	9	738	93%	9	740	93%	9	736	93%	9

16.3.653 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.

16.3.654 In scenario 1 and 5, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A572 Worsley Road approach from 92% in the future baseline to 97% in the AM peak hour, with no corresponding change in queue length.

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

A6042 Trinity Way/Hampson Street

16.3.656 Table 18-222.11 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.11: A6042 Trinity Way/Hampson Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6042 Trinity Way (north)	580	32%	7	663	37%	8	714	40%	8	736	41%	8	666	37%	8	710	39%	8
A6042 Trinity Way (south)	687	67%	13	688	67%	13	692	68%	13	711	70%	13	692	68%	13	712	70%	13
B5225 Hampson Street	690	74%	6	689	74%	6	698	75%	6	681	73%	6	696	75%	6	703	75%	6
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6042 Trinity Way (north)	917	51%	9	945	53%	8	971	54%	8	1,006	56%	8	954	53%	8	943	53%	8
A6042 Trinity Way (south)	832	81%	15	877	85%	16	871	84%	15	868	84%	15	928	89%	17	919	89%	16
B5225 Hampson Street	267	24%	4	296	26%	4	277	25%	4	262	23%	4	310	28%	4	293	26%	4

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

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

16.3.659 In scenario 4 and 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A6042 Trinity Way (south) approach from 81% in the future baseline to 89% with a corresponding change in queue length from 15 PCU to 17 PCU in scenario 4 and to 16 PCU in scenario 5.

A34 Princess Street/Charles Street

16.3.660 Table 18-222.12 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.12: A34 Princess Street/Charles Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Princess Street (north)	329	29%	4	333	29%	4	313	27%	4	351	30%	5	338	29%	5	332	28%	4
Charles Street (east)	228	27%	3	265	30%	3	242	28%	3	220	24%	3	251	29%	3	255	30%	3
A34 Princess Street (south)	436	58%	6	415	55%	6	408	54%	5	355	47%	5	381	50%	5	364	48%	5
Charles Street (west)	247	31%	3	235	31%	3	259	34%	3	342	44%	4	240	32%	3	264	36%	3
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Princess Street (north)	707	87%	11	729	89%	11	725	88%	11	651	80%	10	665	77%	10	668	78%	10
Charles Street (east)	412	39%	4	366	34%	4	382	36%	4	327	31%	3	301	29%	3	311	29%	3
A34 Princess Street (south)	441	74%	7	435	74%	7	425	72%	6	437	74%	7	380	64%	6	382	65%	6
Charles Street (west)	512	81%	6	538	77%	6	552	81%	6	575	78%	6	544	71%	6	533	71%	6

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

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

16.3.663 In scenario 1, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A34 Princess Street (north) approach from 87% in the future baseline to 89%, with no change in corresponding queue length.

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

16.3.664 Table 18-222.13 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.13: A34 New Quay Street/A34 Quay Street/B5225 Quay Street/Gartside Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Gartside Street	175	100%	4	174	100%	4	188	107%	4	183	104%	4	175	101%	4	187	107%	4
A34 Quay Street	814	58%	9	842	60%	9	830	59%	9	752	54%	9	847	61%	9	853	61%	10
B5225 Quay Street	174	104%	4	178	106%	4	175	104%	4	176	105%	4	180	107%	4	175	104%	4
A34 New Quay Street	885	62%	6	944	68%	6	924	66%	6	898	61%	6	945	68%	6	960	69%	6
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Gartside Street	344	119%	7	328	120%	6	341	119%	7	336	119%	6	357	118%	7	336	119%	7
A34 Quay Street	717	76%	14	720	77%	14	718	77%	14	715	76%	14	720	77%	14	723	77%	14
B5225 Quay Street	379	54%	8	396	57%	8	412	59%	8	422	60%	9	418	60%	9	421	60%	9
A34 New Quay Street	667	75%	14	688	79%	15	702	80%	15	712	81%	15	690	79%	15	691	79%	15

16.3.665 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.

16.3.666 In scenarios 2 and 5, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Gartside Street approach from 100% in the future baseline to 107% in the AM peak hour, with no change in corresponding queue length.

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

A34 Bridge Street/St Mary's Parsonage

16.3.668 Table 18-222.14 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.14: A34 Bridge Street/St Mary's Parsonage junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
St Mary's Parsonage	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
A34 Bridge Street (east)	470	31%	5	479	31%	5	482	32%	6	476	31%	6	479	31%	5	484	32%	6
A34 Bridge Street (west)	1,024	81%	12	1,042	83%	13	1,141	90%	15	1,125	89%	15	1,050	83%	13	1,142	90%	15
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
St Mary's Parsonage	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
A34 Bridge Street (east)	442	31%	6	425	30%	5	394	28%	5	391	28%	5	390	28%	5	388	28%	5
A34 Bridge Street (west)	916	86%	16	908	86%	16	823	78%	13	826	78%	13	810	77%	13	815	77%	13

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

16.3.670 In scenarios 2 and 5, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A34 Bridge Street (west) approach from 81% in the future baseline to 90% in the AM peak hour, with a corresponding change in queue length from 12 PCU in the future baseline to 15 PCU.

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

A34 Oxford Street/A34 Peter Street/Lower Mosley Street

16.3.672 Table 18-222.15 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.15: A34 Oxford Street/A34 Peter Street/Lower Mosley Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Oxford Street	310	34%	3	317	35%	3	313	34%	3	241	26%	2	330	36%	3	328	36%	3
A5103 Lower Mosley Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A34 Peter Street	866	95%	9	887	97%	9	877	96%	9	879	96%	9	863	94%	9	864	94%	9
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Oxford Street	175	19%	2	231	25%	2	213	23%	2	176	19%	2	189	20%	2	193	21%	2
A5103 Lower Mosley Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A34 Peter Street	724	78%	7	775	83%	8	790	85%	8	824	89%	8	795	86%	8	798	86%	8

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

16.3.673 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.

16.3.674 In scenario 1, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A34 Peter Street approach from 95% in the future baseline to 97% in the AM peak hour with no change in corresponding queue length.

16.3.675 In scenario 3, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A34 Peter Street approach from 78% in the future baseline to 89%, with a corresponding change in queue length from seven PCU in the future baseline to eight PCU.

A5103 Portland Street/Dickinson Street

16.3.676 Table 18-222.16 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.16: A5103 Portland Street/Dickinson Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A 5103 Portland Street (north)	260	7%	0	271	7%	0	293	8%	0	318	8%	0	279	7%	0	292	7%	0
Dickinson Street (south)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A5103 Portland Street (south)	276	14%	0	309	16%	0	320	17%	0	353	18%	0	307	16%	0	319	17%	0
Dickinson Street (north)	326	90%	2	306	89%	2	313	89%	2	300	91%	2	317	87%	2	314	88%	2
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A 5103 Portland Street (north)	253	6%	0	243	6%	0	183	5%	0	156	4%	0	181	5%	0	174	4%	0
Dickinson Street (south)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A5103 Portland Street (south)	354	18%	0	351	18%	0	350	18%	0	351	18%	0	356	18%	0	348	18%	0
Dickinson Street (north)	324	97%	4	328	96%	3	351	94%	2	373	95%	3	371	92%	2	369	90%	2

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

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

16.3.678 In scenario 4, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Dickinson Street approach from 90% in the future baseline to 87% in the AM peak hour, with no change in corresponding queue length.

16.3.679 In scenario 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the Dickinson Street approach from 97% in the future baseline to 90%, with a corresponding change in queue length from four PCU in the future baseline to two PCU.

A56 Bridgewater Viaduct/B6469 Whitworth Street West/Castle Street

16.3.680 Table 18-222.17 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.17: A56 Bridgewater Viaduct/B6469 Whitworth Street West/Castle Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Deansgate	453	31%	2	460	32%	2	467	32%	2	489	34%	2	444	31%	1	464	32%	1
B6469 Whitworth Street West	236	33%	6	233	33%	5	227	32%	5	209	29%	5	240	34%	6	246	34%	6
A56 Bridgewater Viaduct	1,420	92%	17	1,435	94%	18	1,408	92%	17	1,397	93%	17	1,423	93%	17	1,401	92%	17
Castle Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Deansgate	1,397	96%	12	1,397	96%	12	1,367	94%	11	1,385	95%	11	1,361	93%	11	1,360	93%	11
B6469 Whitworth Street West	293	41%	6	356	50%	8	210	29%	4	247	35%	5	201	28%	4	199	28%	4
A56 Bridgewater Viaduct	455	37%	6	464	38%	6	429	35%	5	419	34%	5	430	35%	5	426	35%	5
Castle Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

16.3.682 In scenario 1, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A56 Bridgewater Viaduct approach from 92% in the future baseline to 94% in the AM peak hour, with a corresponding change in queue length from 17 PCU in the future baseline to 18 PCU.

16.3.683 In scenarios 4 and 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the A56 Deansgate approach from 96% in the future baseline to 93%, with a corresponding change in queue length from 12 PCU in the future baseline to 11 PCU.

A6042 Trinity Way/A6143 Water Street

16.3.684 Table 18-222.18 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.18: A6042 Trinity Way/A6143 Water Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6042 Trinity Way (north)	812	64%	15	825	65%	15	884	69%	16	961	76%	18	834	66%	16	874	69%	16
A6143 Water Street	390	55%	9	390	54%	9	369	52%	8	416	58%	9	382	53%	8	366	51%	8
A6042 Trinity Way (south)	1,176	37%	12	1,159	36%	12	1,169	37%	12	1,138	36%	12	1,163	36%	12	1,174	37%	12
Car Park access*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6042 Trinity Way (north)	1,103	68%	18	1,099	68%	18	1,115	69%	18	1,139	70%	18	1,100	68%	18	1,099	68%	18
A6143 Water Street	901	98%	18	890	97%	18	898	98%	18	860	94%	17	893	97%	18	879	96%	17
A6042 Trinity Way (south)	702	26%	8	746	28%	9	739	27%	9	756	28%	9	794	29%	9	799	30%	9
Car Park access*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

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

16.3.687 In scenario 3, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the A6143 Water Street approach from 98% in the future baseline to 94%, with a corresponding change in queue length from 18 PCU in the future baseline to 17 PCU.

A34 Peter Street/Watson Street

16.3.688 Table 18-222.19 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.19: A34 Peter Street/Watson Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Peter Street (east)	349	17%	0	358	18%	0	348	17%	0	277	14%	0	363	18%	0	364	18%	0
Watson Street	135	85%	2	123	75%	1	157	103%	4	155	95%	3	154	102%	4	154	102%	4
A34 Peter Street (west)	849	42%	0	849	42%	0	882	44%	0	882	44%	0	878	44%	0	881	44%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 Peter Street (east)	291	15%	0	316	16%	0	269	13%	0	222	11%	0	238	12%	0	237	12%	0
Watson Street	208	39%	0	210	40%	0	269	49%	0	272	48%	0	280	50%	0	276	49%	0
A34 Peter Street (west)	796	40%	0	823	41%	0	751	38%	0	771	39%	0	750	37%	0	744	37%	0

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

16.3.690 In scenario 2, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Watson Street approach from 85% in the future baseline to 103% in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to four PCU.

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

A5103 Portland Street/Minshull Street

16.3.692 Table 18-222.20 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.20: A5103 Portland Street/Minshull Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5103 Portland Street (north)	311	8%	0	312	8%	0	312	8%	0	311	8%	0	312	8%	0	311	8%	0
Minshull Street	547	103%	5	547	103%	4	547	103%	4	547	103%	4	548	103%	4	547	103%	4
A5103 Portland Street (south)	85	3%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5103 Portland Street (north)	352	9%	0	352	9%	0	352	9%	0	351	9%	0	351	9%	0	351	9%	0
Minshull Street	488	96%	3	465	92%	2	460	90%	2	431	84%	1	473	92%	2	470	92%	2
A5103 Portland Street (south)	389	15%	1	389	15%	1	215	8%	0	115	5%	0	300	12%	0	289	11%	0

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

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

16.3.695 In scenario 3, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the Minshull Street approach from 96% in the future baseline to 84%, with a corresponding change in queue length from three PCU in the future baseline to one PCU.

B6181 Dale Street/Paton Street

16.3.696 Table 18-222.21 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.21: B6181 Dale Street/Paton Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B6181 Dale Street (north)	218	32%	0	240	32%	0	329	44%	0	47	96%	2	196	39%	0	193	39%	0
B6181 Dale Street (south)	275	14%	0	0	0%	0	0	0%	0	400	101%	0	525	28%	0	525	28%	0
Paton Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B6181 Dale Street (north)	448	57%	0	105	14%	0	337	45%	0	221	19%	0	532	68%	0	534	68%	0
B6181 Dale Street (south)	205	10%	0	0	0%	0	0	0%	0	298	15%	0	209	11%	0	208	11%	0
Paton Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

16.3.698 In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the B6181 Dale Street (south) approach from 14% in the future baseline to 101% in the AM peak hour, with no change in corresponding queue length.

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

A665 Cheetham Hill Road/A6042 Trinity Way

16.3.700 Table 18-222.22 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.22: A665 Cheetham Hill Road/A6042 Trinity Way junction 2031 junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A665 Cheetham Hill Road (north)	1,056	38%	13	1,069	38%	13	1,090	39%	14	1,090	39%	14	1,079	39%	14	1,092	39%	14
A665 Cheetham Hill Road (south)	1,097	84%	13	1,309	88%	15	1,391	93%	16	1,442	97%	16	1,283	86%	15	1,326	89%	16
A6042 New Bridge Street	974	50%	13	974	49%	14	906	46%	13	759	39%	11	969	49%	14	937	48%	13
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A665 Cheetham Hill Road (north)	1,467	53%	22	1,484	54%	23	1,483	54%	23	1,440	52%	22	1,490	54%	23	1,485	54%	23
A665 Cheetham Hill Road (south)	1,364	81%	17	1,251	79%	17	1,344	75%	15	1,325	66%	14	1,162	73%	15	1,171	74%	16
A6042 New Bridge Street	878	56%	13	925	59%	13	927	59%	13	942	60%	13	930	59%	13	932	59%	13

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

16.3.702 In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A665 Cheetham Hill Road (south) approach from 84% in the future baseline to 97% in the AM peak hour, with a corresponding change in queue length from 13 PCU in the future baseline to 16 PCU.

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

A56 Great Ducie Street/A6042 Trinity Way

16.3.704 Table 18-222.23 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.23: A56 Great Ducie Street/A6042 Trinity Way junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Great Ducie Street (north)	724	95%	17	724	94%	17	730	95%	17	736	96%	17	723	94%	17	733	95%	17
A6042 Trinity Way (east)	1,174	51%	17	1,442	63%	20	1,550	68%	22	1,697	74%	24	1,430	62%	20	1,488	65%	21
A56 Great Ducie Street (south)	49	15%	1	49	15%	1	49	15%	1	48	15%	1	49	15%	1	49	15%	1
A6042 Trinity Way (west)	1,513	84%	25	1,489	83%	25	1,474	85%	24	1,360	88%	21	1,513	84%	25	1,532	87%	25
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Great Ducie Street (north)	248	89%	6	249	90%	6	252	91%	6	262	94%	7	251	90%	6	251	90%	6
A6042 Trinity Way (east)	998	37%	12	909	34%	10	1,050	39%	12	1,132	42%	13	932	35%	11	925	34%	11
A56 Great Ducie Street (south)	52	15%	1	51	15%	1	50	15%	1	49	14%	1	49	14%	1	49	14%	1
A6042 Trinity Way (west)	1,618	74%	24	1,618	74%	25	1,618	75%	25	1,618	74%	25	1,618	75%	25	1,618	75%	25

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

16.3.706 In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A6042 Trinity Way (west) approach from 84% in the future baseline to 88% in the AM peak hour, with a corresponding change in queue length from 25 PCU in the future baseline to 21 PCU.

16.3.707 In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A56 Great Ducie Street (north) approach from 89% in the future baseline to 94%. However, the changes in traffic flow are small and unlikely to result in substantial additional delay or queues.

A6 Chorley Road/B5321 Station Road/B5321 Partington Lane

16.3.708 Table 18-222.24 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.24: A6 Chorley Road/B5321 Station Road/B5231 Partington Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5321 Station Road	698	62%	15	666	65%	14	694	61%	14	671	65%	14	687	65%	15	669	65%	14
A6 Chorley Road (east)	483	67%	9	437	69%	9	487	68%	9	494	68%	9	490	70%	10	437	70%	9
B5321 Partington Lane	456	93%	11	402	96%	10	457	93%	11	455	94%	11	477	94%	11	402	96%	10
A6 Chorley Road (west)	445	109%	8	485	107%	10	444	110%	8	328	114%	7	330	114%	7	486	106%	10
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5321 Station Road	280	25%	6	284	25%	6	283	25%	6	283	25%	6	284	25%	6	283	25%	6
A6 Chorley Road (east)	702	97%	13	702	97%	13	702	97%	13	702	97%	13	702	97%	13	702	97%	13
B5321 Partington Lane	374	63%	9	373	63%	9	375	63%	9	375	63%	9	375	63%	9	374	63%	9
A6 Chorley Road (west)	190	96%	4	188	96%	4	189	96%	4	188	96%	4	192	96%	4	194	101%	4

16.3.709 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.

16.3.710 In scenarios 3 and 4, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A6 Chorley Road (west) approach from 109% in the future baseline to 114% in the AM peak hour, with a corresponding change in queue length from eight PCU in the future baseline to seven PCU.

16.3.711 In scenario 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A6 Chorley Road (west) approach from 96% in the future baseline to 101%, with no corresponding change in queue length.

A664 Rochdale Road/Prescot Road/Harpurhey Road

16.3.712 Table 18-222.25 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.25: A664 Rochdale Road/Prescot Road/Harpurhey Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Harpurhey Road	132	86%	3	134	86%	3	134	88%	3	130	86%	3	128	86%	3	128	86%	3
A664 Rochdale Road (north)	1,255	93%	12	1,247	91%	11	1,242	91%	11	1,220	89%	11	1,254	92%	11	1,259	94%	12
Prescot Road	212	96%	5	212	96%	5	216	99%	5	215	97%	5	213	97%	5	213	97%	5
A664 Rochdale Road (south)	690	52%	6	677	51%	6	691	52%	6	669	50%	6	670	50%	6	667	50%	6
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Harpurhey Road	140	71%	4	141	70%	4	142	68%	4	138	68%	3	140	70%	4	140	69%	4
A664 Rochdale Road (north)	515	38%	4	514	38%	4	508	37%	4	501	37%	4	508	37%	4	509	37%	4
Prescot Road	141	75%	4	140	76%	4	138	74%	3	140	76%	4	141	76%	4	141	77%	4
A664 Rochdale Road (south)	1,307	96%	11	1,304	96%	11	1,302	95%	11	1,300	95%	11	1,300	95%	11	1,300	95%	11

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

16.3.714 In scenario 2, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Prescot Road approach from 96% in the future baseline to 99% in the AM peak hour, with no change in corresponding queue length.

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

A6143 Water Street/A6143 Liverpool Road

16.3.716 Table 18-222.26 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.26: A6143 Water Street/A6143 Liverpool Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5225 Water Street	623	60%	7	677	65%	7	656	63%	7	666	64%	7	673	65%	7	668	64%	7
A6143 Liverpool Road	194	20%	3	190	20%	3	187	20%	3	243	26%	4	193	20%	3	189	20%	3
A6143 Water Street	643	91%	7	619	94%	7	613	91%	7	597	90%	6	617	91%	7	595	90%	6
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B5225 Water Street	184	59%	3	204	66%	3	210	68%	3	194	63%	3	216	69%	3	213	68%	3
A6143 Liverpool Road	1,057	49%	6	1,082	50%	7	1,079	50%	7	1,023	47%	6	1,069	50%	7	1,069	50%	7
A6143 Water Street	338	86%	5	324	84%	4	338	90%	5	333	86%	5	327	87%	5	327	86%	5

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

16.3.718 In scenario 1, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A6143 Water Street approach from 91% in the future baseline to 94% in the AM peak hour, with no change in corresponding queue length.

16.3.719 In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A6143 Water Street approach from 86% in the future baseline to 90%, with no change in corresponding queue length.

A56 Deansgate/A34 Peter Street/A34 Quay Street

16.3.720 Table 18-222.27 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.27: A56 Deansgate/A34 Peter Street/A34 Quay Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Deansgate (north)	366	37%	7	369	38%	7	415	44%	8	426	43%	8	418	44%	8	424	44%	8
A34 Peter Street	349	54%	6	364	56%	6	348	54%	6	278	43%	5	363	56%	6	365	56%	6
A56 Deansgate (south)	734	93%	8	739	94%	8	713	97%	8	678	92%	7	718	97%	8	713	97%	8
A34 Quay Street	471	64%	9	464	64%	9	501	68%	10	520	69%	10	464	64%	9	490	68%	10
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Deansgate (north)	1,054	97%	19	1,075	101%	19	1,066	103%	19	1,068	103%	19	1,065	103%	19	1,067	103%	19
A34 Peter Street	499	80%	8	526	85%	9	539	86%	9	494	79%	8	517	83%	8	513	82%	8
A56 Deansgate (south)	159	28%	4	165	29%	4	46	8%	1	49	9%	1	49	9%	1	44	8%	1
A34 Quay Street	396	63%	8	404	67%	8	417	70%	8	425	66%	8	420	68%	8	418	67%	8

16.3.721 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.

16.3.722 In scenarios 2, 4 and 5, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A56 Deansgate (south) approach from 93% in the future baseline to 97% in the AM peak hour, with no change in corresponding queue length.

16.3.723 In scenarios 2, 3, 4 and 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A56 Deansgate (north) approach from 97% in the future baseline to 103%, with no change in corresponding queue length.

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

16.3.724 Table 18-222.28 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.28: A34 John Dalton Street/A34 Princess Street/A5042 Cross Street/A6042 Lloyd Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 John Dalton Street	460	104%	7	464	105%	7	459	104%	7	465	105%	7	458	104%	7	462	104%	7
A6042 Cross Street	4	1%	0	4	1%	0	4	1%	0	4	1%	0	4	1%	0	4	1%	0
A34 Princess Street	170	35%	3	174	36%	3	173	36%	3	174	36%	3	172	36%	3	174	36%	3
A6042 Lloyd Street	716	103%	10	723	104%	10	720	104%	10	727	105%	10	714	103%	10	720	104%	10
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A34 John Dalton Street	375	94%	6	383	96%	7	277	69%	5	275	68%	5	271	68%	5	274	68%	5
A6042 Cross Street	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
A34 Princess Street	302	69%	5	303	69%	5	299	68%	5	285	65%	5	295	68%	5	293	67%	5
A6042 Lloyd Street	757	108%	10	752	107%	10	746	108%	9	742	108%	9	738	107%	9	739	107%	9

16.3.725 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.

16.3.726 In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A6042 Lloyd Street approach from 103% in the future baseline to 105% in the AM peak hour, with no change in corresponding queue length.

16.3.727 In scenario 1, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A34 John Dalton Street approach from 94% in the future baseline to 96%, with a corresponding change in queue length from six PCU in the future baseline to seven PCU.

A6 Portland Street/A62 Newton Street

16.3.728 Table 18-222.29 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.29: A6 Portland Street/A62 Newton Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A62 Newton Street	4	1%	0	4	1%	0	4	1%	0	526	106%	5	502	101%	6	502	101%	6
A6 Piccadilly	66	14%	1	66	14%	1	48	10%	1	66	14%	1	66	14%	1	66	14%	1
A6 Portland Street	30	6%	0	32	6%	0	30	6%	0	30	6%	0	30	6%	0	30	6%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A62 Newton Street	5	1%	0	4	1%	0	4	1%	0	478	85%	6	4	1%	0	4	1%	0
A6 Piccadilly	58	15%	1	58	15%	1	42	11%	1	57	15%	1	60	15%	1	60	15%	1
A6 Portland Street	22	5%	0	22	5%	0	20	5%	0	22	5%	0	22	5%	0	22	5%	0

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

16.3.730 In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A62 Newton Street approach from 1% in the future baseline to 106% in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to five PCU. In the PM Peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A62 Newton Street approach from 1% in the future baseline to 85%, with a corresponding change in queue length from no queue in the future baseline to six PCU.

Fountain Street/York Street

16.3.731 Table 18-222.30 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.30: Fountain Street/York Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Fountain Street (north)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
York Street (east)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fountain Street (south)	145	7%	0	240	12%	0	267	13%	0	286	14%	0	255	13%	0	261	13%	0
York Street (west)	409	26%	0	408	28%	0	384	27%	0	385	27%	0	401	28%	0	399	28%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Fountain Street (north)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
York Street (east)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fountain Street (south)	254	13%	0	305	31%	0	396	66%	0	428	88%	0	427	88%	0	433	95%	0
York Street (west)	1,106	77%	0	1,071	101%	5	778	104%	4	664	105%	4	669	105%	4	634	105%	4

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

16.3.732 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.

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

16.3.734 In scenarios 3, 4 and 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the York Street (west) approach from 77% in the future baseline to 105%, with a corresponding change in queue length from no queue in the future baseline to four PCU.

Spring Gardens/King Street

16.3.735 Table 18-222.31 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.31: Spring Gardens/King Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Spring Gardens (north)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Spring Gardens (south)	539	32%	0	529	31%	0	520	31%	0	505	30%	0	521	31%	0	527	31%	0
King Street	409	20%	0	408	20%	0	384	19%	0	385	19%	0	401	20%	0	399	20%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Spring Gardens (north)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Spring Gardens (south)	522	31%	0	498	30%	0	455	27%	0	425	25%	0	443	26%	0	438	26%	0
King Street	1,106	55%	0	1,071	54%	0	812	104%	0	698	105%	0	702	105%	0	668	105%	0

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

16.3.736 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.

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

16.3.738 In scenarios 3, 4 and 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the King Street approach from 55% in the future baseline to 105%, with no change in corresponding queue length.

A34 Bridge Street/A56 Deansgate/A34 John Dalton Street

16.3.739 Table 18-222.32 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.32: A34 Bridge Street/A56 Deansgate/A34 John Dalton Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Deansgate (north)	575	42%	9	600	43%	10	724	53%	11	726	53%	12	627	45%	10	727	53%	12
A34 John Dalton Street	441	56%	6	451	57%	7	454	57%	7	447	56%	6	452	57%	7	456	57%	7
A56 Deansgate (south)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A34 Bridge Street	567	84%	14	575	86%	14	527	107%	12	532	103%	13	566	90%	14	525	107%	12
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Deansgate (north)	729	58%	12	725	58%	12	712	56%	12	714	56%	12	702	55%	12	704	56%	12
A34 John Dalton Street	682	86%	10	710	90%	10	766	98%	11	781	100%	11	780	99%	11	782	100%	11
A56 Deansgate (south)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A34 Bridge Street	423	101%	10	416	101%	10	323	102%	8	319	103%	7	308	102%	7	314	102%	7

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

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

16.3.741 In scenarios 2 and 5, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A34 Bridge Street approach from 84% in the future baseline to 107% in the AM peak hour, with a corresponding change in queue length from 14 PCU in the future baseline to 12 PCU.

16.3.742 In scenarios 3 and 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on A34 John Dalton Street approach from 86% in the future baseline to 100%, with a corresponding change in queue length from 10 PCU in the future baseline to 11 PCU.

A576 Cromwell Road/Gerald Road/Littleton Road

16.3.743 Table 18-222.33 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.33: A576 Cromwell Road/Gerald Road/Littleton Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Littleton Road	842	101%	6	826	101%	6	824	101%	6	824	101%	6	826	101%	6	825	101%	6
A576 Cromwell Road (north)	486	61%	0	476	60%	0	479	61%	0	482	61%	0	478	60%	0	465	58%	0
Gerald Road (east)	83	12%	0	64	9%	0	64	9%	0	73	10%	0	56	8%	0	78	11%	0
A576 Cromwell Road (south)	945	46%	0	969	47%	0	972	47%	0	992	48%	0	970	47%	0	978	47%	0
Gerald Road (west)	253	32%	0	273	35%	0	278	36%	0	277	36%	0	278	36%	0	276	36%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Littleton Road	368	46%	0	413	51%	0	421	53%	0	426	54%	0	427	56%	0	419	53%	0
A576 Cromwell Road (north)	843	98%	4	771	92%	2	799	95%	3	807	96%	3	794	95%	3	825	98%	4
Gerald Road (east)	324	68%	1	285	58%	1	289	61%	1	314	67%	1	366	77%	1	300	65%	1
A576 Cromwell Road (south)	1,011	68%	1	1,024	68%	1	1,035	70%	1	1,058	71%	1	1,051	73%	1	1,046	71%	1
Gerald Road (west)	165	38%	0	166	38%	0	165	39%	0	164	40%	0	164	41%	0	165	40%	0

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

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

16.3.746 In scenario 1, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on A576 Cromwell Road (north) approach from 98% in the future baseline to 92%, with a corresponding change in queue length from four PCU in the future baseline to two PCU.

B6180 Waterloo Road/A6010 Elizabeth Street

16.3.747 Table 18-222.34 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.34: B6180 Waterloo Road/A6010 Elizabeth Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B6180 Waterloo Road (north)	294	29%	4	310	31%	5	327	33%	5	349	36%	5	313	32%	5	314	32%	5
A6010 Elizabeth Street (east)	544	58%	7	560	60%	7	578	62%	7	611	66%	7	575	62%	7	575	62%	7
B6180 Waterloo Road (south)	312	56%	5	343	64%	5	385	76%	6	384	78%	6	343	65%	5	385	75%	6
A6010 Elizabeth Street (west)	499	74%	6	528	76%	6	523	74%	6	517	77%	6	529	77%	6	527	76%	6
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
B6180 Waterloo Road (north)	179	19%	3	194	20%	3	196	21%	3	210	22%	3	192	20%	3	190	20%	3
A6010 Elizabeth Street (east)	800	89%	10	809	92%	10	806	90%	10	806	91%	10	804	90%	10	806	90%	10
B6180 Waterloo Road (south)	535	75%	8	565	84%	8	563	82%	8	558	81%	8	571	83%	8	564	82%	8
A6010 Elizabeth Street (west)	285	57%	4	273	53%	3	278	51%	3	290	52%	4	271	48%	3	276	50%	3

16.3.748 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.

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

16.3.750 In scenario 1, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on A6010 Elizabeth Street (east) approach from 89% in the future baseline to 92%, with no change in corresponding queue length.

A6010 Queens Road/Smedley Road

16.3.751 Table 18-222.35 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.35: A6010 Queens Road/Smedley Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Smedley Road (north)	871	73%	10	853	70%	10	838	70%	10	810	68%	9	853	70%	10	846	70%	10
A6010 Queens Road (east)	1,396	84%	13	1,432	86%	14	1,454	88%	14	1,508	91%	14	1,444	87%	14	1,448	87%	14
Smedley Road (south)	168	30%	3	158	28%	3	171	31%	3	179	32%	3	152	27%	2	163	29%	3
A6010 Queens Road (west)	546	42%	8	540	42%	8	552	43%	8	551	42%	8	540	42%	8	553	43%	8
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Smedley Road (north)	872	80%	10	888	82%	10	896	82%	10	909	83%	10	893	82%	10	893	82%	10
A6010 Queens Road (east)	1,092	68%	14	1,110	69%	14	1,093	68%	13	1,141	71%	14	1,096	68%	14	1,101	69%	14
Smedley Road (south)	539	90%	10	538	89%	10	538	89%	10	537	89%	10	537	89%	10	537	89%	10
A6010 Queens Road (west)	591	55%	11	590	55%	11	591	55%	11	591	55%	11	590	55%	11	591	55%	11

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

16.3.753 In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A6010 Queens Road (east) approach from 84% in the future baseline to 91% in the AM peak hour, with a corresponding change in queue length from 13 PCU in the future baseline to 14 PCU.

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

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

16.3.755 Table 18-222.36 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.36: A5066 Great Clowes Street/B6186 Camp Street/B6187 Great Clowes Street/B6186 Upper Camp Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5066 Great Clowes Street (north)	842	53%	12	811	50%	11	825	51%	11	855	53%	12	814	51%	11	838	52%	12
B6186 Upper Camp Street	256	41%	5	281	45%	6	289	46%	6	302	46%	6	284	45%	6	289	45%	6
A5066 Great Clowes Street (south)	198	33%	5	189	31%	5	186	31%	5	185	31%	5	188	31%	5	187	31%	5
B6186 Camp Street	100	21%	2	107	24%	2	105	24%	2	108	25%	2	105	23%	2	96	22%	2
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A5066 Great Clowes Street (north)	405	33%	6	416	33%	6	411	33%	6	387	31%	5	356	28%	5	377	30%	5
B6186 Upper Camp Street	96	21%	2	125	28%	3	115	26%	2	118	27%	2	113	26%	2	118	27%	2
A5066 Great Clowes Street (south)	745	108%	14	592	106%	11	597	107%	11	546	110%	10	569	108%	10	579	110%	10
B6186 Camp Street	199	40%	4	383	89%	8	401	91%	8	401	95%	8	409	95%	8	416	97%	8

16.3.756 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.

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

16.3.758 In scenarios 3 and 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A5066 Great Clowes Street (south) approach from 108% in the future baseline to 110%, with a corresponding change in queue length from 14 PCU in the future baseline to 10 PCU.

King Street/Essex Street

16.3.759 Table 18-222.37 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.37: King Street/Essex Street 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Cheapside*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
King Street (east)	112	6%	0	112	6%	0	121	6%	0	124	6%	0	109	5%	0	112	6%	0
Essex Street	2	0%	0	2	0%	0	2	0%	0	2	0%	0	0	0%	0	2	0%	0
King Street (west)	730	36%	0	728	36%	0	722	36%	0	731	37%	0	725	36%	0	721	36%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Cheapside*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
King Street (east)	141	7%	0	148	7%	0	189	9%	0	204	10%	0	207	100%	0	212	104%	0
Essex Street	2	0%	0	2	0%	0	2	0%	0	2	0%	0	0	0%	0	2	3%	0
King Street (west)	562	28%	0	542	27%	0	390	20%	0	358	18%	0	364	18%	0	364	18%	0

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

16.3.760 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.

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

16.3.762 In scenario 5 the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on King Street (east) approach from 7% in the future baseline to 104% with no corresponding change in queue length.

A6042 Cross Street/King Street

16.3.763 Table 18-222.38 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.38: A6042 Cross Street/King Street 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6042 Cross Street (north)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
King Street (east)	114	49%	2	114	49%	2	123	53%	2	126	54%	2	109	47%	2	113	49%	2
A6042 Cross Street (south)	767	101%	7	762	100%	7	756	99%	7	766	101%	7	759	100%	7	755	99%	7
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A6042 Cross Street (north)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
King Street (east)	143	74%	3	150	78%	3	191	99%	4	206	107%	4	207	107%	4	207	107%	4
A6042 Cross Street (south)	614	83%	6	592	80%	5	421	57%	3	389	53%	3	396	53%	3	394	53%	3

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

16.3.764 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 over capacity with the AP2 revised scheme.

16.3.765 In scenarios 2 and 5, the change in traffic due to construction of the AP2 revised scheme will decrease the VoC on the A6042 Cross Street approach from 101% in the future baseline to 99%, with no corresponding change in the queue length.

16.3.766 In scenarios 3, 4 and 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the King Street approach from 74% in the future baseline to 107%, with a corresponding change in queue length from three PCU in the future baseline to four PCU.

A5066 Great Clowes Street/Broughton Lane

16.3.767 Table 18-222.39 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.39: A5066 Great Clowes Street/Broughton Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Great Clowes Street (north)	806	52%	10	823	53%	10	830	54%	10	871	56%	11	819	53%	10	871	56%	11
Broughton Lane (east)	354	88%	7	363	90%	7	372	92%	7	374	93%	7	365	91%	7	372	92%	7
Great Clowes Street (south)	387	36%	6	471	44%	7	477	45%	7	463	44%	7	474	44%	7	466	44%	7
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Great Clowes Street (north)	349	22%	6	655	44%	8	674	45%	8	699	47%	8	691	47%	7	689	46%	7
Broughton Lane (east)	153	36%	3	111	26%	2	127	30%	2	114	27%	2	99	24%	2	87	21%	2
Great Clowes Street (south)	1,080	78%	16	900	85%	13	895	86%	13	833	81%	12	851	83%	12	867	84%	12

16.3.768 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.

16.3.769 In scenario 3 the change in traffic due to construction of the AP2 revised scheme in the AM peak hour will increase the VoC on the Broughton Lane (east) approach from 88% in the future baseline to 93% in the AM peak hour with no change in corresponding queue lengths.

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

A576 Great Cheetham Street West/Lower Broughton Road

16.3.771 Table 18-222.40 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.40: A576 Great Cheetham Street West/Lower Broughton Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Lower Broughton Road (south)	58	18%	1	80	25%	2	93	29%	2	120	37%	2	89	28%	2	96	30%	2
A576 Great Cheetham Street West (west)	792	48%	9	824	49%	9	828	49%	9	832	50%	9	825	49%	9	848	50%	9
Lower Broughton Road (north)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A576 Great Cheetham Street West (east)	453	64%	7	429	60%	7	430	60%	7	442	62%	7	428	60%	7	429	60%	7
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Lower Broughton Road (south)	339	78%	6	417	96%	8	423	97%	8	434	100%	8	440	102%	8	429	99%	8
A576 Great Cheetham Street West (west)	568	46%	7	590	46%	8	598	47%	8	630	51%	8	673	54%	9	602	48%	8

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Lower Broughton Road (north)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A576 Great Cheetham Street West (east)	720	95%	11	634	84%	10	645	85%	10	695	92%	11	680	90%	10	681	90%	10

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

16.3.772 The assessment shows that in the AM peak hour the junction operates well within capacity in the 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.

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

16.3.774 In scenario 4, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Lower Broughton Road (south) approach from 78% in the future baseline to 102%, with a corresponding change in queue length from six PCU in the future baseline to eight PCU.

A56 Deansgate/King Street West/King Street

16.3.775 Table 18-222.41 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.41: A56 Deansgate/King Street West/King Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Deansgate (north)	104	13%	2	-	-	-	103	13%	2	103	13%	2	103	13%	2	101	13%	2	103	13%	2
King Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A56 Deansgate (south)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
King Street West	472	74%	8	-	-	-	497	78%	8	621	97%	10	623	98%	10	525	82%	9	624	98%	10
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
A56 Deansgate (north)	98	13%	2	-	-	-	96	12%	2	90	12%	2	85	11%	1	83	11%	1	83	11%	1
King Street*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A56 Deansgate (south)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
King Street West	632	96%	11	-	-	-	629	96%	11	622	95%	11	629	96%	11	618	94%	11	621	95%	11

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

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

16.3.777 In scenario 3 and 5, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the King Street West approach from 74% in the future baseline to 98% in the AM peak hour, with a corresponding change in queue length from 8 PCU in the future baseline to 10 PCU.

16.3.778 In scenario 4, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the King Street West approach from 96% in the future baseline to 94%, with no change in corresponding queue length.

A5063 Albion Way/Liverpool Street

16.3.779 Table 18-222.42 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 18-222.42: A5063 Albion Way/Liverpool Street junction future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Liverpool Street (east)	447	71%	11	455	72%	11	451	71%	11	452	72%	11	441	70%	11	447	71%	11
A5063 Albion Way northbound (south)	1,651	85%	27	1,674	86%	27	1,691	87%	28	1,717	89%	28	1,703	88%	28	1,697	88%	28
Liverpool Street (west)	487	64%	11	490	65%	11	504	66%	11	527	69%	12	495	65%	11	498	65%	11
A5063 Albion Way southbound (north)	1,332	101%	23	1,343	102%	23	1,353	103%	23	1,377	105%	23	1,346	102%	23	1,348	103%	23
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**			**AP2 revised scheme scenario 4**			**AP2 revised scheme scenario 5**		
Liverpool Street (east)	1,316	100%	27	1,308	100%	27	1,315	100%	27	1,327	101%	27	1,315	100%	27	1,315	101%	27
A5063 Albion Way northbound (south)	1,519	91%	27	1,528	92%	28	1,535	92%	28	1,531	92%	28	1,529	92%	28	1,530	92%	28
Liverpool Street (west)	301	59%	7	302	60%	7	302	60%	7	303	60%	7	301	59%	7	302	60%	7
A5063 Albion Way southbound (north)	1,153	81%	16	1,119	78%	15	1,132	79%	16	1,149	81%	16	1,125	79%	15	1,127	79%	15

16.3.780 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.

16.3.781 In scenario 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A5063 Albion Way southbound (north) approach from 101% in the future baseline to 105% in the AM peak hour, with no change in corresponding queue length.

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

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