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HS2

High Speed Rail (Crewe – Manchester) Environmental Statement

Volume 5: Appendix TR-003-00006_Report 1

Traffic and transport

MA06: Hulseheath to Manchester Airport/
MA07: Davenport Green to Ardwick/
MA08: Manchester Piccadilly Station
Transport Assessment Part 3 - Report 1 of 4

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Department for Transport

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MA06

18.1.2 The Proposed Scheme within the Hulseheath to Manchester Airport area (MA06) has four main components:

- the route of the Proposed Scheme, continuing from the north-eastern boundary of the Pickmere to Agden and Hulseheath area (MA03) and travelling in a north-east direction to the Davenport Green to Ardwick (MA07) area;
- Northern Powerhouse Rail (NPR) Manchester to Liverpool junction: provisions that will allow for future connections between HS2 services and future NPR services between Manchester and Liverpool;
- Ashley Infrastructure Maintenance Base – Rail (IMB-R): an infrastructure maintenance facility for the Proposed Scheme, occupying land adjacent to the route of the Proposed Scheme, to the south of the M56 and west of the Mid-Cheshire Line; and
- Manchester Airport High Speed station: an intermodal station to provide high speed rail connections to Manchester Airport and provisions for future NPR services and Metrolink services as well as local bus services.

18.1.3 There will also be the introduction of a temporary railhead at Ashley during construction to connect with the existing railway network, allowing the movement of excavated materials by rail and reducing construction vehicle movements on the highway network.

18.1.4 The route of the Proposed Scheme through the MA06 area will be approximately 10.7km long. The route will extend from Hulseheath in the west and will travel north-east towards Manchester Airport, where it will enter the Manchester tunnel south portal in the MA07 area.

18.1.5 The design of Manchester Airport High Speed station includes:

- provision of sufficient concourse and platform space to accommodate growth in rail passenger demand up to 2046, allowing for additional loading of train services and for growth beyond 2046, including passive provision and capacity for future NPR and Metrolink services;
- provision for access by sustainable modes, including walking and cycling to promote non-car access, including a new pedestrian cycle route to the west of Manchester Airport High Speed station; a new underpass at M56 junction 6/A538 Hale Road/Station Access gyratory, known as the M56/A538 Wilmslow Road offline non-motorised-user underpass; an extension to the M56 Hasty Lane underpass; and provision of 300 bicycle parking spaces;
- provision of dedicated taxi and private hire vehicle and private vehicle drop-off and pick-up facilities sized to accommodate the anticipated future demand, including four taxi/private hire vehicle pick-up bays, eight taxi/private hire vehicle drop-off bays, 33 taxi/private hire vehicle queuing bays, 25 private vehicle pick-up bays and 12 private vehicle drop-off bays. An additional 21 private vehicle pick-up bays are provided within the multi-storey car parks;
- provision of dedicated bus bays, including four public bus bays and one airport shuttle bus bay;
- provision of new multi-storey car parks comprising of 3,818 private vehicle car parking bays including 40 private vehicle bays for staff and 21 private vehicle pick-up bays; and
- changes to the highway and public transport network, including a new gyratory to the north of the A538 Hale Road with access to the Manchester Airport High Speed station.

18.1.6 There will be beneficial impacts associated with the operation of the Proposed Scheme, including substantially improved journey times between Manchester, north Cheshire, the Midlands and the south of England, increases to rail capacity, reduced pressure and lower crowding on the conventional rail network and improved Metrolink facilities.

18.1.7 The key issues within the MA06 area are related to the construction and operation of the Proposed Scheme and Manchester Airport High Speed station, construction of the railhead at Ashley and the Ashley IMB-R and crossing of the A556 Chester Road. In addition, in order to construct the Proposed Scheme, there will be a number of construction compounds within the MA06 area.

18.1.8 Changes to the existing road network will be required at the M56 junction 6 to accommodate Manchester Airport High Speed station, including:

- construction of a new gyratory to the north of the A538 Hale Road for eastbound traffic and for access to Manchester Airport High Speed station;

- construction of a modified junction at the A538 Hale Road/M56 junction 6 west (northbound slip roads)/A538 Wilmslow Road, changed from a priority roundabout to a signalised crossroad;
- construction of a modified junction at the A538 Wilmslow Road/M56 junction 6 east (southbound slip roads)/Runger Lane, changed from a signalised roundabout to a signalised crossroad;
- widening on the A538 Wilmslow Road between the western and eastern sides of the M56 junction 6 from two lanes in each direction to four lanes in each direction;
- closure of Hasty Lane 135m north-west of A538 Hale Road overbridge, with access to residential properties maintained via a new service road;
- temporary realignment of a section of the M56 south of junction 6 to accommodate construction of the M56 East Short Tunnel; and
- temporary realignment of the A538 Hale Road during the phased construction of Manchester Airport High Speed station.

18.1.9 Other changes to the existing highway network within the MA06 area include:

- temporary realignment of the A556;
- temporary road closures, including Millington Lane, Yarwoodheath Lane (no through road), Castle Mill Lane and Sunbank Lane;
- permanent road realignments, including Millington Lane realignment, A556 Chester Road realignment, Mobberley Road realignment (and associated Ashley Road diversion), Castle Mill Lane realignment, Sunbank Lane realignment and Thorley Lane realignment; and
- permanent road closures, including Tom Lane and Ashley Road where it crosses the Proposed Scheme, Lamb Lane where it crosses the Proposed Scheme and Brickhill Lane where it crosses the Proposed Scheme.

18.1.10 Buses use a number of routes which will be affected by the Proposed Scheme in this area and these will be temporarily diverted onto alternative routes.

18.1.11 The closure and diversion of roads will also have an impact on roadside footways on some roads in the MA06 area. The temporary and permanent closure, diversion and realignment of public rights of way (PRoW) will also be required.

18.1.12 In addition, a new PRoW, 730m in length, will be constructed between Ashley Road and the diverted Ashley Road, crossing the route of the Proposed Scheme underneath the Mid Cheshire (Railway) and Mobberley Road viaduct.

MA07

18.1.13 The Proposed Scheme within the Davenport Green to Ardwick area (MA07) has two main components:

- the route of the Proposed Scheme, continuing from the northern boundary of the Hulseheath to Manchester Airport area (MA06) proceeding in a northerly direction to the Piccadilly Station area (MA08); and
- NPR Manchester to Leeds junction: provisions that will allow for future connections between HS2 services and future NPR services between Manchester and Leeds.

18.1.14 The route of the Proposed Scheme through the MA07 area will be approximately 13.4km long, the majority of which will be in tunnel. The route will extend from Davenport Green in the south and travel north towards Withington and Longsight, before emerging from the Manchester Tunnel North portal at Ardwick Depot.

18.1.15 The key issues within the MA07 area are related to the construction of the Manchester tunnel and associated features, including four vent shafts. There will also be some impacts related to the construction and operation of the Proposed Scheme and Manchester Piccadilly High Speed station in the adjacent MA08 area. In addition, in order to construct the Proposed Scheme, there will be a number of construction compounds within the MA07 area.

18.1.16 Changes to the existing road network in MA07 will be required. This includes:

- temporary realignment of Rondin Road;
- temporary closure of Handsworth Street; and
- permanent road closures, including Rondin Road, Hooper Street, Glenbarry Street and the northern end of the A665 Midland Street, where they cross the route of the Proposed Scheme.

18.1.17 The closure and diversion of roads will also have an impact on roadside footways on some roads in the MA07 area. The temporary and permanent closure, diversion and realignment of PRoW will also be required.

18.1.18 In addition, there will be temporary impacts for passengers on the Metrolink Ashton Line. This is associated with the temporary closure of the line for a period of approximately two years to enable the relocation and extension of the Piccadilly Metrolink stop beneath the Manchester Piccadilly High Speed station in the adjacent MA08 area.

18.1.19 A replacement bus service will be in place during this period, which will call at bus stops close to the majority of the existing stops on the Metrolink Ashton Line, however, users of the Etihad Campus Metrolink stop will be required to board and alight the service at bus stops on the A662 Ashton New Road with an increase in journey length of up to 750m.

MA08

18.1.20 The route of the Proposed Scheme within the Manchester Piccadilly Station area (MA08) has five main components:

- the route of the Proposed Scheme, continuing from the northern boundary of the Davenport Green to Ardwick (MA07) area and terminating at the Manchester Piccadilly High Speed station;
- Manchester Piccadilly High Speed station: a new six-platform terminus station, including provision for future NPR services, adjoining the existing Manchester Piccadilly Station to the north;
- Metrolink realignment and enhancement: relocation of the existing Piccadilly Metrolink stop beneath the Manchester Piccadilly High Speed station, and enhancement from a two-platform to a four-platform tram stop; additionally, the building of a new Metrolink stop, called Piccadilly Central, to the north of Manchester Piccadilly High Speed station;
- NPR Manchester to Leeds junction: to provide for a future NPR route between Manchester and Leeds to connect to HS2; and
- modifications to the existing Manchester Piccadilly Station to allow integration of HS2 services at the new Manchester Piccadilly High Speed station with conventional rail services, future NPR services, Metrolink and buses serving the Manchester Piccadilly Station area.

18.1.21 The route of the Proposed Scheme through the MA08 area will be approximately 1km long. The route will extend from west of the A665 Midland Street and will travel north-west, predominantly along viaducts, towards the Manchester Piccadilly High Speed station, where the route will terminate.

18.1.22 The design of the Manchester Piccadilly High Speed station includes:

- provision of sufficient concourse and platform space to accommodate growth in rail passenger demand up to 2046, allowing for additional loading of train services and for growth beyond 2046, including passive provision and capacity for future NPR services;
- provision for access by sustainable modes, such as walking and cycling to promote non-car access, including new pedestrian access, a new cycleway along New Sheffield Street and provision of 523 bicycle parking spaces;
- provision of dedicated taxi, private hire vehicle and private vehicle drop-off and pick-up facilities at both New Sheffield Street and the eastern forecourt, including eight taxi/private hire pick-up bays, 13 taxi/private hire drop-off bays and 84 taxi/private hire waiting bays, 121 private vehicle pick-up bays and 18 private vehicle drop-off bays;
- provision of two new multi-storey car parks on Adair Street comprising of a total of 2,029 parking spaces, of these, 1,068 parking spaces will be provided to replace the loss of existing spaces and 961 parking spaces will be additional spaces;

- changes to the highway to provide access to Manchester Piccadilly High Speed station at New Sheffield Street and the eastern forecourt (accessed via B6469 Fairfield Street/Travis Street);
- changes to the public transport network to provide shuttle bus stops on New Sheffield Street and space provided for a bus/coach interchange facility at the Eastern Forecourt; and
- improved access to Metrolink services including relocation of Piccadilly Metrolink stop beneath Manchester Piccadilly High Speed station and provision for a new Metrolink stop immediately south-east of the Manchester Piccadilly High Speed station, called Piccadilly Central.

18.1.23 There will be beneficial impacts associated with the operation of the Proposed Scheme, including substantially improved journey times between Manchester, the Midlands and the south of England, increases to rail capacity, reduced pressure and lower crowding on the conventional rail network and improved Metrolink facilities.

18.1.24 The key issues within the MA08 area are related to the construction and operation of the Proposed Scheme and Manchester Piccadilly High Speed station. In addition, in order to construct the Proposed Scheme, there will be a number of construction compounds within the MA08 area.

18.1.25 Changes to the existing road network will be required to accommodate Manchester Piccadilly High Speed station, including:

- construction of a new gyratory linking the A665 Pin Mill Brow/Chancellor Lane, the A635 Ashton Old Road/Fairfield Street/Mancunian Way and B6469 Fairfield Street;
- permanent realignments associated with the new gyratory, including realignment of the A665 Pin Mill Brow, the A635 Ashton Old Road and the A635 Mancunian Way;
- permanent diversions associated with the new gyratory, including diversion of the A665 Chancellor Lane, the A635 Fairfield Street and B6469 Fairfield Street;
- construction of a new multi-modal access road, New Sheffield Street, that will run parallel to, and north of, Manchester Piccadilly High Speed station;
- closure of Travis Street between the diverted B6469 Fairfield Street and New Sheffield Street, associated with a new eastern forecourt which will be accessed via the diverted B6469 Fairfield Street/Travis Street; and
- construction of a modified junction at the A665 Great Ancoats Street/Adair Street junction to allow all traffic-movements to provide access to two new multi-storey car parks accessed off Adair Street.

18.1.26 Other changes to the existing highway network within the MA08 area will be required, including:

- temporary diversion of the A635 Fairfield Street during the construction of the A635/A665 Pin Mill Brow gyratory;
- temporary road closures during the construction of the A635/A665 Pin Mill Brow gyratory, including the A635 Mancunian Way (northbound and southbound), the A665 Chancellor Lane (south of, and at, the junction with Midland Street) and B6469 Fairfield Street;
- temporary closures associated with the other permanent highway changes, including the A6 London Road, Travis Street, Temperance Street, Chapelfield Road, Hoyle Street, Betley Street, Portugal Street East, Heyrod Street, Chapeltown Street, Helmet Street, St. Andrew's Square, Adair Street, River Street, Store Street, Jutland Street, Ducie Street and Dale Street;
- permanent road realignments, including the A6 London Road, Heyrod Street and the junction with Portugal Street East, Chapeltown Street and Ducie Street;
- permanent road closures, including a section of Helmet Street (between New Sheffield Street and St. Andrew's Street), Sheffield Street (to be replaced by New Sheffield Street) and Baird Street; and
- permanent road diversions, including St. Andrew's Street, Boad Street, Store Street and St. Andrew's Square.

18.1.27 The closure and diversion of roads will also have an impact on roadside footways on some roads in the MA08 area particularly around the existing Manchester Piccadilly station.

18.1.28 There will also be temporary impacts for users of the existing Manchester Piccadilly Station due to the diversion of pedestrian routes within the existing Manchester Piccadilly Station; the replacement of car parking associated with the Manchester Piccadilly Station and the temporary closure of the Piccadilly Metrolink stop associated with its relocation and expansion beneath the Manchester Piccadilly High Speed station.

18.1.29 The relocation and extension of the Piccadilly Metrolink stop beneath the Manchester Piccadilly High Speed station will result in temporary impacts for passengers on the Metrolink Ashton Line in the MA08 area. The replacement bus service will not stop at the existing Piccadilly Metrolink stop and therefore Ashton Line passengers will be required to board and alight the service at Piccadilly Gardens with an increase in journey length of up to 700m. Access to the Piccadilly Metrolink stop will be maintained for passengers from the west on the Eccles Line, however trams will turn back at Piccadilly until the new Piccadilly Metrolink stop becomes fully functional.

18.1.30 A full description of the assessment methodology is set out in Transport Assessment, Part 1, (see Volume 5: Appendix TR-001-00000), Section 3: Methodology, with specific details and exceptions outlined in the following sections.

18.2 Proposed Scheme construction description

Introduction

18.2.1 This section provides an overview of the construction traffic and transport impacts for the section of the Proposed Scheme that will pass through the MA06, MA07 and MA08 areas.

18.2.2 Construction of the Proposed Scheme is expected to commence in 2025 with construction activity continuing to 2038 (although activity in 2038 will be limited to testing and commissioning). Construction activities have been assessed against 2030 baseline traffic flows, irrespective of when they occur during the construction period.

Construction activities and phasing

18.2.3 Details of the main construction works and the time periods when each compound is operational are summarised in the indicative construction programme. For the construction programme refer to Volume 2: Community Area MA06, Hulseheath to Manchester Airport area, Section 2; Volume 2: Community Area MA07, Davenport Green to Ardwick area, Section 2; and Volume 2: Community Area MA08, Manchester Piccadilly Station area, Section 2.

18.2.4 A complete description of the works associated with the Proposed Scheme in the MA06-08 area is provided in Volume 2, Section 2 of the Environmental Statement. The construction works will be carried out throughout the site for the majority of the construction period. The overall programme has been outlined on a year by year basis. The key construction activities, along with their start dates, are provided in Table 18-1.

Table 18-1: Key highway construction activities in MA06, MA07 and MA08

Activity	Community Area (CA)	Start Date
Area Advance Works (MA06)	MA06	2025 Q2
Area Advance Works (MA07 and MA08)	MA07, MA08	2025 Q1
Manchester Airport High Speed station – site preparation and setup	MA06	2025 Q2
Commence Manchester Airport High Speed station construction	MA06	2027 Q2
Commence major highway works at M56 junction 6 (including A538 Hale Road/Station Access gyratory)	MA06	2027 Q2
Mid-Cheshire (Railway) viaduct	MA06	2027 Q3
M56 Hasty Lane underpass extension	MA06	2027 Q3
M56/A538 Wilmslow Road offline non-motorised-user underpass	MA06	2027 Q3
Sunbank Lane overbridge and highway realignment	MA06	2029 Q1
Ashley construction railhead	MA06	2031 Q3
Palatine Road vent shaft	MA07	2027 Q2

Activity	Community Area (CA)	Start Date
Ardwick box structure	MA07	2027 Q3
Birchfield's Road vent shaft	MA07	2027 Q4
Altrincham Road vent shaft	MA07	2028 Q1
Wilmslow Road vent shaft	MA07	2028 Q2
Manchester Piccadilly High Speed station – site preparation and setup	MA08	2025 Q2
Metrolink turnback facility	MA08	2025 Q2
Commence major highway works at Pin Mill Brow	MA08	2027 Q2
Commence Manchester Piccadilly High Speed station construction	MA08	2028 Q3
Piccadilly Approach viaduct	MA08	2029 Q2
Piccadilly Station viaduct	MA08	Q3 2029

Compounds and construction sites

18.2.5 The Proposed Scheme will be constructed from compounds. This will include main compounds that manage and coordinate the work from satellite compounds. Where material is required to be transferred from site haul movements to highway movements this will be undertaken through transfer nodes.

18.2.6 Table 18-2, Table 18-3 and Table 18-4 summarise the expected average and peak workforce (site workers plus staff) at each construction compound in MA06, MA07 and MA08 respectively. The location of the construction compounds and the associated construction Heavy Goods Vehicle (HGV) routes are shown in Volume 5, Traffic and transport Map Book, Map Series TR-08.

Table 18-2: Assumed workforce at construction sites in the MA06 area

Compound type	Compound name	Number of site workers (peak)	Number of staff (peak)	Total workforce (site plus staff)	
				Average	Peak
Satellite	Chapel Lane satellite compound	120	60	140	180
Satellite	Agden Brook viaduct satellite compound	75	45	94	120
Satellite	A556 Chester Road satellite compound	100	75	131	175
Satellite	Rostherne cutting satellite compound	110	75	134	185
Satellite	Blackburn's Brook satellite compound	115	45	104	160
Satellite	Birkin Brook satellite compound	95	45	93	140
Satellite	Ashley IMB-R satellite compound	100	53	97	145

Compound type	Compound name	Number of site workers (peak)	Number of staff (peak)	Total workforce (site plus staff)	
				Average	Peak
Rail Systems	Ashley railhead	200	40	161	210
Satellite	Birkenheath Covert satellite compound	150	60	108	205
Satellite	Mobberley Road north satellite compound	100	45	103	145
Satellite	Mobberley Road south satellite compound	80	45	84	125
Rail Systems	Mobberley Road satellite compound	100	15	61	110
Rail Systems	Ashley Station satellite compound	71	15	36	85
Satellite	Castle Mill Lane satellite compound	110	45	110	155
Satellite	River Bollin East viaduct satellite compound	85	45	104	130
Satellite	Sunbank Lane satellite compound	108	60	113	168
Satellite	M56 East satellite compound	126	105	165	231
Satellite	Manchester Airport High Speed station south satellite compound	81	45	101	126
Main	Manchester Airport High Speed station main compound	155	90	150	230
Satellite	Manchester Airport High Speed station north satellite compound	132	45	137	177
Main	Manchester Tunnel south portal main compound	390	143	209	525

Table 18-3: Assumed workforce at construction sites in the MA07 area

Compound type	Compound name	Number of site workers (peak)	Number of staff (peak)	Total workforce (site plus staff)	
				Average	Peak
Satellite	Altrincham Road vent shaft satellite compound	80	45	89	125
Satellite	Palatine Road vent shaft satellite compound	126	54	90	180
Satellite	Wilmslow Road vent shaft satellite compound	80	48	92	125
Satellite	Birchfield Road vent shaft satellite compound	126	54	98	180

Compound type	Compound name	Number of site workers (peak)	Number of staff (peak)	Total workforce (site plus staff)	
				Average	Peak
Main	Manchester tunnel north portal main compound	430	165	255	580
Satellite	Manchester tunnel north portal satellite compound	20	5	25	25

Table 18-4: Assumed workforce at construction sites in the MA08 area

Compound type	Compound name	Number of site workers (peak)	Number of staff (peak)	Total workforce (site plus staff)	
				Average	Peak
Satellite	Manchester approach viaduct satellite compound B	115	45	100	160
Satellite	Manchester approach viaduct satellite compound C	115	45	100	160
Satellite	Manchester approach viaduct satellite compound D	135	45	117	180
Main	Manchester Piccadilly High Speed station main compound	630	130	341	750
Satellite	Metrolink New Islington turnback satellite compound	30	10	34	40

18.2.7 Table 18-5, Table 18-6 and Table 18-7 provide details of the compound set up date and the duration of active use for compounds in MA06, MA07 and MA08 respectively. The duration of active use excludes any period where there are no substantial workforce trips or movement of materials to and from the compound.

18.2.8 Table 18-5, Table 18-6 and Table 18-7 also provide a summary of the HGV and car/light goods vehicle (LGV) access trips at each compound in the peak month of activity and during the busy period. For each compound, the peak month of activity is the month within which HGV traffic is at its highest for that compound. The busy period is the period during which HGV traffic serving that compound will be greater than 50% of the HGV traffic in the peak month. The average daily combined two-way vehicle trips[1] for the busy period is the lower end of the range shown and the average daily combined two-way vehicle trips for the peak month is the upper end of the range shown. The estimated duration of busy period is also provided.

[1] Two-way trips refer to the total number of vehicle movements in both directions (i.e. with 200 westbound (or arriving) vehicles and 100 eastbound (or departing), there would be 300 two-way trips).

18.2.9 The indicative construction programme in Volume 2, Section 2 illustrates how the phasing of activities at different compounds will generally be staggered and that construction activities at individual compounds may not occur over the whole duration presented in Table 18-5, Table 18-6 and Table 18-7.

Table 18-5: Typical vehicle trip generation for construction site compounds in the MA06 area

Compound type	Compound name	Indicative start/set up date (years/ quarter)	Estimated duration of active use (years/ months)	Average daily combined two–way car/LGV trips during busy period and within peak month of activity	Average daily combined two–way HGV trips during busy period and within peak month of activity	Estimated duration of busy period (months)
Satellite	Chapel Lane satellite compound	2027 Q2	3 years	251-310	87-102	6
Satellite	Agden Brook viaduct satellite compound	2027 Q2	3 years and 6 months	164-210	88-104	6
Satellite	A556 Chester Road satellite compound	2027 Q2	4 years and 6 months	229-306	433-520	15
Satellite	Rostherne cutting satellite compound	2027 Q2	5 years	233-320	437-486	11
Satellite	Blackburn's Brook satellite compound	2027 Q2	4 years and 3 months	196-278	91-114	9
Satellite	Birkin Brook satellite compound	2027 Q3	2 years and 9 months	135-184	70-90	5
Satellite	Ashley IMB-R satellite compound	2027 Q2	6 years	187-268	196-258	20
Rail systems	Ashley railhead	2031 Q3	4 years	247-302	53-64	39
Satellite	Birkenheath Covert satellite compound	2027 Q3	6 years	235-354	224-252	20
Satellite	Mobberley Road north satellite compound	2027 Q2	4 years and 9 months	144-194	94-114	6
Satellite	Mobberley Road south satellite compound	2027 Q2	5 years and 3 months	130-182	224-266	22
Rail systems	Mobberley Road satellite compound	2031 Q1	1 year	148-148	4-4	4
Rail systems	Ashley Station satellite compound	2030 Q3	1 year and 3 months	122-122	4-4	4
Satellite	Castle Mill Lane satellite compound	2027 Q2	4 years	209-270	107-136	6

Compound type	Compound name	Indicative start/set up date (years/ quarter)	Estimated duration of active use (years/ months)	Average daily combined two–way car/LGV trips during busy period and within peak month of activity	Average daily combined two–way HGV trips during busy period and within peak month of activity	Estimated duration of busy period (months)
Satellite	River Bollin East viaduct satellite compound	2027 Q2	1 year and 9 months	203-220	40-48	6
Satellite	Sunbank Lane satellite compound	2027 Q2	4 years and 6 months	203-290	477-526	5
Satellite	M56 East satellite compound	2027 Q2	4 years and 6 months	211-294	243-312	3
Satellite	Manchester Airport High Speed station south satellite compound	2027 Q2	6 years and 3 months	133-166	49-78	16
Main	Manchester Airport High Speed station main compound	2025 Q2	8 years and 3 months	264-346	214-318	13
Satellite	Manchester Airport High Speed station north satellite compound	2027 Q2	6 years and 3 months	188-238	126-166	47
Main	Manchester tunnel south portal main compound	2025 Q2	9 years	555-750	543-614	16

Table 18-6: Typical vehicle trip generation for construction site compounds in the MA07 area

Compound type	Compound name	Indicative start/set up date (years/ quarter)	Estimated duration of active use (years/ months)	Average daily combined two–way car/LGV trips during busy period and within peak month of activity	Average daily combined two–way HGV trips during busy period and within peak month of activity	Estimated duration of busy period (months)
Satellite	Altrincham Road vent shaft satellite compound	2028 Q1	4 years and 6 months	84-92	64-86	8
Satellite	Palatine Road vent shaft satellite compound	2027 Q2	6 years	133-182	128-154	6
Satellite	Wilmslow Road vent shaft satellite compound	2028 Q2	4 years and 6 months	84-92	85-92	4
Satellite	Birchfields Road vent shaft satellite compound	2027 Q3	5 years and 9 months	131-182	78-92	5
Main	Manchester tunnel north portal main compound	2025 Q2	9 years	225-306	156-210	63
Satellite	Manchester tunnel north portal satellite compound	2025 Q2	6 years and 6 months	22-22	253-316	7

Table 18-7: Typical vehicle trip generation for construction site compounds in the MA08 area

Compound type	Compound name	Indicative start/set up date (years/ quarter)	Estimated duration of active use (years/ months)	Average daily combined two–way car/LGV trips during busy period and within peak month of activity	Average daily combined two–way HGV trips during busy period and within peak month of activity	Estimated duration of busy period (months)
Satellite	Manchester approach viaduct satellite compound B	2027 Q2	4 years and 9 months	25-34	52-78	11
Satellite	Manchester approach viaduct satellite compound C	2027 Q2	4 years and 9 months	25-34	52-78	11
Satellite	Manchester approach viaduct satellite compound D	2027 Q2	4 years and 9 months	27-38	52-78	11
Main	Manchester Piccadilly High Speed station main compound	2025 Q2	6 years and 3 months	124-188	428-576	12
Satellite	Metrolink New Islington turnback satellite compound	2025 Q2	9 months	8-8	14-14	2

Construction HGV routes

18.2.10 Construction vehicle movements required to construct the Proposed Scheme will include the delivery of plant and materials, movement of excavated materials and site workforce trips. Works will include utilities diversions, earthworks, and the construction of underpasses, viaducts, bridges and highways.

18.2.11 HGV have been routed, where reasonably practicable, along the strategic or primary road network, although some access locations will be via secondary roads. Where reasonably practicable, the use of the local road network has been limited to site set up, access for environmental surveys and ongoing servicing (including refuse collection and general deliveries).

18.2.12 The location of the compounds and the associated construction HGV routes are shown on the Volume 5, Traffic and transport Map Book, Map Series TR-08.

MA06

18.2.13 Table 18-8 summarises the construction HGV routes to and from each compound in the MA06 area to the main road network. For some compounds, Table 18-8 includes multiple construction HGV routes. This is either because the construction HGV route varies depending on the origin/destination of the trip or because the construction HGV route varies over time to account for changes to the highway network through the construction period.

18.2.14 The average daily combined two-way HGV trips reported in Table 18-5 represent the total number of HGV movements to and from each compound during the busy period and in the peak month of activity on all of the available construction routes combined. Where multiple construction HGV routes are shown in Table 18-8, the split of construction traffic between the available construction HGV routes will vary based on the point in the construction programme and the origin/destination of the construction HGV traffic.

Table 18-8: Construction HGV routes for construction compounds in the MA06 area

Compound name(s)	Access routes to/from compound(s) to main road network
Chapel Lane satellite compound	Chapel Lane, A5034 Chester Road, B5569 Chester Road, Old Hall Lane and A556 (to be used before and after the Chapel Lane temporary slip roads are open) A556, A5034 Chester Road and Chapel Lane (incoming from the north only, to be used before and after the Chapel Lane temporary slip roads are open) Chapel Lane, Chapel Lane temporary slip roads and A556 (to be used while the Chapel Lane temporary slip roads are open)

Compound name(s)	Access routes to/from compound(s) to main road network
Agden Brook viaduct satellite compound	On-site construction traffic route, Millington Lane, Chester Road, B5569 Chester Road, Old Hall Lane and A556
A556 Chester Road satellite compound	On-site construction traffic route, A556 (access to/from A556 northbound carriageway only)
Rostherne cutting satellite compound Blackburn's Brook satellite compound	Route to/from north: On-site construction traffic route, Cherry Tree Lane, Birkinheath Lane, Ashley Road, A5034 Mereside Road, A50 Warrington Road, B5569 Chester Road, Old Hall Lane and A556 (outgoing only, to be used before opening and after closure of the M56 temporary overbridge) A556, Chester Road, Cherry Tree Lane and on-site construction traffic route (incoming only, to be used before opening and after closure of the M56 temporary overbridge) On-site construction traffic route, Tom Lane, M56 temporary overbridge, Yarwoodheath Lane and M56 junction 7-8 (to be used while the M56 temporary overbridge is open) Route to/from south: On-site construction traffic route, Cherry Tree Lane, Birkinheath Lane, Ashley Road, A5034 Mereside Road, A50 Warrington Road, B5569 Chester Road, Old Hall Lane and A556 (outgoing only, to be used before opening and after closure of the M56 temporary overbridge) A556, Old Hall Lane, B5569 Chester Road, Chester Road and Cherry Tree Lane and on-site construction traffic route (incoming only, to be used before opening and after closure of the M56 temporary overbridge) On-site construction traffic route, Tom Lane, M56 temporary overbridge, Yarwoodheath Lane and M56 junction 7-8 (to be used while the M56 temporary overbridge is open)
Birkin Brook satellite compound Ashley IMB-R satellite compound	On-site construction traffic route, Ashley Road and A5034 Mereside Road, A50 Warrington Road, B5569 Chester Road, Old Hall Lane and A556 (to be used before opening and after closure of the M56 temporary overbridge) On-site construction traffic route, Tom Lane, M56 temporary overbridge, Yarwoodheath Lane and M56 junction 7-8 (to be used while the M56 temporary overbridge is open)
Ashley railhead	Mobberley Road, On-site construction traffic route, Ashley Road, A5034 Mereside Road, A50 Warrington Road, B5569 Chester Road, Old Hall Lane and A556 (to be used before opening of the M56 temporary overbridge) Mobberley Road, On-site construction traffic route, Ashley Road, on-site construction traffic route, Tom Lane, M56 temporary overbridge, Yarwoodheath Lane and M56 junction 7-8 (to be used while the M56 temporary overbridge is open and before opening of the Ashley Road diversion and Mobberley Road realignment) Mobberley Road realignment, Ashley Road diversion, on-site construction traffic route, Tom Lane, M56 temporary overbridge, Yarwoodheath Lane and M56 junction 7/8 (to be used while the M56

Compound name(s)	Access routes to/from compound(s) to main road network
	temporary overbridge is open and after opening of the Ashley Road diversion and Mobberley Road realignment) Mobberley Road realignment, Ashley Road diversion, Ashley Road, A5034 Mereside Road, A50 Warrington Road, B5569 Chester Road, Old Hall Lane and A556 (to be used after closure of the M56 temporary overbridge)
Birkenheath Covert satellite compound	Onsite construction traffic route, Ashley Road, A5034 Mereside Road, A50 Warrington Road, B5569 Chester Road, Old Hall Lane and A556 (to be used before opening of the M56 temporary overbridge) On-site construction traffic route, Ashley Road, on-site construction traffic route, Tom Lane, M56 temporary overbridge, Yarwoodheath Lane and M56 junction 7-8 (to be used while the M56 temporary overbridge is open and before opening of the Ashley Road diversion and Mobberley Road realignment) Ashley Road diversion, on-site construction traffic route, Tom Lane, M56 temporary overbridge, Yarwoodheath Lane and M56 junction 7/8 (to be used while the M56 temporary overbridge is open and after opening of the Ashley Road diversion and Mobberley Road realignment) Ashley Road diversion, Ashley Road, A5034 Mereside Road, A50 Warrington Road, B5569 Chester Road, Old Hall Lane and A556 (to be used after closure of the M56 temporary overbridge)
Mobberley Road north satellite compound	Route to/from the west: Mobberley Road, Ashley Road and A5034 Mereside Road (to be used before opening of the M56 temporary overbridge) Mobberley Road, Ashley Road, on-site construction traffic route, M56 temporary overbridge, Yarwoodheath Lane and the A556 (to be used while the M56 temporary overbridge is open and before opening of the Ashley Road diversion and Mobberley Road realignment) Mobberley Road realignment, Ashley Road diversion, on-site construction traffic route, M56 temporary overbridge, Yarwoodheath Lane and the A556 (to be used while the M56 temporary overbridge is open and after opening of the Ashley Road diversion and Mobberley Road realignment) Mobberley Road realignment, Ashley Road diversion, Ashley Road, A5034 Mereside Road, A50 Warrington Road, B5569 Chester Road, Old Hall Lane and A556 (to be used after closure of the M56 temporary overbridge) Route to/from the east: Mobberley Road, Back Lane, Tanyard Lane, Castle Mill Lane, Mill Lane and the A538 Wilmslow Road (to be used before opening of and while the M56 temporary overbridge is open)
Mobberley Road south satellite compound	Mobberley Road, Ashley Road, A5034 Mereside Road, A50 Warrington Road, B5569 Chester Road, Old Hall Lane and A556 (to be used before opening of the M56 temporary overbridge) Mobberley Road, Ashley Road, on-site construction traffic route, Tom Lane, M56 temporary overbridge, Yarwoodheath Lane and M56 junction 7-8 (to be used while the M56 temporary overbridge is open

Compound name(s)	Access routes to/from compound(s) to main road network
	and before opening of the Ashley Road diversion and Mobberley Road realignment) Mobberley Road realignment, Ashley Road diversion, on-site construction traffic route, Tom Lane, M56 temporary overbridge, Yarwoodheath Lane and M56 junction 7/8 (to be used while the M56 temporary overbridge is open and after opening of the Ashley Road diversion and Mobberley Road realignment) Mobberley Road realignment, Ashley Road diversion, Ashley Road, A5034 Mereside Road (to be used after closure of the M56 temporary overbridge)
Mobberley Road satellite compound	Route to/from the west: Mobberley Road, Ashley Road, A5034 Mereside Road, A50 Warrington Road, B5569 Chester Road, Old Hall Lane and A556 (to be used before opening of the M56 temporary overbridge) Mobberley Road, Ashley Road, on-site construction traffic route, Tom Lane, M56 temporary overbridge, Yarwoodheath Lane and the A556 (to be used while the M56 temporary overbridge is open and before opening of the Ashley Road diversion and Mobberley Road realignment) Mobberley Road realignment, Ashley Road diversion, on-site construction traffic route, M56 temporary overbridge, Yarwoodheath Lane and the A556 (to be used while the M56 temporary overbridge is open and after opening of the Ashley Road diversion and Mobberley Road realignment) Mobberley Road realignment, Ashley Road diversion, Ashley Road, A5034 Mereside Road, A50 Warrington Road, B5569 Chester Road, Old Hall Lane and A556 (to be used after closure of the M56 temporary overbridge) Route to/from the east: Mobberley Road, Back Lane, Tanyard Lane, Castle Mill Lane, Mill Lane and the A538 Wilmslow Road (to be used before opening of and while the M56 temporary overbridge is open)
Ashley Station satellite compound	Hough Green, Cow Lane, Ashley Road, A5034 Mereside Road, A50 Warrington Road, B5569 Chester Road, Old Hall Lane and A556 (to be used before opening of and while the M56 temporary overbridge is open) Hough Green, Cow Lane, Ashley Road, on-site construction traffic route, Tom Lane, M56 temporary overbridge, Yarwoodheath Lane and M56 junction 7-8 (to be used while the M56 temporary overbridge is open and before opening of the Ashley Road diversion and Mobberley Road realignment) Hough Green, Cow Lane, Mobberley Road realignment, Ashley Road diversion, on-site construction traffic route, Tom Lane, M56 temporary overbridge, Yarwoodheath Lane and M56 junction 7-8 (to be used while the M56 temporary overbridge is open and after opening of the Ashley Road diversion and Mobberley Road realignment) Hough Green, Cow Lane, Mobberley Road realignment, Ashley Road diversion, Ashley Road, A5034 Mereside Road, A50 Warrington Road, B5569 Chester Road, Old Hall Lane and A556 (to be used after closure of the M56 temporary overbridge)

Compound name(s)	Access routes to/from compound(s) to main road network
Castle Mill Lane satellite compound	Castle Mill Lane, Mill Lane and A538 Wilmslow Road
River Bollin East viaduct satellite compound Sunbank Lane satellite compound	Sunbank Lane and A538 Wilmslow Road
M56 East satellite compound Manchester Airport High Speed station south satellite compound Manchester Airport High Speed station main compound Manchester Airport High Speed station north satellite compound	A538 Hale Road (to/from M56 junction 6)
Manchester tunnel south portal main compound	Route to/from east: Thorley Lane, Enterprise Way and A555 Ringway Road West Route to/from west: Thorley Lane, Enterprise Way and M56 Airport Spur Route to/from south: Thorley Lane, Runger Lane and A538 Wilmslow Road

18.2.15 Table 18-9 summarises the peak daily construction traffic flows associated with the Proposed Scheme, both in HGV and total vehicles, on roads within the MA06 area that form part of construction HGV routes. In the MA06 area, the main construction HGV routes from the Strategic Road Network (SRN) will be (ordered by road class from south to north):

- M56 (including junction 6, junction 7 and junction 8);
- A556 (between Chapel Lane and the M56 junction 7 and 8);
- A538 Wilmslow Road/Hale Road (between Mill Lane and Hasty Lane);
- B5569 Chester Road (between the A556 and the A5034 Mereside Road);
- Thowler Lane (between Back Lane and Boothbank Lane);
- Millington Lane (between Chester Road and Boothbank Lane);
- Chester Road (between the B5569 Chester Road and Cherry Tree Lane);
- Cherry Tree Lane (between Chester Road and Marsh Lane);
- Yarwoodheath Lane (between Tom Lane and the A556);
- Tom Lane (between Cherry Tree Lane and Yarwoodheath Lane);
- Birkinheath Lane (between Marsh Lane and Ashley Road);
- Ashley Road (between the A5034 Mereside Road and Back Lane);
- Mobberley Road (between Sugar Brook Farm and Ashley Road);

- Cow Lane (between Back Lane and Ashley Road);
- Back Lane (between Ashley Road and Castle Mill Lane);
- Tanyard Lane (between Back Lane and Castle Mill Lane);
- Castle Mill Lane (between Tanyard Lane and Ashley Road);
- Brickhill Lane (between Ashley Plant Hire & Reclamations Ltd and Back Lane);
- Mill Lane (between Mill Lane and the A538 Wilmslow Road);
- Sunbank Lane (between Chapel Lane and the A538 Wilmslow Road);
- Runger Lane (between the A538 Wilmslow Road and Thorley Lane);
- Hasty Lane (between the A538 Hale Road and the M56);
- Thorley Lane (between Roaring Gate Lane and Enterprise Way);
- Roaring Gate Lane (between Thorley Lane and Manchester tunnel south portal main compound); and
- Enterprise Way (between Outwood Lane West and the A555 Ringway West).

Table 18-9: MA06 peak daily construction traffic flow

Location	Direction*	Daily peak HGV vehicles	Daily peak all vehicles
Ashley Road (between Rostherne Lane and A5034 Mereside Road)	NB	133	265
	SB	338	496
Mobberley Road (between Ashley Road Diversion and Breach House Lane)	NB	208	231
	SB	208	231
Ashley Road (between Birkinheath Lane and Rostherne Lane)	EB	133	238
	WB	338	429
Ashley Road Diversion (between Mobberley Road and Birkinheath Lane)	EB	267	430
	WB	267	419
Birkinheath Lane (between Marsh Lane and Ashley Road)	EB	296	311
	WB	0	2
B5569 Chester Road (between Chapel Lane and A556 southbound off-slip)	NB	227	231
	SB	205	285
Mobberley Road realignment (between Ashley Road diversion and Back Lane)	NB	92	170
	SB	68	163
A538 Wilmslow Road (between Sunbank Lane and Mill Lane)	NB	72	652
	SB	72	622
Mill Lane/Castle Mill Lane/Tanyard Lane/Back Lane (between A538 Wilmslow Road and Mobberley Road)	EB	72	511
	WB	52	466
Chester Road (between A556 southbound off-slip and Millington Lane)	NB	311	866
	SB	112	123
Millington Lane (between Booth Bank Lane and Chester Road)	EB	112	148

Location	Direction*	Daily peak HGV vehicles	Daily peak all vehicles
	WB	112	528
A556 (between M56 junction 8 and off-slip to B5569 Chester Road)	NB	1,277	2,574
	SB	1,249	2,896
Cherry Tree Lane (between Chester Road and Marsh Lane)	NB	296	512
	SB	0	123
Chapel Lane/Sunbank Lane (between Greengate and A538 Wilmslow Road)	EB	273	280
	WB	273	280
A538 Wilmslow Road (between Sunbank Lane and Runger Lane)	NB	299	969
	SB	299	903
Runger Lane (between A538 Wilmslow Road and Avro Way)	EB	274	400
	WB	274	388
A538 Wilmslow Road (between Runger Lane and A538 Hale Road)	EB	564	993
	WB	88	952
A538 Hale Road (between A538 Hale Road/station access gyratory southbound and A538 Hale Road/station access gyratory northbound)	WB	341	944
Runger Lane (between Avro Way and Thorley Lane)	NB	274	481
	SB	274	386
Enterprise Way (between Thorley Lane and Terminal 2 Roundabout)	NB	58	61
	SB	58	61
Thorley Lane (between Etrop Grange Hotel access and Bailey Lane)	EB	58	136
	WB	58	61
Thorley Lane (between Jet Parks 1 and Etrop Grange Hotel access)	EB	58	135
	WB	58	61
Thorley Lane (between Sydney Avenue and Jet Parks 1)	EB	58	385
	WB	58	145
Thorley Lane (between Runger Lane and Sydney Avenue)	EB	58	240
	WB	58	173
Thorley Lane (between Shay Lane and Runger Lane)	EB	332	361
	WB	332	387

**NB = northbound; SB = southbound; EB = eastbound; and WB = westbound*

MA07

18.2.16 Table 18-10 summarises the construction HGV routes to and from each compound in the MA07 area to the main road network. For some compounds, Table 18-10 includes multiple construction HGV routes. This is either because the construction HGV route varies depending on the origin/destination of the trip or because the construction HGV route

varies over time to account for changes to the highway network through the construction period.

18.2.17 The average daily combined two-way HGV trips reported in Table 18-6 represent the total number of HGV movements to and from each compound during the busy period and in the peak month of activity on all of the available construction HGV routes combined. Where multiple construction HGV routes are shown in Table 18-10, the split of construction traffic between the available construction HGV routes will vary based on the point in the construction programme and the origin/destination of the construction HGV traffic.

Table 18-10: Construction HGV routes for construction compounds in the MA07 area

Compound name(s)	Access routes to/from compound(s) to main road network
Altrincham Road vent shaft satellite compound	A560 Altrincham Road
Palatine Road vent shaft satellite compound	B5167 Palatine Road and A5103 Princess Parkway B5167 Palatine Road, A5145 Barlow Moor Road and A5103 Princess Parkway
Wilmslow Road vent shaft satellite compound	B5093 Wilmslow Road, A5145 Barlow Moor Road and A5103 Princess Parkway B5093 Wilmslow Road, A5145 Wilmslow Road and A34 Kingsway B5093 Wilmslow Road, Tatton Street (westbound), B5167 Palatine Road, A5145 Barlow Moor Road and A5103 Princess Parkway (outgoing only) A5103 Princess Parkway, A5145 Barlow Moor Road, B5093 Wilmslow Road, Marriott Street (eastbound) and B5167 Palatine Road (incoming only) B5093 Wilmslow Road, A6010/A34 Moseley Road and A34 Kingsway
Birchfields Road vent shaft satellite compound	A34 Birchfields Road, A34 Moseley Road and A34 Kingsway A34 Birchfields Road/Anson Road/Upper Brook Street and A57(M) Mancunian Way A34 Birchfields Road, A6010 Moseley Road, B5093 Wilmslow Road, A5145 Barlow Moor Road and A5103 Princess Parkway (for infrequent use only)
Manchester tunnel north portal main compound	Rondin Road and A635 Ashton Old Road
Manchester tunnel north portal satellite compound	Rondin Road and A635 Ashton Old Road

18.2.18 Table 18-11 summarises the peak daily construction traffic flows associated with the Proposed Scheme, both in HGV and total vehicles, on roads within the MA07 area that form part of construction HGV routes. In the MA07 area, the main construction HGV routes from the SRN will be (ordered by road class from south to north):

- M56 (including junction 2 and junction 3a);
- M60 (including junction 3, junction 5 and junction 23);
- A34 Kingsway/Birchfields Road/Anson Road (between the M60 junction 3 and the A57(M) Mancunian Way);

- A5145 Barlow Moor Road/Wilmslow Road (between the A5103 Princess Road and the A34 Kingsway);
- A560 Altrincham Road;
- A5103 Princess Parkway/Princess Road (between the M56 junction 3a and the A5145 Barlow Moor Road);
- A5145 Wilmslow Road;
- A6010 Pottery Lane (between Gorton Road and the A635 Ashton Old Road);
- A635 Ashton Old Road/Manchester Road (between the M60 junction 23 and the A665 Pin Mill Brow);
- A665 Midland Street (between the A665 Chancellor Lane and the A635 Ashton Old Road);
- B5167 Palatine Road (between the A5103 Princess Parkway and the B5093 Wilmslow Road);
- B5166 Church Road;
- B5093 Wilmslow Road/Moseley Road (between the A5145 Barlow Moor Road and the A6010 Moseley Road);
- Tatton Grove (between the B5167 Palatine Road and the B5093 Wilmslow Road);
- Marriott Street (between the B5167 Palatine Road and the B5093 Wilmslow Road);
- Gorton Road (between Gable Street and the A6010 Pottery Lane);
- Stainforth Street (between the A635 Ashton Old Road and Gorton Street);
- Gable Street (between the A635 Ashton Old Road and Gorton Road); and
- Rondin Road (south of the A635 Ashton Old Road).

Table 18-11: MA07 peak daily construction traffic flow

Location	Direction	Daily peak HGV vehicles	Daily peak all vehicles
A560 Altrincham Road (between Greenwood Road and M56 junction 2)	EB	15	104
	WB	15	94
A560 Altrincham Road (between M56 junction 3a and Greenwood Road)	EB	15	103
	WB	15	93
A34 Kingsway (between M56 junction 1 and Fairmile Drive)	NB	258	447
	SB	258	385
A5103 Princess Parkway (between M56 junction 3a and B5167 Palatine Road slip road)	NB	143	1,788
	SB	143	1,911
B5167 Palatine Road (between Longley Lane and Moor End)	EB	67	145
	WB	67	164
B5167 Palatine Road (between A5103 Princess Parkway and Longley Lane)	EB	67	145
	WB	67	203

Location	Direction	Daily peak HGV vehicles	Daily peak all vehicles
A34 Kingsway (between Fairmile Drive and B5095 Wilmslow Road)	NB	258	410
	SB	258	345
B5167 Palatine Road (between Moor End and B5166 Church Road)	EB	67	107
	WB	67	164
A34 Kingsway (between B5095 Wilmslow Road and A5145 Wilmslow Road)	NB	258	396
	SB	258	348
A5145 Wilmslow Road (between A5145 Parrs Wood Lane and A34 Kingsway)	NB	29	66
	SB	8	20
A5103 Princess Parkway (between B5167 Palatine Road slip road and M60 junction 5)	NB	86	1,664
	SB	86	1,707
A34 Kingsway (between A5145 Parrs Wood Lane and A5145 Wilmslow Road)	NB	247	348
	SB	258	348
A5145 Wilmslow Road (between Kingston Road and Parrs Wood Road)	EB	15	20
	WB	15	20
A5145 Wilmslow Road (between Parrs Wood Road and A5145 Parrs Wood Lane)	EB	15	20
	WB	15	20
A5145 Parrs Wood Lane (between A5145 Wilmslow Road and Burnage Lane)	EB	29	67
	WB	0	0
A34 Kingsway (between A5145 Parrs Wood Lane and Queensway)	NB	247	328
	SB	247	301
A5145 Wilmslow Road (between Kingston Road and A5145 Barlow Moor Road)	NB	15	23
	SB	15	23
A626 Tiviot Way (between Water Street and M60 junction 27)	EB	666	762
A34 Kingsway (between Queensway and Lane End Road)	NB	247	318
	SB	247	299
B5167 Palatine Road (between B5166 Church Road and Mill Lane)	NB	47	73
	SB	47	118
A5103 Princess Road (between M60 junction 5 and Merseybank Avenue)	NB	28	390
	SB	28	311
B5093 Wilmslow Road (between A5145 Barlow Moor Road and Lapwing Lane)	NB	52	56
	SB	52	58
A5145 Barlow Moor Road (between B5167 Palatine Road and A5145 Wilmslow Road)	EB	45	82
	WB	45	85
A5145 Barlow Moor Road (between Burton Road and B5167 Palatine Road)	EB	28	69
	WB	28	60
A5103 Princess Road (between Merseybank Avenue and Darley Avenue)	NB	28	390
	SB	28	310

Location	Direction	Daily peak HGV vehicles	Daily peak all vehicles
A5145 Barlow Moor Road (between Elizabeth Slinger Road and Burton Road)	EB	28	80
	WB	28	60
A34 Kingsway (between Lane End Road and Southlea Road)	NB	247	315
	SB	247	296
A5145 Barlow Moor Road (between A5103 Princess Road southbound on-slip and Elizabeth Slinger Road)	EB	28	80
	WB	28	60
A5103 Princess Road (between Darley Avenue and A5145 Barlow Moor Road)	NB	28	272
B5093 Wilmslow Road (between Lapwing Lane and B5167 Palatine Road)	NB	52	69
	SB	52	71
A5145 Barlow Moor Road (between A5103 Princess Road southbound on-slip and A5103 Princess Road northbound off-slip)	EB	28	89
	WB	0	4
A34 Kingsway (between Southlea Road and Green End Road)	NB	247	295
	SB	247	296
A34 Kingsway (between Green End Road and Mauldeth Road)	NB	247	297
	SB	247	281
B5093 Wilmslow Road (between Burton Road and Copson Street)	NB	4	18
	SB	4	12
A34 Kingsway (between Mauldeth Road and Talbot Road)	NB	247	293
	SB	247	281
B5093 Wilmslow Road (between Copson Street and Mauldeth Road)	EB	4	17
	WB	4	12
B5093 Wilmslow Road (between Mauldeth Road and Egerton Road)	NB	4	18
	SB	4	10
A34 Kingsway (between Talbot Road and B5093 Moseley Road)	NB	247	274
	SB	247	265
B5093 Wilmslow Road (between Egerton Road and B5093 Moseley Road)	NB	4	18
	SB	4	11
B5093 Moseley Road (between Ladybarn Lane and A34 Birchfields Road)	EB	4	42
	WB	4	25
A34 Moseley Road (between A34 Birchfields Road and A34 Kingsway)	EB	247	258
	WB	247	266
B5093 Moseley Road (between B5093 Wilmslow Road and Ladybarn Lane)	EB	4	37
	WB	4	16
A34 Birchfields Road (between A34 Moseley Road and Lytham Road)	NB	250	262
	SB	250	258
A34 Birchfields Road (between Lytham Road and Old Hall Lane)	NB	242	263

Location	Direction	Daily peak HGV vehicles	Daily peak all vehicles
	SB	242	243
A34 Birchfields Road (between Old Hall Lane and Birch Hall Lane)	NB	242	258
	SB	242	245
A34 Birchfields Road (between Birch Hall Lane and A6010 Dickenson Road)	NB	242	251
	SB	242	245
A34 Anson Road (between Denison Road and Hathersage Road)	NB	242	249
	SB	242	245
A34 Anson Road (between A6010 Dickenson Road and Denison Road)	NB	242	249
	SB	242	245
A34 Upper Brook Street (between Hathersage Road and Grafton Street)	NB	242	248
	SB	242	245
A635 Manchester Road (between Capital Road and Ashton Hill Lane)	EB	221	242
	WB	221	241
A635 Ashton Old Road (between Abbey Hey Lane and Capital Road)	EB	221	242
	WB	221	241
A635 Ashton Old Road (between Vine Street and Abbey Hey Lane)	EB	221	242
	WB	221	241
A635 Ashton Old Road (between Vine Street and Fairfield Road)	EB	221	242
	WB	221	241
A635 Ashton Old Road (between Louisa Street and Fairfield Road)	EB	221	242
	WB	221	241
A635 Ashton Old Road (between Cornwall Street and Louisa Street)	EB	221	242
	WB	221	241
A635 Ashton Old Road (between Victoria Street and Cornwall Street)	EB	221	242
	WB	221	248
A635 Ashton Old Road (between Louisa Street and Fairfield Road)	EB	221	242
	WB	221	241
A635 Ashton Old Road (between Cornwall Street and Louisa Street)	EB	221	242
	WB	221	241
A635 Ashton Old Road (between Victoria Street and Cornwall Street)	EB	221	242
	WB	221	248
A635 Ashton Old Road (between Victoria Street and Widnes Street)	EB	221	242
	WB	221	248
A635 Ashton Old Road (between Widnes Street and Dakley Street)	EB	221	249
	WB	221	248
A635 Ashton Old Road (between Greenside Street and Dakley Street)	EB	221	242
	WB	221	242

Location	Direction	Daily peak HGV vehicles	Daily peak all vehicles
A635 Manchester Road (between Ashton Hill Lane and B6390 Audenshaw Road)	EB	221	242
	WB	221	250
A635 Ashton Old Road (between A6010 Pottery Lane and Greenside Street)	EB	221	242
	WB	221	242
A635 Ashton Old Road (between Stainforth Street and A6010 Pottery Lane)	EB	221	249
	WB	221	242
A635 Ashton Old Road (between Gable Street and Stainforth Street)	EB	221	249
	WB	221	242
A635 Ashton Old Road (between A665 Midland Street and Gable Street)	EB	304	346
	WB	304	341
A662 Droylsden Road (between Lumb Lane and Assheton Avenue)	EB	221	242
	WB	221	252
A635 Manchester Road (between Park Road and Lumb Lane)	EB	221	261
	WB	221	257
A6140 Moss Way (between M60 junction 23 eastbound off-slip and M60 junction 23 westbound on-slip)	NB	0	0
	SB	221	315
A635 Manchester Road (between A662 Droylsden Road and A6140 Lord Sheldon Way)	EB	221	261
	WB	221	257
A6140 Moss Way (between M60 junction 23 and A635 Manchester Road)	NB	221	281
	SB	221	257
A635 Manchester Road (between A6140 Moss Way and A6140 Lord Sheldon Way)	EB	221	261
	WB	221	257

MA08

18.2.19 Table 18-12 summarises the construction HGV routes to and from each compound in the MA08 area to the main road network. For some compounds, Table 18-12 includes multiple construction HGV routes. This is either because the construction HGV route varies depending on the origin/destination of the trip or because the construction HGV route varies over time to account for changes to the highway network through the construction period.

18.2.20 The average daily combined two-way HGV trips reported in Table 18-7 represent the total number of HGV movements to and from each compound during the busy period and in the peak month of activity on all of the available construction HGV routes combined. Where multiple construction HGV routes are shown in Table 18-12, the split of construction traffic between the available construction HGV routes will vary based on the point in the construction programme and the origin/destination of the construction HGV traffic.

Table 18-12: Construction HGV routes for construction compounds in the MA08 area

Compound name	Compound access	Access route(s) to/from compound to main road network
Manchester approach viaduct satellite compound B	A635/A665 Pin Mill Brow gyratory	Route to/from the west: A635/A665 Pin Mill Brow gyratory, A635 Mancunian Way and A57(M) Mancunian Way Route to/from the east: A635/A665 Pin Mill Brow gyratory and A635 Ashton Old Road
Manchester approach viaduct satellite compound C	A635/A665 Pin Mill Brow gyratory	Route to/from the west: A635/A665 Pin Mill Brow gyratory, A635 Mancunian Way and A57(M) Mancunian Way Route to/from the east: A635/A665 Pin Mill Brow gyratory and A635 Ashton Old Road
Manchester approach viaduct satellite compound D	B6469 Fairfield Street	Route to/from the west: B6469 Fairfield Street, A635/A665 Pin Mill Brow gyratory, A635 Mancunian Way and A57(M) Mancunian Way Route to/from the east: B6469 Fairfield Street, A635/A665 Pin Mill Brow gyratory and A635 Ashton Old Road
Manchester Piccadilly High Speed station main compound	Store Street	Route to/from the west: Store Street, A665 Great Ancoats Street, A635/A665 Pin Mill Brow gyratory, A635 Mancunian Way and A57(M) Mancunian Way Store Street, A6 London Road, B6469 Fairfield Street, A635/A665 Pin Mill Brow gyratory, A635 Mancunian Way and A57(M) Mancunian Way (outgoing only) A57(M) Mancunian Way, A6 London Road, A6 Whitworth Street, A6 Aytoun Street, A6 London Road and Store Street (incoming only) Route to/from the east: Store Street, A665 Great Ancoats Street, A635/A665 Pin Mill Brow gyratory and A635 Ashton Old Road
Manchester Piccadilly High Speed station main compound	Adair Street	Route to/from the west: Adair Street, A665 Great Ancoats Street, A635/A665 Pin Mill Brow gyratory, A635 Mancunian Way and A57(M) Mancunian Way Route to/from the east: Adair Street, A665 Great Ancoats Street, A635/A665 Pin Mill Brow gyratory and A635 Ashton Old Road
Manchester Piccadilly High Speed station main compound	St Andrew's Street	Route to/from the west: St. Andrew's Street, B6469 Fairfield Street, A635/A665 Pin Mill Brow gyratory, A635 Mancunian Way and A57(M) Mancunian Way Route to/from the east: St. Andrew's Street, B6469 Fairfield Street, A635/A665 Pin Mill Brow gyratory and A635 Ashton Old Road
Manchester Piccadilly High Speed station main compound	Helmet Street	Route from the west: A57(M) Mancunian Way, A635 Mancunian Way, A635/A665 Pin Mill Brow gyratory, A665 Great Ancoats Street and Helmet Street (incoming only) Route to the east: Helmet Street, St. Andrew's Street, B6469 Fairfield Street, A635/A665 Pin Mill Brow gyratory and A635 Ashton Old Road (outgoing only)

Compound name	Compound access	Access route(s) to/from compound to main road network
Manchester Piccadilly High Speed station main compound	Travis Street	Route to/from the west: Travis Street, B6469 Fairfield Street, A635/A665 Pin Mill Brow gyratory, A635 Mancunian Way and A57(M) Mancunian Way Route to/from the east: Travis Street, B6469 Fairfield Street, A635/A665 Pin Mill Brow gyratory and A635 Ashton Old Road
Manchester Piccadilly High Speed station main compound	Ducie Street	Route to/from the west: B6181 Ducie Street, A6 London Road and A57(M) Mancunian Way (outgoing only) A57(M) Mancunian Way, A6 London Road, A6 Whitworth Street, A6 Aytoun Street, Auburn Street and B6181 Ducie Street (incoming only) Ducie Street, Peak Street, Laystall Street, A665 Great Ancoats Street, A635/A665 Pin Mill Brow gyratory, A635 Mancunian Way and A57(M) Mancunian Way (outgoing only) A57(M) Mancunian Way, A635 Mancunian Way, A635/A665 Pin Mill Brow gyratory, A665 Great Ancoats Street and Ducie Street (incoming only) Route to/from the east: Ducie Street, Peak Street, Laystall Street, A665 Great Ancoats Street, A635/A665 Pin Mill Brow gyratory and A635 Ashton Old Road (outgoing only) A635 Ashton Old Road, A635/A665 Pin Mill Brow gyratory, A665 Great Ancoats Street and Ducie Street (incoming only)
Metrolink New Islington turnback satellite compound	A662 Pollard Street	Route to/from the west: A662 Pollard Street, A665 Great Ancoats Street, A635/A665 Pin Mill Brow gyratory, A635 Mancunian Way and A57(M) Mancunian Way Route to/from the east: A662 Pollard Street, A665 Great Ancoats Street, A635/A665 Pin Mill Brow gyratory and A635 Ashton Old Road

18.2.21 Table 18-13 summarises the peak daily construction traffic flows associated with the Proposed Scheme, both in HGV and total vehicles, on roads within the MA08 area that form part of construction HGV routes. In the MA08 area, the main construction HGV routes from the SRN will be (ordered by road class from south to north):

- M602 (including junction 3);
- A635 Ashton Old Road/Fairfield Street/Mancunian Way (between the A665 Midland Street and A57(M) Mancunian Way);
- A665 Chancellor Lane/Pin Mill Brow/Great Ancoats Street (between the A665 Midland Street and Laystall Street);
- A57(M) Mancunian Way (between the A57 Egerton Street and the A635 Mancunian Way);
- A57 Egerton Street/Dawson Street/Regent Road (between the M602 junction 3 and the A57(M) Mancunian Way);

- A34 Upper Brook Street/Brook Street (between the A57(M) Mancunian Way and Swinton Grove);
- A6 London Road/Whitworth Street/Aytoun Street (between Auburn Street and the A57(M) Mancunian Way)
- A662 Pollard Street (between A665 Great Ancoats Street and Carruthers Street);
- B6469 Fairfield Street (between the A635 Mancunian Way and Coburg Street);
- Dark Lane (between North Western Street and the A665 Chancellor Lane);
- North Western Street (between the A635 Mancunian Way and Dark Lane);
- Helmet Street (between St. Andrew's Street and the A665 Great Ancoats Street);
- St. Andrew's Street (between the B6469 Fairfield Street and Helmet Street);
- Travis Street (between the B6469 Fairfield Street and Adair Street);
- Adair Street (between Travis Street and the A665 Great Ancoats Street);
- Coburg Street (between the B6469 Fairfield Street and the A6 Aytoun Street);
- Minshull Street South (between the B6469 Fairfield Street and the A6 Whitworth Street);
- Auburn Street (between the A6 Aytoun Street and the A6 London Road);
- Store Street (between the A6 London Road and the A665 Great Ancoats Street);
- Ducie Street (between the A6 London Road and the A665 Great Ancoats Street);
- Longacre Street (between Chapeltown Street and Churchgate Buildings);
- Churchgate Buildings (between Longacre Street and Heyrod Street);
- Heyrod Street (between Churchgate Buildings and Norton Street);
- Norton Street (between Heyrod Street and Adair Street);
- Betley Street (between Heyrod Street and Adair Street);
- Laystall Street (between Peak Street and the A665 Great Ancoats Street); and
- Peak Street (between Store Street and Laystall Street).

Table 18-13: MA08 peak daily construction traffic flow

Location	Direction	Daily peak HGV vehicles	Daily peak all vehicles
A34 Upper Brook Street (between Hathersage Road and Grafton Street)	NB	242	248
	SB	242	245
A34 Upper Brook Street (between Grafton Street and A5184 Plymouth Grove)	NB	242	248
	SB	242	245
A34 Upper Brook Street (between A5184 Plymouth Grove and Brunswick Street)	NB	242	256
	SB	242	247
A34 Upper Brook Street (between Brunswick Street and Booth Street East)	NB	242	243
	SB	242	247
	NB	242	243

Location	Direction	Daily peak HGV vehicles	Daily peak all vehicles
A34 Upper Brook Street (between Booth Street East and Grosvenor Street)	SB	242	247
Mancunian Way (between A34 Brook Street and Sackville Street)	EB	0	0
	WB	242	247
A6 London Road (between Grosvenor Street and Travis Street)	NB	0	0
	SB	20	27
A635 Mancunian Way (between A6 London Road and A635 Fairfield Street diversion)	EB	371	406
	WB	359	377
A635 Fairfield Street diversion (between A635 Mancunian Way and A665 Chancellor Lane diversion)	WB	328	370
A6 London Road (between A57(M) Mancunian Way and Travis Street)	NB	0	0
	SB	20	22
A635 Fairfield Street diversion (between A635 Ashton Old Road realignment and A665 Chancellor Lane diversion)	SB	328	370
B6469 Fairfield Street diversion (between St. Andrew's Street diversion and A635 Mancunian Way)	EB	20	22
	WB	40	44
A635 Ashton Old Road (between A665 Chancellor Lane and A665 Midland Street)	EB	289	326
	WB	289	321
A6 London Road (between Travis Street and Altrincham Street)	NB	0	0
	SB	20	22
A57 Regent Road (between B5461 Ordsall Lane and A6042 Trinity Way)	EB	211	248
	WB	211	265
A665 Pin Mill Brow (between A665 Great Ancoats Street and A635 Fairfield Street)	NB	72	78
	SB	485	523
A635 Mancunian Way northbound realignment (between A635 Fairfield Street diversion and A665 Pin Mill Brow realignment)	EB	485	534
	WB	154	174
B6469 Fairfield Street (between Travis Street and St Andrew's Street diversion)	EB	0	0
	WB	20	22
A6 London Road (between Altrincham Street and B6469 Fairfield Street)	NB	0	0
	SB	20	22
A57 Regent Road (between A5066 Oldfield Road and B5461 Ordsall Lane)	EB	211	247
	WB	211	251
B6469 Fairfield Street (between A6 London Road and Travis Street)	EB	0	0
	WB	20	22
A665 Pin Mill Brow realignment (between A635 Ashton Old Road realignment and A635 Mancunian Way northbound realignment)	NB	291	325
	SB	291	313
New Sheffield Street (between Adair Street and St. Andrew's Street diversion)	EB	0	0
	WB	238	269

Location	Direction	Daily peak HGV vehicles	Daily peak all vehicles
A57 Regent Road (between Goodiers Drive and Oldfield Road)	EB	211	248
	WB	211	256
Adair Street (between Station Car Park Access and St. Andrew's Square)	EB	291	313
	WB	291	313
A665 Great Ancoats Street (between Helmet Street and Every Street)	NB	291	325
	SB	291	313
A57 Regent Road (between Goodiers Drive and A5066 Oldfield Road)	EB	211	248
	WB	211	256
A665 Great Ancoats Street (between Every Street and Adair Street)	NB	291	324
	SB	291	313
Adair Street (between St. Andrew's Square and A665 Great Ancoats Street)	NB	291	313
	SB	291	313
A57 Regent Road (between M602 junction 3 and Goodiers Drive)	EB	211	248
	WB	211	257
A57 Regent Road (internal link through M602 junction 3)	NB	211	276
	SB	211	248

Traffic management, road closures and diversions

18.2.22 The construction of the Proposed Scheme has been planned to limit disruption to travellers due to traffic management, road closures or diversions. Nonetheless, the construction of the Proposed Scheme will require the temporary closure or restriction of and/or diversion of some existing highways as well as traffic management. Where temporary closures are necessary and no temporary alternative route is provided, the general approach is to undertake the closures for short discrete periods to ensure that the impact on users is minimised, insofar as reasonably practicable. TA, Part 1 (TR-001-00001), Section 4 sets out the general approach to mitigation for construction which includes constructing new roads prior to the closure of any existing roads where reasonably practicable.

18.2.23 Where site haul routes, created adjacent to the route of the Proposed Scheme, cross the existing road network, traffic control measures will be implemented and could include the provision of temporary signals or roundabouts, which will be removed on completion of the works. These traffic control measures are not expected to have a substantial impact on traffic flows and delays for vehicle occupants and non-motorised road users.

18.2.24 Utility works have been assessed in detail where they are major and where the traffic and transport impacts from the works separately, or in combination with other works, will be greater than other construction activities arising within the area. Minor utility works are

expected to result in only localised traffic and pedestrian diversions, which will often be of short-term duration. No additional substantial impacts from these works are expected. Similarly, other minor works will involve a low level of use of local roads. Such use is not expected to give rise to substantial construction traffic impacts.

18.2.25 Permanent road closures are addressed in the operational assessment.

Public rights of way, closures and diversions

18.2.26 The construction of the Proposed Scheme will require the temporary closure of and/or diversion of some existing footpaths and roadside footways as well as some bridleways. The impact on footpaths (including roadside footways), cycle ways and bridleway links along the route of the Proposed Scheme has been reduced, insofar as reasonably practicable, through the design process. TA, Part 1, (TR-001-00000), Section 4 sets out the general approach to mitigation for construction which includes constructing new PRoW and roadside footways prior to the closure of any existing PRoW or roadside footways, where reasonably practicable.

18.2.27 As with highways, where site haul routes, created adjacent to the route of the Proposed Scheme, cross the existing PRoW network, active control measures will be implemented to manage the safety of PRoW users and could include staffed crossings and the provision of temporary gates or signals, which will be removed on completion of the works. These control measures are not expected to have a substantial impact on delays for pedestrian, cyclist or equestrian users of the network.

18.3 Proposed Scheme assessment of construction impacts

Key construction transport issues

18.3.1 The construction assessment takes account of all of the impacts of the Proposed Scheme in the MA06-08 area. The temporary traffic and transport impacts in this area will include:

- construction and workforce vehicle movements to and from the various construction compounds;
- road closures, realignments and diversions;
- major works at the M56 junction 6 in the MA06 area and the introduction of a gyratory system between the A635 Mancunian Way, the A635 Fairfield Street, the A665 Pin Mill Brow and the A665 Chancellor Lane (referred to as the A635/A665 Pin Mill Brow gyratory) in the MA08 area;
- alternative routes for PRoW and roadside footways; and
- possessions and blockades on the conventional rail network.

18.3.2 In addition, there will be impacts on the existing Manchester Piccadilly Station due to construction work which could affect users of the station and users of the adjacent highway network.

18.3.3 The construction assessment has also considered any impacts in this area that arise from construction of the Proposed Scheme in the adjoining CA.

Highway network

Highway diversions, realignments and closures

MA06

18.3.4 As part of the construction of the modified junction at the M56 junction 6 and the associated A538 Hale Road/Station Access gyratory, there will be temporary highway changes to facilitate the construction of the permanent highway diversions and realignments which are as follows:

- M56 south of junction 6 - temporary realignment of a 1.4km section of the M56 south of junction 6 for three years and three months to accommodate the construction of the M56 East tunnel, resulting in a change in journey length of less than 100m; and
- A538 Hale Road - temporary realignment of a 300m section of the A538 Hale Road for a period of two years and eight months during the phased construction of Manchester Airport High Speed station. Users will be diverted along the A538 Hale Road temporary realignment, resulting in a change in journey length of less than 100m.

18.3.5 There will also be temporary highway changes associated with the construction of the other permanent highway diversions and realignments which are as follows (from west to east):

- Millington Lane - temporary closure of Millington Lane for one year and nine months to facilitate the construction of Millington Lane overbridge and associated highway works. A diversion via Peacock Lane and the B5569 Chester Road will be in place during the closure, increasing journey length by up to 4km;
- A556 - temporary realignment of the northbound carriageway of A556 to facilitate the construction of the A556 Chester Road overbridge, for a period of one year and seven months. The realignment will be constructed 25m north-west of the existing alignment for 400m, resulting in a change in journey length of less than 100m;
- Yarwoodheath Lane (no-through road) - temporary closure of Yarwoodheath Lane for one year. Traffic travelling from Cherry Tree Lane to Yarwood Heath Farm will be diverted along Cherry Tree Lane, the B5569 Chester Road, the A50 Warrington Road and the A556, increasing the overall journey length by up to 9.6km. Traffic from Yarwood Heath Farm to Cherry Tree Lane will be diverted along the A556, the B5569 Chester Road and Cherry Tree Lane, increasing the overall journey length by up to 3.3km;
- Castle Mill Lane - temporary closure of Castle Mill Lane for one year and three months to facilitate the construction of Castle Mill Lane overbridge. Traffic will be diverted via the existing and diverted Brickhill Lane, increasing journey length by up to 415m; and
- Sunbank Lane - temporary closure of Sunbank Lane for six years and three months to facilitate construction of the realigned Sunbank Lane and Sunbank Lane overbridge. Traffic will be diverted along Chapel Lane, Greengate, High Elm Road, the A538 Hale Road, the A538 Wilmslow Road before re-joining Sunbank Lane, increasing journey length by up to 3.3km.

18.3.6 These may involve lane closures and partial lane closures under traffic control for the tie-in of the new alignments, intermittent lane restrictions and temporary road closures. Closures and diversions will be restricted to short-term overnight and/or weekend closures where reasonably practicable.

18.3.7 Permanent realignments, diversions and closures are considered under the operational assessment.

MA07

18.3.8 Temporary road or lane closures and associated diversions will be required in a number of locations in MA07 including (from south to north):

- Rondin Road - temporary realignment of Rondin Road for six years during construction. Access along Rondin Road will be maintained. The realignment will be constructed 15m west of the existing alignment, resulting in a change in journey length of less than 100m; and
- Handsworth Street - temporary closure of a section of Handsworth Street for six months during construction. Access will be maintained during construction with traffic controlled by temporary traffic signals. There will be no change in journey length.

18.3.9 These may involve lane closures and partial lane closures under traffic control for the tie-in of the new alignments, intermittent lane restrictions and temporary road closures. Closures

and diversions will be restricted to short-term overnight and/or weekend closures where reasonably practicable.

18.3.10 Permanent realignments, diversions and closures are considered under the operational assessment.

MA08

18.3.11 Temporary road or lane closures and associated diversions will be required in a number of locations in MA08 including (from south to north):

- A635 Fairfield Street - permanent diversion, 200m south of its current alignment for 590m, to form the eastern side of the new A635/A665 Pin Mill Brow gyratory. During construction, a temporary diversion will be in place for a period of one year. Westbound traffic will be diverted via the A665 Chancellor Lane and the A665 Chancellor Lane diversion, increasing journey length by 337m;
- A635 Mancunian Way (northbound) - permanent realignment within the existing footprint. During construction, there will be periodic, partial, temporary closures of up to one week intervals over a period of three years and six months. During this time, traffic flow along the carriageway will be maintained, resulting in no change in journey length;
- A635 Mancunian Way (southbound) - permanent realignment to form the western side of the new A635/A665 Pin Mill Brow gyratory. During construction, there will be periodic, partial, temporary closures of up to one week intervals over a period of three years and six months. During this time, traffic will be diverted via the A665 Pin Mill Brow, the A665 Chancellor Lane and the diverted A665 Chancellor Lane, increasing journey length by up to 422m;
- A665 Chancellor Lane - permanent diversion into the new A635/A665 Pin Mill Brow gyratory and permanent closure of the section north of the junction with Midland Street. The permanent diversion will be constructed offline for a period of one year and six months. During this time, a partial temporary closure will be required (south of, and at the junction with Midland Street). Traffic will still be able to use the A665 Chancellor Lane but will be restricted to one lane under traffic signal control, resulting in no change in journey length;
- B6469 Fairfield Street - temporary closure of a 400m section of the B6469 Fairfield Street at its junction with St. Andrew's Street for a period of one year to allow the construction of a new junction. Temporary widening will allow traffic to continue through the junction, resulting in no change in journey length. Following completion of construction, this section will be permanently diverted into the A635/A665 Pin Mill Brow gyratory;
- A6 London Road - permanent realignment of the A6 London Road within the existing footprint. A partial temporary closure will be required for a period of one year and nine months to enable alterations to the junction with Ducie Street. Additional closures over a period of up to seven months will be required to enable the replacement of the pedestrian footbridge, realignment of the Metrolink and alterations to the existing loading bay access. Traffic management will be in place reducing the carriageway to one lane, resulting in no change to journey length;
- Travis Street - a section of Travis Street (between the B6469 Fairfield Street and Adair Street) will be permanently closed for through-traffic, with the road reinstated to provide access to

the multi-modal transport hub. During construction, a temporary closure of Travis Street will be required between the New Sheffield Street and Adair Street, for a period of six years, to facilitate the construction of the Manchester Piccadilly High Speed station and vertical realignment required for the new car parks. During this time, vehicles will be diverted via Adair Street, the A665 Great Ancoats Street/Pin Mill Brow/Chancellor Lane, the diverted A665 Chancellor Lane and the diverted B6469 Fairfield Street, increasing journey length by up to 1.5km;

- Temperance Street - temporary closure of a 200m section of Temperance Street for a period of two years to enable amendments to the Hoyle Street and Temperance Street junction. Traffic will be diverted via Hoyle Street, resulting in a change in journey length of less than 100m;
- Chapelfield Road - temporary closure of Chapelfield Road for a period of two years to enable improvement works. For the section between Hoyle Street and Temperance Street, traffic will be diverted via Hoyle Street and Temperance Street, resulting in a change in journey length of less than 100m. No diversion is required during the temporary closure of the section between Temperance Street and Mellor Street;
- Hoyle Street - permanent closure of a 160m section of Hoyle Street between Temperance Street and North Western Street. A temporary closure of a section of the road (between Chapelfield Road and the A635 Mancunian Way) will be required for a period of up to six years during construction. Traffic from the A635 Mancunian Way will be diverted via Crane Street and Chapelfield Road, increasing journey length by up to 526m. Traffic from Chapelfield Road will be diverted via Temperance Street, the B6469 Fairfield Street, A6 London Road and the A635 Mancunian Way, increasing journey length by up to 895m;
- Betley Street - temporary closure of Betley Street for a period of six years, to enable the realignment of Adair Street and alterations to the Betley Street and Adair Street junction. During this time, traffic will be diverted via Norton Street and Heyrod Street, increasing journey length by up to 173m;
- Portugal Street East - temporary closure of Portugal Street East for a period of three months, to enable works to facilitate connection to Heyrod Street. On completion of construction, Portugal Street East will be reopened;
- Heyrod Street - temporary closure of the southern end of Heyrod Street, for a period of three months, to facilitate changes to the junction with Portugal Street East. On completion of construction Heyrod Street will be reopened. There are existing business along this section of Heyrod Street for which access will be retained;
- Chapeltown Street - partial temporary closure of an 85m section at the south-western end of Chapeltown Street, for a period of nine months, to enable construction of a new junction with New Sheffield Street. Traffic travelling from Store Street to Chapeltown Street will be diverted via Jutland Street, Peak Street, Laystall Street and the A665 Great Ancoats Street, increasing journey length by up to 736m;
- Helmet Street - permanent closure of the southern section of Helmet Street. A temporary closure of the remaining section will be required for a period of five years, to enable widening of the highway. During this time, traffic will be diverted via the St. Andrew's Street diversion and the new A635/A665 Pin Mill Brow gyratory, increasing journey length by up to 758m;

- St. Andrew's Square - temporary closure of St Andrew's Square for a period of five years and nine months to facilitate alterations to the vertical alignment required for the new car parks, resulting in no change in journey length;
- Adair Street - temporary closure of the southern section of Adair Street for a period of six years, to facilitate alterations to the vertical realignment required for the new car parks, and a temporary closure at the northern extent for a period of four months to improve the junction with the A665 Great Ancoats Street. During this time, vehicles will be diverted via the A665 Great Ancoats Street/Pin Mill Brow/Chancellor Lane, the diverted A665 Chancellor Lane and the diverted B6469 Fairfield Street, increasing journey length by up to 1.2km. On completion, Adair Street will be re-opened;
- River Street - temporary closure of River Street at its junction with Chapelfield Road for a period of one year. Traffic will be diverted along Rachel Street, Hoyle Street and Chapelfield Road, increasing journey length by up to 139m;
- Store Street - permanent closure of an 85m section of Store Street at the southern end between the A6 London Road and Boad Street, to facilitate the connection to New Sheffield Street and Manchester Piccadilly High Speed station. A 260m section between Boad Street and Jutland Street will be temporarily closed for a period one year to facilitate a change in level along Store Street. Traffic will be diverted via Jutland Street, Ducie Street and the A6 London Road, increasing journey length by up to 1.3km. Finishing works will be carried out later in the programme and will take three months to complete. On completion of construction this section of Store Street will be reopened;
- Jutland Street temporary closure of Jutland Street at its junction with Store Street, for a period of three months to enable alterations to the vertical alignment. Traffic will be diverted via Ducie Street, Peak Street, Laystall Street, the A665 Great Ancoats Street and Store Street, increasing journey length by up to 829m;
- Ducie Street - temporary closure at the south-western end of Ducie Street for a period of three months to facilitate the construction of a new junction and realignment. Traffic will be diverted via Peak Street, Laystall Street, the A665 Great Ancoats Street, Newton Street and the A6 London Road, increasing journey length by up to 858m. In addition, temporary measures such as traffic management and intermittent passing places will be implemented for a period of one year and nine months along Ducie Street to enable junction improvements with the A6 London Road, resulting in no change in journey length; and
- Dale Street - temporary closure of Dale Street at the southern end of Dale Street for a period of three months, to facilitate changes to the junction with Ducie Street. During this time, traffic will be diverted via Newton Street, Lena Street and the A6 London Road, increasing journey length by 265m. On completion of construction Dale Street will be reopened.

18.3.12 These may involve lane closures and partial lane closures under traffic control for the tie-in of the new alignments, intermittent lane restrictions and temporary road closures. Closures and diversions will be restricted to short-term overnight and/or weekend closures where reasonably practicable.

18.3.13 Permanent realignments, diversions and closures are considered under the operational assessment.

Highway network analysis

18.3.14 The impacts of construction of the Proposed Scheme on the highway network have been assessed by undertaking strategic model runs for a number of 'with HS2' construction scenarios, and by comparing the flows and delays against the 2030 future baseline scenario.

18.3.15 Changes have been made within the strategic model to reflect construction including HS2 construction traffic and changes to the road network including road closures, traffic management and changes to junction operations. These scenarios are only relevant to some aspects of the assessment, essentially those related to highway impacts due to the combination of highway changes and construction traffic. These are changes in:

- traffic flows;
- junction performance; and
- bus journey times.

MA06

18.3.16 In using the strategic models, the impacts and effects have been considered in a utilities scenario and four main scenarios representing the main construction phases. These scenarios ensure that the assessment addresses the different combinations and interactions of advance works, utility works, temporary highway closures and diversions and construction lorry movements through the construction period. As the MA06 area is covered by two modelled areas, with the M6 junction 19 model covering the more rural western part of the area, south of the River Bollin, and the Greater Manchester SATURN Model and the Greater Manchester Public Transport Model covering the more urban eastern part of the area, north of the River Bollin, there are a separate set of scenarios for the western and eastern parts. The scenarios in the west of the MA06 area are:

- scenario 1, peak between 2025 Q1 and 2027 Q2. This corresponds with the construction compound set up. This scenario equates to 60% of the overall peak in construction traffic across the whole construction period;
- scenario 2, peak between 2027 Q3 and 2029 Q1. This corresponds with the peak in construction traffic movements prior to the installation of the M56 temporary overbridge at Yarwoodheath Lane. This scenario equates to 98% of the overall peak in construction traffic across the whole construction period;
- scenario 3, peak between 2029 Q2 and 2031 Q3. This corresponds with the peak in construction traffic following the opening of the M56 temporary overbridge at Yarwoodheath Lane. This scenario equates to 100% of the overall peak in construction traffic across the whole construction period; and
- scenario 4, peak after 2031 Q3. This corresponds with the peak in construction traffic movements following the removal of the M56 temporary overbridge at Yarwoodheath Lane and decommissioning of construction compounds following the completion of all construction works. This scenario also includes opening of the Ashley Road diversion and

Mobberley Road realignment. This scenario equates to 46% of the overall peak in construction traffic across the whole construction period.

18.3.17 The scenarios in the east of the Hulseheath to Manchester Airport area are:

- utilities scenario, peak in 2025 Q1. This corresponds with the utility works in the area including any works to low voltage overhead or underground lines, gas pipes, sewers and telecommunication cables. Whilst there will be some construction traffic during this period, it is likely to be minimal;
- scenario 1, peak between 2025 Q2 and 2029 Q3. This corresponds with the peak in construction traffic movements following the construction of the temporary realignment of the A538 Hale Road. This scenario equates to 96% of the overall peak in construction traffic across the whole construction period;
- scenario 2, peak between 2029 Q4 and 2030 Q2. This corresponds with the peak in construction traffic movements during the main construction works at the M56 junction 6. This scenario equates to 100% of the overall peak in construction traffic across the whole construction period;
- scenario 3, peak between 2030 Q3 and 2031 Q2. This corresponds with the peak in construction traffic movements following the opening of the modified M56 junction 6 and the associated A538 Hale Road/Station Access gyratory. This scenario equates to 74% of the overall peak in construction traffic across the whole construction period; and
- scenario 4, peak after 2031 Q2. This corresponds with the peak in construction traffic movements following the decommissioning of construction compounds and the completion of all construction works. This scenario equates to 57% of the overall peak in construction traffic across the whole construction period.

18.3.18 Due to the complexity of the highway works around the Manchester Airport High Speed station and M56 junction 6, Figure 18-1, Figure 18-2 and Figure 18-3 show the proposed highway layouts during these construction scenarios.

Figure 18-1: Utilities scenario (future baseline layout)

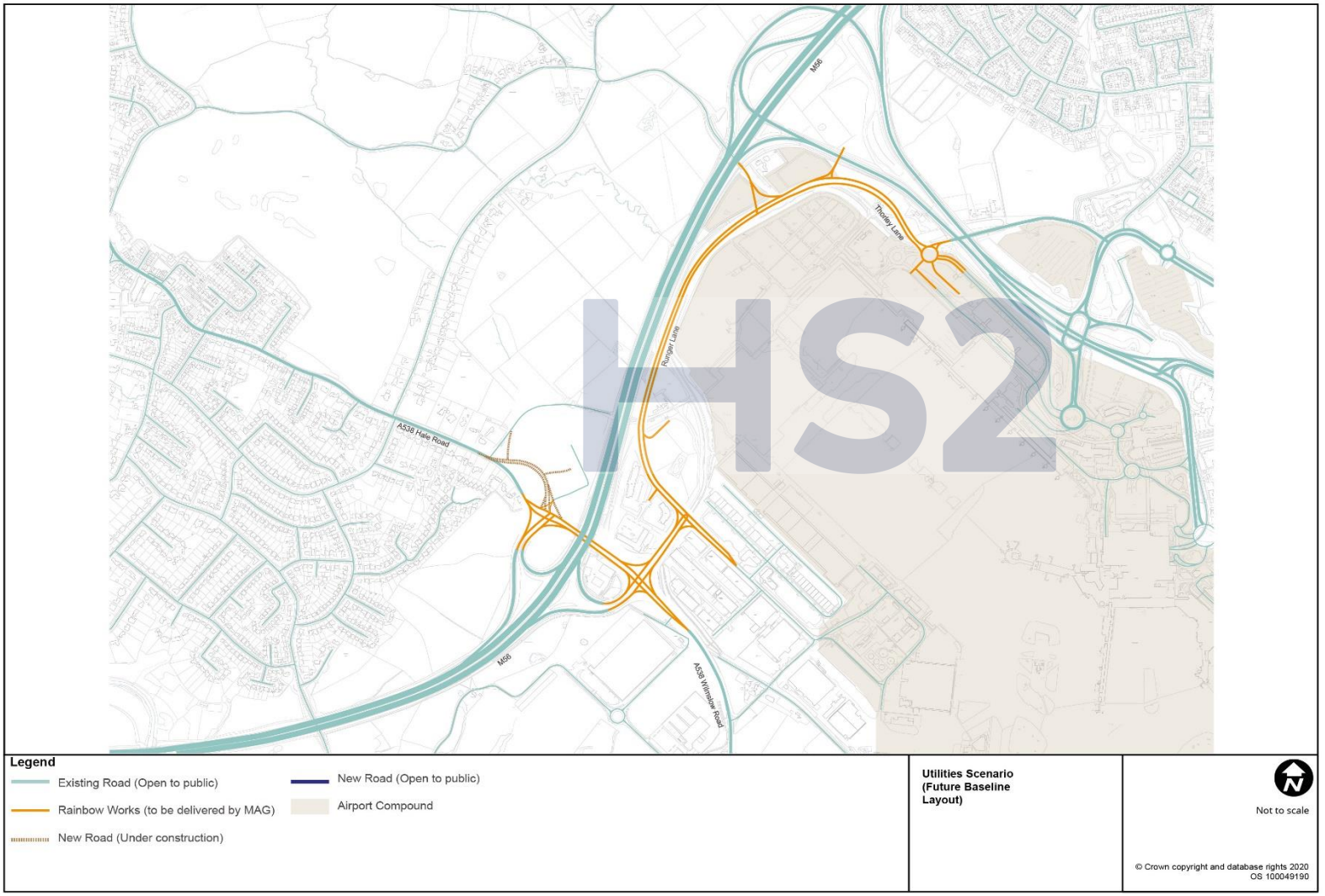


Figure 18-2: Scenario 1 (temporary layout)

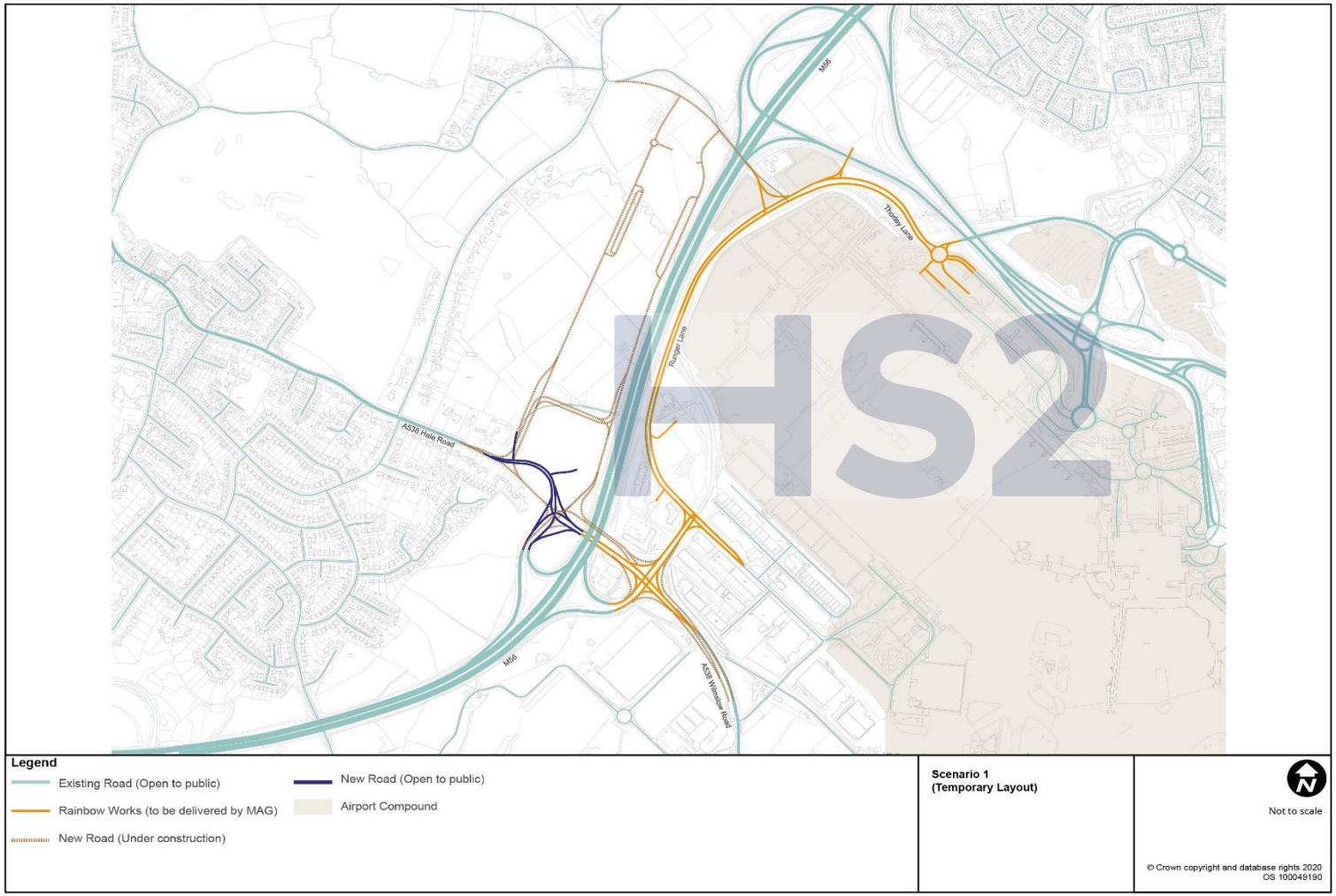
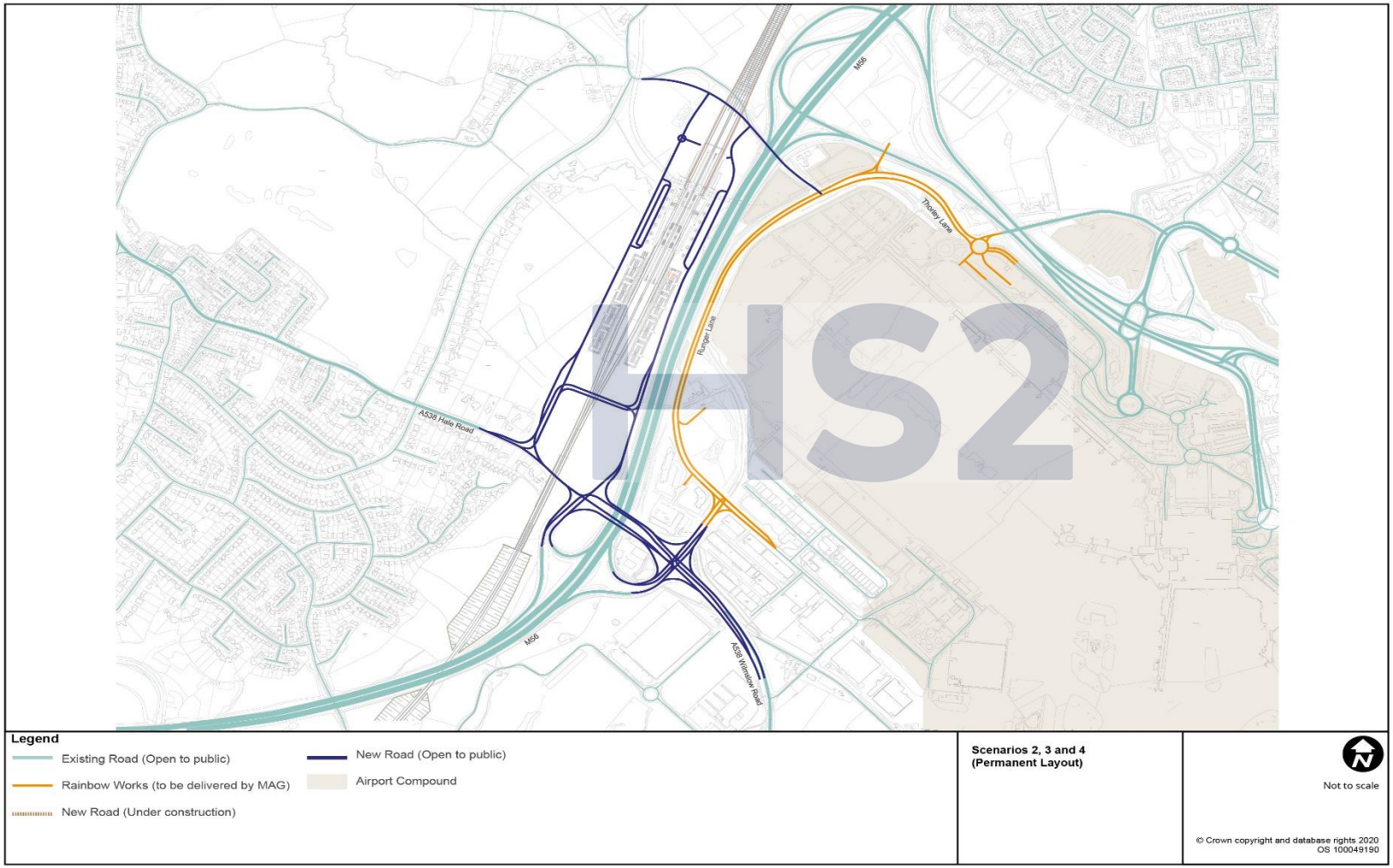


Figure 18-3: Scenarios 2, 3 and 4 (permanent layout)



18.3.19 Because the advance works, utility works, main works and construction traffic lorry movements differ for each of these scenarios, the assessment considers the impacts in all temporal phases and reports the most severe effects, regardless of which scenario they arise in. The most relevant highway interventions and works for each scenario are shown in Table 18-14 and Table 18-15.

Table 18-14: Construction highway interventions by scenario in MA06 (west)

Type	Intervention	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Utility works	Minor works	Not included	Not included	Not included	Not included
Main works	Old Hall Lane access, direct accesses from the A556 in the Hulseheath to Manchester Airport area (MA06) and temporary slip-roads at Chapel Lane	Not included	Included	Included	Included
Main works	M56 temporary overbridge over the at Yarwoodheath Lane in the Hulseheath to Manchester Airport area (MA06).	Not included	Not included	Included	Not included
	Construction HGV traffic as percentage of peak construction HGV traffic	60%	98%	100%	46%

Table 18-15: Construction highway interventions by scenario in MA06 (east)

Type	Intervention	Utilities scenario	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Utilities	Shuttle working on the A538 Hale Road, Runger Lane reduced capacity and shuttle working on the A50 Warrington Road.	Included	Not included	Not included	Not included	Not included
Main works	A538 Hale Road temporary two-way realignment	Not included	Included	Not included	Not included	Not included
Main works	Temporary closure of Castle Mill Lane and Sunbank Lane	Not included	Not included	Included	Included	Not included
Key construction activities	Modified M56 junction 6 and the A538 Hale Road/Station Access gyratory	Not included	Not included	Not included	Not included	Included
	Construction HGV traffic as percentage of peak construction HGV traffic	Minimal	96%	100%	74%	57%

MA07

18.3.20 In using the strategic model, the impacts and effects have been considered in a utilities scenario and four main scenarios representing the main construction phases. These scenarios ensure that the assessment addresses the different combinations and interactions of advance works, utility works, temporary highway closures and diversions and construction lorry movements through the construction period. The scenarios are:

- utilities scenario, peak in 2025 Q1. This corresponds with the utility works in the area including any works to low voltage overhead or underground lines, gas pipes, sewers and telecommunication cables. Whilst there will be some construction traffic during this period, it is likely to be minimal;
- scenario 1, peak between 2025 Q2 and 2029 Q3. This corresponds with the peak in construction traffic movements following the closure of roads on the north side of the existing Manchester Piccadilly Station and initial construction works at the A635/A665 Pin Mill Brow gyratory (all in the adjacent Manchester Piccadilly Station area (MA08)). This scenario equates to 96% of the overall peak in construction traffic across the whole construction period;
- scenario 2, peak between 2029 Q4 and 2030 Q2. This corresponds with the peak in construction traffic movements associated with the main construction works and includes the temporary road layout at the A635/A665 Pin Mill Brow gyratory (in the adjacent Manchester Piccadilly Station area (MA08)). This scenario equates to 100% of the overall peak in construction traffic across the whole construction period;
- scenario 3, peak between 2030 Q3 and 2031 Q2. This corresponds with the peak in construction traffic movements following the opening of the new A635/A665 Pin Mill Brow gyratory (in the adjacent Manchester Piccadilly Station area (MA08)). This scenario equates to 74% of the overall peak in construction traffic across the whole construction period; and
- scenario 4, peak after 2031 Q2. This corresponds with the peak in construction traffic movements following the decommissioning of construction compounds and the completion of all construction works. This scenario equates to 57% of the overall peak in construction traffic across the whole construction period.

18.3.21 Because the advance works, utility works, main works and construction traffic lorry movements differ for each of these scenarios, the assessment considers the impacts in all temporal phases and reports the most severe effects, regardless of which scenario they arise in. The most relevant highway interventions and works for each scenario are shown in Table 18-16.

Table 18-16: Construction highway interventions by scenario in MA07

Type	Intervention	Utilities scenario	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Main works	Temporary traffic management at the A560 Altrincham Road/M56 junction 3	Not included	Included	Not included	Not included	Not included

Type	Intervention	Utilities scenario	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Main works	Closure of the A665 Midland Street	Not included	Included	Included	Included	Included
Main works	Temporary closure of the Metrolink Ashton Line (Manchester Piccadilly Station area (MA08))	Not included	Not included	Not included	Included	Included
Main works	Diversion of the A665 Chancellor Lane (Manchester Piccadilly Station area (MA08))	Not included	Not included	Included	Included	Included
Main works	Temporary road layout around the A635/A665 Pin Mill Brow gyratory (Manchester Piccadilly Station area (MA08))	Not included	Not included	Included	Not included	Not included
Main works	New A635/A665 Pin Mill Brow gyratory (Manchester Piccadilly Station area (MA08))	Not included	Not included	Not included	Not included	Included
	Construction HGV traffic as percentage of peak construction HGV traffic	Minimal	96%	100%	74%	57%

MA08

18.3.22 In using the strategic model, the impacts and effects have been considered in a utilities scenario and four scenarios representing the main construction phases. These scenarios ensure that the assessment addresses the different combinations and interactions of advance works, utility works, temporary highway closures and diversions and construction lorry movements through the construction period. The scenarios are:

- utilities scenario, peak in 2025 Q1. This corresponds with the utility works in the area including any works to low voltage overhead or underground lines, gas pipes, sewers and telecommunication cables. Whilst there will be some construction traffic during this period, it is likely to be minimal;
- scenario 1, peak between 2025 Q2 and 2029 Q3. This corresponds with the peak in construction traffic movements following the closure of roads on the north side of the existing Manchester Piccadilly Station and initial construction works at the A635/A665 Pin Mill Brow gyratory. This scenario equates to 96% of the overall peak in construction traffic across the whole construction period;
- scenario 2, peak between 2029 Q4 and 2030 Q2. This corresponds with the peak in construction traffic movements associated with the main construction works and includes the temporary road layout at the A635/A665 Pin Mill Brow gyratory. This scenario equates to 100% of the overall peak in construction traffic across the whole construction period;

- scenario 3, peak between 2030 Q3 and 2031 Q2. This corresponds with the peak in construction traffic movements following the opening of the new A635/A665 Pin Mill Brow gyratory. This scenario equates to 74% of the overall peak in construction traffic across the whole construction period; and
- scenario 4, peak after 2031 Q2. This corresponds with the peak in construction traffic movements following the decommissioning of construction compounds and the completion of all construction works. This scenario equates to 57% of the overall peak in construction traffic across the whole construction period.

18.3.23 Due to the complexity of the highway works around the Manchester Piccadilly High Speed station and Pin Mill Brow, Figure 18-4, Figure 18-5, Figure 18-6, Figure 18-7, Figure 18-8 and Figure 18-9 show the proposed highway layouts during these construction scenarios.

Figure 18-4: Utilities scenario (temporary layout)

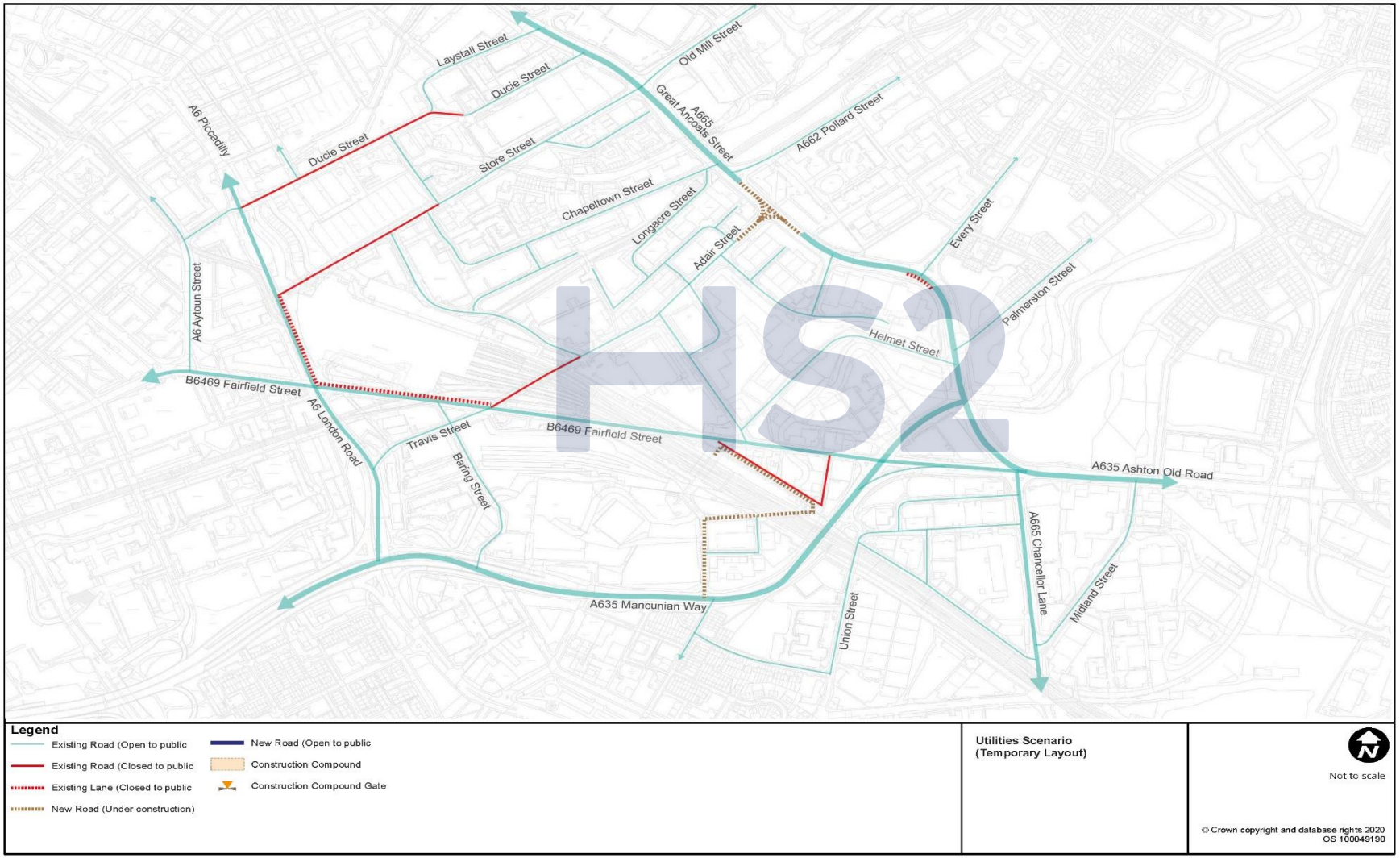


Figure 18-5: Pre scenario 1 (temporary layout)

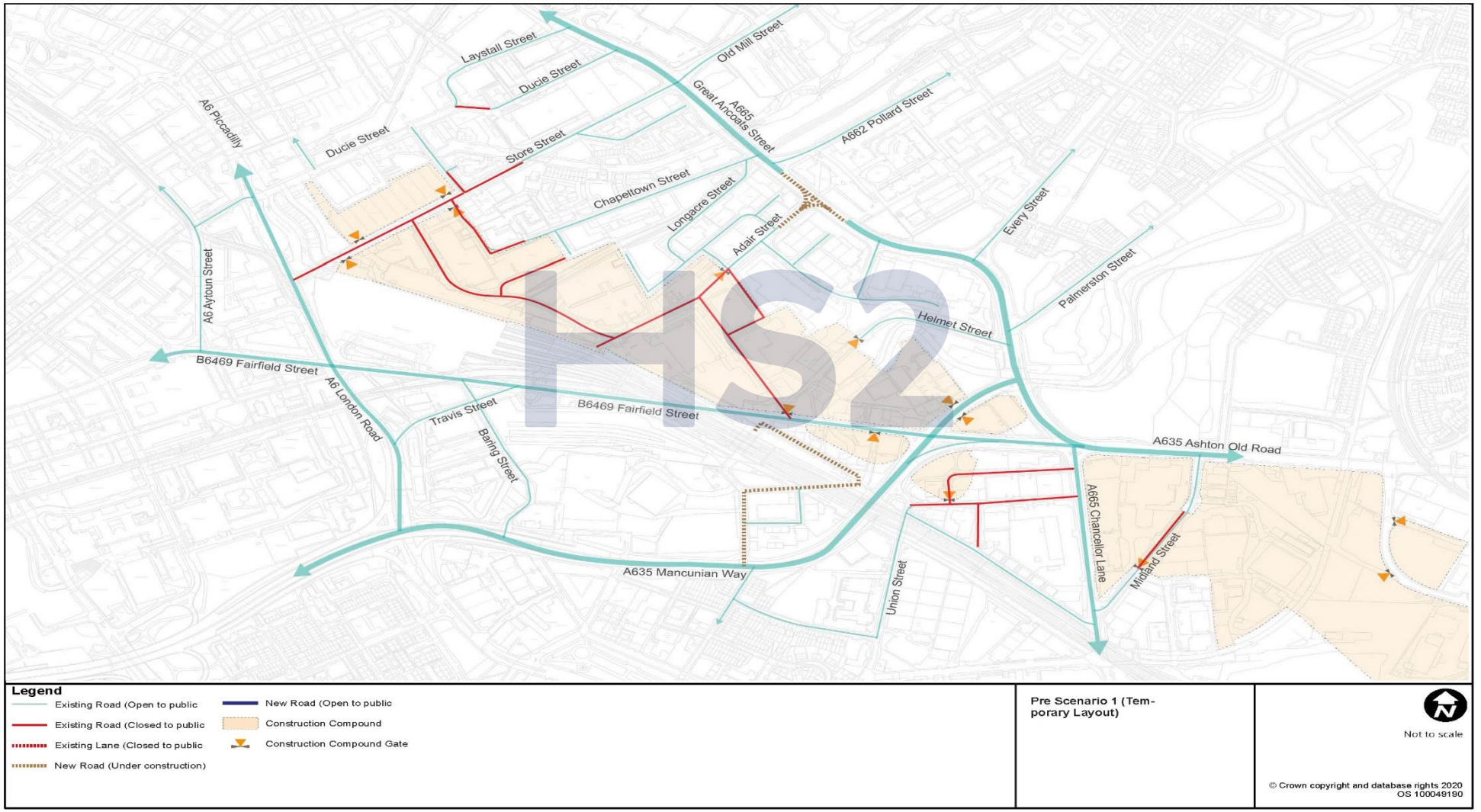


Figure 18-6: Scenario 1 (temporary layout)

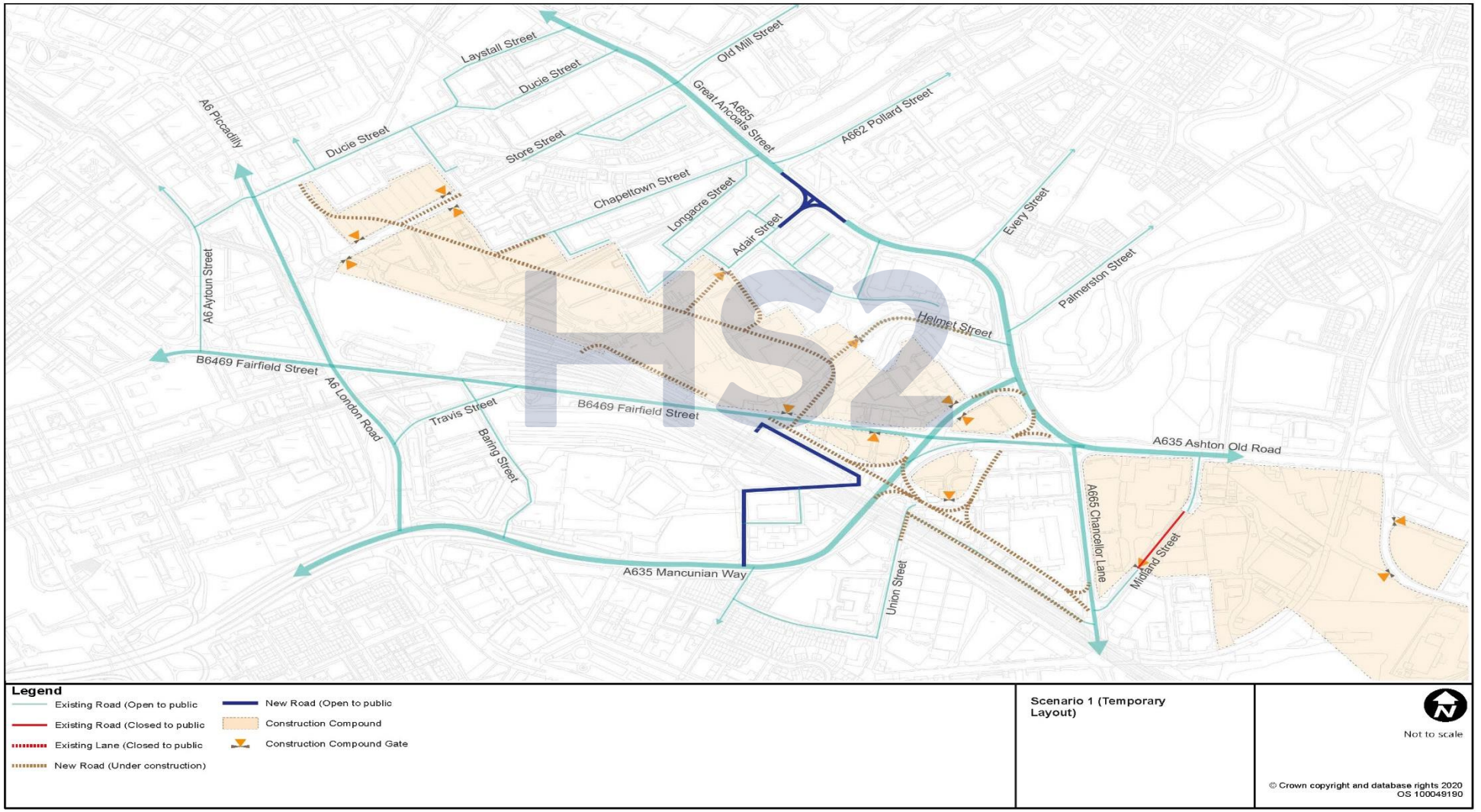


Figure 18-7: Scenario 2 (temporary layout)

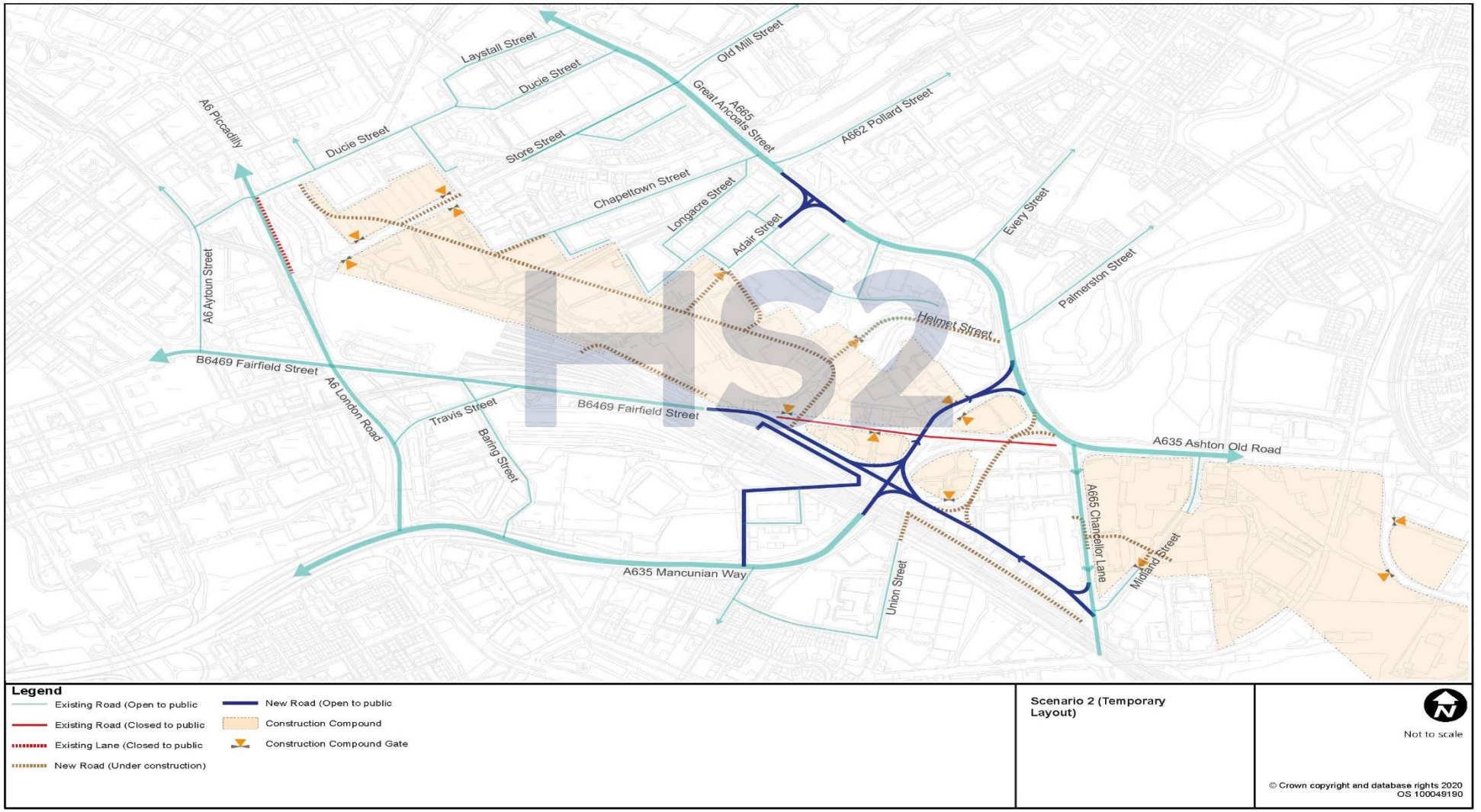


Figure 18-8: Scenario 3 (temporary layout)

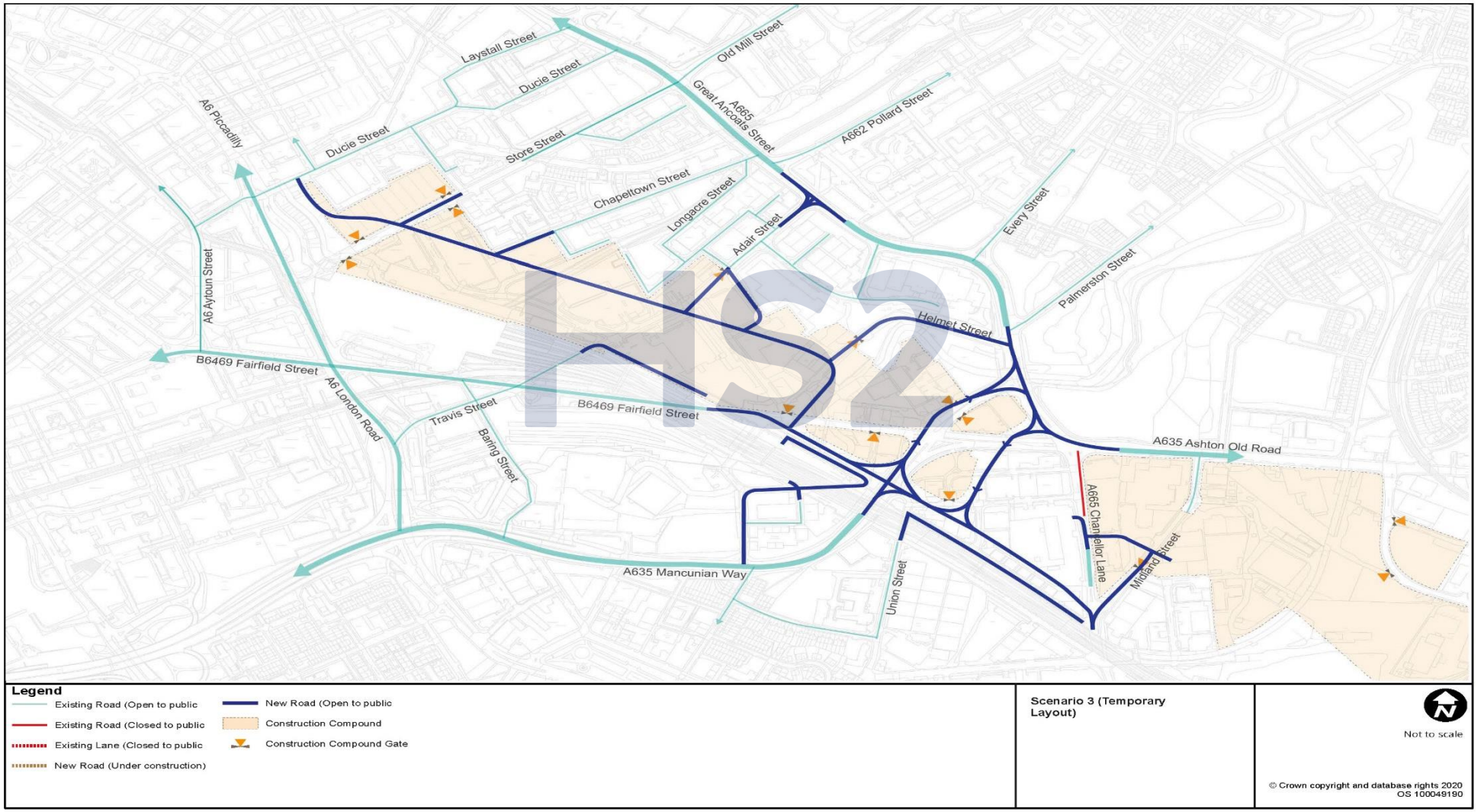
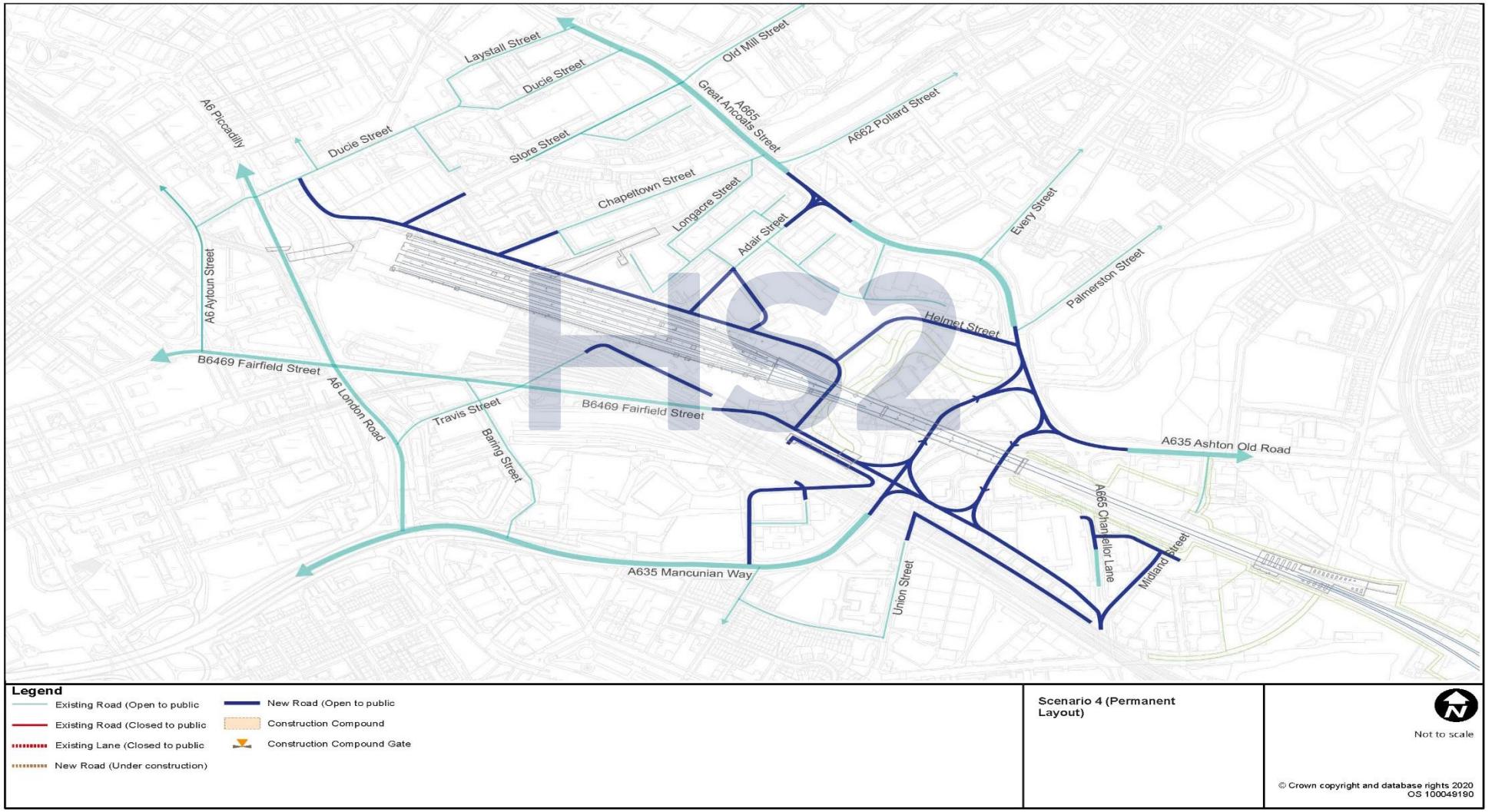


Figure 18-9: Scenario 4 (permanent layout)



18.3.24 Because the advance works, utility works, main works and construction traffic lorry movements differ for each of these scenarios, the assessment considers the impacts in all temporal phases and reports the most severe effects, regardless of which scenario they arise in. The most relevant highway interventions and works for each scenario are shown in Table 18-17.

Table 18-17: Construction highway interventions by scenario in MA08

Type	Intervention	Utilities scenario - 2025 Q1	Scenario 1 - 2025 Q1 - 2029 Q3	Scenario 2 - 2029 Q4 - 2030 Q2	Scenario 3 - 2030 Q3 - 2031 Q2	Scenario 4 - 2031 Q2 onwards
Utilities	Closure of Ducie Street, Store Street, the A6 London Road (southbound) and the A665 Great Ancoats Street (westbound, at Every Street)	Included	Not included	Not included	Not included	Not included
Utilities/ Main works	Closure of Travis Street	Included	Included	Included	Included	Included
Main works	Closure of the A665 Midland Street in the Davenport Green to Ardwick area (MA07)	Not included	Included	Included	Included	Included
Main works	Temporary closure of the Metrolink Ashton Line	Not included	Not included	Not included	Included	Included
Main works	Diversion of the A665 Chancellor Lane	Not included	Not included	Included	Included	Included
Main works	Temporary road layout around the A635/A665 Pin Mill Brow gyratory	Not included	Not included	Included	Not included	Not included
Main works	New A635/A665 Pin Mill Brow gyratory	Not included	Not included	Not included	Included	Included
	Construction HGV traffic as percentage of peak construction HGV traffic	Minimal	96%	100%	74%	57%

Strategic and local road network traffic flows

18.3.25 During the construction period a number of roads will be affected by the construction of the Proposed Scheme. An assessment of the impact of construction related vehicle movements and temporary diversions has been undertaken and is detailed below. The flows outlined in the following sections will not necessarily occur concurrently, as impacts on different parts of the network will occur at different times.

MA06

18.3.26 The M6 Junction 19 Model has been used to model the construction scenarios in the more rural western part of the MA06 area, south of the River Bollin. The Greater Manchester SATURN Model and the Greater Manchester Public Transport Model have been used to

model the construction scenarios in the more urban eastern part of the MA06 area, north of the River Bollin.

18.3.27 Table 18-18 and Table 18-19 set out the traffic flows for the 2030 future baseline and the Proposed Scheme on the roads most affected by construction of the Proposed Scheme for the AM and PM peak hour. In both time periods, the percentage changes in HGV flows are generally higher than the percentage changes in all traffic flows as a result of the relatively low number of HGV movements in the future baseline. Due to the simplified way in which the road network is represented in the strategic models, the use of some local roads may not be precisely reflected in the forecast traffic flows during construction of the Proposed Scheme, however, this is not expected to change the conclusions of the assessment.

18.3.28 Traffic flows on all other roads are either unaffected from the future baseline or there are only small changes in traffic flows (HGV or all vehicles of less than 10%) compared to the future baseline daily flow.

18.3.29 It should be noted that, unless identified in the next section of this report relating to junction impacts, these increases in traffic will not result in material increases in congestion or delay.

18.3.30 Traffic flow changes are shown in Figure 18-12 to Figure 18-19 for each scenario for the AM and PM peak hours respectively. The width of the band indicates the proportional change in traffic, with red representing an increase and green a decrease compared with the 2030 future baseline scenario.

Table 18-18: MA06, 2030 future baseline and with the Proposed Scheme construction traffic (vehicles), AM peak hour (08:00-09:00)

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Ashley Road (between Rostherne Lane and A5034 Mereside Road)	NB	360	7	-	-	-	-	331	12	-8%	71%	351	20	-3%	186%	257	14	-29%	100%	278	18	-23%	157%
	SB	81	4	-	-	-	-	149	26	84%	550%	181	38	123%	850%	73	14	-10%	250%	100	31	23%	675%
Rostherne Lane (between Marsh Lane and Ashley Road)	NB	10	0	-	-	-	-	10	0	0%	0%	10	0	0%	0%	8	0	-20%	0%	8	0	-20%	0%
	SB	17	0	-	-	-	-	16	0	-6%	0%	15	0	-12%	0%	55	0	224%	0%	64	0	276%	0%
Ashley Road (between Birkinheath Lane and Rostherne Lane)	EB	355	3	-	-	-	-	316	9	-11%	200%	324	16	-9%	433%	222	11	-37%	267%	238	14	-33%	367%
	WB	153	1	-	-	-	-	216	23	41%	2200%	248	35	62%	3400 %	93	11	-39%	1000 %	99	28	-35%	2700 %
Rostherne Lane (between New Road and Marsh Lane)	NB	10	0	-	-	-	-	10	0	0%	0%	10	0	0%	0%	8	0	-20%	0%	8	0	-20%	0%
	SB	17	0	-	-	-	-	16	0	-6%	0%	15	0	-12%	0%	55	0	224%	0%	64	0	276%	0%
Birkinheath Lane (between Marsh Lane and Ashley Road)**	EB	0	0	-	-	-	-	22	20	0%	0%	31	30	0%	0%	0	0	0%	0%	20	13	0%	0%
	WB	0	0	-	-	-	-	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
B5569 Chester Road (between Chapel Lane and A556 southbound off-slip)**	NB	0	0	-	-	-	-	12	11	0%	0%	23	23	0%	0%	2	2	0%	0%	3	2	0%	0%
	SB	495	10	-	-	-	-	492	25	-1%	150%	470	34	-5%	240%	485	33	-2%	230%	505	14	2%	40%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Mobberley Road realignment (between Ashley Road diversion and Back Lane)	NB	384	0	-	-	-	-	369	3	-4%	0%	384	10	0%	0%	559	10	46%	0%	534	6	39%	0%
	SB	326	1	-	-	-	-	339	4	4%	300%	328	11	1%	1000 %	455	9	40%	800%	427	7	31%	600%
Chester Road (between A556 southbound off-slip and Millington Lane)**	NB	10	0	-	-	-	-	135	31	1250 %	0%	303	30	2930 %	0%	323	4	3130 %	0%	188	13	1780 %	0%
	SB	0	0	-	-	-	-	12	11	0%	0%	2	2	0%	0%	5	4	0%	0%	0	0	0%	0%
Millington Lane (between Booth Bank Lane and Chester Road)	EB	11	0	-	-	-	-	33	11	200%	0%	32	2	191%	0%	13	4	18%	0%	5	0	-55%	0%
	WB	15	0	-	-	-	-	88	11	487%	0%	199	2	1227 %	0%	190	4	1167 %	0%	60	0	300%	0%
Cherry Tree Lane (between Chester Road and Marsh Lane)**	NB	0	0	-	-	-	-	62	20	0%	0%	129	30	0%	0%	95	0	0%	0%	80	13	0%	0%
	SB	0	0	-	-	-	-	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Greengate (between High Elm Road and Chapel Lane)**	NB	1	1	1	1	0%	0%	9	1	800%	0%	8	1	700%	0%	8	1	700%	0%	8	1	700%	0%
	SB	3	3	3	3	0%	0%	27	3	800%	0%	30	6	900%	100%	30	6	900%	100%	30	6	900%	100%
Runger Lane (between A538 Wilmslow Road and Avro Way)	EB	813	17	808	17	-1%	0%	900	45	11%	165%	1,253	47	54%	176%	1,247	46	53%	171%	1,247	28	53%	65%
	WB	707	14	610	14	-14%	0%	762	41	8%	193%	428	42	-39%	200%	435	40	-38%	186%	463	22	-35%	57%
	EB	142	0	151	0	6%	0%	108	0	-24%	0%	96	0	-32%	0%	97	0	-32%	0%	97	0	-32%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Elmridge Drive (between A538 Hale Road and High Elm Road)	WB	19	0	10	0	-47%	0%	8	2	-58%	0%	21	2	11%	0%	25	2	32%	0%	19	2	0%	0%
Chapel Lane (between Tithebarn Road and Wicker Lane)	EB	48	1	48	1	0%	0%	53	1	10%	0%	52	1	8%	0%	52	1	8%	0%	46	1	-4%	0%
	WB	128	4	118	4	-8%	0%	149	6	16%	50%	163	6	27%	50%	166	6	30%	50%	156	6	22%	50%
Hawley Lane (between Broad Lane and Wicker Lane)	EB	48	1	48	1	0%	0%	53	1	10%	0%	52	1	8%	0%	52	1	8%	0%	46	1	-4%	0%
	WB	149	4	135	4	-9%	0%	149	6	0%	50%	163	6	9%	50%	166	6	11%	50%	156	6	5%	50%
Palma Avenue (between Sydney Avenue and World Way)	EB	635	9	718	9	13%	0%	618	9	-3%	0%	769	8	21%	-11%	761	8	20%	-11%	766	8	21%	-11%
	WB	268	4	269	4	0%	0%	285	4	6%	0%	266	3	-1%	-25%	265	3	-1%	-25%	288	3	7%	-25%
Bankhall Lane (between Arthog Road and Broad Lane)	EB	48	1	48	1	0%	0%	53	1	10%	0%	52	1	8%	0%	52	1	8%	0%	46	1	-4%	0%
	WB	149	4	136	4	-9%	0%	156	6	5%	50%	167	6	12%	50%	171	6	15%	50%	160	6	7%	50%
Arthog Road (between Bankhall Lane and B5162 Park Road)	EB	44	1	44	1	0%	0%	49	1	11%	0%	48	1	9%	0%	48	1	9%	0%	43	1	-2%	0%
	WB	135	3	121	3	-10%	0%	109	5	-19%	67%	117	5	-13%	67%	121	5	-10%	67%	115	5	-15%	67%
South Downs Road (between Ashley	NB	12	0	12	0	0%	0%	12	2	0%	0%	12	2	0%	0%	12	2	0%	0%	12	2	0%	0%
	SB	15	0	13	0	-13%	0%	90	2	500%	0%	14	2	-7%	0%	14	2	-7%	0%	19	3	27%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Road and B5162 Heather Road)																							
B5162 Park Road (between Arthog Road and B5357 Ashley Road)	EB	260	2	278	2	7%	0%	267	2	3%	0%	270	2	4%	0%	276	2	6%	0%	267	2	3%	0%
	WB	431	5	415	5	-4%	0%	433	7	0%	40%	457	7	6%	40%	462	7	7%	40%	433	7	0%	40%
Heather Road (between South Downs Road and Ashley Road)	EB	271	1	288	1	6%	0%	343	1	27%	0%	360	1	33%	0%	364	1	34%	0%	357	1	32%	0%
	WB	520	4	505	4	-3%	0%	469	5	-10%	25%	495	5	-5%	25%	513	5	-1%	25%	508	5	-2%	25%
Thorley Lane (between Shay Lane and Runger Lane)	EB	209	4	208	4	0%	0%	199	33	-5%	725%	188	37	-10%	825%	190	35	-9%	775%	204	17	-2%	325%
	WB	388	5	399	5	3%	0%	434	39	12%	680%	445	37	15%	640%	429	35	11%	600%	427	14	10%	180%
South Downs Road (between Grange Road and Heather Road)	EB	286	1	302	1	6%	0%	433	4	51%	300%	374	4	31%	300%	378	4	32%	300%	376	4	31%	300%
	WB	532	4	517	4	-3%	0%	481	7	-10%	75%	507	7	-5%	75%	525	7	-1%	75%	520	7	-2%	75%
South Downs Road (between B5351 Langham Road and Grange Road)	EB	286	1	302	1	6%	0%	433	4	51%	300%	374	4	31%	300%	378	4	32%	300%	376	4	31%	300%
	WB	532	4	517	4	-3%	0%	481	7	-10%	75%	507	7	-5%	75%	525	7	-1%	75%	520	7	-2%	75%
B5161 Langham Road (between Vicarage Lane and South Downs Road)	EB	295	4	305	4	3%	0%	436	7	48%	75%	377	6	28%	50%	380	6	29%	50%	379	7	28%	75%
	WB	535	7	520	7	-3%	0%	484	10	-10%	43%	510	10	-5%	43%	528	10	-1%	43%	523	10	-2%	43%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5161 Langham Road (between Richmond Road and Vicarage Lane)	EB	294	3	304	3	3%	0%	435	6	48%	100%	376	5	28%	67%	379	5	29%	67%	378	6	29%	100%
	WB	535	7	520	7	-3%	0%	484	10	-10%	43%	510	10	-5%	43%	528	10	-1%	43%	523	10	-2%	43%
B5161 Langham Road (between B5161 Bow Green Road and Richmond Road)	EB	349	3	357	3	2%	0%	453	6	30%	100%	407	5	17%	67%	410	5	17%	67%	412	6	18%	100%
	WB	534	7	519	7	-3%	0%	481	8	-10%	14%	508	8	-5%	14%	526	8	-1%	14%	521	8	-2%	14%
B5161 Langham Road (between Church Brow and B5161 Bow Green Road)	EB	568	3	566	3	0%	0%	643	6	13%	100%	613	6	8%	100%	611	6	8%	100%	614	6	8%	100%
	WB	611	6	597	6	-2%	0%	574	7	-6%	17%	613	7	0%	17%	635	7	4%	17%	632	7	3%	17%
B5160 Park Road (between A56 Dunham Road and B5160 Langham Road)	EB	568	3	566	3	0%	0%	643	6	13%	100%	613	6	8%	100%	611	6	8%	100%	614	6	8%	100%
	WB	715	9	712	9	0%	0%	675	10	-6%	11%	720	11	1%	22%	737	10	3%	11%	736	11	3%	22%

*** Some traffic movements may not be precisely reflected due to the simplified way in which the road network is represented in the strategic traffic models, however, this is not expected to change the conclusions of the assessment.*

Table 18-19: MA06, 2030 future baseline and with the Proposed Scheme construction traffic (vehicles), PM peak hour (17:00–18:00)

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities Scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Ashley Road (between Rostherne Lane and A5034 Mereside Road)	NB	146	3	-	-	-	-	159	8	9%	167%	191	16	31%	433%	143	10	-2%	233%	120	14	-18%	367%
	SB	154	2	-	-	-	-	221	24	44%	1100%	266	36	73%	1700%	221	12	44%	500%	180	29	17%	1350 %
Rostherne Lane (between Marsh Lane and Ashley Road)	NB	13	0	-	-	-	-	9	0	-31%	0%	18	0	38%	0%	10	0	-23%	0%	9	0	-31%	0%
	SB	5	0	-	-	-	-	8	0	60%	0%	12	0	140%	0%	28	0	460%	0%	33	0	560%	0%
Ashley Road (between Birkinheath Lane and Rostherne Lane)	EB	202	4	-	-	-	-	213	9	5%	125%	250	17	24%	325%	192	11	-5%	175%	169	15	-16%	275%
	WB	193	1	-	-	-	-	224	22	16%	2100%	247	34	28%	3300%	138	10	-28%	900%	143	27	-26%	2600 %
Rostherne Lane (between New Road and Marsh Lane)	NB	13	0	-	-	-	-	9	0	-31%	0%	18	0	38%	0%	10	0	-23%	0%	9	0	-31%	0%
	SB	5	0	-	-	-	-	8	0	60%	0%	12	0	140%	0%	28	0	460%	0%	33	0	560%	0%
Birkinheath Lane (between Marsh Lane and Ashley Road)**	EB	0	0	-	-	-	-	22	20	0%	0%	31	30	0%	0%	0	0	0%	0%	20	13	0%	0%
	WB	11	0	-	-	-	-	10	0	-9%	0%	10	0	-9%	0%	12	0	9%	0%	12	0	9%	0%
	NB	0	0	-	-	-	-	12	11	0%	0%	23	23	0%	0%	2	2	0%	0%	3	2	0%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities Scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5569 Chester Road (between Chapel Lane and A556 southbound off-slip)**	SB	214	2	-	-	-	-	213	17	0%	750%	225	22	5%	1000%	254	21	19%	950%	259	5	21%	150%
Mobberley Road realignment (between Ashley Road diversion and Back Lane)	NB	406	1	-	-	-	-	387	3	-5%	200%	391	11	-4%	1000%	577	11	42%	1000 %	552	7	36%	600%
	SB	339	0	-	-	-	-	305	3	-10%	0%	311	10	-8%	0%	390	7	15%	0%	370	6	9%	0%
Chester Road (between A556 southbound off-slip and Millington Lane)**	NB	10	0	-	-	-	-	44	31	340%	0%	42	30	320%	0%	39	4	290%	0%	60	13	500%	0%
	SB	0	0	-	-	-	-	12	11	0%	0%	2	2	0%	0%	5	4	0%	0%	0	0	0%	0%
Millington Lane (between Booth Bank Lane and Chester Road)	EB	2	0	-	-	-	-	17	11	750%	0%	11	2	450%	0%	5	4	150%	0%	0	0	-100%	0%
	WB	31	0	-	-	-	-	62	11	100%	0%	98	2	216%	0%	60	4	94%	0%	65	0	110%	0%
Cherry Tree Lane (between Chester Road	NB	0	0	-	-	-	-	22	20	0%	0%	31	30	0%	0%	0	0	0%	0%	20	13	0%	0%
	SB	11	0	-	-	-	-	34	0	209%	0%	71	0	545%	0%	39	0	255%	0%	49	0	345%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities Scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
and Marsh Lane)**																							
Greengate (between High Elm Road and Chapel Lane)**	NB	1	1	1	1	0%	0%	7	1	600%	0%	7	1	600%	0%	7	1	600%	0%	7	1	600%	0%
	SB	0	0	0	0	0%	0%	43	0	0%	0%	45	2	0%	0%	45	2	0%	0%	45	2	0%	0%
Runger Lane (between A538 Wilmslow Road and Avro Way)	EB	555	9	557	9	0%	0%	605	36	9%	300%	810	37	46%	311%	815	35	47%	289%	781	17	41%	89%
	WB	837	16	772	17	-8%	6%	908	47	8%	194%	700	46	-16%	188%	704	45	-16%	181%	720	27	-14%	69%
Elmridge Drive (between A538 Hale Road and High Elm Road)	EB	52	0	49	0	-6%	0%	115	8	121%	0%	47	4	-10%	0%	46	4	-12%	0%	35	4	-33%	0%
	WB	24	0	16	0	-33%	0%	46	0	92%	0%	72	1	200%	0%	70	1	192%	0%	71	1	196%	0%
Chapel Lane (between Tithebarn Road and Wicker Lane)	EB	165	1	162	1	-2%	0%	235	9	42%	800%	165	5	0%	400%	163	5	-1%	400%	150	5	-9%	400%
	WB	42	3	37	3	-12%	0%	71	3	69%	0%	106	3	152%	0%	102	3	143%	0%	98	3	133%	0%
Hawley Lane (between Broad Lane and Wicker Lane)	EB	165	1	162	1	-2%	0%	235	9	42%	800%	165	5	0%	400%	163	5	-1%	400%	150	5	-9%	400%
	WB	74	3	71	3	-4%	0%	111	3	50%	0%	133	3	80%	0%	130	3	76%	0%	126	3	70%	0%
Palma Avenue (between Sydney Avenue	EB	531	4	589	4	11%	0%	598	3	13%	-25%	862	3	62%	-25%	862	3	62%	-25%	848	4	60%	0%
	WB	214	0	213	0	0%	0%	209	3	-2%	0%	271	3	27%	0%	275	3	29%	0%	269	3	26%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities Scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
and World Way)																							
Bankhall Lane (between Arthog Road and Broad Lane)	EB	165	1	162	1	-2%	0%	235	9	42%	800%	165	5	0%	400%	163	5	-1%	400%	150	5	-9%	400%
	WB	75	3	72	3	-4%	0%	111	3	48%	0%	133	3	77%	0%	131	3	75%	0%	126	3	68%	0%
Arthog Road (between Bankhall Lane and B5162 Park Road)	EB	160	1	156	1	-3%	0%	225	9	41%	800%	159	5	-1%	400%	158	5	-1%	400%	145	5	-9%	400%
	WB	71	3	66	3	-7%	0%	105	3	48%	0%	125	3	76%	0%	122	3	72%	0%	119	3	68%	0%
South Downs Road (between Ashley Road and B5162 Heather Road)	NB	4	0	4	0	0%	0%	76	1	1800 %	0%	13	1	225%	0%	13	1	225%	0%	11	1	175%	0%
	SB	8	0	8	0	0%	0%	12	0	50%	0%	7	1	-13%	0%	7	0	-13%	0%	7	0	-13%	0%
B5162 Park Road (between Arthog Road and B5357 Ashley Road)	EB	506	5	512	5	1%	0%	690	12	36%	140%	589	9	16%	80%	587	9	16%	80%	524	9	4%	80%
	WB	306	4	308	4	1%	0%	362	4	18%	0%	397	4	30%	0%	394	4	29%	0%	379	5	24%	25%
Heather Road (between South Downs Road and Ashley Road)	EB	248	1	252	0	2%	-100%	310	11	25%	1000%	317	8	28%	700%	318	8	28%	700%	314	8	27%	700%
	WB	432	4	435	4	1%	0%	419	4	-3%	0%	461	5	7%	25%	474	5	10%	25%	503	5	16%	25%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities Scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Thorley Lane (between Shay Lane and Runger Lane)	EB	206	2	206	2	0%	0%	183	34	-11%	1600%	184	34	-11%	1600%	186	32	-10%	1500 %	200	12	-3%	500%
	WB	426	0	452	0	6%	0%	523	34	23%	0%	484	34	14%	0%	492	32	15%	0%	459	10	8%	0%
South Downs Road (between Grange Road and Heather Road)	EB	256	1	261	0	2%	-100%	322	11	26%	1000%	324	9	27%	800%	324	9	27%	800%	321	9	25%	800%
	WB	436	4	439	4	1%	0%	495	6	14%	50%	474	6	9%	50%	488	6	12%	50%	514	7	18%	75%
South Downs Road (between B5351 Langham Road and Grange Road)	EB	256	1	261	0	2%	-100%	322	11	26%	1000%	324	9	27%	800%	324	9	27%	800%	321	9	25%	800%
	WB	436	4	439	4	1%	0%	495	6	14%	50%	474	6	9%	50%	488	6	12%	50%	514	7	18%	75%
B5161 Langham Road (between Vicarage Lane and South Downs Road)	EB	260	4	265	4	2%	0%	326	15	25%	275%	328	12	26%	200%	328	12	26%	200%	325	12	25%	200%
	WB	560	8	565	8	1%	0%	622	10	11%	25%	614	10	10%	25%	628	10	12%	25%	654	11	17%	38%
B5161 Langham Road (between Richmond Road and Vicarage Lane)	EB	258	2	263	2	2%	0%	324	13	26%	550%	326	10	26%	400%	326	10	26%	400%	323	10	25%	400%
	WB	560	8	565	8	1%	0%	622	10	11%	25%	614	10	10%	25%	628	10	12%	25%	654	11	17%	38%
	EB	259	3	264	3	2%	0%	325	14	25%	367%	327	11	26%	267%	327	11	26%	267%	324	11	25%	267%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities Scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5161 Langham Road (between B5161 Bow Green Road and Richmond Road)	WB	559	8	564	8	1%	0%	622	10	11%	25%	614	10	10%	25%	628	10	12%	25%	654	11	17%	38%
B5161 Langham Road (between Church Brow and B5161 Bow Green Road)	EB	588	4	593	4	1%	0%	612	14	4%	250%	619	12	5%	200%	620	12	5%	200%	621	12	6%	200%
	WB	722	7	729	7	1%	0%	741	8	3%	14%	724	9	0%	29%	739	9	2%	29%	768	9	6%	29%
B5160 Park Road (between A56 Dunham Road and B5160 Langham Road)	EB	569	4	578	4	2%	0%	605	14	6%	250%	617	12	8%	200%	618	12	9%	200%	619	12	9%	200%
	WB	861	8	865	8	0%	0%	868	10	1%	25%	856	10	-1%	25%	867	10	1%	25%	890	11	3%	38%

*** Some traffic movements may not be precisely reflected due to the simplified way in which the road network is represented in the strategic traffic models, however, this is not expected to change the conclusions of the assessment.*

Figure 18-10: MA06 traffic flow changes 2030 future baseline to Proposed Scheme utilities scenario, AM peak hour

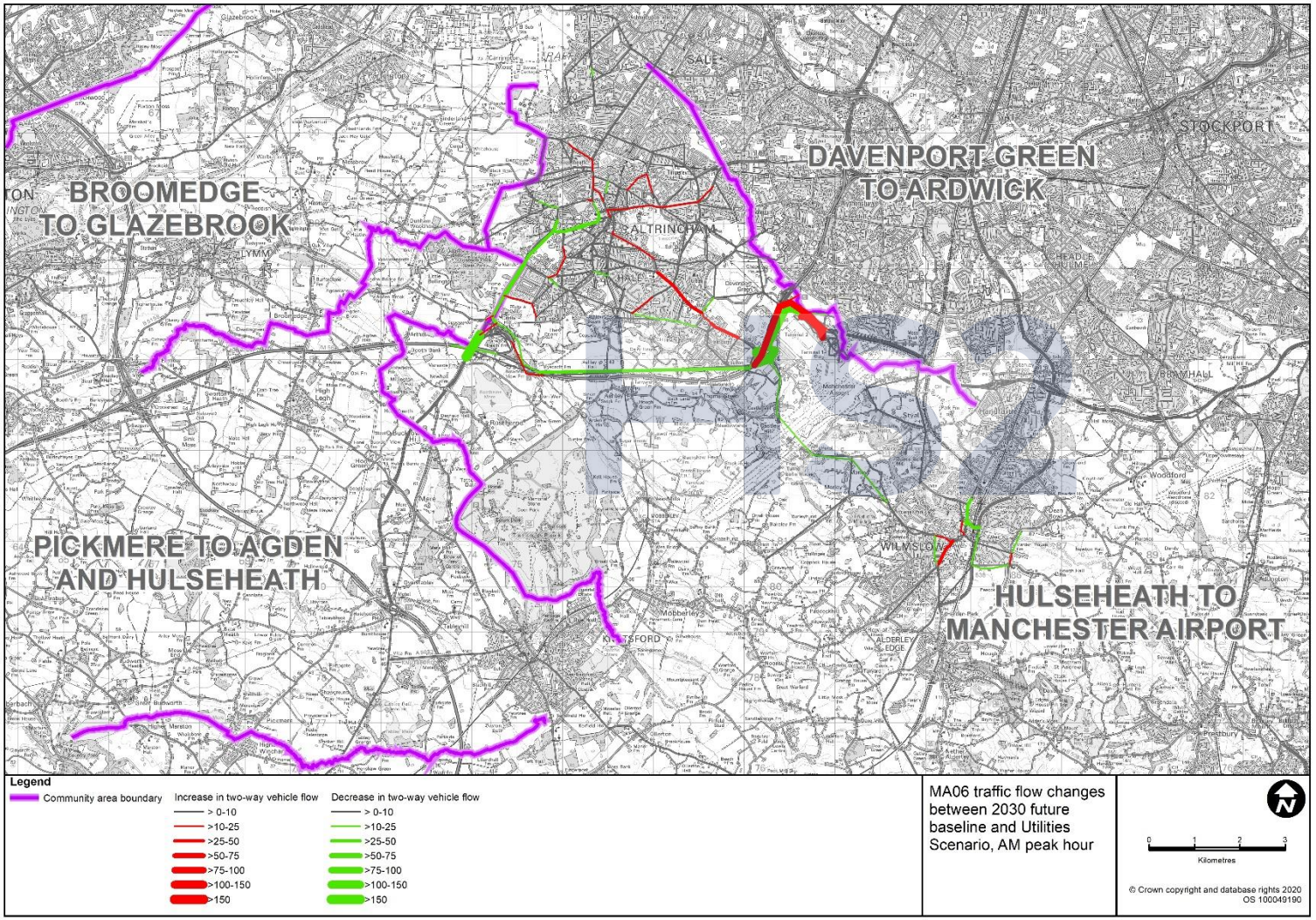


Figure 18-11: MA06 traffic flow changes 2030 future baseline to Proposed Scheme utilities scenario, PM peak hour

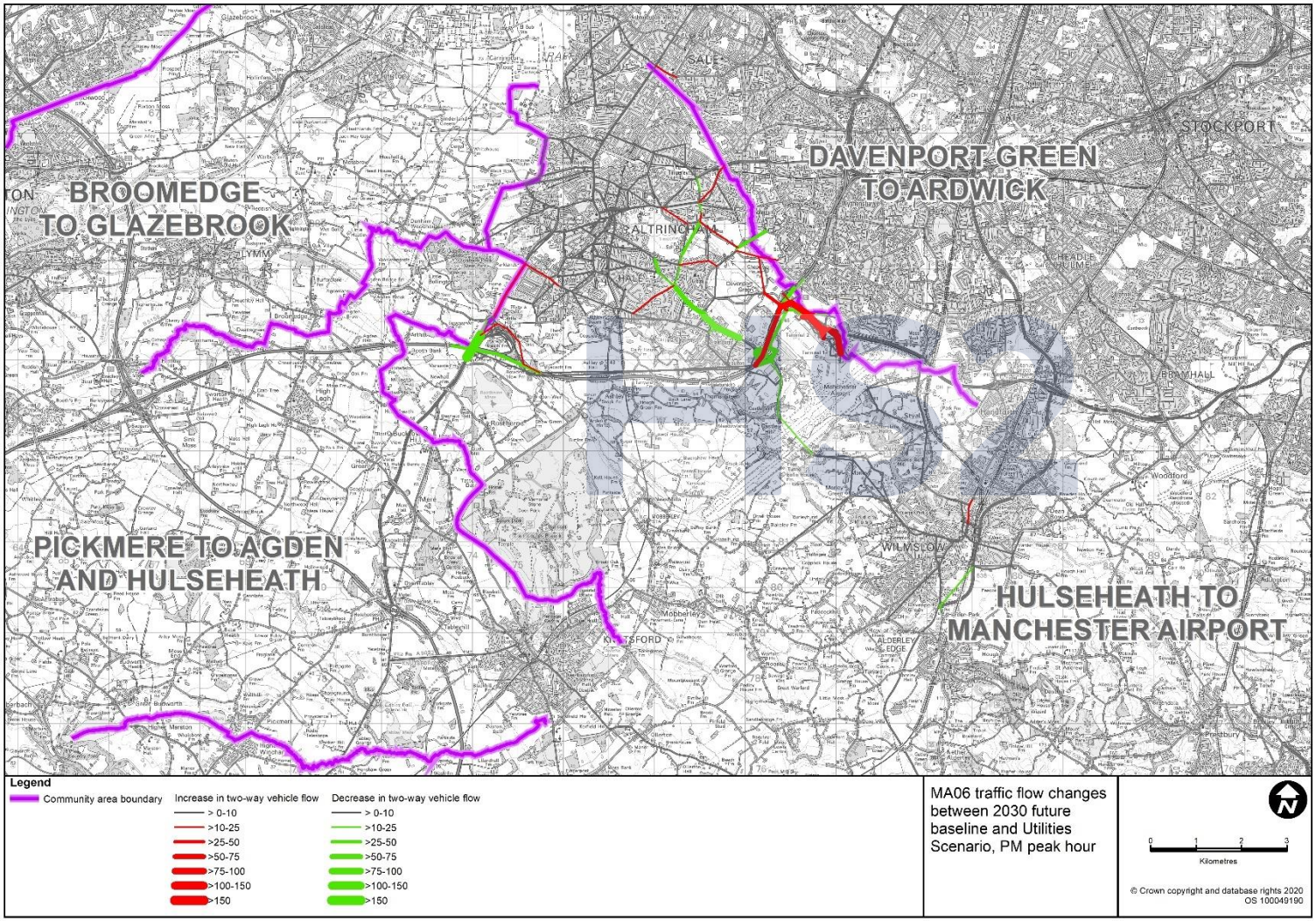


Figure 18-12: MA06 traffic flow changes 2030 future baseline to Proposed Scheme scenario 1, AM peak hour

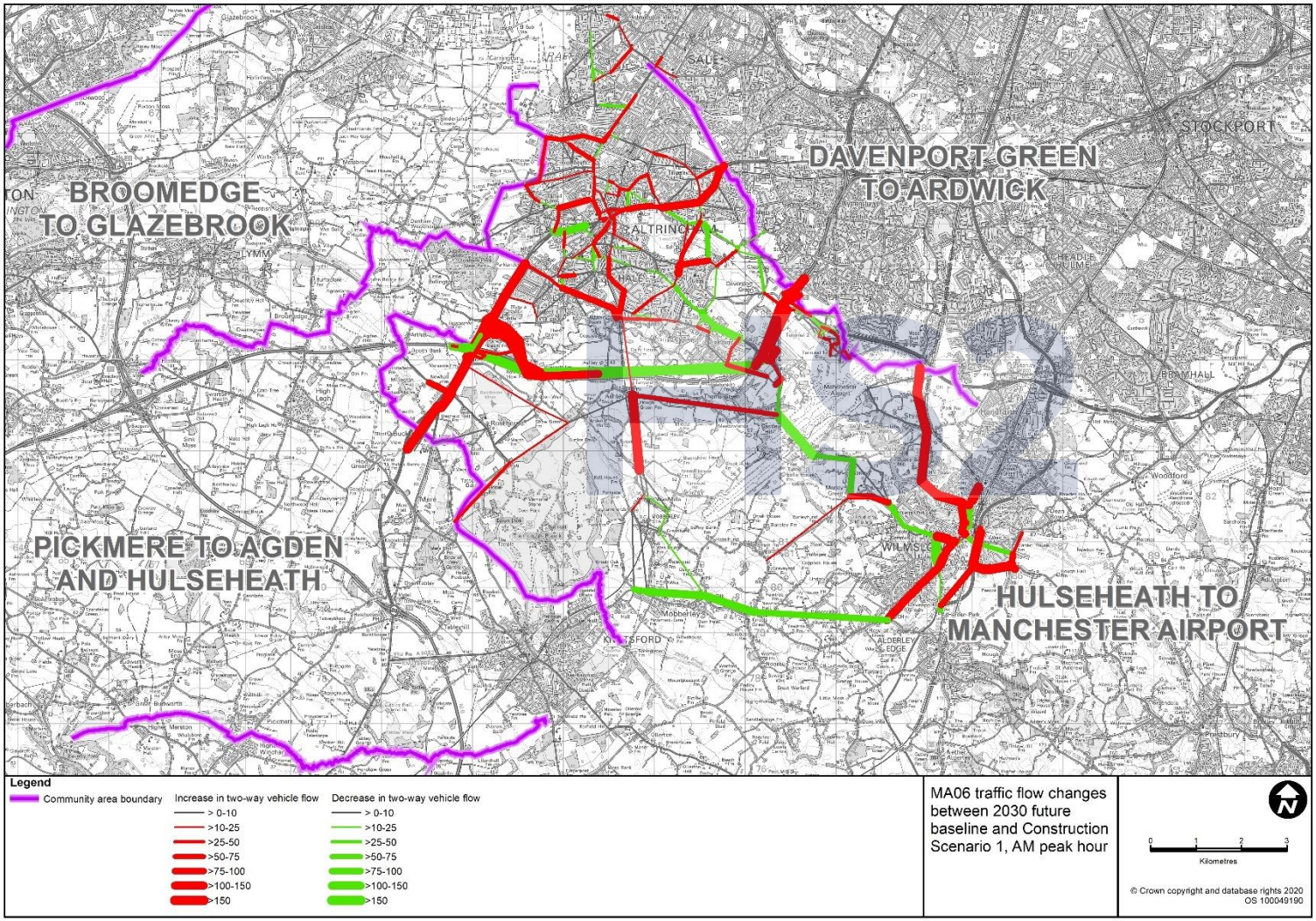


Figure 18-13: MA06 traffic flow changes 2030 future baseline to Proposed Scheme scenario 1, PM peak hour

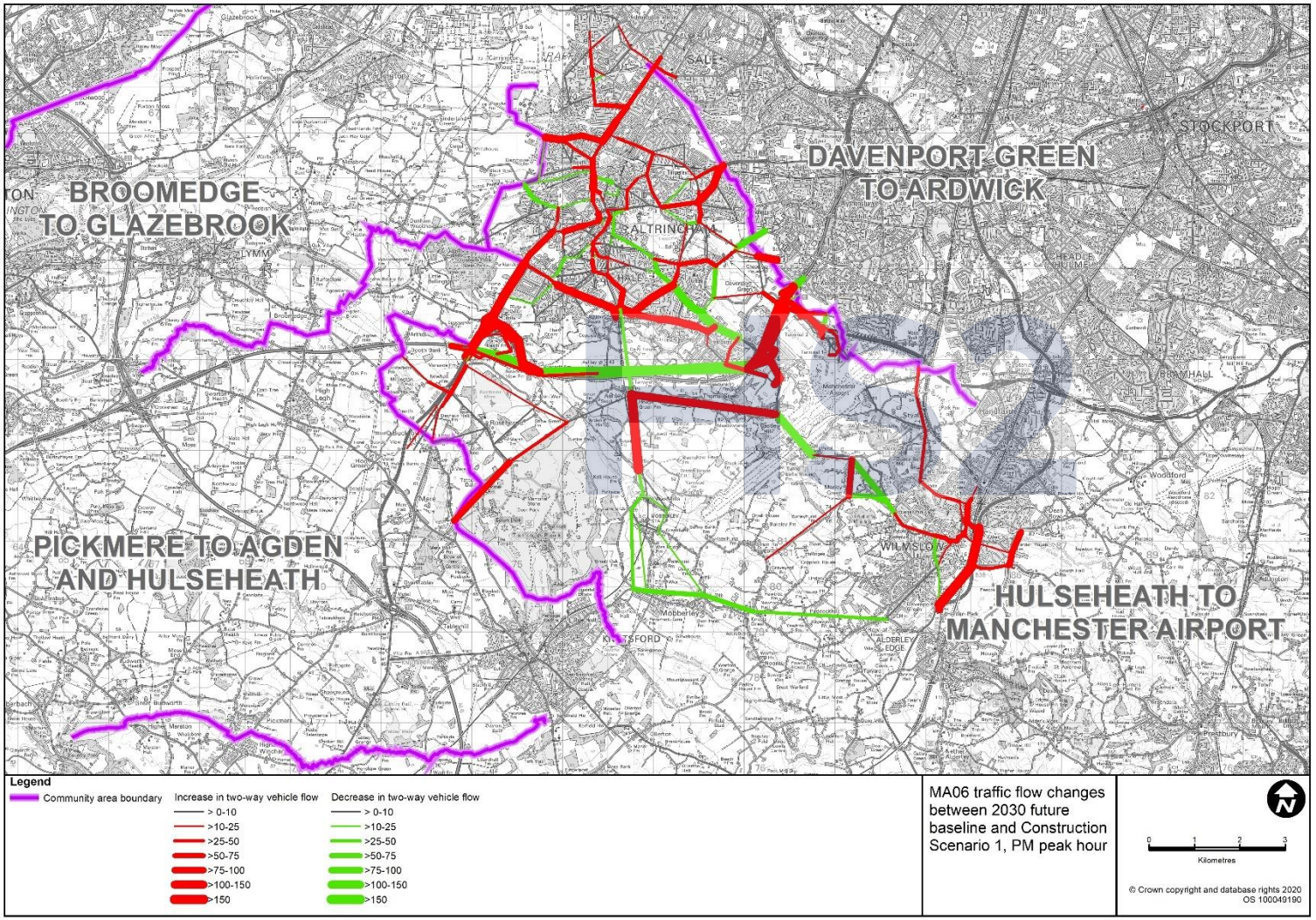


Figure 18-14: MA06 traffic flow changes 2030 future baseline to Proposed Scheme scenario 2, AM peak hour

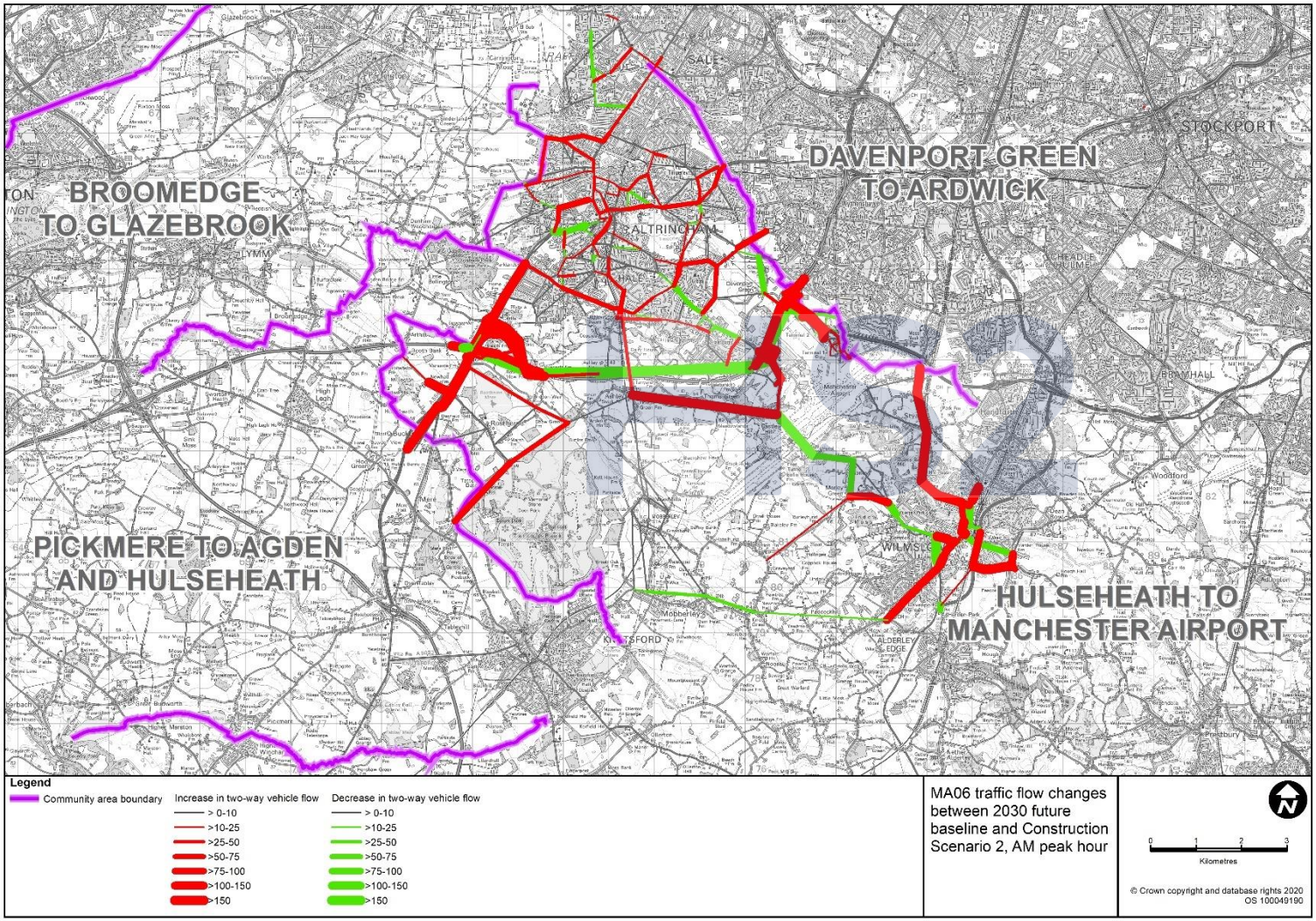


Figure 18-15: MA06 traffic flow changes 2030 future baseline to Proposed Scheme scenario 2, PM peak hour

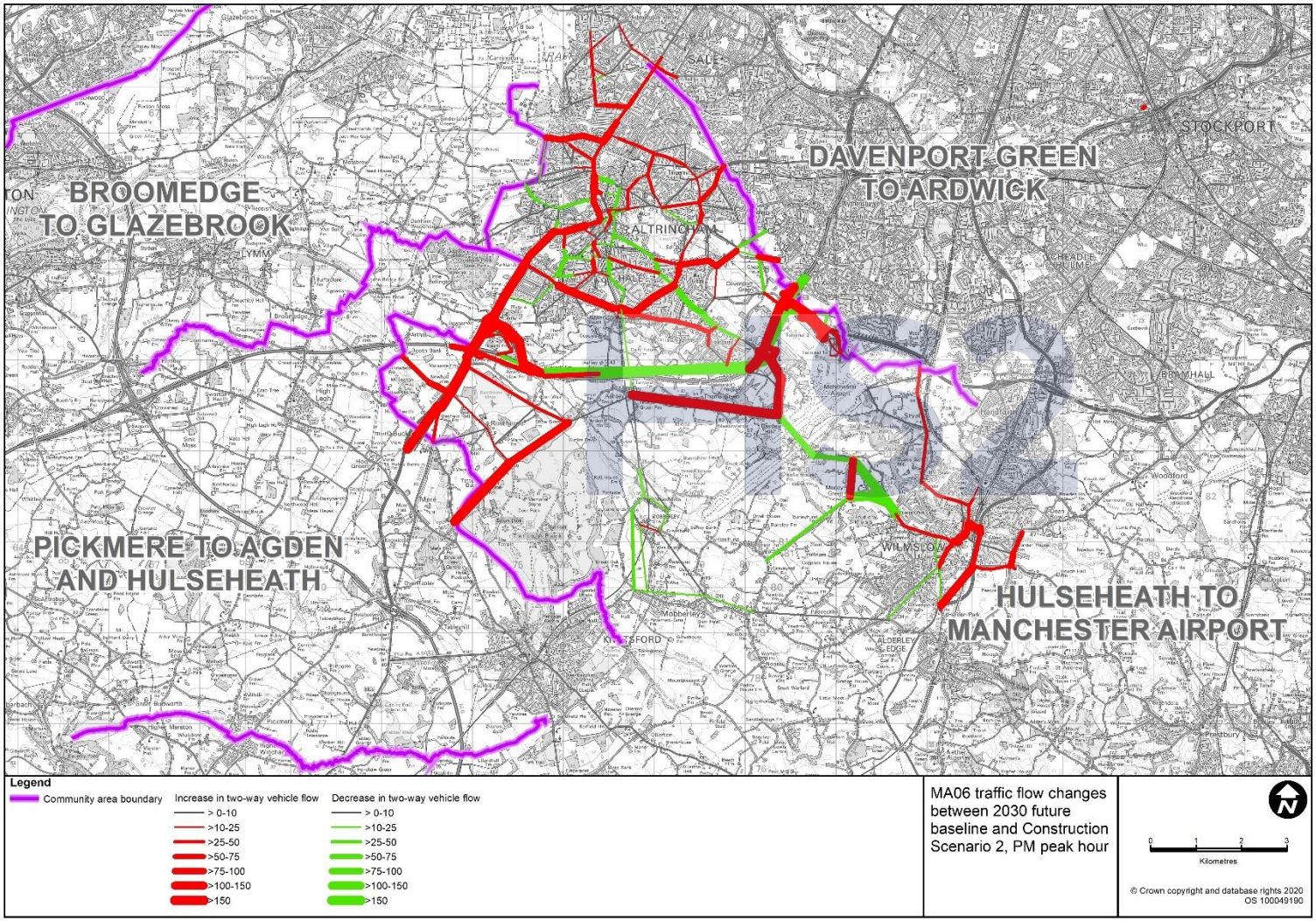


Figure 18-16: MA06 traffic flow changes 2030 future baseline to Proposed Scheme scenario 3, AM peak hour

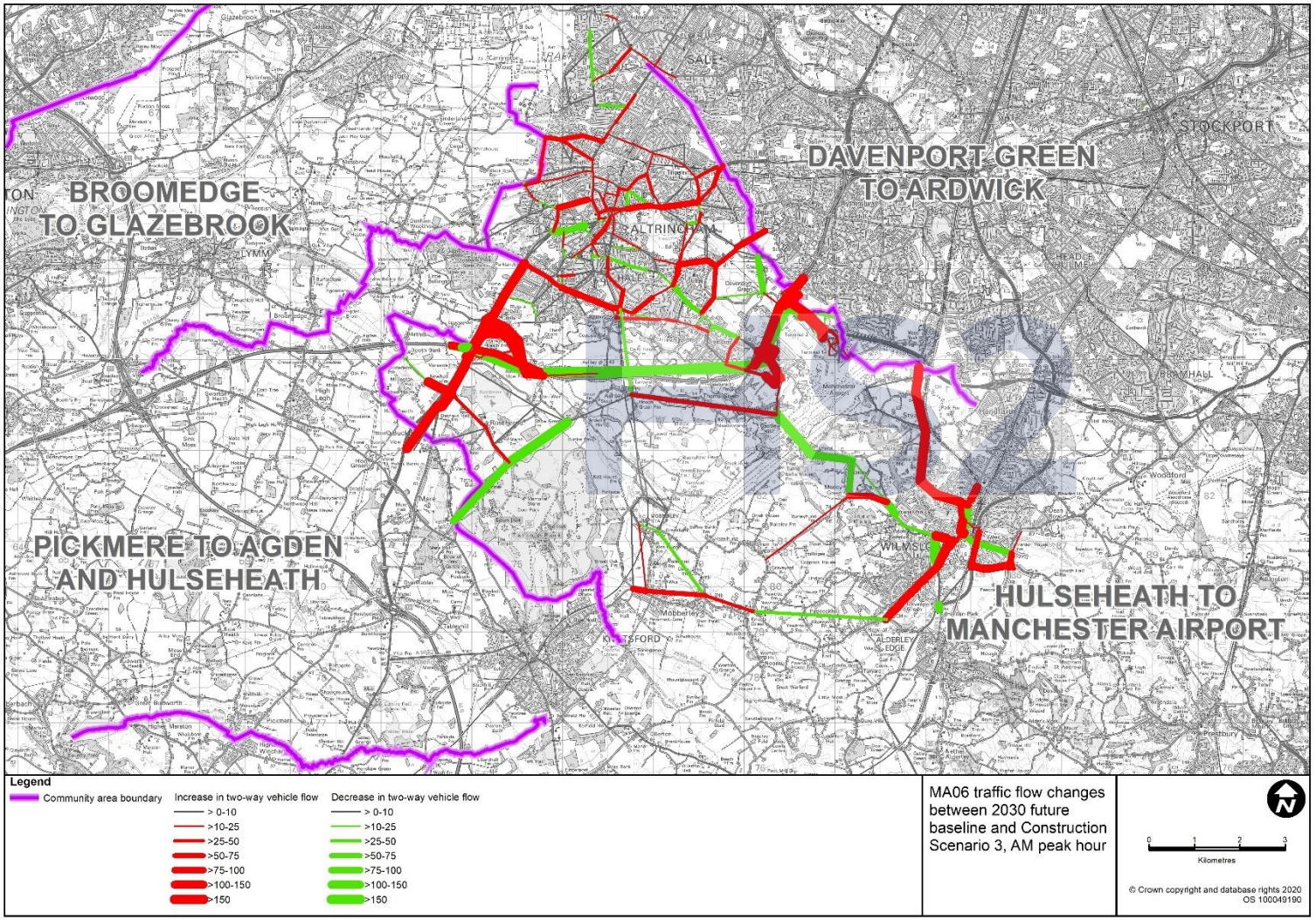


Figure 18-17: MA06 traffic flow changes 2030 future baseline to Proposed Scheme scenario 3, PM peak hour

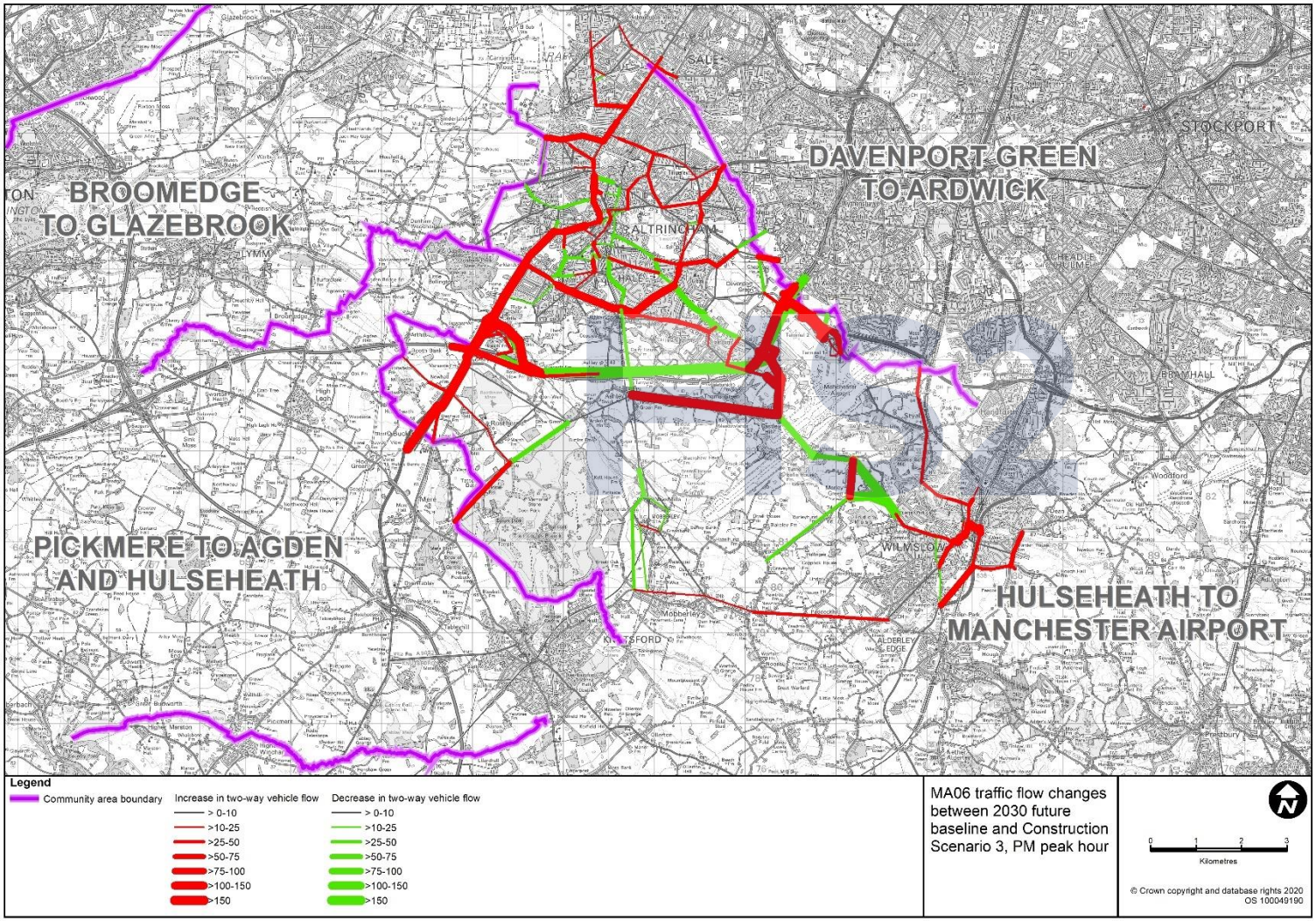


Figure 18-18: MA06 traffic flow changes 2030 future baseline to Proposed Scheme scenario 4, AM peak hour

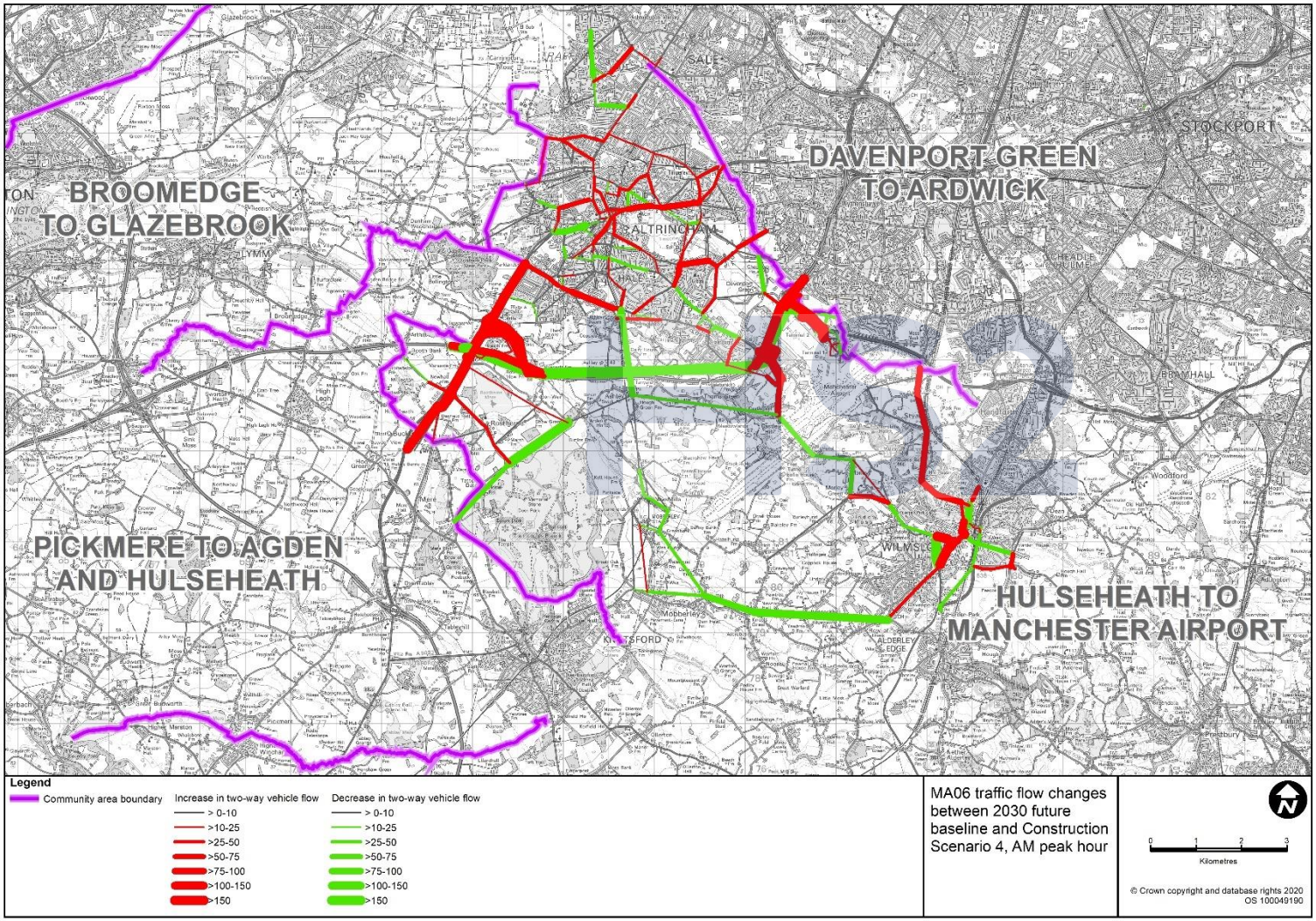
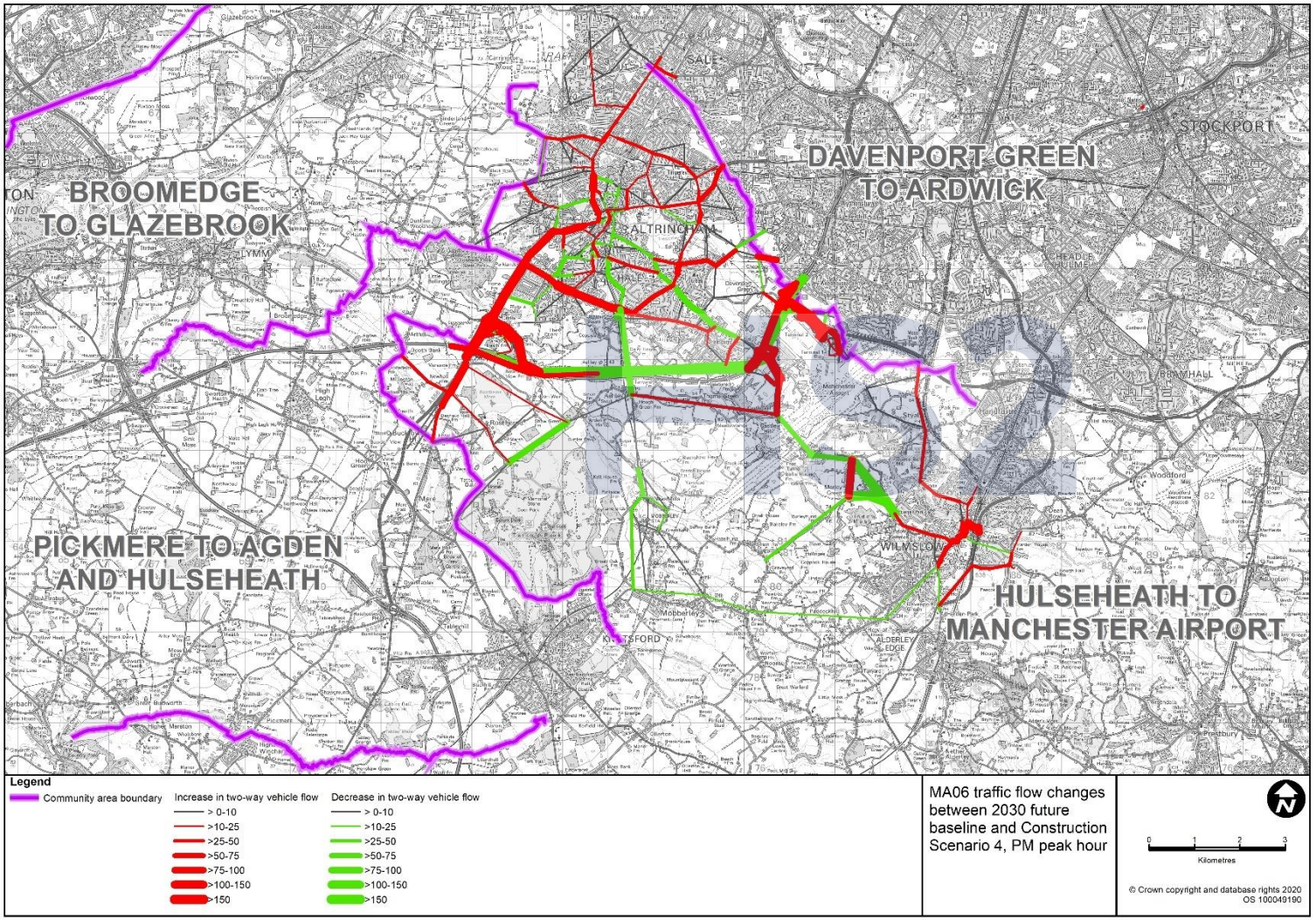


Figure 18-19: MA06 traffic flow changes 2030 future baseline to Proposed Scheme scenario 4, PM peak hour



MA07

18.3.31 The Greater Manchester SATURN Model and the Greater Manchester Public Transport Model have been used to model the construction scenarios in the MA07 area.

18.3.32 Table 18-20 and Table 18-21 set out the traffic flows for the 2030 future baseline and the Proposed Scheme on the roads most affected by construction of the Proposed Scheme for the AM and PM peak hour. In both time periods, the percentage changes in HGV flows are generally higher than the percentage changes in all traffic flows as a result of the relatively low number of HGV movements in the future baseline. Due to the simplified way in which the road network is represented in the strategic models, the use of some local roads may not be precisely reflected in the forecast traffic flows during construction of the Proposed Scheme, however, this is not expected to change the conclusions of the assessment.

18.3.33 Traffic flows on all other roads are either unaffected from the future baseline or there are only small changes in traffic flows (HGV or all vehicles of less than 10%) compared to the future baseline daily flow.

18.3.34 It should be noted that, unless identified in the next section of this report relating to junction impacts, these increases in traffic will not result in material increases in congestion or delay.

18.3.35 Traffic flow changes are shown in Figure 18-20 to Figure 18-29 for each scenario for the AM and PM peak hours respectively. The width of the band indicates the proportional change in traffic, with red representing an increase and green a decrease compared with the 2030 future baseline scenario.

Table 18-20: MA07, 2030 future baseline and with the Proposed Scheme construction traffic (vehicles), AM peak hour (08:00-09:00)

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A34 Kingsway (between Fairmile Drive and B5095 Wilmslow Road)	NB	1,831	29	1,833	29	0%	0%	1,824	54	0%	86%	1,855	54	1%	86%	1,827	31	0%	7%	1,827	33	0%	14%
	SB	1,437	23	1,431	23	0%	0%	1,427	48	-1%	109%	1,429	48	-1%	109%	1,417	25	-1%	9%	1,409	26	-2%	13%
A34 Kingsway (between B5095 Wilmslow Road and A5145 Wilmslow Road)	NB	2,483	37	2,488	37	0%	0%	2,479	66	0%	78%	2,551	65	3%	76%	2,498	43	1%	16%	2,497	44	1%	19%
	SB	1,917	29	1,907	29	-1%	0%	1,921	55	0%	90%	1,914	53	0%	83%	1,913	31	0%	7%	1,905	32	-1%	10%
A34 Kingsway (between A5145 Parrs Wood Lane and Queensway)	NB	1,384	25	1,389	25	0%	0%	1,380	51	0%	104%	1,429	49	3%	96%	1,397	29	1%	16%	1,396	29	1%	16%
	SB	1,184	24	1,179	24	0%	0%	1,174	49	-1%	104%	1,168	48	-1%	100%	1,173	26	-1%	8%	1,170	27	-1%	13%
A626 Tiviot Way (between Water Street and M60 junction 27)	EB	1,319	56	1,313	56	0%	0%	1,343	119	2%	113%	1,318	122	0%	118%	1,337	109	1%	95%	1,333	88	1%	57%
A34 Kingsway (between Queensway and Lane End Road)	NB	1,372	25	1,388	25	1%	0%	1,367	51	0%	104%	1,409	49	3%	96%	1,379	29	1%	16%	1,377	29	0%	16%
	SB	960	23	967	22	1%	-4%	959	48	0%	109%	942	47	-2%	104%	936	26	-3%	13%	939	26	-2%	13%
A34 Kingsway (between Lane End Road and Southlea Road)	NB	1,358	26	1,360	26	0%	0%	1,360	52	0%	100%	1,412	50	4%	92%	1,384	30	2%	15%	1,379	30	2%	15%
	SB	1,102	18	1,081	18	-2%	0%	1,096	43	-1%	139%	1,091	42	-1%	133%	1,071	21	-3%	17%	1,082	21	-2%	17%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A34 Kingsway (between Southlea Road and Green End Road)	NB	1,306	26	1,289	26	-1%	0%	1,307	52	0%	100%	1,354	50	4%	92%	1,331	30	2%	15%	1,328	30	2%	15%
	SB	1,102	18	1,081	18	-2%	0%	1,096	43	-1%	139%	1,091	42	-1%	133%	1,071	21	-3%	17%	1,082	21	-2%	17%
A34 Kingsway (between Mauldeth Road and Talbot Road)	NB	853	23	842	23	-1%	0%	866	48	2%	109%	933	48	9%	109%	910	26	7%	13%	894	26	5%	13%
	SB	678	16	667	16	-2%	0%	674	40	-1%	150%	651	40	-4%	150%	650	18	-4%	13%	662	19	-2%	19%
A34 Kingsway (between Talbot Road and B5093 Moseley Road)	NB	1,058	24	1,043	24	-1%	0%	1,071	49	1%	104%	1,148	48	9%	100%	1,118	26	6%	8%	1,100	27	4%	13%
	SB	707	17	690	17	-2%	0%	697	41	-1%	141%	674	41	-5%	141%	679	20	-4%	18%	688	20	-3%	18%
A34 Moseley Road (between A34 Birchfields Road and A34 Kingsway)	EB	1,027	22	1,006	22	-2%	0%	1,019	46	-1%	109%	1,022	46	0%	109%	1,010	24	-2%	9%	1,019	25	-1%	14%
	WB	1,109	29	1,094	29	-1%	0%	1,143	53	3%	83%	1,201	54	8%	86%	1,164	31	5%	7%	1,156	32	4%	10%
Platt Lane (between Lloyd Street South and A5103 Princess Road)	EB	320	6	313	6	-2%	0%	324	6	1%	0%	323	7	1%	17%	323	6	1%	0%	323	6	1%	0%
	WB	266	4	259	5	-3%	25%	261	4	-2%	0%	256	9	-4%	125%	256	5	-4%	25%	258	5	-3%	25%
Platt Lane (between Hart Road and Lloyd Street South)	EB	371	5	341	5	-8%	0%	367	4	-1%	-20%	364	4	-2%	-20%	362	4	-2%	-20%	364	4	-2%	-20%
	WB	141	4	135	5	-4%	25%	121	4	-14%	0%	133	9	-6%	125%	145	5	3%	25%	133	5	-6%	25%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A34 Birchfields Road (between Lytham Road and Old Hall Lane)	NB	1,011	18	1,009	18	0%	0%	1,015	42	0%	133%	1,041	42	3%	133%	1,031	20	2%	11%	1,020	20	1%	11%
	SB	435	16	426	17	-2%	6%	412	39	-5%	144%	301	38	-31%	138%	367	17	-16%	6%	405	18	-7%	13%
A34 Upper Brook Street (between Hathersage Road and Grafton Street)	NB	809	32	781	32	-3%	0%	793	52	-2%	63%	831	55	3%	72%	824	33	2%	3%	811	34	0%	6%
	SB	489	17	474	18	-3%	6%	470	41	-4%	141%	312	40	-36%	135%	382	18	-22%	6%	436	19	-11%	12%
Whitwell Way (between Garratt Way and A57 Hyde Road)	NB	65	10	67	10	3%	0%	65	10	0%	0%	84	10	29%	0%	68	10	5%	0%	68	10	5%	0%
	SB	285	18	300	18	5%	0%	299	17	5%	-6%	421	20	48%	11%	324	18	14%	0%	306	18	7%	0%
Devonshire Street South (between A6 Stockport Road and A5184 Plymouth Grove)	NB	12	0	7	0	-42%	0%	12	0	0%	0%	98	1	717%	0%	18	0	50%	0%	25	0	108%	0%
	SB	98	0	94	0	-4%	0%	93	0	-5%	0%	91	0	-7%	0%	98	0	0%	0%	95	0	-3%	0%
Belle Vue Street (between A57 Hyde Road and Birch Street)	NB	34	0	29	0	-15%	0%	31	0	-9%	0%	39	5	15%	0%	16	1	-53%	0%	20	0	-41%	0%
	SB	112	6	155	6	38%	0%	157	6	40%	0%	369	13	229%	117%	211	16	88%	167%	177	15	58%	150%
Birch Street (between A57 Hyde Road and Belle Vue Street)	NB	6	0	15	0	150%	0%	17	0	183%	0%	127	2	2017 %	0%	68	0	1033 %	0%	33	0	450%	0%
	SB	59	0	54	0	-8%	0%	52	0	-12%	0%	63	0	7%	0%	51	0	-14%	0%	56	0	-5%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Belle Vue Street (between Birch Street and Gorton Lane)	NB	40	1	44	1	10%	0%	48	1	20%	0%	166	7	315%	600%	84	1	110%	0%	54	1	35%	0%
	SB	170	6	210	6	24%	0%	210	6	24%	0%	432	14	154%	133%	262	16	54%	167%	233	15	37%	150%
Vine Street (between Abbey Hey Lane and A635 Ashton Old Road)	NB	116	6	110	5	-5%	-17%	116	5	0%	-17%	190	6	64%	0%	127	5	9%	-17%	124	5	7%	-17%
	SB	68	3	73	3	7%	0%	77	3	13%	0%	167	8	146%	167%	71	3	4%	0%	75	3	10%	0%
Cornwall Street (between Ogden Lane and A635 Ashton Old Road)	NB	31	6	32	6	3%	0%	29	6	-6%	0%	202	7	552%	17%	54	7	74%	17%	46	6	48%	0%
A665 Devonshire Street North (between Higher Ardwick and A57 Hyde Road)	NB	797	15	762	17	-4%	13%	793	14	-1%	-7%	638	12	-20%	-20%	733	12	-8%	-20%	762	16	-4%	7%
	SB	662	19	684	18	3%	-5%	690	18	4%	-5%	312	11	-53%	-42%	634	14	-4%	-26%	611	16	-8%	-16%
Abbey Hey Lane (between A635 Ashton Old Road and Capital Road)	NB	32	8	37	8	16%	0%	39	8	22%	0%	87	8	172%	0%	40	8	25%	0%	41	8	28%	0%
	SB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Higher Ardwick (between Union Street and A665 Chancellor Lane)	EB	254	4	301	4	19%	0%	257	14	1%	250%	178	15	-30%	275%	230	16	-9%	300%	271	16	7%	300%
	WB	378	1	411	1	9%	0%	405	7	7%	600%	426	5	13%	400%	427	5	13%	400%	429	6	13%	500%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Gorton Road (between A635 Ashton Old Road and A6010 Pottery Lane)	EB	55	2	27	1	-51%	-50%	41	3	-25%	50%	52	2	-5%	0%	67	5	22%	150%	66	5	20%	150%
	WB	355	7	489	7	38%	0%	492	11	39%	57%	283	7	-20%	0%	337	7	-5%	0%	295	7	-17%	0%
A665 Midland Street (between A665 Chancellor Lane and Handsworth Street)	NB	83	5	96	5	16%	0%	23	1	-72%	-80%	23	1	-72%	-80%	24	1	-71%	-80%	24	1	-71%	-80%
	SB	2	0	2	0	0%	0%	4	1	100%	0%	4	1	100%	0%	4	1	100%	0%	4	1	100%	0%
A635 Ashton Old Road (between Greenside Street and Dakley Street)	EB	749	29	841	40	12%	38%	789	50	5%	72%	769	52	3%	79%	884	54	18%	86%	823	54	10%	86%
	WB	1,416	56	1,443	83	2%	48%	1,451	96	2%	71%	922	77	-35%	38%	1,327	102	-6%	82%	1,335	73	-6%	30%
A635 Ashton Old Road (between A6010 Pottery Lane and Greenside Street)	EB	681	24	737	35	8%	46%	692	45	2%	88%	663	48	-3%	100%	796	50	17%	108%	747	50	10%	108%
	WB	1,413	53	1,440	80	2%	51%	1,448	93	2%	75%	919	74	-35%	40%	1,324	99	-6%	87%	1,332	70	-6%	32%
Greenside Street (between A635 Ashton Old Road and Parkhouse Street)	NB	3	3	3	3	0%	0%	3	3	0%	0%	3	3	0%	0%	3	3	0%	0%	3	3	0%	0%
	SB	68	4	104	4	53%	0%	97	4	43%	0%	106	4	56%	0%	87	4	28%	0%	77	4	13%	0%
Stainforth Street (between A635	SB	55	2	27	1	-51%	-50%	41	3	-25%	50%	52	2	-5%	0%	67	5	22%	150%	66	5	20%	150%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Ashton Old Road and Gorton Road)																							
Gable Street (between Stainforth Street and A635 Ashton Old Road)	NB	355	7	489	7	38%	0%	492	11	39%	57%	283	7	-20%	0%	337	7	-5%	0%	295	7	-17%	0%
A635 Ashton Old Road (between Stainforth Street and A6010 Pottery Lane)	EB	587	36	696	35	19%	-3%	577	46	-2%	28%	606	55	3%	53%	820	59	40%	64%	717	59	22%	64%
	WB	1,270	62	1,388	60	9%	-3%	1,395	74	10%	19%	541	65	-57%	5%	1,239	74	-2%	19%	1,167	75	-8%	21%
Greenside Street (between Parkhouse Street and Clayton Lane)	NB	17	3	14	3	-18%	0%	15	3	-12%	0%	72	4	324%	33%	22	3	29%	0%	23	3	35%	0%
	SB	50	4	50	4	0%	0%	46	4	-8%	0%	67	4	34%	0%	64	4	28%	0%	58	4	16%	0%
Grey Mare Lane (between Sunny Lowry Road and Albert Street)	NB	207	14	330	15	59%	7%	286	13	38%	-7%	441	17	113%	21%	362	18	75%	29%	288	17	39%	21%
	SB	302	4	456	9	51%	125%	441	9	46%	125%	489	6	62%	50%	423	8	40%	100%	359	5	19%	25%
Albert Street (between Darley Street and Grey Mare Lane)	EB	52	1	73	3	40%	200%	93	3	79%	200%	78	3	50%	200%	35	5	-33%	400%	48	3	-8%	200%
	WB	151	2	194	4	28%	100%	182	2	21%	0%	261	3	73%	50%	183	5	21%	150%	185	5	23%	150%
	EB	456	15	466	15	2%	0%	474	24	4%	60%	488	26	7%	73%	471	15	3%	0%	468	15	3%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A662 Manchester Road (between Market Street and Davenport Street)	WB	571	19	582	21	2%	11%	586	30	3%	58%	584	30	2%	58%	585	20	2%	5%	577	20	1%	5%
Albert Street (between Councillor Street and Darley Street)	EB	20	1	46	3	130%	200%	52	3	160%	200%	29	3	45%	200%	14	5	-30%	400%	12	3	-40%	200%
	WB	62	2	63	4	2%	100%	57	2	-8%	0%	132	3	113%	50%	60	5	-3%	150%	84	5	35%	150%
Palmerston Street (between Councillor Street and Gurney Street)	EB	52	0	114	3	119%	0%	125	2	140%	0%	136	2	162%	0%	48	4	-8%	0%	72	2	38%	0%
	WB	135	7	130	8	-4%	14%	123	7	-9%	0%	445	9	230%	29%	125	12	-7%	71%	181	8	34%	14%
Grey Mare Lane (between Albert Street and A662 Ashton New Road)	NB	58	14	137	13	136%	-7%	106	13	83%	-7%	182	15	214%	7%	180	15	210%	7%	104	15	79%	7%
	SB	253	5	386	8	53%	60%	351	9	39%	80%	414	6	64%	20%	390	6	54%	20%	313	5	24%	0%
Darley Street (between Albert Street and A662 Ashton New Road)	NB	89	0	131	0	47%	0%	124	0	39%	0%	130	0	46%	0%	123	0	38%	0%	102	0	15%	0%
	SB	32	0	27	0	-16%	0%	41	0	28%	0%	50	0	56%	0%	22	0	-31%	0%	36	0	13%	0%
Councillor Street (between Palmerston	NB	34	1	70	1	106%	0%	76	1	124%	0%	110	1	224%	0%	36	1	6%	0%	62	1	82%	0%
	SB	74	6	68	6	-8%	0%	67	7	-9%	17%	315	8	326%	33%	67	9	-9%	50%	99	6	34%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Street and A662 Ashton New Road)																							
A6140 Lord Sheldon Way (between A635 Manchester Road and Ashton Leisure Park)	NB	556	19	551	19	-1%	0%	553	29	-1%	53%	540	29	-3%	53%	545	19	-2%	0%	546	19	-2%	0%
	SB	276	14	283	14	3%	0%	287	24	4%	71%	282	21	2%	50%	290	14	5%	0%	288	14	4%	0%
Hallkirk Street/Cambrian Street (between A662 Ashton New Road and Phillips Park Road)	NB	268	4	323	4	21%	0%	303	4	13%	0%	357	4	33%	0%	337	4	26%	0%	288	4	7%	0%
	SB	154	1	211	2	37%	100%	187	2	21%	100%	259	2	68%	100%	193	2	25%	100%	151	2	-2%	100%
Bradford Road (between A6010 Alan Turing Way and Varley Street)	EB	216	14	181	16	-16%	14%	187	16	-13%	14%	201	16	-7%	14%	194	16	-10%	14%	204	15	-6%	7%
	WB	825	19	680	16	-18%	-16%	717	18	-13%	-5%	451	15	-45%	-21%	554	18	-33%	-5%	754	17	-9%	-11%
A6140 Wellington Road (between A627 Cavendish Street and A627 Oldham Road)	EB	609	22	607	22	0%	0%	617	31	1%	41%	613	31	1%	41%	601	22	-1%	0%	604	22	-1%	0%
	WB	509	10	510	10	0%	0%	526	20	3%	100%	540	17	6%	70%	516	11	1%	10%	514	10	1%	0%
A6140 Lord Sheldon Way	EB	212	12	211	12	0%	0%	216	22	2%	83%	213	21	0%	75%	205	12	-3%	0%	207	12	-2%	0%
	WB	251	14	252	15	0%	7%	260	25	4%	79%	276	22	10%	57%	252	15	0%	7%	252	14	0%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
(between A627 Cavendish Street and Richmond Street)																							

Table 18-21: MA07, 2030 future baseline and with the Proposed Scheme construction traffic (vehicles), PM peak hour (17:00–18:00)

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A34 Kingsway (between Fairmile Drive and B5095 Wilmslow Road)	NB	1,975	20	1,962	20	-1%	0%	1,970	47	0%	135%	1,968	46	0%	130%	1,968	23	0%	15%	1,971	25	0%	25%
	SB	1,478	22	1,478	23	0%	5%	1,507	48	2%	118%	1,513	48	2%	118%	1,506	25	2%	14%	1,510	26	2%	18%
A34 Kingsway (between B5095 Wilmslow Road and A5145 Wilmslow Road)	NB	2,423	26	2,408	26	-1%	0%	2,422	52	0%	100%	2,414	51	0%	96%	2,416	28	0%	8%	2,420	30	0%	15%
	SB	2,185	28	2,182	28	0%	0%	2,194	55	0%	96%	2,198	54	1%	93%	2,193	32	0%	14%	2,202	33	1%	18%
A34 Kingsway (between A5145	NB	1,513	21	1,508	21	0%	0%	1,506	45	0%	114%	1,498	44	-1%	110%	1,507	22	0%	5%	1,509	23	0%	10%
	SB	1,296	24	1,293	25	0%	4%	1,302	49	0%	104%	1,303	49	1%	104%	1,301	27	0%	13%	1,308	28	1%	17%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Parrs Wood Lane and Queensway)																							
A626 Tiviot Way (between Water Street and M60 junction 27)	EB	1,187	21	1,187	21	0%	0%	1,148	84	-3%	300%	1,146	88	-3%	319%	1,156	74	-3%	252%	1,169	54	-2%	157%
A34 Kingsway (between Queensway and Lane End Road)	NB	1,419	21	1,418	21	0%	0%	1,426	45	0%	114%	1,419	44	0%	110%	1,422	22	0%	5%	1,422	23	0%	10%
	SB	1,060	19	1,056	19	0%	0%	1,071	43	1%	126%	1,068	44	1%	132%	1,068	22	1%	16%	1,072	22	1%	16%
A34 Kingsway (between Lane End Road and Southlea Road)	NB	1,368	19	1,375	19	1%	0%	1,388	44	1%	132%	1,379	43	1%	126%	1,380	21	1%	11%	1,381	22	1%	16%
	SB	1,106	18	1,099	18	-1%	0%	1,118	43	1%	139%	1,117	44	1%	144%	1,122	21	1%	17%	1,123	22	2%	22%
A34 Kingsway (between Southlea Road and Green End Road)	NB	1,268	19	1,270	19	0%	0%	1,284	44	1%	132%	1,274	43	0%	126%	1,271	21	0%	11%	1,271	22	0%	16%
	SB	1,106	18	1,099	18	-1%	0%	1,118	43	1%	139%	1,117	44	1%	144%	1,122	21	1%	17%	1,123	22	2%	22%
A34 Kingsway (between Mauldeth Road and Talbot Road)	NB	736	16	736	16	0%	0%	754	41	2%	156%	748	40	2%	150%	732	18	-1%	13%	738	19	0%	19%
	SB	1,144	18	1,130	18	-1%	0%	1,144	43	0%	139%	1,137	43	-1%	139%	1,149	21	0%	17%	1,155	22	1%	22%
A34 Kingsway (between Talbot Road and B5093 Moseley Road)	NB	811	18	810	18	0%	0%	828	42	2%	133%	823	41	1%	128%	806	19	-1%	6%	812	20	0%	11%
	SB	1,254	18	1,244	19	-1%	6%	1,252	43	0%	139%	1,256	44	0%	144%	1,262	21	1%	17%	1,268	22	1%	22%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A34 Moseley Road (between A34 Birchfields Road and A34 Kingsway)	EB	1,399	14	1,368	14	-2%	0%	1,379	39	-1%	179%	1,381	38	-1%	171%	1,387	17	-1%	21%	1,395	17	0%	21%
	WB	1,139	14	1,129	16	-1%	14%	1,142	39	0%	179%	1,151	40	1%	186%	1,130	18	-1%	29%	1,130	19	-1%	36%
Platt Lane (between Lloyd Street South and A5103 Princess Road)	EB	215	1	209	1	-3%	0%	216	1	0%	0%	208	5	-3%	400%	210	3	-2%	200%	209	2	-3%	100%
	WB	265	3	267	3	1%	0%	268	3	1%	0%	271	3	2%	0%	268	3	1%	0%	267	3	1%	0%
Platt Lane (between Hart Road and Lloyd Street South)	EB	243	1	242	1	0%	0%	260	1	7%	0%	247	6	2%	500%	244	3	0%	200%	244	2	0%	100%
	WB	223	2	224	2	0%	0%	227	2	2%	0%	230	2	3%	0%	223	2	0%	0%	223	2	0%	0%
A34 Birchfields Road (between Lytham Road and Old Hall Lane)	NB	883	12	873	14	-1%	17%	893	37	1%	208%	882	38	0%	217%	887	15	0%	25%	886	16	0%	33%
	SB	912	13	892	13	-2%	0%	877	37	-4%	185%	853	36	-6%	177%	878	15	-4%	15%	885	15	-3%	15%
A34 Upper Brook Street (between Hathersage Road and Grafton Street)	NB	570	21	568	21	0%	0%	579	44	2%	110%	568	45	0%	114%	575	23	1%	10%	562	23	-1%	10%
	SB	778	11	763	11	-2%	0%	761	35	-2%	218%	739	35	-5%	218%	751	13	-3%	18%	757	13	-3%	18%
Whitwell Way (between Garratt Way and A57 Hyde Road)	NB	44	7	45	7	2%	0%	40	7	-9%	0%	17	7	-61%	0%	19	7	-57%	0%	24	7	-45%	0%
	SB	480	18	482	18	0%	0%	477	18	-1%	0%	618	17	29%	-6%	477	18	-1%	0%	477	18	-1%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Devonshire Street South (between A6 Stockport Road and A5184 Plymouth Grove)	NB	5	0	1	0	-80%	0%	23	0	360%	0%	32	0	540%	0%	3	0	-40%	0%	3	0	-40%	0%
	SB	4	0	0	0	-100%	0%	5	0	25%	0%	0	0	-100%	0%	0	0	-100%	0%	0	0	-100%	0%
Belle Vue Street (between A57 Hyde Road and Birch Street)	NB	32	1	50	2	56%	100%	45	1	41%	0%	74	2	131%	100%	58	2	81%	100%	59	2	84%	100%
	SB	262	4	262	4	0%	0%	267	4	2%	0%	366	7	40%	75%	268	4	2%	0%	270	4	3%	0%
Birch Street (between A57 Hyde Road and Belle Vue Street)	NB	14	0	14	0	0%	0%	14	0	0%	0%	11	0	-21%	0%	14	0	0%	0%	14	0	0%	0%
	SB	13	0	13	0	0%	0%	16	0	23%	0%	39	0	200%	0%	17	0	31%	0%	13	0	0%	0%
Belle Vue Street (between Birch Street and Gorton Lane)	NB	46	1	64	2	39%	100%	59	1	28%	0%	85	2	85%	100%	71	2	54%	100%	73	2	59%	100%
	SB	275	4	275	4	0%	0%	282	4	3%	0%	405	8	47%	100%	285	4	4%	0%	283	4	3%	0%
Vine Street (between Abbey Hey Lane and A635 Ashton Old Road)	NB	138	0	138	0	0%	0%	142	1	3%	0%	204	0	48%	0%	167	1	21%	0%	164	0	19%	0%
	SB	80	0	81	0	1%	0%	79	0	-1%	0%	120	1	50%	0%	83	0	4%	0%	87	0	9%	0%
Cornwall Street (between Ogden Lane and A635 Ashton Old Road)	NB	246	2	291	2	18%	0%	279	2	13%	0%	292	2	19%	0%	296	2	20%	0%	304	2	24%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A665 Devonshire Street North (between Higher Ardwick and A57 Hyde Road)	NB	836	11	741	8	-11%	-27%	822	10	-2%	-9%	617	5	-26%	-55%	655	6	-22%	-45%	718	7	-14%	-36%
	SB	616	8	714	7	16%	-13%	650	8	6%	0%	397	4	-36%	-50%	530	7	-14%	-13%	515	7	-16%	-13%
Abbey Hey Lane (between A635 Ashton Old Road and Capital Road)	NB	41	6	71	6	73%	0%	72	6	76%	0%	42	6	2%	0%	73	6	78%	0%	68	6	66%	0%
	SB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Higher Ardwick (between Union Street and A665 Chancellor Lane)	EB	361	3	430	3	19%	0%	410	6	14%	100%	214	4	-41%	33%	442	5	22%	67%	428	4	19%	33%
	WB	109	0	233	2	114%	0%	284	4	161%	0%	336	3	208%	0%	240	4	120%	0%	245	4	125%	0%
Gorton Road (between A635 Ashton Old Road and A6010 Pottery Lane)	EB	0	0	0	0	0%	0%	10	0	0%	0%	69	1	0%	0%	7	0	0%	0%	11	0	0%	0%
	WB	72	1	68	1	-6%	0%	94	2	31%	100%	282	0	292%	-100%	52	0	-28%	-100%	61	0	-15%	-100%
A665 Midland Street (between A665 Chancellor Lane and Handsworth Street)	NB	269	1	283	1	5%	0%	6	1	-98%	0%	6	1	-98%	0%	6	1	-98%	0%	6	1	-98%	0%
	SB	5	0	4	0	-20%	0%	18	1	260%	0%	18	1	260%	0%	18	1	260%	0%	18	1	260%	0%
A635 Ashton Old Road (between Greenside Street	EB	1,238	23	1,279	22	3%	-4%	1,214	36	-2%	57%	1,071	44	-13%	91%	1,179	40	-5%	74%	1,170	40	-5%	74%
	WB	1,005	18	1,037	19	3%	6%	1,042	33	4%	83%	849	39	-16%	117%	1,007	36	0%	100%	1,010	35	0%	94%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
and Dakley Street)																							
A635 Ashton Old Road (between A6010 Pottery Lane and Greenside Street)	EB	1,145	20	1,158	19	1%	-5%	1,145	33	0%	65%	999	41	-13%	105%	1,108	37	-3%	85%	1,102	37	-4%	85%
	WB	996	17	1,036	18	4%	6%	1,046	32	5%	88%	867	38	-13%	124%	1,016	35	2%	106%	1,020	35	2%	106%
Greenside Street (between A635 Ashton Old Road and Parkhouse Street)	NB	10	2	2	2	-80%	0%	4	2	-60%	0%	4	2	-60%	0%	2	2	-80%	0%	2	2	-80%	0%
	SB	93	3	122	3	31%	0%	76	3	-18%	0%	93	3	0%	0%	82	3	-12%	0%	79	3	-15%	0%
Stainforth Street (between A635 Ashton Old Road and Gorton Road)	SB	0	0	0	0	0%	0%	10	0	0%	0%	69	1	0%	0%	7	0	0%	0%	11	0	0%	0%
Gable Street (between Stainforth Street and A635 Ashton Old Road)	NB	72	1	68	1	-6%	0%	94	2	31%	100%	282	0	292%	-100%	52	0	-28%	-100%	61	0	-15%	-100%
A635 Ashton Old Road (between Stainforth Street and A6010 Pottery Lane)	EB	1,348	18	1,413	22	5%	22%	1,488	35	10%	94%	1,343	38	0%	111%	1,487	37	10%	106%	1,418	38	5%	111%
	WB	596	11	590	12	-1%	9%	650	26	9%	136%	116	32	-81%	191%	483	29	-19%	164%	496	29	-17%	164%
	NB	45	2	42	2	-7%	0%	56	2	24%	0%	84	2	87%	0%	61	2	36%	0%	66	2	47%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Greenside Street (between Parkhouse Street and Clayton Lane)	SB	69	3	74	3	7%	0%	79	3	14%	0%	104	3	51%	0%	89	3	29%	0%	84	3	22%	0%
Grey Mare Lane (between Sunny Lowry Road and Albert Street)	NB	146	4	302	4	107%	0%	221	4	51%	0%	340	5	133%	25%	320	5	119%	25%	273	4	87%	0%
	SB	283	4	420	4	48%	0%	208	4	-27%	0%	241	4	-15%	0%	221	4	-22%	0%	204	4	-28%	0%
Albert Street (between Darley Street and Grey Mare Lane)	EB	252	1	250	1	-1%	0%	150	1	-40%	0%	173	1	-31%	0%	136	1	-46%	0%	155	1	-38%	0%
	WB	79	3	164	3	108%	0%	108	3	37%	0%	241	2	205%	-33%	190	3	141%	0%	179	2	127%	-33%
A662 Manchester Road (between Market Street and Davenport Street)	EB	702	13	656	12	-7%	-8%	664	22	-5%	69%	689	22	-2%	69%	653	12	-7%	-8%	670	12	-5%	-8%
	WB	597	9	619	9	4%	0%	609	19	2%	111%	623	19	4%	111%	630	9	6%	0%	616	9	3%	0%
Albert Street (between Councillor Street and Darley Street)	EB	154	1	248	1	61%	0%	63	1	-59%	0%	66	1	-57%	0%	64	1	-58%	0%	59	1	-62%	0%
	WB	24	2	40	2	67%	0%	17	2	-29%	0%	113	2	371%	0%	103	1	329%	-50%	62	2	158%	0%
Palmerston Street (between Councillor Street and Gurney Street)	EB	274	0	362	0	32%	0%	198	0	-28%	0%	184	0	-33%	0%	227	0	-17%	0%	175	0	-36%	0%
	WB	361	3	324	3	-10%	0%	263	2	-27%	-33%	404	2	12%	-33%	385	3	7%	0%	336	3	-7%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Grey Mare Lane (between Albert Street and A662 Ashton New Road)	NB	69	3	140	3	103%	0%	114	3	65%	0%	101	5	46%	67%	132	3	91%	0%	96	4	39%	33%
	SB	31	4	171	4	452%	0%	59	4	90%	0%	69	4	123%	0%	85	4	174%	0%	49	4	58%	0%
Darley Street (between Albert Street and A662 Ashton New Road)	NB	55	1	124	1	125%	0%	91	1	65%	0%	128	0	133%	-100%	87	2	58%	100%	117	0	113%	-100%
	SB	98	0	2	0	-98%	0%	87	0	-11%	0%	106	0	8%	0%	73	0	-26%	0%	96	0	-2%	0%
Councillor Street (between Palmerston Street and A662 Ashton New Road)	NB	120	0	115	0	-4%	0%	136	0	13%	0%	119	0	-1%	0%	165	0	38%	0%	117	0	-3%	0%
	SB	337	3	285	2	-15%	-33%	247	2	-27%	-33%	293	2	-13%	-33%	283	2	-16%	-33%	276	2	-18%	-33%
A6140 Lord Sheldon Way (between A635 Manchester Road and Ashton Leisure Park)	NB	729	11	745	11	2%	0%	740	19	2%	73%	719	19	-1%	73%	732	11	0%	0%	721	11	-1%	0%
	SB	397	12	397	12	0%	0%	388	22	-2%	83%	389	22	-2%	83%	396	12	0%	0%	396	12	0%	0%
Hallkirk Street/Cambrian Street (between A662 Ashton New Road and	NB	40	1	88	1	120%	0%	74	1	85%	0%	139	2	248%	100%	94	2	135%	100%	77	1	93%	0%
	SB	223	1	280	2	26%	100%	253	1	13%	0%	252	2	13%	100%	295	2	32%	100%	234	2	5%	100%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Phillips Park Road)																							
Bradford Road (between A6010 Alan Turing Way and Varley Street)	EB	664	17	611	18	-8%	6%	623	17	-6%	0%	594	17	-11%	0%	592	17	-11%	0%	624	17	-6%	0%
	WB	474	9	415	8	-12%	-11%	398	8	-16%	-11%	218	8	-54%	-11%	361	8	-24%	-11%	360	9	-24%	0%
A6140 Wellington Road (between A627 Cavendish Street and A627 Oldham Road)	EB	1,414	12	1,441	12	2%	0%	1,434	22	1%	83%	1,415	22	0%	83%	1,429	12	1%	0%	1,415	12	0%	0%
	WB	406	5	406	5	0%	0%	396	15	-2%	200%	400	15	-1%	200%	407	5	0%	0%	406	5	0%	0%
A6140 Lord Sheldon Way (between A627 Cavendish Street and Richmond Street)	EB	317	7	327	7	3%	0%	328	16	3%	129%	313	16	-1%	129%	317	7	0%	0%	311	7	-2%	0%
	WB	351	10	351	10	0%	0%	342	20	-3%	100%	345	20	-2%	100%	351	10	0%	0%	351	10	0%	0%

Figure 18-20: MA07 traffic flow changes 2030 future baseline to Proposed Scheme utilities scenario, AM peak hour

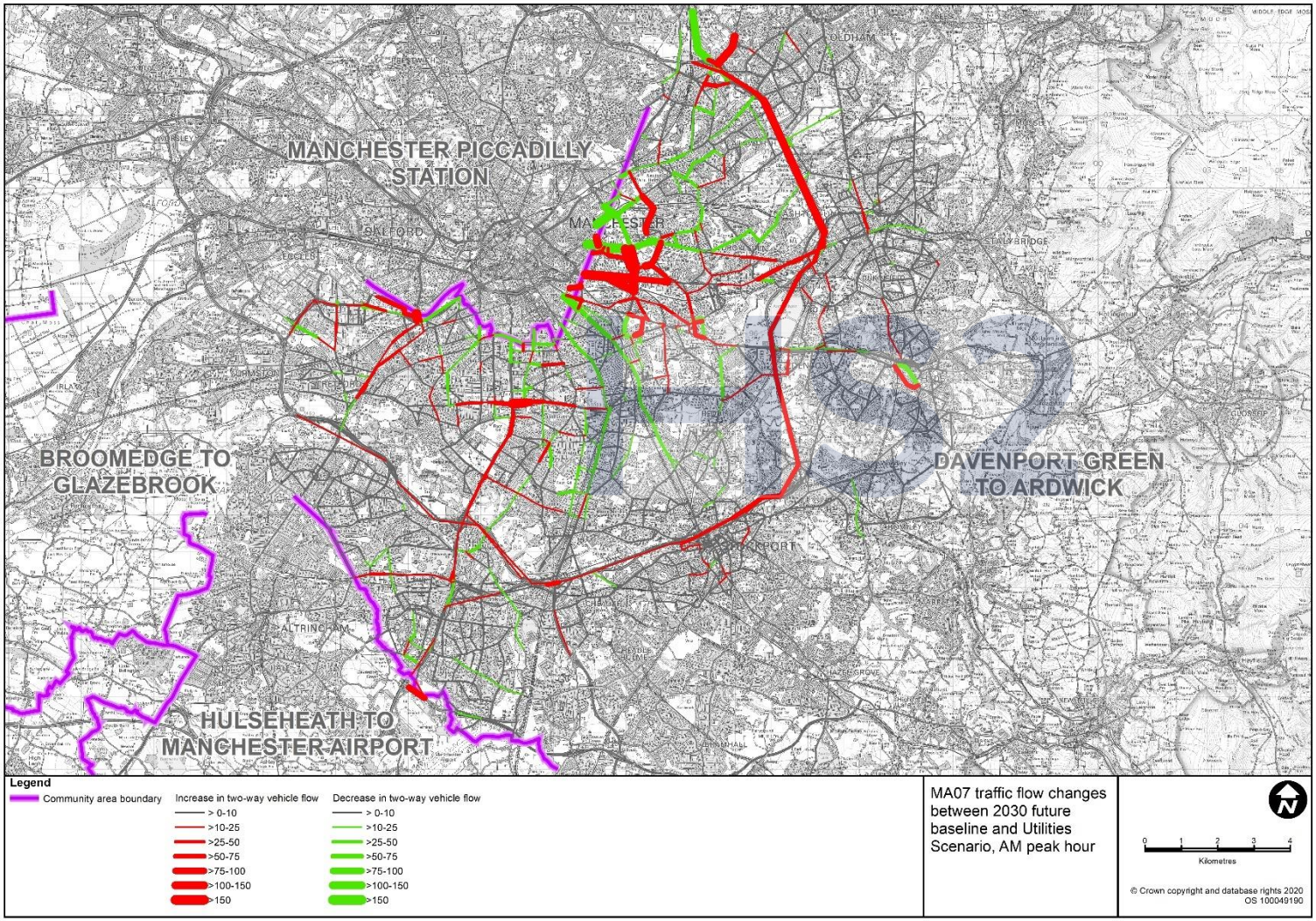


Figure 18-21: MA07 traffic flow changes 2030 future baseline to Proposed Scheme utilities scenario, PM peak hour

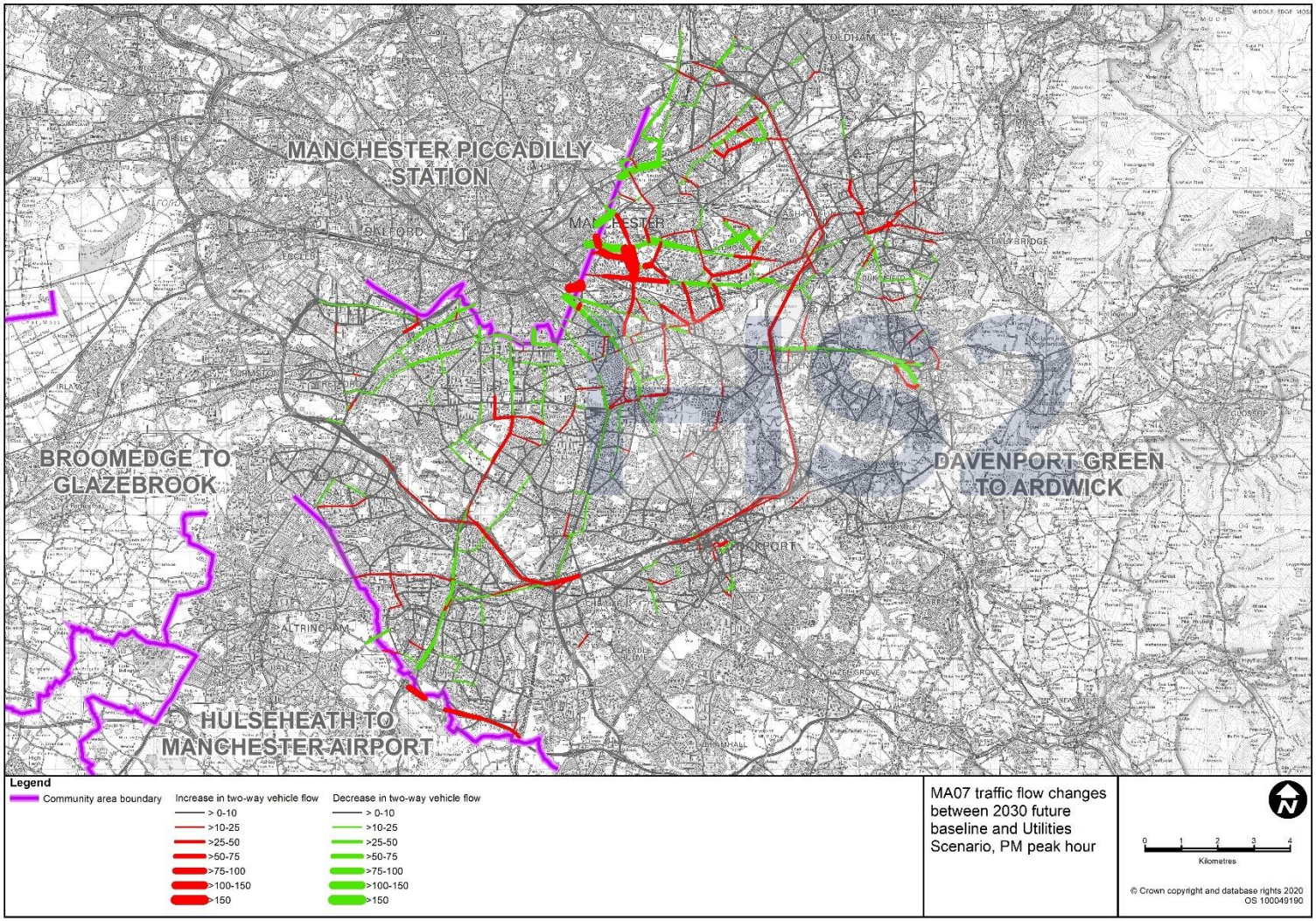


Figure 18-22: MA07 traffic flow changes 2030 future baseline to Proposed Scheme scenario 1, AM peak hour

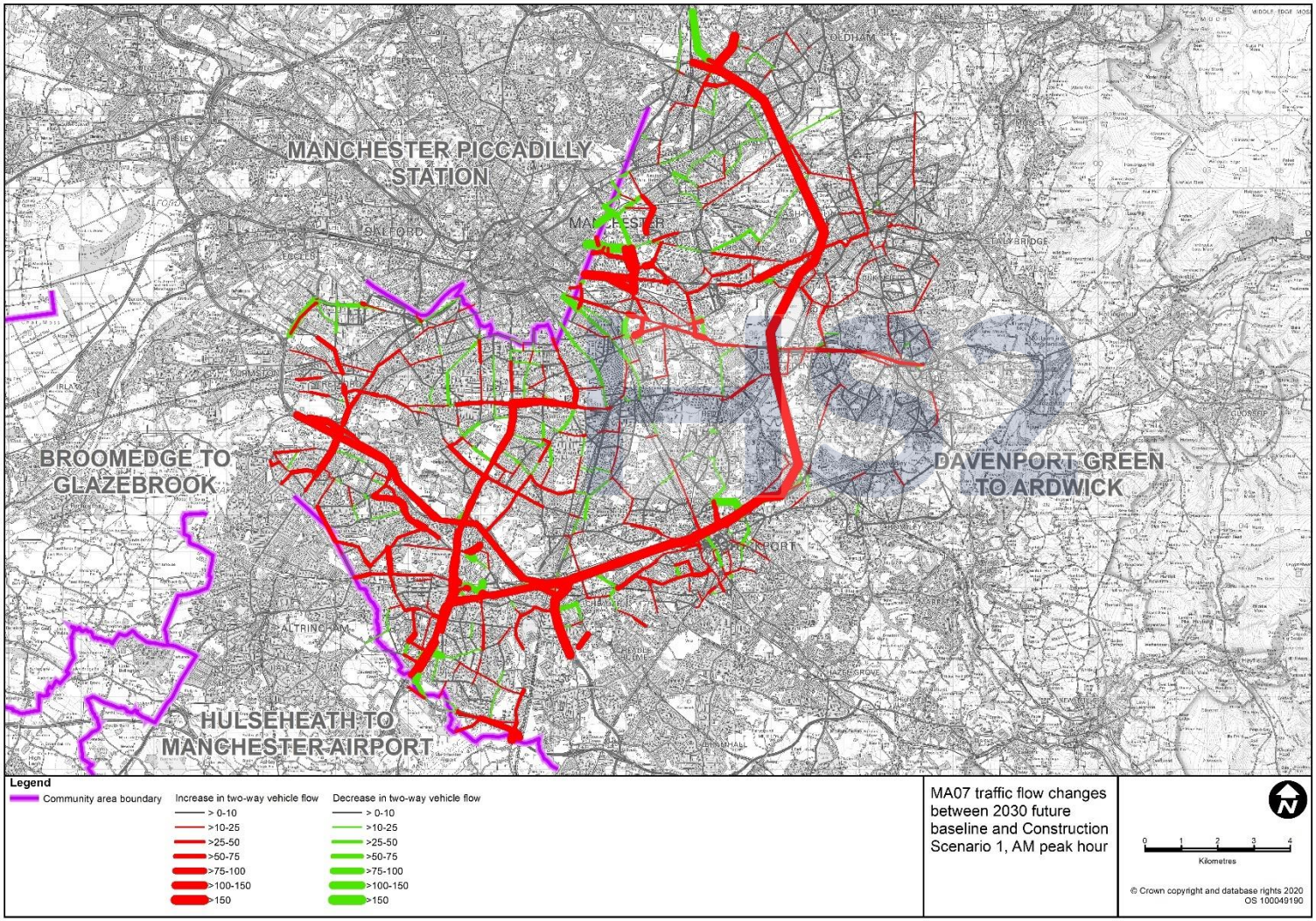


Figure 18-23: MA07 traffic flow changes 2030 future baseline to Proposed Scheme scenario 1, PM peak hour

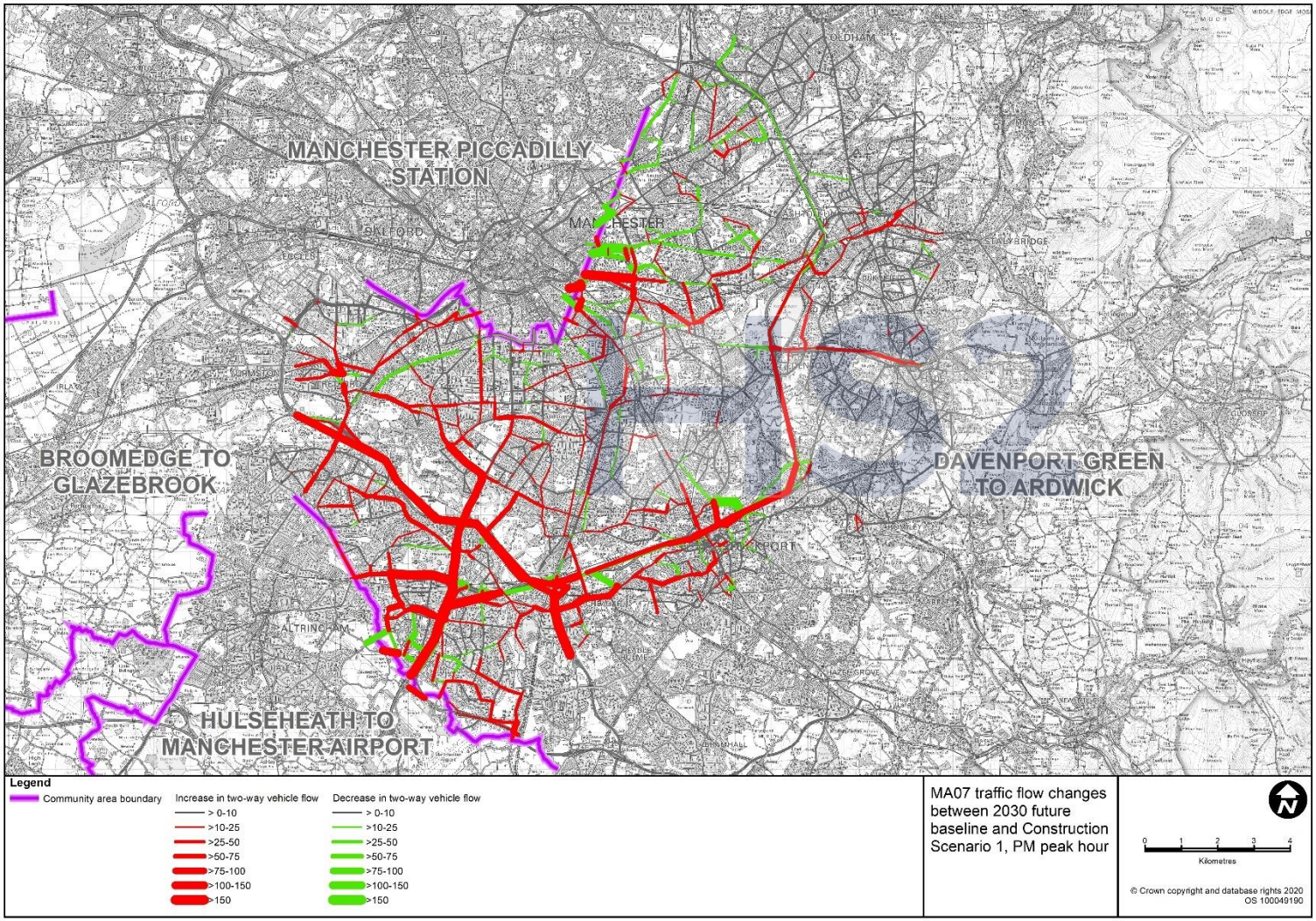


Figure 18-24: MA07 traffic flow changes 2030 future baseline to Proposed Scheme scenario 2, AM peak hour

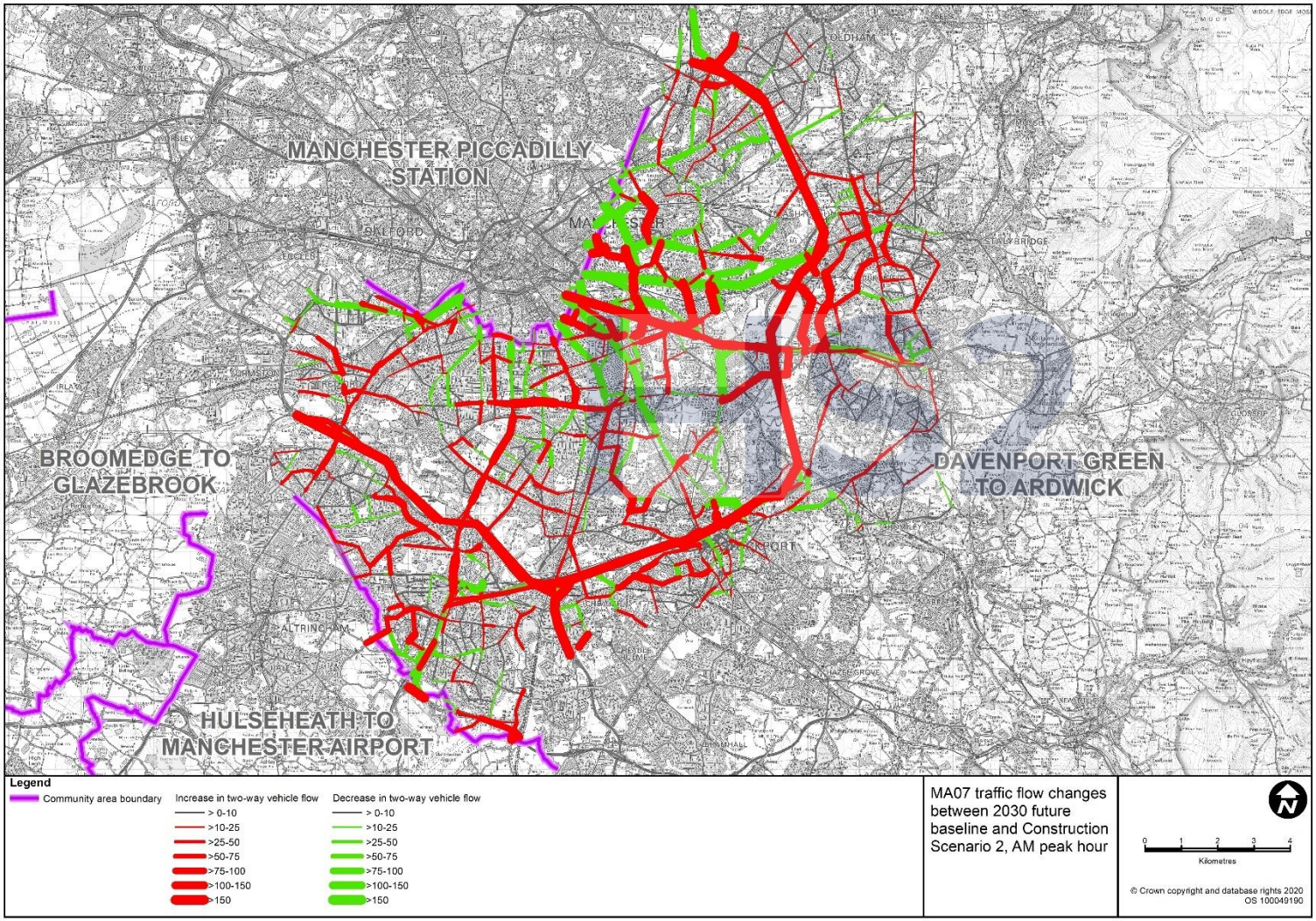


Figure 18-25: MA07 traffic flow changes 2030 future baseline to Proposed Scheme scenario 2, PM peak hour

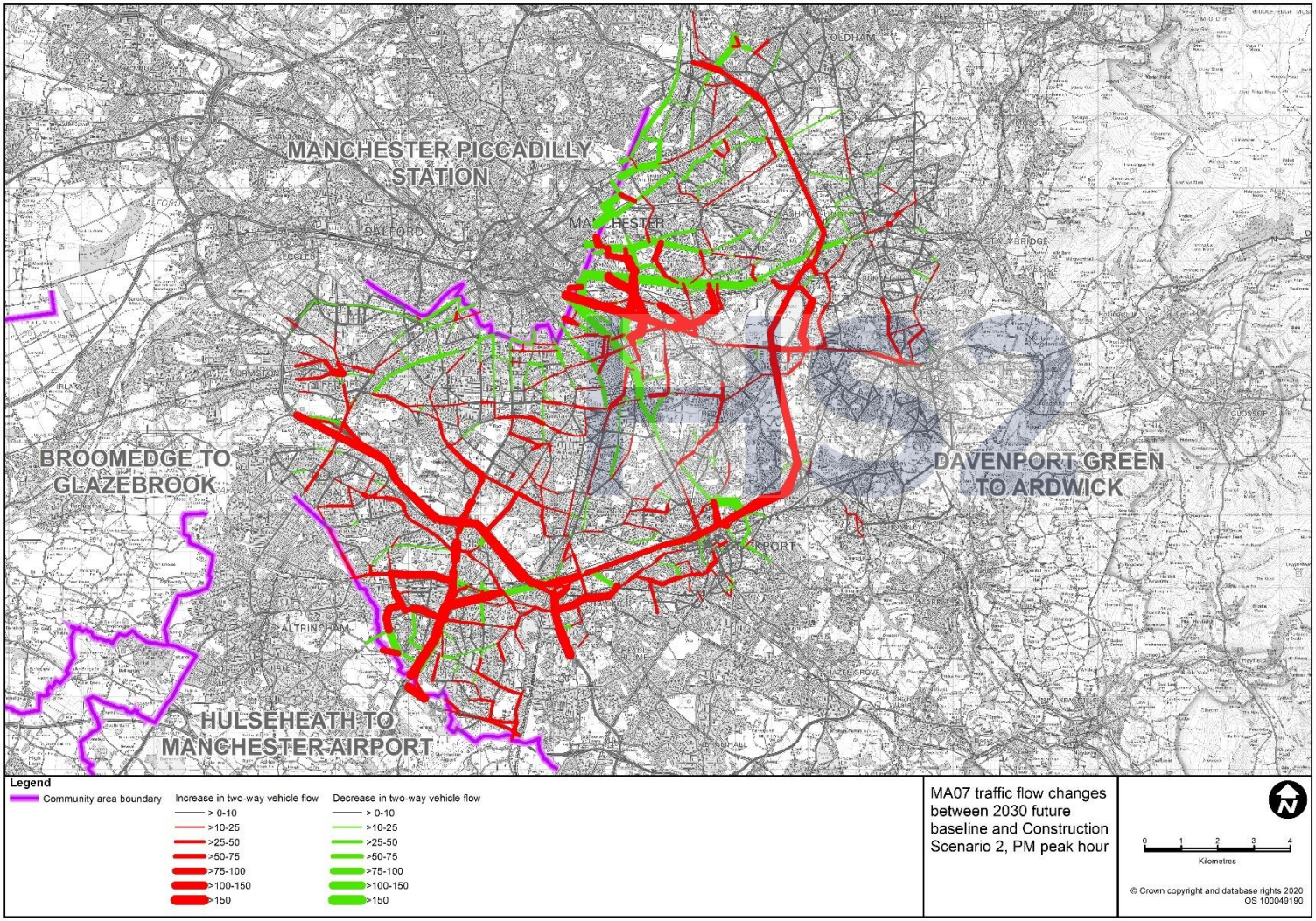


Figure 18-26: MA07 traffic flow changes 2030 future baseline to Proposed Scheme scenario 3, AM peak hour

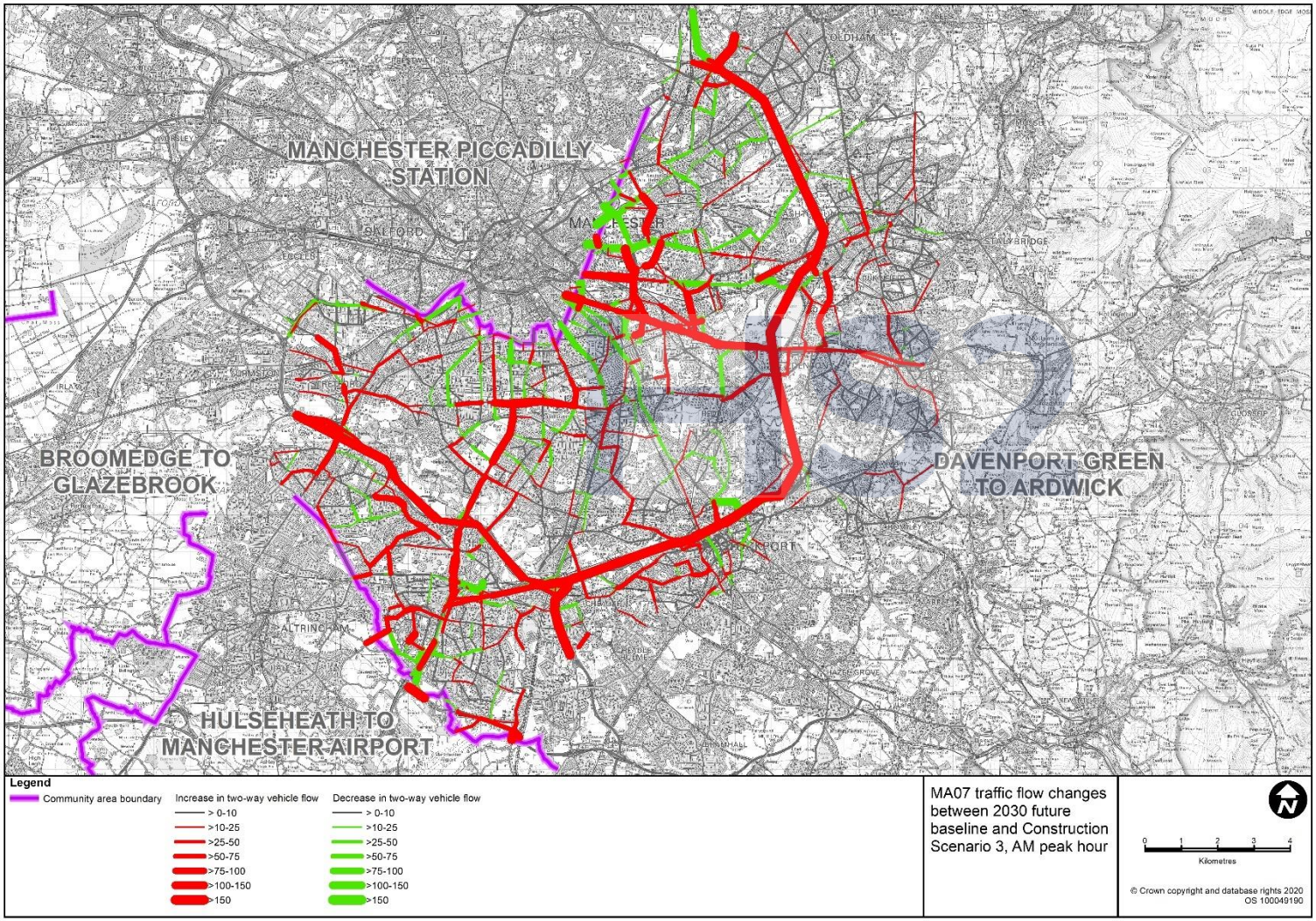


Figure 18-27: MA07 traffic flow changes 2030 future baseline to Proposed Scheme scenario 3, PM peak hour

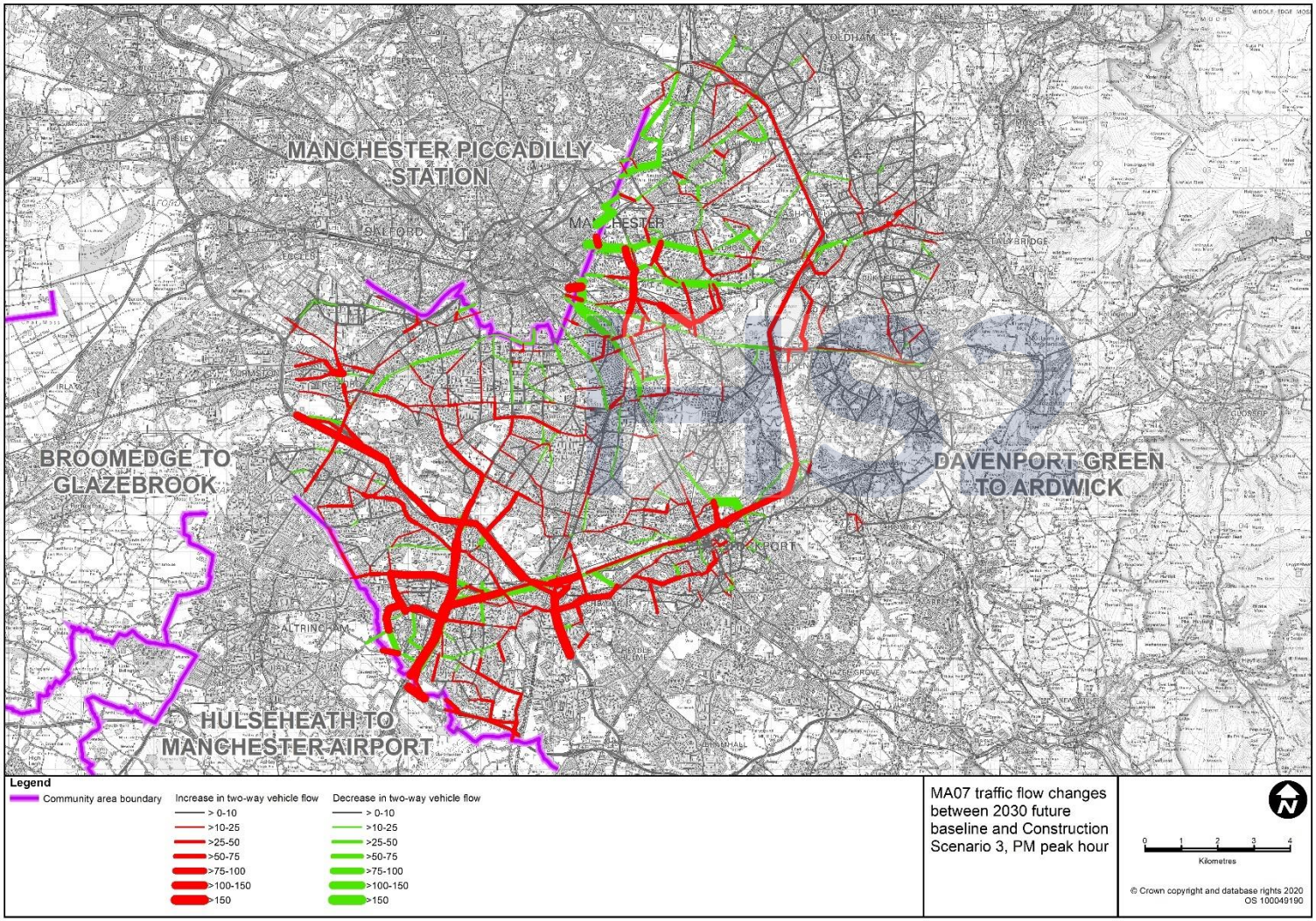


Figure 18-28: MA07 traffic flow changes 2030 future baseline to Proposed Scheme scenario 4, AM peak hour

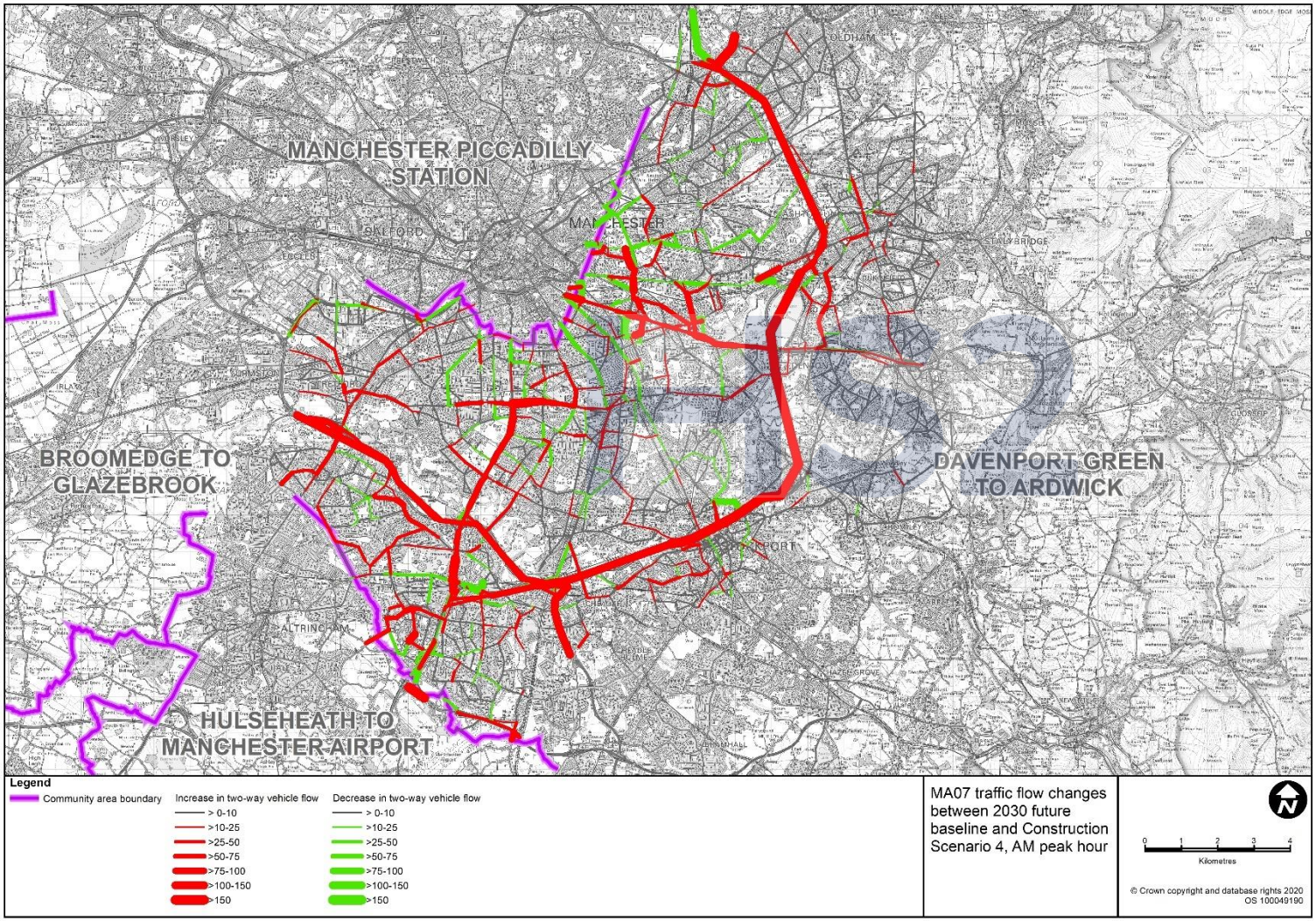
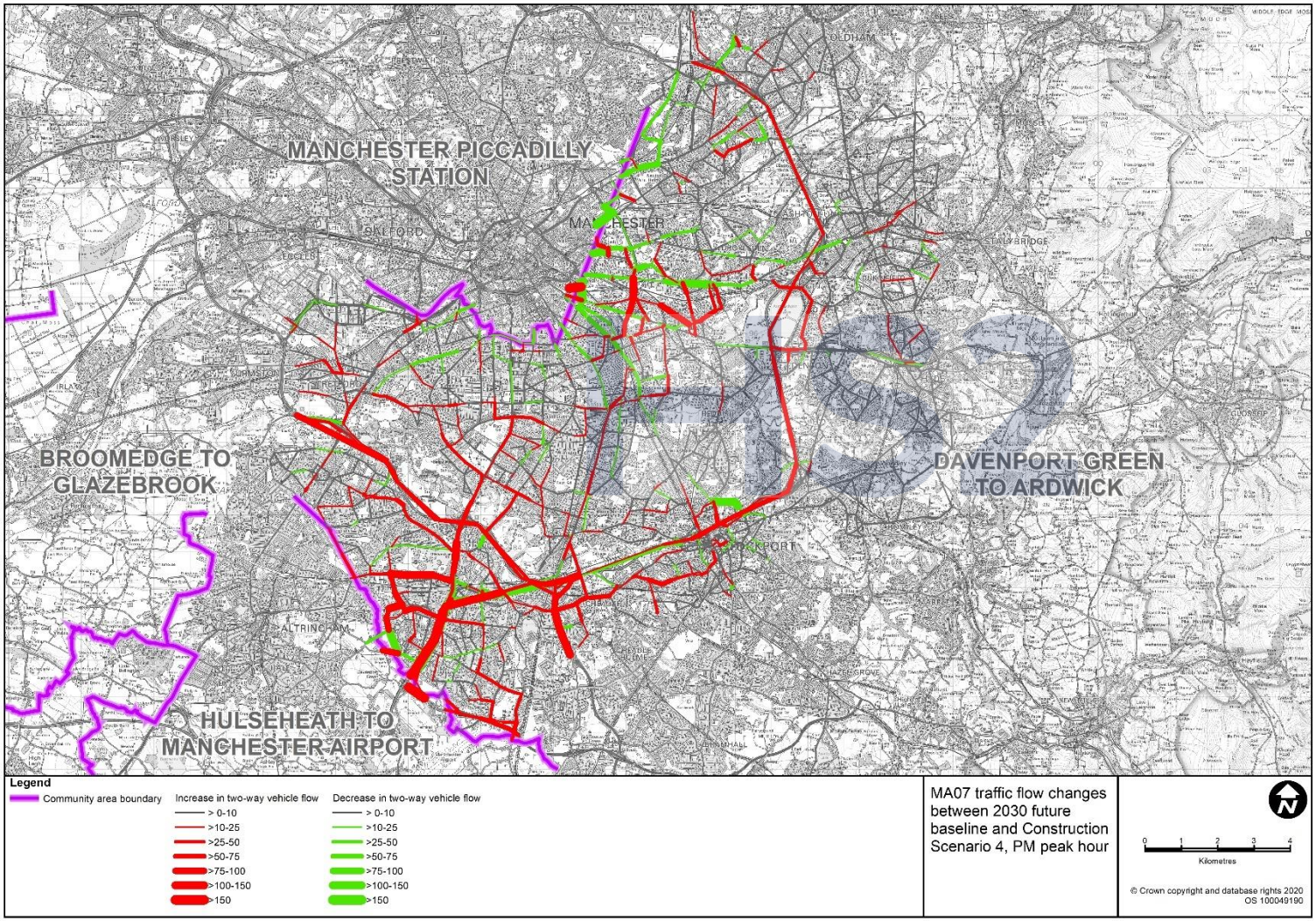


Figure 18-29: MA07 traffic flow changes 2030 future baseline to Proposed Scheme scenario 4, PM peak hour



MA08

18.3.36 The Greater Manchester SATURN Model and the Greater Manchester Public Transport Model have been used to model the construction scenarios in the MA08 area.

18.3.37 Table 18-22 and Table 18-23 set out the traffic flows for the 2030 future baseline and the Proposed Scheme on the roads most affected by construction of the Proposed Scheme for the AM and PM peak hour. In both time periods, the percentage changes in HGV flows are generally higher than the percentage changes in all traffic flows as a result of the relatively low number of HGV movements in the future baseline. Due to the simplified way in which the road network is represented in the strategic models, the use of some local roads may not be precisely reflected in the forecast traffic flows during construction of the Proposed Scheme, however, this is not expected to change the conclusions of the assessment.

18.3.38 Traffic flows on all other roads are either unaffected from the future baseline or there are only small changes in traffic flows (HGV or all vehicles of less than 10%) compared to the future baseline daily flow.

18.3.39 It should be noted that, unless identified in the next section of this report relating to junction impacts, these increases in traffic will not result in material increases in congestion or delay.

18.3.40 Traffic flow changes are shown in Figure 18-30 to Figure 18-39 for each scenario for the AM and PM peak hours respectively. The width of the band indicates the proportional change in traffic, with red representing an increase and green a decrease compared with the 2030 future baseline scenario.

Table 18-22: MA08, 2030 future baseline and with the Proposed Scheme construction traffic (vehicles), AM peak hour (08:00-09:00)

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Grafton Street (between A5184 Plymouth Grove and A34 Upper Brook Street)	EB	84	4	78	4	-7%	0%	79	4	-6%	0%	144	4	71%	0%	96	4	14%	0%	101	4	20%	0%
	WB	115	5	113	5	-2%	0%	112	5	-3%	0%	123	5	7%	0%	117	5	2%	0%	113	6	-2%	20%
A34 Upper Brook Street (between Grafton Street and A5184 Plymouth Grove)	NB	939	26	911	26	-3%	0%	921	45	-2%	73%	901	48	-4%	85%	935	27	0%	4%	917	27	-2%	4%
	SB	686	18	672	18	-2%	0%	669	41	-2%	128%	471	40	-31%	122%	602	19	-12%	6%	637	19	-7%	6%
A34 Upper Brook Street (between A5184 Plymouth Grove and Brunswick Street)	NB	1,364	29	1,325	29	-3%	0%	1,356	49	-1%	69%	1,427	53	5%	83%	1,344	31	-1%	7%	1,357	30	-1%	3%
	SB	1,002	29	987	29	-1%	0%	983	52	-2%	79%	814	51	-19%	76%	914	30	-9%	3%	957	31	-4%	7%
A34 Upper Brook Street (between Booth Street East and Grosvenor Street)	NB	706	27	618	24	-12%	-11%	687	40	-3%	48%	915	50	30%	85%	764	27	8%	0%	752	28	7%	4%
	SB	838	28	819	28	-2%	0%	815	51	-3%	82%	825	50	-2%	79%	824	29	-2%	4%	849	30	1%	7%
A34 Grosvenor Street (between A34 Brook Street and A34 Oxford Road)	WB	489	22	315	12	-36%	-45%	435	12	-11%	-45%	441	11	-10%	-50%	387	12	-21%	-45%	451	20	-8%	-9%
Grosvenor Street (between A6	WB	331	11	251	3	-24%	-73%	303	2	-8%	-82%	326	2	-2%	-82%	316	2	-5%	-82%	312	13	-6%	18%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Downing Street and A34 Brook Street)																							
Union Street (between Dark Lane and Higher Ardwick)	NB	184	9	195	12	6%	33%	112	3	-39%	-67%	102	3	-45%	-67%	111	3	-40%	-67%	112	3	-39%	-67%
	SB	91	9	55	8	-40%	-11%	25	5	-73%	-44%	25	5	-73%	-44%	25	5	-73%	-44%	25	5	-73%	-44%
Mancunian Way (between A34 Brook Street and Sackville Street)	EB	214	5	221	2	3%	-60%	221	3	3%	-40%	403	4	88%	-20%	352	4	64%	-20%	287	4	34%	-20%
	WB	585	16	593	16	1%	0%	574	40	-2%	150%	589	39	1%	144%	587	18	0%	13%	586	18	0%	13%
A6 London Road (between A57(M) Mancunian Way and Travis Street)	NB	786	48	517	44	-34%	-8%	769	48	-2%	0%	906	47	15%	-2%	856	48	9%	0%	794	44	1%	-8%
	SB	938	58	449	50	-52%	-14%	659	48	-30%	-17%	731	43	-22%	-26%	730	48	-22%	-17%	779	51	-17%	-12%
A635 Fairfield Street diversion (between A635 Ashton Old Road realignment and A665 Chancellor Lane diversion)	NB	1,062	23	1,072	28	1%	22%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	SB	1,064	26	1,135	24	7%	-8%	-	-	-	-	-	-	-	-	3,004	121	182%	365%	2,927	118	175%	354 %
A635 Ashton Old Road (between A665 Chancellor Lane and A665 Midland Street)	EB	669	44	687	42	3%	-5%	689	72	3%	64%	739	73	10%	66%	931	75	39%	70%	871	73	30%	66%
	WB	1,361	65	1,576	63	16%	-3%	1,617	95	19%	46%	563	73	-59%	12%	1,263	77	-7%	18%	1,187	76	-13%	17%
	EB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Travis Street (between B6469 Fairfield Street and A6 London Road)**	WB	210	4	347	5	65%	25%	182	0	-13%	-100%	132	2	-37%	-50%	214	1	2%	-75%	208	1	-1%	-75%
A665 Pin Mill Brow realignment (between A635 Ashton Old Road realignment and A635 Mancunian Way northbound realignment)	NB	1,026	18	1,025	23	0%	28%	1,040	34	1%	89%	-	-	-	-	-	-	-	-	-	-	-	-
	SB	802	20	934	18	16%	-10%	915	29	14%	45%	1,641	120	105%	500%	2,740	122	242%	510%	2,627	116	228%	480 %
A635 Mancunian Way northbound realignment (between A635 Fairfield Street diversion and A665 Pin Mill Brow realignment)	EB	730	21	768	19	5%	-10%	987	38	35%	81%	2,024	122	177%	481%	2,412	123	230%	486%	2,362	110	224%	424 %
	WB	1,258	21	1,263	22	0%	5%	1,260	43	0%	105%	-	-	-	-	-	-	-	-	-	-	-	-
B6469 Fairfield Street (between Travis Street and St Andrew's Street diversion)	EB	46	10	357	16	676%	60%	269	12	485%	20%	234	11	409%	10%	244	19	430%	90%	172	23	274%	130 %
	WB	99	15	743	25	651%	67%	593	19	499%	27%	166	22	68%	47%	396	25	300%	67%	741	25	648%	67%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
St. Andrew's Street diversion (between B6469 Fairfield Street diversion and Helmet Street)	NB	3	0	0	0	-100%	0%	63	1	2000%	0%	144	1	4700%	0%	126	1	4100%	0%	398	23	13167%	0%
	SB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	5	5	0%	0%	786	14	0%	0%
A6 London Road (between Altrincham Street and B6469 Fairfield Street)	NB	786	48	517	44	-34%	-8%	769	48	-2%	0%	906	47	15%	-2%	856	48	9%	0%	794	44	1%	-8%
	SB	728	53	104	43	-86%	-19%	479	46	-34%	-13%	600	41	-18%	-23%	517	46	-29%	-13%	572	49	-21%	-8%
A6 Aytoun Street (between Chorlton Street and Cobourg Street)	EB	186	21	18	17	-90%	-19%	155	20	-17%	-5%	158	20	-15%	-5%	159	20	-15%	-5%	147	20	-21%	-5%
St. Andrew's Street diversion (between Helmet Street and Adair Street)	EB	3	0	0	0	-100%	0%	63	1	2000%	0%	144	1	4700%	0%	126	1	4100%	0%	95	0	3067%	0%
	WB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Travis Street (between Sheffield Street and St. Andrew's Street)	EB	236	10	243	7	3%	-30%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	WB	513	20	227	12	-56%	-40%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A6 Aytoun Street (between	NB	194	29	26	25	-87%	-14%	163	28	-16%	-3%	166	28	-14%	-3%	167	29	-14%	0%	155	29	-20%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Cobourg Street and A6 Whitworth Street)																							
A6 Whitworth Street (between A6 London Road and A6 Aytoun Street)	NB	856	44	509	42	-41%	-5%	821	45	-4%	2%	770	45	-10%	2%	795	45	-7%	2%	821	41	-4%	-7%
Adair Street (between Station Car Park Access and St. Andrew's Square)	EB	237	11	290	16	22%	45%	95	32	-60%	191%	105	41	-56%	273%	100	37	-58%	236%	-	-	-	-
	WB	589	20	347	20	-41%	0%	167	31	-72%	55%	172	39	-71%	95%	170	35	-71%	75%	640	41	9%	103 %
Chorlton Street (between B6469 Whitworth Street and Bloom Street)	EB	60	26	102	27	70%	4%	77	26	28%	0%	142	24	137%	-8%	110	33	83%	27%	58	34	-3%	31%
A665 Great Ancoats Street (between Helmet Street and Every Street)	NB	1,758	39	1,793	42	2%	8%	2,085	71	19%	82%	1,648	70	-6%	79%	1,779	68	1%	74%	1,652	58	-6%	49%
	SB	1,991	35	2,131	34	7%	-3%	2,107	64	6%	83%	843	59	-58%	69%	1,942	60	-2%	71%	1,734	59	-13%	69%
A6 Aytoun Street (between A6 Whitworth Street and Minshull Street)	NB	1,051	74	536	68	-49%	-8%	984	73	-6%	-1%	935	73	-11%	-1%	962	74	-8%	0%	976	70	-7%	-5%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
St. James Street (between Dickinson Street and A34 Princess Street)**	NB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	SB	93	1	103	2	11%	100%	94	1	1%	0%	111	2	19%	100%	112	2	20%	100%	94	1	1%	0%
A6 Aytoun Street (between Minshull Street and Auburn Street)	NB	724	72	108	64	-85%	-11%	619	69	-15%	-4%	636	69	-12%	-4%	627	70	-13%	-3%	615	68	-15%	-6%
Minshull Street (between Bloom Street and A6 Aytoun Street)	EB	258	2	42	0	-84%	-100%	157	1	-39%	-50%	158	1	-39%	-50%	144	1	-44%	-50%	191	2	-26%	0%
	WB	587	4	473	5	-19%	25%	525	5	-11%	25%	465	6	-21%	50%	483	4	-18%	0%	555	4	-5%	0%
Bloom Street (between Minshull Street and Chorlton Street)	NB	159	1	12	0	-92%	-100%	102	0	-36%	-100%	75	0	-53%	-100%	76	0	-52%	-100%	122	1	-23%	0%
	SB	140	1	35	0	-75%	-100%	74	1	-47%	0%	2	0	-99%	-100%	13	0	-91%	-100%	112	1	-20%	0%
A6 London Road (between Auburn Street and B6469 Fairfield Street)	SB	687	55	230	43	-67%	-22%	722	50	5%	-9%	741	40	8%	-27%	741	49	8%	-11%	728	54	6%	-2%
Store Street (between New Sheffield Street and Boad Street)	EB	159	3	119	2	-25%	-33%	428	4	169%	33%	428	4	169%	33%	429	5	170%	67%	178	4	12%	33%
	WB	458	7	163	4	-64%	-43%	455	11	-1%	57%	441	11	-4%	57%	434	11	-5%	57%	-	-	-	-
	NB	1,491	25	1,393	29	-7%	16%	1,744	56	17%	124%	1,481	58	-1%	132%	1,586	64	6%	156%	1,387	42	-7%	68%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A665 Great Ancoats Street (between Every Street and Adair Street)	SB	1,222	33	1,396	31	14%	-6%	1,364	60	12%	82%	602	60	-51%	82%	1,239	59	1%	79%	1,116	58	-9%	76%
Adair Street (between St. Andrew's Square and A665 Great Ancoats Street)	NB	202	8	260	10	29%	25%	122	37	-40%	363%	132	45	-35%	463%	127	41	-37%	413%	126	40	-38%	400 %
	SB	579	17	266	16	-54%	-6%	319	39	-45%	129%	318	47	-45%	176%	319	43	-45%	153%	739	41	28%	141 %
Major Street (between Chorlton Street and Minshull Street)	EB	100	1	110	1	10%	0%	88	1	-12%	0%	69	1	-31%	0%	60	1	-40%	0%	88	1	-12%	0%
	WB	2	2	2	2	0%	0%	2	2	0%	0%	2	2	0%	0%	2	2	0%	0%	2	2	0%	0%
Auburn Street (between A6 Aytoun Street and A6 Piccadilly)	EB	685	33	68	25	-90%	-24%	580	31	-15%	-6%	598	32	-13%	-3%	589	32	-14%	-3%	576	29	-16%	-12%
Palmerston Street (between A665 Great Ancoats Street and Gurney Street)	EB	6	0	0	0	-100%	0%	0	0	-100%	0%	30	2	400%	0%	13	4	117%	0%	11	2	83%	0%
	WB	74	6	68	6	-8%	0%	67	7	-9%	17%	313	8	323%	33%	67	9	-9%	50%	98	6	32%	0%
Store Street (between Boad	EB	187	4	222	4	19%	0%	428	4	129%	0%	428	4	129%	0%	429	5	129%	25%	178	4	-5%	0%
	WB	596	7	265	5	-56%	-29%	455	11	-24%	57%	441	11	-26%	57%	434	11	-27%	57%	-	-	-	-

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Street and Sparkle Street)																							
Chapeltown Street (between Sparkle Street and A665 Great Ancoats Street)	EB	0	0	0	0	0%	0%	1	0	0%	0%	1	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	5	1	2	1	-60%	0%	205	8	4000 %	700%	175	7	3400 %	600%	434	11	8580 %	1000 %	25	3	400%	200 %
B6181 Ducie Street (between A6 London Road and New Sheffield Street)	EB	505	7	-	-	-	-	523	8	4%	14%	522	9	3%	29%	521	8	3%	14%	523	5	4%	-29%
	WB	449	3	-	-	-	-	531	12	18%	300%	533	10	19%	233%	528	11	18%	267%	513	17	14%	467 %
B6181 Ducie Street (between New Sheffield Street and B6181 Dale Street)	EB	505	7	-	-	-	-	523	8	4%	14%	522	9	3%	29%	521	8	3%	14%	579	9	15%	29%
	WB	449	3	-	-	-	-	531	12	18%	300%	533	10	19%	233%	528	11	18%	267%	672	20	50%	567 %
A6 Piccadilly (between B6181 Ducie Street and Paton Street)	NB	9	9	9	9	0%	0%	9	9	0%	0%	8	8	-11%	-11%	9	9	0%	0%	9	9	0%	0%
	SB	86	56	224	53	160%	-5%	215	45	150%	-20%	232	39	170%	-30%	225	45	162%	-20%	210	42	144%	-25%
Ducie Street (between B6181 Dale Street and Peak Street)	EB	27	0	111	1	311%	0%	28	1	4%	0%	40	2	48%	0%	32	1	19%	0%	14	2	-48%	0%
	WB	47	4	244	8	419%	100%	438	10	832%	150%	533	7	1034 %	75%	483	11	928%	175%	330	7	602%	75%
Fountain Street (between Booth	NB	111	3	147	3	32%	0%	124	3	12%	0%	120	3	8%	0%	120	3	8%	0%	125	3	13%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Street and Spring Gardens)																							
A6 Piccadilly (between Paton Street and Chatham Street)	NB	25	25	25	25	0%	0%	24	24	-4%	-4%	24	24	-4%	-4%	24	24	-4%	-4%	25	25	0%	0%
	SB	39	39	37	37	-5%	-5%	37	37	-5%	-5%	180	32	362%	-18%	37	37	-5%	-5%	80	35	105%	-10%
Every Street (between A665 Great Ancoats Street and Carruthers Street)	NB	235	23	307	21	31%	-9%	242	23	3%	0%	158	21	-33%	-9%	182	20	-23%	-13%	236	24	0%	4%
	SB	820	19	759	21	-7%	11%	742	22	-10%	16%	251	16	-69%	-16%	702	19	-14%	0%	683	18	-17%	-5%
B6181 Dale Street (between B6181 Ducie Street and Paton Street)	NB	549	11	244	8	-56%	-27%	540	10	-2%	-9%	483	9	-12%	-18%	525	10	-4%	-9%	598	11	9%	0%
	SB	473	3	111	1	-77%	-67%	148	6	-69%	100%	97	6	-79%	100%	92	3	-81%	0%	375	16	-21%	433 %
Paton Street (between B6181 Dale Street and A6 Piccadilly)	WB	44	16	184	16	318%	0%	174	10	295%	-38%	59	7	34%	-56%	185	10	320%	-38%	127	6	189%	-63%
A662 Pollard Street (between A665 Great Ancoats Street and Munday Street)	EB	188	6	147	8	-22%	33%	89	16	-53%	167%	112	16	-40%	167%	84	6	-55%	0%	83	6	-56%	0%
	WB	411	15	126	8	-69%	-47%	103	17	-75%	13%	131	17	-68%	13%	161	2	-61%	-87%	282	15	-31%	0%
	NB	33	33	33	33	0%	0%	32	32	-3%	-3%	32	32	-3%	-3%	40	40	21%	21%	40	40	21%	21%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A6 Piccadilly (between Chatham Street and A62 Newton Street)	SB	50	50	49	49	-2%	-2%	49	49	-2%	-2%	189	42	278%	-16%	49	49	-2%	-2%	90	46	80%	-8%
B6181 Dale Street (between Paton Street and Port Street)	NB	548	10	243	7	-56%	-30%	539	9	-2%	-10%	482	8	-12%	-20%	525	9	-4%	-10%	597	10	9%	0%
	SB	516	18	294	16	-43%	-11%	321	15	-38%	-17%	155	12	-70%	-33%	276	13	-47%	-28%	501	21	-3%	17%
Fountain Street (between Spring Gardens and York Street)	NB	140	2	263	3	88%	50%	185	2	32%	0%	219	3	56%	50%	194	3	39%	50%	180	2	29%	0%
Ducie Street (between A665 Great Ancoats Street and Peak Street)	WB	144	7	380	11	164%	57%	525	13	265%	86%	643	11	347%	57%	559	13	288%	86%	370	9	157%	29%
Gurney Street (between Palmerston Street and Every Street)	EB	46	0	114	3	148%	0%	125	2	172%	0%	106	0	130%	0%	35	0	-24%	0%	61	0	33%	0%
	WB	61	0	62	2	2%	0%	56	0	-8%	0%	132	1	116%	0%	59	3	-3%	0%	82	3	34%	0%
A62 Newton Street (between A6 Piccadilly and B6181 Dale Street)	NB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	SB	3	3	2	2	-33%	-33%	2	2	-33%	-33%	134	3	4367 %	0%	2	2	-33%	-33%	39	3	1200 %	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Laystall Street (between Tariff Street and A665 Great Ancoats Street)	EB	66	2	164	2	148%	0%	128	4	94%	100%	99	2	50%	0%	126	2	91%	0%	34	4	-48%	100 %
Every Street (between Carruthers Street and Gurney Street)	NB	183	15	220	15	20%	0%	220	15	20%	0%	151	14	-17%	-7%	94	13	-49%	-13%	201	16	10%	7%
	SB	867	14	640	19	-26%	36%	640	17	-26%	21%	271	14	-69%	0%	683	18	-21%	29%	692	16	-20%	14%
B6181 Dale Street (between A62 Newton Street and Port Street)	EB	372	7	280	6	-25%	-14%	241	5	-35%	-29%	188	5	-49%	-29%	228	4	-39%	-43%	383	9	3%	29%
Tariff Street (between Brewer Street and Laystall Street)	EB	37	1	52	1	41%	0%	100	3	170%	200%	59	0	59%	-100%	94	0	154%	-100%	19	2	-49%	100 %
	WB	95	3	135	3	42%	0%	87	3	-8%	0%	98	4	3%	33%	76	3	-20%	0%	39	2	-59%	-33%
Carruthers Street (between A662 Pollard Street and Every Street)	NB	114	8	187	11	64%	38%	115	9	1%	13%	47	9	-59%	13%	136	11	19%	38%	113	11	-1%	38%
	SB	15	5	220	7	1367 %	40%	195	6	1200 %	20%	20	3	33%	-40%	67	4	347%	-20%	69	5	360%	0%
Port Street (between B6181 Dale Street and Hilton Street)	EB	285	4	119	3	-58%	-25%	349	6	22%	50%	411	8	44%	100%	369	6	29%	50%	364	4	28%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A662 Pollard Street (between Munday Street and Carruthers Street)	NB	103	1	59	2	-43%	100%	25	10	-76%	900%	20	10	-81%	900%	105	0	2%	-100%	32	1	-69%	0%
	SB	238	7	3	0	-99%	-100%	10	10	-96%	43%	26	10	-89%	43%	159	2	-33%	-71%	123	7	-48%	0%
A6 Dale Street (between A62 Lever Street and Newton Street)	EB	217	5	137	4	-37%	-20%	172	5	-21%	0%	209	4	-4%	-20%	149	4	-31%	-20%	273	4	26%	-20%
Southgate (between King Street West and Back South Parade)**	NB	92	0	98	0	7%	0%	97	0	5%	0%	221	0	140%	0%	109	0	18%	0%	95	0	3%	0%
	SB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hilton Street (between A62 Newton Street and Port Street)	EB	37	1	35	0	-5%	-100%	52	1	41%	0%	0	0	-100%	-100%	39	0	5%	-100%	2	2	-95%	100%
	WB	223	3	138	3	-38%	0%	199	3	-11%	0%	204	4	-9%	33%	182	3	-18%	0%	207	3	-7%	0%
Old Mill Street (between A665 Great Ancoats Street and Carruthers Street)	EB	362	5	219	6	-40%	20%	365	4	1%	-20%	397	4	10%	-20%	362	4	0%	-20%	369	4	2%	-20%
	WB	592	9	434	13	-27%	44%	473	12	-20%	33%	375	11	-37%	22%	327	10	-45%	11%	625	11	6%	22%
Every Street (between Gurney Street and A662 Merrill Street)	NB	146	15	106	12	-27%	-20%	95	14	-35%	-7%	45	14	-69%	-7%	59	13	-60%	-13%	140	16	-4%	7%
	SB	815	14	578	17	-29%	21%	584	16	-28%	14%	139	13	-83%	-7%	624	15	-23%	7%	610	13	-25%	-7%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Back South Parade (between St. Mary's Parsonage and Southgate)***	WB	0	0	2	0	0%	0%	0	0	0%	0%	113	0	0%	0%	9	0	0%	0%	0	0	0%	0%
A62 Lever Street (between Dale Street and Stevenson Square)	NB	329	36	443	38	35%	6%	404	45	23%	25%	369	46	12%	28%	409	38	24%	6%	292	38	-11%	6%
Hilton Street/Stevenson Square (between A62 Lever Street and A62 Newton Street)	EB	37	1	39	0	5%	-100%	52	1	41%	0%	20	0	-46%	-100%	39	0	5%	-100%	2	2	-95%	100%
	WB	226	3	141	3	-38%	0%	202	3	-11%	0%	181	3	-20%	0%	185	3	-18%	0%	210	3	-7%	0%
A662 Merrill Street (between Carruthers Street and Every Street)	EB	174	1	86	0	-51%	-100%	84	10	-52%	900%	92	10	-47%	900%	78	0	-55%	-100%	78	1	-55%	0%
	WB	133	7	113	4	-15%	-43%	54	13	-59%	86%	56	12	-58%	71%	30	1	-77%	-86%	103	8	-23%	14%
A62 Lever Street (between Stevenson Square and A665 Great Ancoats Street)	NB	292	35	403	38	38%	9%	352	44	21%	26%	349	46	20%	31%	370	38	27%	9%	289	36	-1%	3%
Hilton Street (between	EB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	226	3	141	3	-38%	0%	202	3	-11%	0%	181	3	-20%	0%	185	3	-18%	0%	210	3	-7%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Oldham Street and A62 Lever Street)***																							
Port Street (between Hilton Street and A665 Great Ancoats Street)	EB	157	3	99	2	-37%	-33%	188	3	20%	0%	246	7	57%	133%	207	5	32%	67%	180	3	15%	0%
Carruthers Street (between Old Mill Street and A662 Pollard Street)	NB	184	12	307	16	67%	33%	169	13	-8%	8%	86	12	-53%	0%	250	11	36%	-8%	196	15	7%	25%
	SB	261	8	257	6	-2%	-25%	265	6	2%	-25%	101	4	-61%	-50%	284	6	9%	-25%	219	8	-16%	0%
Red Lion Street (between A6 Church Street and Turner Street)	NB	133	1	198	1	49%	0%	156	1	17%	0%	168	1	26%	0%	159	1	20%	0%	147	1	11%	0%
Hilton Street (between Tib Street and Oldham Street)***	EB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	226	3	141	3	-38%	0%	202	3	-11%	0%	181	3	-20%	0%	185	3	-18%	0%	210	3	-7%	0%
Turner Street (between Red Lion Street and John Street)	EB	133	1	198	1	49%	0%	156	1	17%	0%	168	1	26%	0%	159	1	20%	0%	147	1	11%	0%
John Street (between Turner	NB	133	1	198	1	49%	0%	156	1	17%	0%	168	1	26%	0%	159	1	20%	0%	147	1	11%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Street and Thomas Street)																							
Old Mill Street (between Carruthers Street and Butler Street)	EB	344	13	283	14	-18%	8%	330	13	-4%	0%	327	12	-5%	-8%	317	12	-8%	-8%	344	13	0%	0%
	WB	651	14	447	11	-31%	-21%	533	13	-18%	-7%	320	11	-51%	-21%	316	13	-51%	-7%	622	13	-4%	-7%
Tib Street (between A665 Swan Street and Thomas Street)	SB	60	2	60	2	0%	0%	60	2	0%	0%	48	2	-20%	0%	47	2	-22%	0%	59	2	-2%	0%
Cambrian Street (between Phillips Park Road and Bradford Road)	NB	192	6	246	6	28%	0%	226	6	18%	0%	288	6	50%	0%	265	7	38%	17%	209	6	9%	0%
	SB	277	9	336	9	21%	0%	309	9	12%	0%	357	9	29%	0%	317	9	14%	0%	272	9	-2%	0%
Bradford Road (between Cambrian Street and Butler Street)	EB	247	19	197	19	-20%	0%	204	19	-17%	0%	254	18	3%	-5%	220	18	-11%	-5%	226	19	-9%	0%
	WB	703	20	551	17	-22%	-15%	604	19	-14%	-5%	386	17	-45%	-15%	485	20	-31%	0%	661	19	-6%	-5%

*** Some minor traffic movements on two-way roads are not represented in the strategic traffic model.*

**** Some traffic movements may not be precisely reflected due to the simplified way in which the road network is represented in the strategic traffic models, however, this is not expected to change the conclusions of the assessment.*

Table 18-23: MA08, 2030 future baseline and with the Proposed Scheme construction traffic (vehicles), PM peak hour (17:00–18:00)

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Grafton Street (between A5184 Plymouth Grove and A34 Upper Brook Street)	EB	90	5	83	5	-8%	0%	108	5	20%	0%	125	5	39%	0%	90	5	0%	0%	91	5	1%	0%
	WB	81	6	77	6	-5%	0%	89	6	10%	0%	94	6	16%	0%	86	6	6%	0%	84	6	4%	0%
A34 Upper Brook Street (between Grafton Street and A5184 Plymouth Grove)	NB	706	14	722	17	2%	21%	701	37	-1%	164%	677	38	-4%	171%	720	16	2%	14%	704	16	0%	14%
	SB	985	12	996	12	1%	0%	965	36	-2%	200%	932	36	-5%	200%	958	14	-3%	17%	966	14	-2%	17%
A34 Upper Brook Street (between A5184 Plymouth Grove and Brunswick Street)	NB	954	16	976	19	2%	19%	977	40	2%	150%	943	41	-1%	156%	978	19	3%	19%	956	19	0%	19%
	SB	1,765	21	1,768	21	0%	0%	1,742	45	-1%	114%	1,722	44	-2%	110%	1,742	23	-1%	10%	1,750	23	-1%	10%
A34 Upper Brook Street (between Booth Street East and	NB	538	20	566	23	5%	15%	556	40	3%	100%	592	44	10%	120%	549	22	2%	10%	538	23	0%	15%
	SB	1,488	15	1,432	14	-4%	-7%	1,445	39	-3%	160%	1,379	38	-7%	153%	1,405	16	-6%	7%	1,443	17	-3%	13%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Grosvenor Street)																							
A34 Grosvenor Street (between A34 Brook Street and A34 Oxford Road)	WB	195	9	159	8	-18%	-11%	199	9	2%	0%	175	8	-10%	-11%	201	8	3%	-11%	187	9	-4%	0%
Grosvenor Street (between A6 Downing Street and A34 Brook Street)	WB	320	3	193	1	-40%	-67%	254	3	-21%	0%	265	2	-17%	-33%	230	2	-28%	-33%	267	2	-17%	-33%
Union Street (between Dark Lane and Higher Ardwick)	NB	182	6	80	5	-56%	-17%	36	4	-80%	-33%	35	4	-81%	-33%	36	4	-80%	-33%	37	4	-80%	-33%
	SB	217	4	202	4	-7%	0%	200	6	-8%	50%	200	6	-8%	50%	200	6	-8%	50%	200	6	-8%	50%
Mancunian Way (between A34 Brook Street and Sackville Street)	EB	268	0	324	0	21%	0%	293	0	9%	0%	300	0	12%	0%	267	0	0%	0%	267	0	0%	0%
	WB	563	4	555	4	-1%	0%	566	28	1%	600%	574	28	2%	600%	564	6	0%	50%	566	7	1%	75%
A6 London Road (between A57(M) Mancunian	NB	227	37	163	37	-28%	0%	171	37	-25%	0%	351	36	55%	-3%	222	37	-2%	0%	236	37	4%	0%
	SB	1,003	49	648	46	-35%	-6%	765	45	-24%	-8%	839	46	-16%	-6%	773	44	-23%	-10%	859	45	-14%	-8%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Way and Travis Street)																							
A635 Fairfield Street diversion (between A635 Ashton Old Road realignment and A665 Chancellor Lane diversion)	NB	1,105	13	969	10	-12%	-23%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	SB	715	7	964	8	35%	14%	-	-	-	-	-	-	-	-	2,191	64	206%	814%	2,057	60	188%	757%
A635 Ashton Old Road (between A665 Chancellor Lane and A665 Midland Street)	EB	1,162	19	1,189	22	2%	16%	1,573	51	35%	168%	1,261	47	9%	147%	1,546	38	33%	100%	1,491	37	28%	95%
	WB	740	15	721	15	-3%	0%	805	45	9%	200%	198	42	-73%	180%	574	33	-22%	120%	600	30	-19%	100%
Travis Street (between B6469 Fairfield Street and A6 London Road)**	EB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	WB	316	5	321	4	2%	-20%	177	2	-44%	-60%	235	2	-26%	-60%	240	2	-24%	-60%	263	3	-17%	-40%
A665 Pin Mill Brow realignment (between A635 Ashton Old	NB	1,394	14	1,060	11	-24%	-21%	1,301	20	-7%	43%	-	-	-	-	-	-	-	-	-	-	-	-
	SB	897	6	1,016	8	13%	33%	1,223	17	36%	183%	2,350	78	162%	1200 %	3,160	70	252%	1067 %	2,947	67	229%	1017 %

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Road realignment and A635 Mancunian Way northbound realignment)																							
A635 Mancunian Way northbound realignment (between A635 Fairfield Street diversion and A665 Pin Mill Brow realignment)	EB	1,017	14	1,029	10	1%	-29%	1,228	28	21%	100%	2,365	81	133%	479%	3,005	71	195%	407%	2,802	66	176%	371%
	WB	787	11	980	10	25%	-9%	938	25	19%	127%	-	-	-	-	-	-	-	-	-	-	-	-
B6469 Fairfield Street (between Travis Street and St Andrew's Street diversion)	EB	57	9	494	17	767%	89%	255	10	347%	11%	409	10	618%	11%	365	11	540%	22%	517	16	807%	78%
	WB	216	9	730	14	238%	56%	351	11	63%	22%	202	13	-6%	44%	415	17	92%	89%	569	17	163%	89%
	NB	0	0	29	0	0%	0%	37	1	0%	0%	126	1	0%	0%	121	1	0%	0%	611	10	0%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
St. Andrew's Street diversion (between B6469 Fairfield Street diversion and Helmet Street)	SB	73	0	0	0	-100%	0%	0	0	-100%	0%	0	0	-100%	0%	5	5	-93%	0%	350	6	379%	0%
A6 London Road (between Altrincham Street and B6469 Fairfield Street)	NB	227	37	163	37	-28%	0%	171	37	-25%	0%	351	36	55%	-3%	222	37	-2%	0%	236	37	4%	0%
	SB	687	43	327	42	-52%	-2%	588	43	-14%	0%	605	44	-12%	2%	534	41	-22%	-5%	597	42	-13%	-2%
A6 Aytoun Street (between Chorlton Street and Cobourg Street)	EB	131	14	14	14	-89%	0%	112	14	-15%	0%	97	14	-26%	0%	111	14	-15%	0%	77	14	-41%	0%
St. Andrew's Street diversion (between Helmet Street and Adair Street)	EB	0	0	29	0	0%	0%	37	1	0%	0%	126	1	0%	0%	121	1	0%	0%	114	0	0%	0%
	WB	73	0	0	0	-100%	0%	0	0	-100%	0%	0	0	-100%	0%	0	0	-100%	0%	0	0	-100%	0%
	EB	426	7	235	6	-45%	-14%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Travis Street (between Sheffield Street and St. Andrew's Street)	WB	523	10	220	6	-58%	-40%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A6 Aytoun Street (between Cobourg Street and A6 Whitworth Street)	NB	138	22	21	21	-85%	-5%	119	21	-14%	-5%	103	21	-25%	-5%	118	21	-14%	-5%	84	22	-39%	0%
A6 Whitworth Street (between A6 London Road and A6 Aytoun Street)	NB	254	34	147	34	-42%	0%	153	34	-40%	0%	279	33	10%	-3%	205	34	-19%	0%	251	34	-1%	0%
Adair Street (between Station Car Park Access and St. Andrew's Square)	EB	475	9	478	13	1%	44%	367	28	-23%	211%	377	36	-21%	300%	372	32	-22%	256%	-	-	-	-
	WB	255	7	145	8	-43%	14%	48	23	-81%	229%	56	31	-78%	343%	52	27	-80%	286%	373	31	47%	316%
Chorlton Street (between B6469	EB	264	26	371	28	41%	8%	334	27	27%	4%	373	24	41%	-8%	331	26	25%	0%	266	24	1%	-8%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Whitworth Street and Bloom Street)																							
A665 Great Ancoats Street (between Helmet Street and Every Street)	NB	2,338	28	1,995	20	-15%	-29%	2,564	46	10%	64%	1,821	47	-22%	68%	1,887	44	-19%	57%	1,869	42	-20%	50%
	SB	1,490	15	1,901	16	28%	7%	1,970	38	32%	153%	1,391	41	-7%	173%	1,705	41	14%	173%	1,631	41	9%	173%
A6 Aytoun Street (between A6 Whitworth Street and Minshull Street)	NB	392	56	169	56	-57%	0%	273	55	-30%	-2%	382	54	-3%	-4%	323	55	-18%	-2%	336	55	-14%	-2%
St. James Street (between Dickinson Street and A34 Princess Street)**	NB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	SB	8	0	20	0	150%	0%	22	0	175%	0%	29	0	263%	0%	28	0	250%	0%	10	0	25%	0%
A6 Aytoun Street (between Minshull Street and Auburn Street)	NB	821	58	386	56	-53%	-3%	615	56	-25%	-3%	728	59	-11%	2%	663	57	-19%	-2%	734	59	-11%	2%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Minshull Street (between Bloom Street and A6 Aytoun Street)	EB	580	3	329	1	-43%	-67%	454	1	-22%	-67%	447	4	-23%	33%	451	2	-22%	-33%	542	5	-7%	67%
	WB	154	0	114	0	-26%	0%	115	0	-25%	0%	105	0	-32%	0%	114	1	-26%	0%	147	0	-5%	0%
Bloom Street (between Minshull Street and Chorlton Street)	NB	202	1	105	0	-48%	-100%	232	1	15%	0%	254	4	26%	300%	246	1	22%	0%	191	4	-5%	300%
	SB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
A6 London Road (between Auburn Street and B6469 Fairfield Street)	SB	859	40	535	39	-38%	-3%	875	39	2%	-3%	939	40	9%	0%	904	38	5%	-5%	979	41	14%	3%
Store Street (between New Sheffield Street and Boad Street)	EB	355	3	157	1	-56%	-67%	497	4	40%	33%	497	4	40%	33%	498	5	40%	67%	213	2	-40%	-33%
	WB	370	2	83	1	-78%	-50%	240	2	-35%	0%	234	2	-37%	0%	219	2	-41%	0%	-	-	-	-
A665 Great Ancoats Street (between Every Street and Adair Street)	NB	1,876	17	1,549	15	-17%	-12%	2,008	40	7%	135%	1,430	44	-24%	159%	1,570	40	-16%	135%	1,436	38	-23%	124%
	SB	962	17	1,217	18	27%	6%	1,211	39	26%	129%	930	44	-3%	159%	1,117	43	16%	153%	1,146	44	19%	159%
Adair Street (between St. Andrew's	NB	504	4	469	4	-7%	0%	503	29	0%	625%	513	38	2%	850%	368	31	-27%	675%	547	32	9%	700%
	SB	127	2	54	2	-57%	0%	62	25	-51%	1150 %	69	33	-46%	1550 %	66	29	-48%	1350 %	264	26	108%	1200 %

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Square and A665 Great Ancoats Street)																							
Major Street (between Chorlton Street and Minshull Street)	EB	74	2	2	2	-97%	0%	3	2	-96%	0%	2	2	-97%	0%	3	2	-96%	0%	58	2	-22%	0%
	WB	78	3	3	3	-96%	0%	63	3	-19%	0%	79	3	1%	0%	75	3	-4%	0%	61	3	-22%	0%
Auburn Street (between A6 Aytoun Street and A6 Piccadilly)	EB	788	25	352	23	-55%	-8%	582	23	-26%	-8%	649	24	-18%	-4%	600	22	-24%	-12%	685	26	-13%	4%
Palmerston Street (between A665 Great Ancoats Street and Gurney Street)	EB	149	0	189	0	27%	0%	57	0	-62%	0%	2	0	-99%	0%	2	0	-99%	0%	5	0	-97%	0%
	WB	343	3	285	2	-17%	-33%	247	2	-28%	-33%	292	2	-15%	-33%	282	2	-18%	-33%	275	2	-20%	-33%
Store Street (between Boad Street and Sparkle Street)	EB	282	2	353	3	25%	50%	497	4	76%	100%	497	4	76%	100%	498	5	77%	150%	213	2	-24%	0%
	WB	309	1	115	1	-63%	0%	240	2	-22%	100%	234	2	-24%	100%	219	2	-29%	100%	-	-	-	-
Chapeltown Street (between Sparkle Street	EB	15	0	3	0	-80%	0%	44	0	193%	0%	104	0	593%	0%	108	0	620%	0%	0	0	-100%	0%
	WB	0	0	9	0	0%	0%	94	1	0%	0%	82	1	0%	0%	219	2	0%	0%	8	0	0%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
and A665 Great Ancoats Street)																							
B6181 Ducie Street (between A6 London Road and New Sheffield Street)	EB	372	1	-	-	-	-	374	2	1%	100%	377	2	1%	100%	375	1	1%	0%	373	1	0%	0%
	WB	253	1	-	-	-	-	367	4	45%	300%	394	4	56%	300%	374	2	48%	100%	359	1	42%	0%
B6181 Ducie Street (between New Sheffield Street and B6181 Dale Street)	EB	372	1	-	-	-	-	374	2	1%	100%	377	2	1%	100%	375	1	1%	0%	588	2	58%	100%
	WB	253	1	-	-	-	-	367	4	45%	300%	394	4	56%	300%	374	2	48%	100%	351	2	39%	100%
A6 Piccadilly (between B6181 Ducie Street and Paton Street)	NB	7	7	8	8	14%	14%	7	7	0%	0%	6	6	-14%	-14%	7	7	0%	0%	7	7	0%	0%
	SB	250	37	211	38	-16%	3%	376	34	50%	-8%	401	35	60%	-5%	379	35	52%	-5%	364	35	46%	-5%
Ducie Street (between B6181 Dale Street and Peak Street)	EB	130	1	131	1	1%	0%	77	2	-41%	100%	44	2	-66%	100%	88	1	-32%	0%	61	1	-53%	0%
	WB	261	0	285	0	9%	0%	591	4	126%	0%	470	4	80%	0%	476	2	82%	0%	282	1	8%	0%
Fountain Street (between Booth Street	NB	171	1	230	1	35%	0%	188	1	10%	0%	197	1	15%	0%	193	1	13%	0%	185	1	8%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
and Spring Gardens)																							
A6 Piccadilly (between Paton Street and Chatham Street)	NB	21	21	22	22	5%	5%	21	21	0%	0%	20	20	-5%	-5%	21	21	0%	0%	21	21	0%	0%
	SB	39	39	37	37	-5%	-5%	41	38	5%	-3%	224	33	474%	-15%	40	38	3%	-3%	44	38	13%	-3%
Every Street (between A665 Great Ancoats Street and Carruthers Street)	NB	363	24	351	17	-3%	-29%	373	18	3%	-25%	331	15	-9%	-38%	251	16	-31%	-33%	336	17	-7%	-29%
	SB	479	11	633	10	32%	-9%	633	11	32%	0%	429	10	-10%	-9%	542	10	13%	-9%	446	10	-7%	-9%
B6181 Dale Street (between B6181 Ducie Street and Paton Street)	NB	560	1	285	0	-49%	-100%	602	1	8%	0%	490	1	-13%	0%	527	1	-6%	0%	609	2	9%	100%
	SB	310	1	131	1	-58%	0%	82	1	-74%	0%	82	1	-74%	0%	138	2	-55%	100%	152	2	-51%	100%
Paton Street (between B6181 Dale Street and A6 Piccadilly)	WB	204	2	171	2	-16%	0%	327	1	60%	-50%	176	1	-14%	-50%	332	2	63%	0%	312	2	53%	0%
A662 Pollard Street (between A665 Great Ancoats	EB	443	6	352	5	-21%	-17%	400	15	-10%	150%	399	15	-10%	150%	365	5	-18%	-17%	356	5	-20%	-17%
	WB	232	8	159	8	-31%	0%	169	18	-27%	125%	139	18	-40%	125%	152	8	-34%	0%	307	8	32%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Street and Munday Street)																							
A6 Piccadilly (between Chatham Street and A62 Newton Street)	NB	28	28	29	29	4%	4%	28	28	0%	0%	27	27	-4%	-4%	28	28	0%	0%	28	28	0%	0%
	SB	49	48	47	47	-4%	-2%	51	48	4%	0%	231	41	371%	-15%	50	48	2%	0%	53	47	8%	-2%
B6181 Dale Street (between Paton Street and Port Street)	NB	560	1	285	0	-49%	-100%	591	1	6%	0%	479	1	-14%	0%	521	1	-7%	0%	608	2	9%	100%
	SB	513	4	302	4	-41%	0%	398	3	-22%	-25%	247	2	-52%	-50%	464	4	-10%	0%	463	4	-10%	0%
Fountain Street (between Spring Gardens and York Street)	NB	259	1	367	1	42%	0%	310	1	20%	0%	345	1	33%	0%	328	1	27%	0%	315	1	22%	0%
Ducie Street (between A665 Great Ancoats Street and Peak Street)	WB	546	0	485	0	-11%	0%	862	4	58%	0%	699	4	28%	0%	702	2	29%	0%	512	1	-6%	0%
Gurney Street (between Palmerston Street and Every Street)	EB	125	0	173	0	38%	0%	141	0	13%	0%	182	0	46%	0%	226	0	81%	0%	170	0	36%	0%
	WB	18	1	39	1	117%	0%	16	1	-11%	0%	113	1	528%	0%	103	1	472%	0%	61	1	239%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A62 Newton Street (between A6 Piccadilly and B6181 Dale Street)	NB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	SB	3	3	2	2	-33%	-33%	5	2	67%	-33%	177	4	5800 %	33%	4	2	33%	-33%	7	2	133%	-33%
Laystall Street (between Tariff Street and A665 Great Ancoats Street)	EB	142	1	142	1	0%	0%	169	2	19%	100%	141	2	-1%	100%	142	1	0%	0%	136	1	-4%	0%
Every Street (between Carruthers Street and Gurney Street)	NB	313	16	252	12	-19%	-25%	310	12	-1%	-25%	393	11	26%	-31%	262	11	-16%	-31%	368	12	18%	-25%
	SB	427	10	580	10	36%	0%	542	10	27%	0%	388	9	-9%	-10%	480	9	12%	-10%	517	10	21%	0%
B6181 Dale Street (between A62 Newton Street and Port Street)	EB	346	2	169	2	-51%	0%	327	1	-5%	-50%	204	1	-41%	-50%	374	2	8%	0%	383	3	11%	50%
Tariff Street (between Brewer Street and Laystall Street)	EB	0	0	11	0	0%	0%	86	0	0%	0%	94	0	0%	0%	50	0	0%	0%	72	0	0%	0%
	WB	272	0	200	0	-26%	0%	265	0	-3%	0%	225	0	-17%	0%	222	0	-18%	0%	227	0	-17%	0%
	NB	195	8	307	6	57%	-25%	199	7	2%	-13%	160	5	-18%	-38%	167	6	-14%	-25%	257	6	32%	-25%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Carruthers Street (between A662 Pollard Street and Every Street)	SB	197	2	261	1	32%	-50%	228	2	16%	0%	262	2	33%	0%	240	1	22%	-50%	218	1	11%	-50%
Port Street (between B6181 Dale Street and Hilton Street)	EB	287	1	44	1	-85%	0%	419	1	46%	0%	358	2	25%	100%	350	1	22%	0%	430	2	50%	100%
A662 Pollard Street (between Munday Street and Carruthers Street)	NB	191	1	147	1	-23%	0%	205	11	7%	1000 %	201	10	5%	900%	160	1	-16%	0%	147	1	-23%	0%
	SB	128	1	72	1	-44%	0%	97	10	-24%	900%	61	11	-52%	1000 %	90	1	-30%	0%	204	1	59%	0%
A6 Dale Street (between A62 Lever Street and Newton Street)	EB	231	1	71	1	-69%	0%	181	1	-22%	0%	183	1	-21%	0%	199	1	-14%	0%	217	1	-6%	0%
Southgate (between King Street West and Back South Parade)**	NB	230	0	229	0	0%	0%	229	0	0%	0%	231	0	0%	0%	229	0	0%	0%	229	0	0%	0%
	SB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	EB	0	0	10	0	0%	0%	3	0	0%	0%	1	0	0%	0%	0	0	0%	0%	0	0	0%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Hilton Street (between A62 Newton Street and Port Street)	WB	363	1	206	0	-43%	-100%	370	1	2%	0%	242	0	-33%	-100%	238	0	-34%	-100%	324	2	-11%	100%
Old Mill Street (between A665 Great Ancoats Street and Carruthers Street)	EB	724	4	555	4	-23%	0%	614	4	-15%	0%	619	4	-15%	0%	509	4	-30%	0%	595	4	-18%	0%
	WB	241	2	119	2	-51%	0%	139	1	-42%	-50%	150	1	-38%	-50%	79	1	-67%	-50%	141	2	-41%	0%
Every Street (between Gurney Street and A662 Merrill Street)	NB	190	16	80	12	-58%	-25%	169	12	-11%	-25%	211	11	11%	-31%	55	12	-71%	-25%	198	12	4%	-25%
	SB	411	9	541	9	32%	0%	525	9	28%	0%	276	9	-33%	0%	397	9	-3%	0%	455	9	11%	0%
Back South Parade (between St. Mary's Parsonage and Southgate)***	WB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
A62 Lever Street (between Dale Street and Stevenson Square)	NB	351	30	519	29	48%	-3%	406	36	16%	20%	403	36	15%	20%	378	29	8%	-3%	363	29	3%	-3%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Hilton Street/Stevenson Square (between A62 Lever Street and A62 Newton Street)	EB	0	0	7	0	0%	0%	1	0	0%	0%	1	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	331	0	206	0	-38%	0%	295	0	-11%	0%	241	0	-27%	0%	238	0	-28%	0%	294	0	-11%	0%
A662 Merrill Street (between Carruthers Street and Every Street)	EB	283	0	202	1	-29%	0%	198	10	-30%	0%	183	9	-35%	0%	191	0	-33%	0%	191	0	-33%	0%
	WB	0	0	0	0	0%	0%	10	10	0%	0%	10	10	0%	0%	0	0	0%	0%	0	0	0%	0%
A62 Lever Street (between Stevenson Square and A665 Great Ancoats Street)	NB	351	30	512	29	46%	-3%	405	36	15%	20%	402	36	15%	20%	378	29	8%	-3%	363	29	3%	-3%
Hilton Street (between Oldham Street and A62 Lever Street)***	EB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	334	3	209	3	-37%	0%	298	3	-11%	0%	244	3	-27%	0%	241	3	-28%	0%	297	3	-11%	0%
Port Street (between Hilton Street	EB	195	0	37	1	-81%	0%	231	0	18%	0%	249	1	28%	0%	284	1	46%	0%	261	0	34%	0%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
and A665 Great Ancoats Street)																							
Carruthers Street (between Old Mill Street and A662 Pollard Street)	NB	106	8	243	6	129%	-25%	167	7	58%	-13%	123	5	16%	-38%	177	6	67%	-25%	124	6	17%	-25%
	SB	329	2	323	2	-2%	0%	276	2	-16%	0%	258	1	-22%	-50%	370	2	12%	0%	333	1	1%	-50%
Red Lion Street (between A6 Church Street and Turner Street)	NB	93	0	106	0	14%	0%	101	0	9%	0%	118	0	27%	0%	115	0	24%	0%	103	0	11%	0%
Hilton Street (between Tib Street and Oldham Street)***	EB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	331	0	207	0	-37%	0%	296	0	-11%	0%	242	0	-27%	0%	239	0	-28%	0%	295	0	-11%	0%
Turner Street (between Red Lion Street and John Street)	EB	93	0	106	0	14%	0%	101	0	9%	0%	118	0	27%	0%	115	0	24%	0%	103	0	11%	0%
John Street (between Turner Street and Thomas Street)	NB	93	0	106	0	14%	0%	101	0	9%	0%	118	0	27%	0%	115	0	24%	0%	103	0	11%	0%
	EB	687	11	592	10	-14%	-9%	539	10	-22%	-9%	449	8	-35%	-27%	480	9	-30%	-18%	529	9	-23%	-18%

Location	Direction	2030 baseline flows		Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2030 baseline		Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline		Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2030 baseline		Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Old Mill Street (between Carruthers Street and Butler Street)	WB	427	4	235	3	-45%	-25%	172	3	-60%	-25%	115	2	-73%	-50%	243	3	-43%	-25%	283	3	-34%	-25%
Tib Street (between A665 Swan Street and Thomas Street)	SB	17	1	159	1	835%	0%	59	1	247%	0%	131	1	671%	0%	144	1	747%	0%	67	1	294%	0%
Cambrian Street (between Phillips Park Road and Bradford Road)	NB	210	2	250	2	19%	0%	242	2	15%	0%	307	2	46%	0%	257	2	22%	0%	236	2	12%	0%
	SB	286	2	351	3	23%	50%	332	2	16%	0%	329	2	15%	0%	360	2	26%	0%	301	2	5%	0%
Bradford Road (between Cambrian Street and Butler Street)	EB	574	21	503	21	-12%	0%	513	20	-11%	-5%	481	19	-16%	-10%	481	20	-16%	-5%	527	20	-8%	-5%
	WB	416	9	323	8	-22%	-11%	320	9	-23%	0%	209	8	-50%	-11%	283	8	-32%	-11%	330	9	-21%	0%

*** Some minor traffic movements on two-way roads are not represented in the strategic traffic model.*

**** Some traffic movements may not be precisely reflected due to the simplified way in which the road network is represented in the strategic traffic models, however, this is not expected to change the conclusions of the assessment.*

Figure 18-30: MA08 traffic flow changes 2030 future baseline to Proposed Scheme utilities scenario, AM peak hour

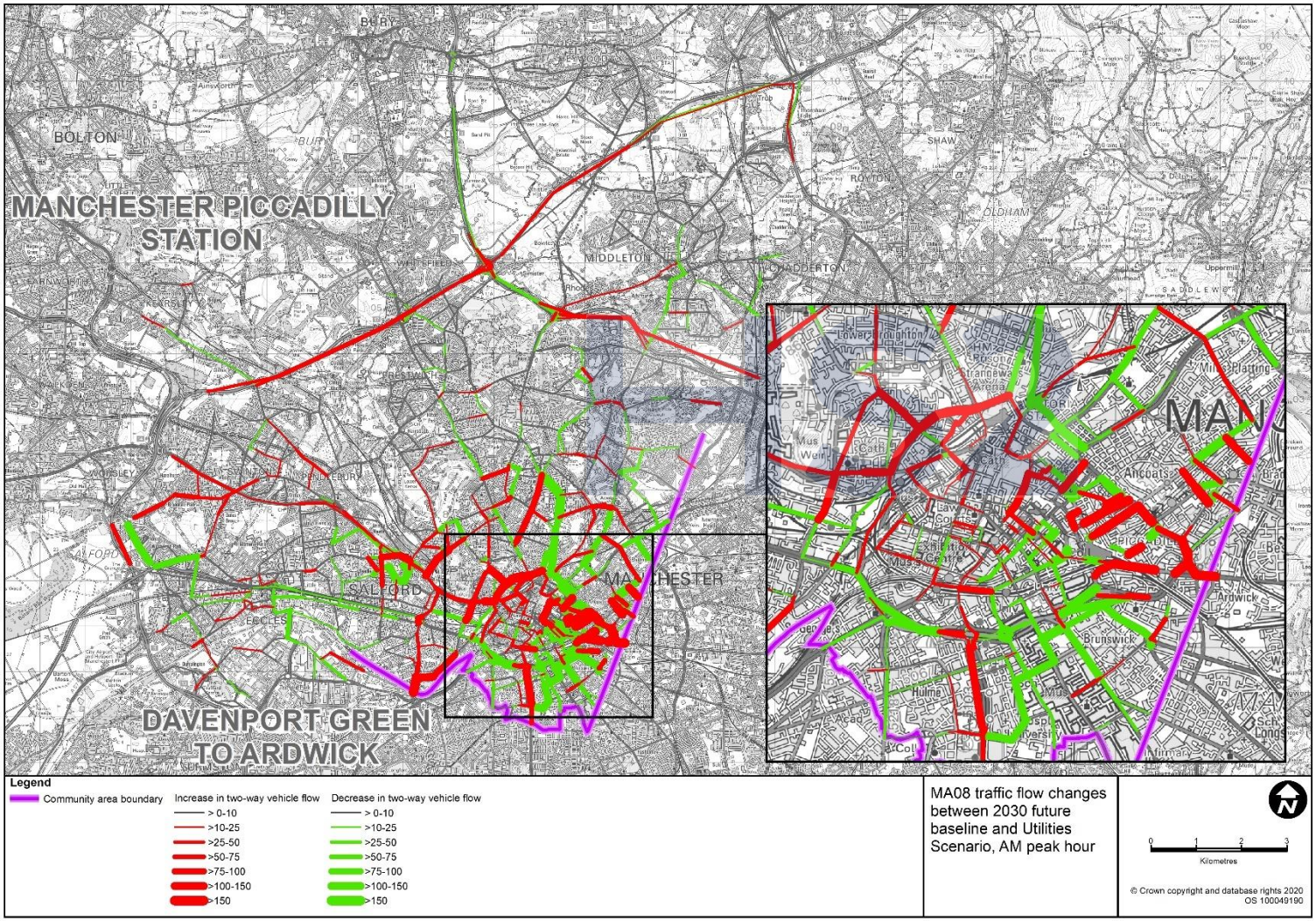


Figure 18-31: MA08 traffic flow changes 2030 future baseline to Proposed Scheme utilities scenario, PM peak hour

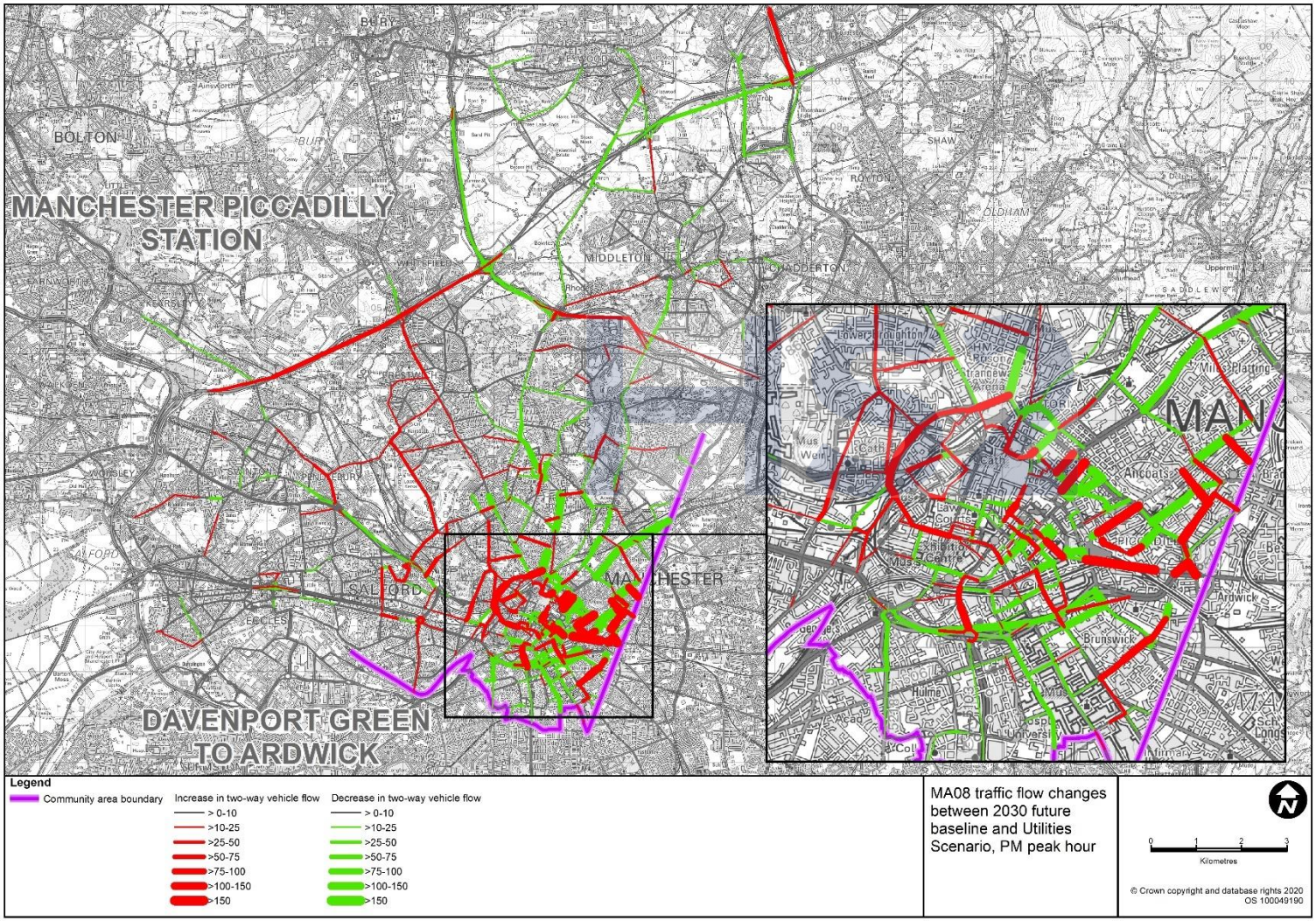


Figure 18-32: MA08 traffic flow changes 2030 future baseline to Proposed Scheme scenario 1, AM peak hour

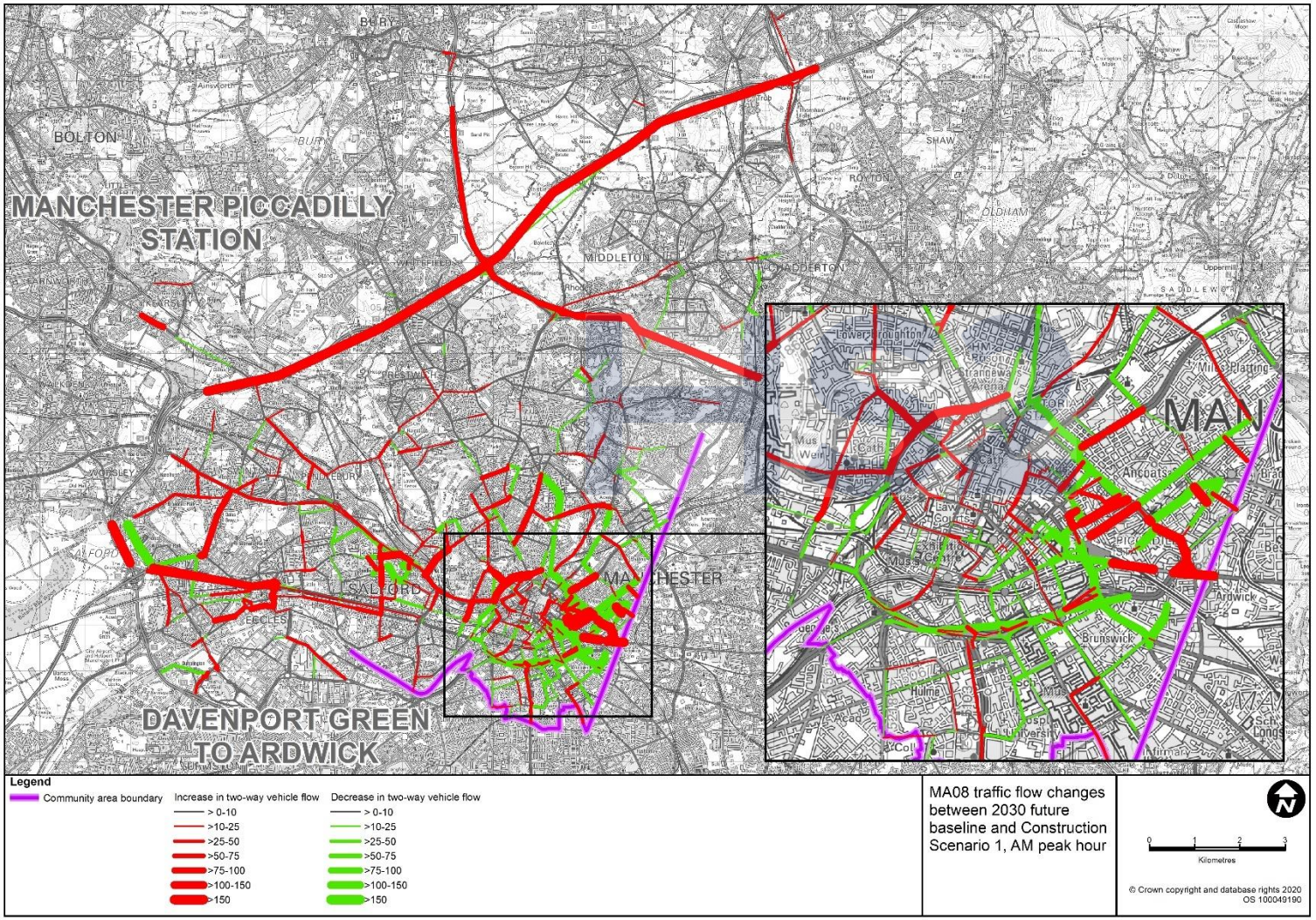


Figure 18-33: MA08 Traffic flow changes 2030 future baseline to Proposed Scheme scenario 1, PM peak hour

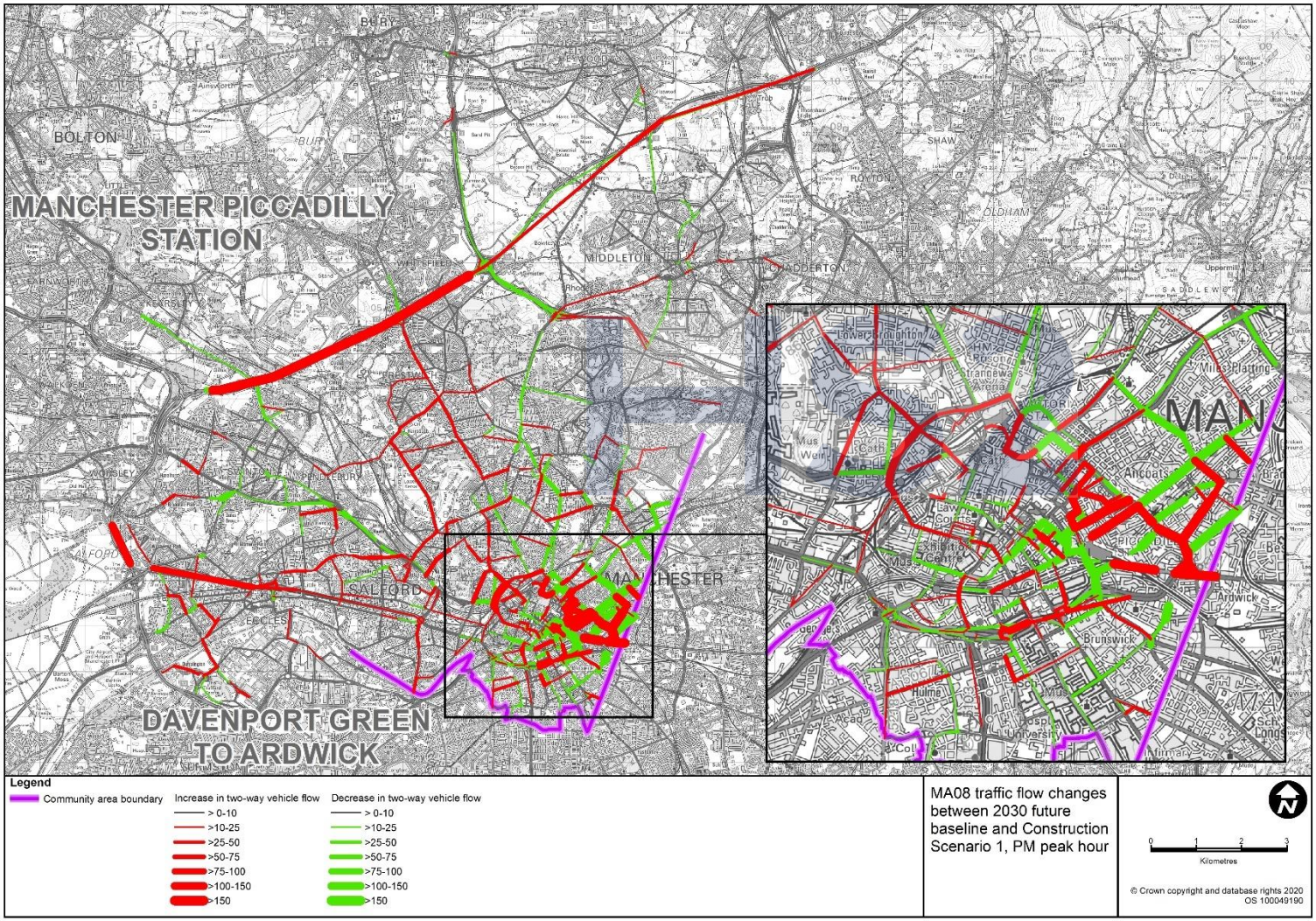


Figure 18-34: MA08 traffic flow changes 2030 future baseline to Proposed Scheme scenario 2, AM peak hour

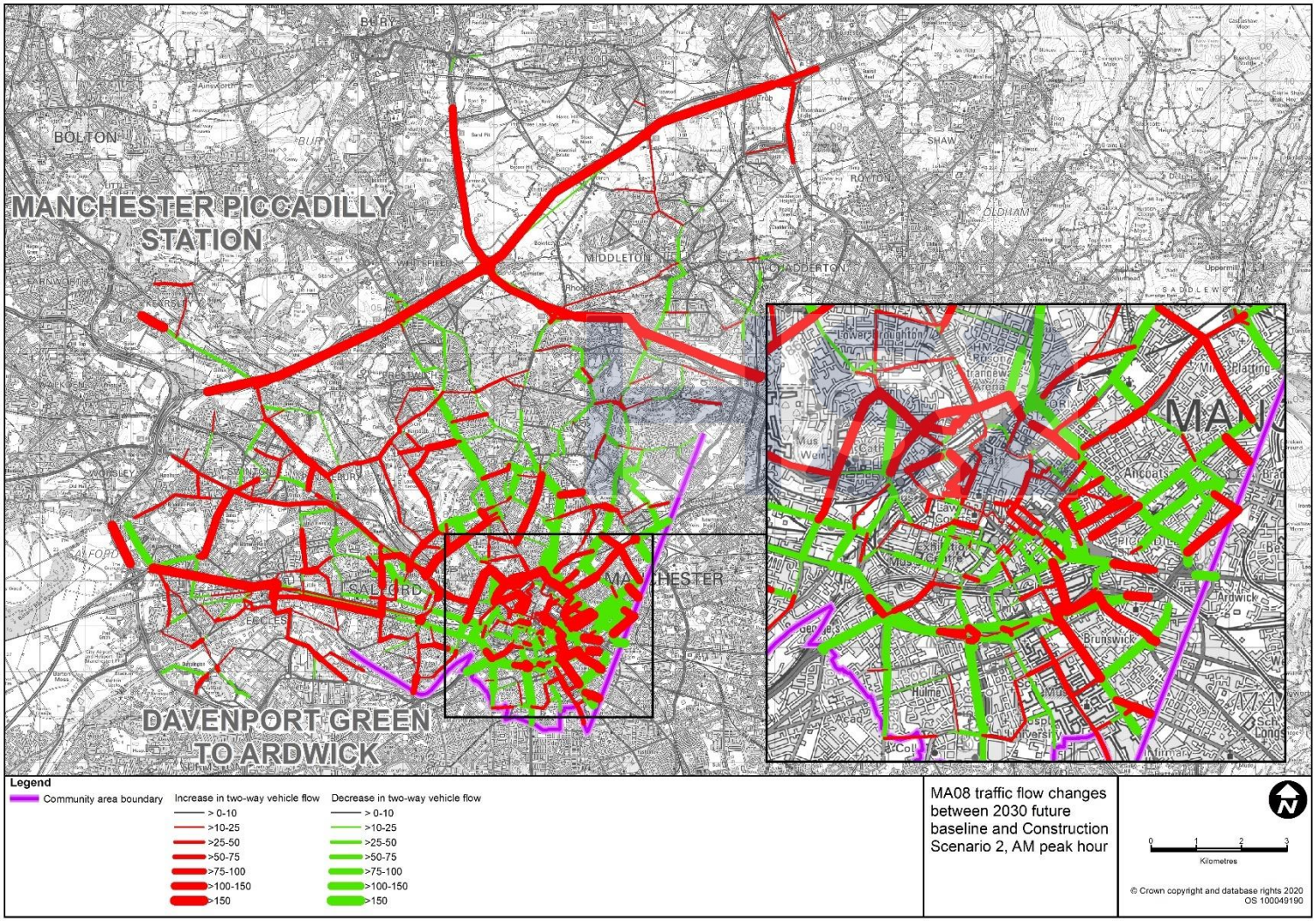


Figure 18-35: MA08 traffic flow changes 2030 future baseline to Proposed Scheme scenario 2, PM peak hour

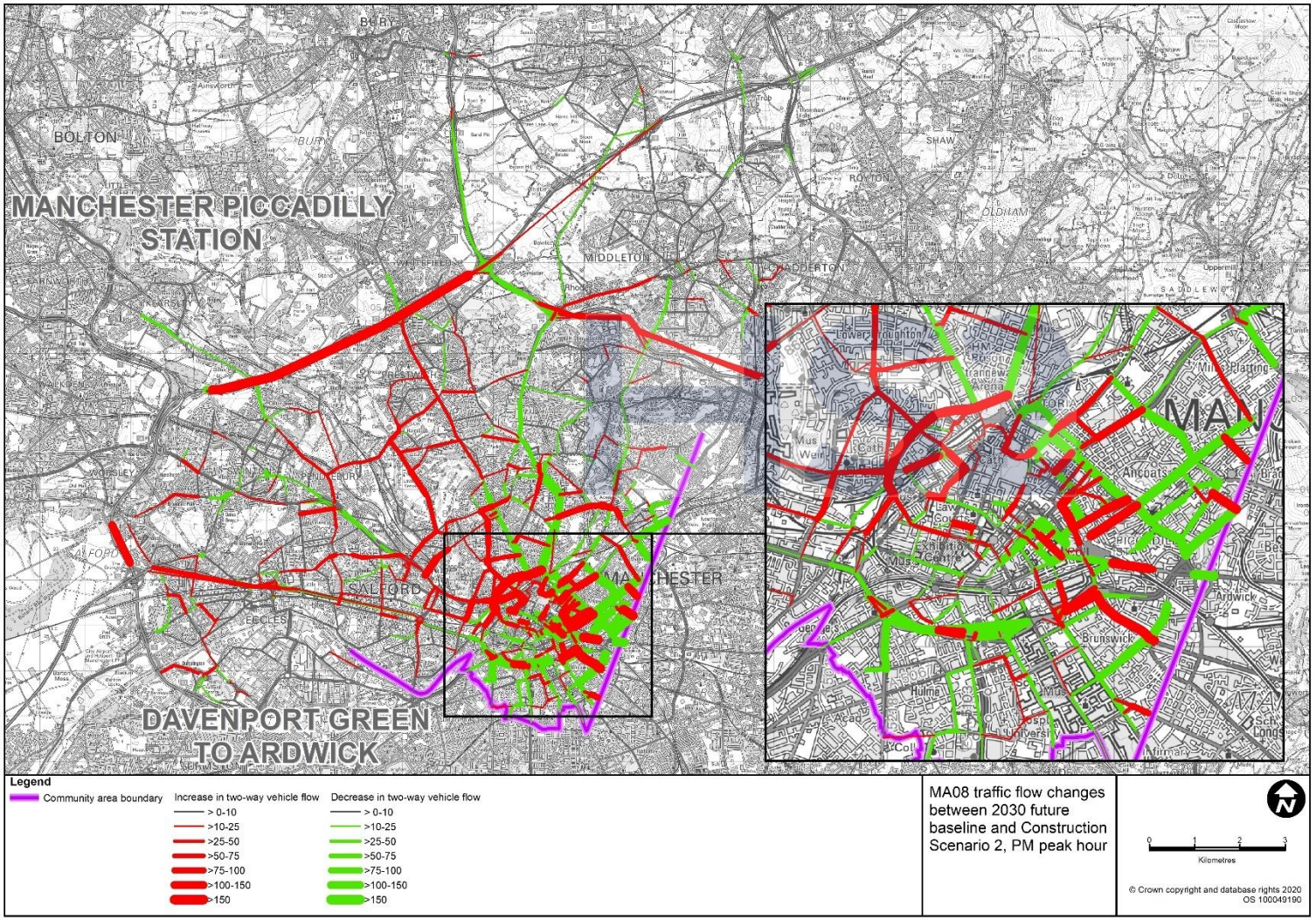


Figure 18-36: MA08 traffic flow changes 2030 future baseline to Proposed Scheme scenario 3, AM peak hour

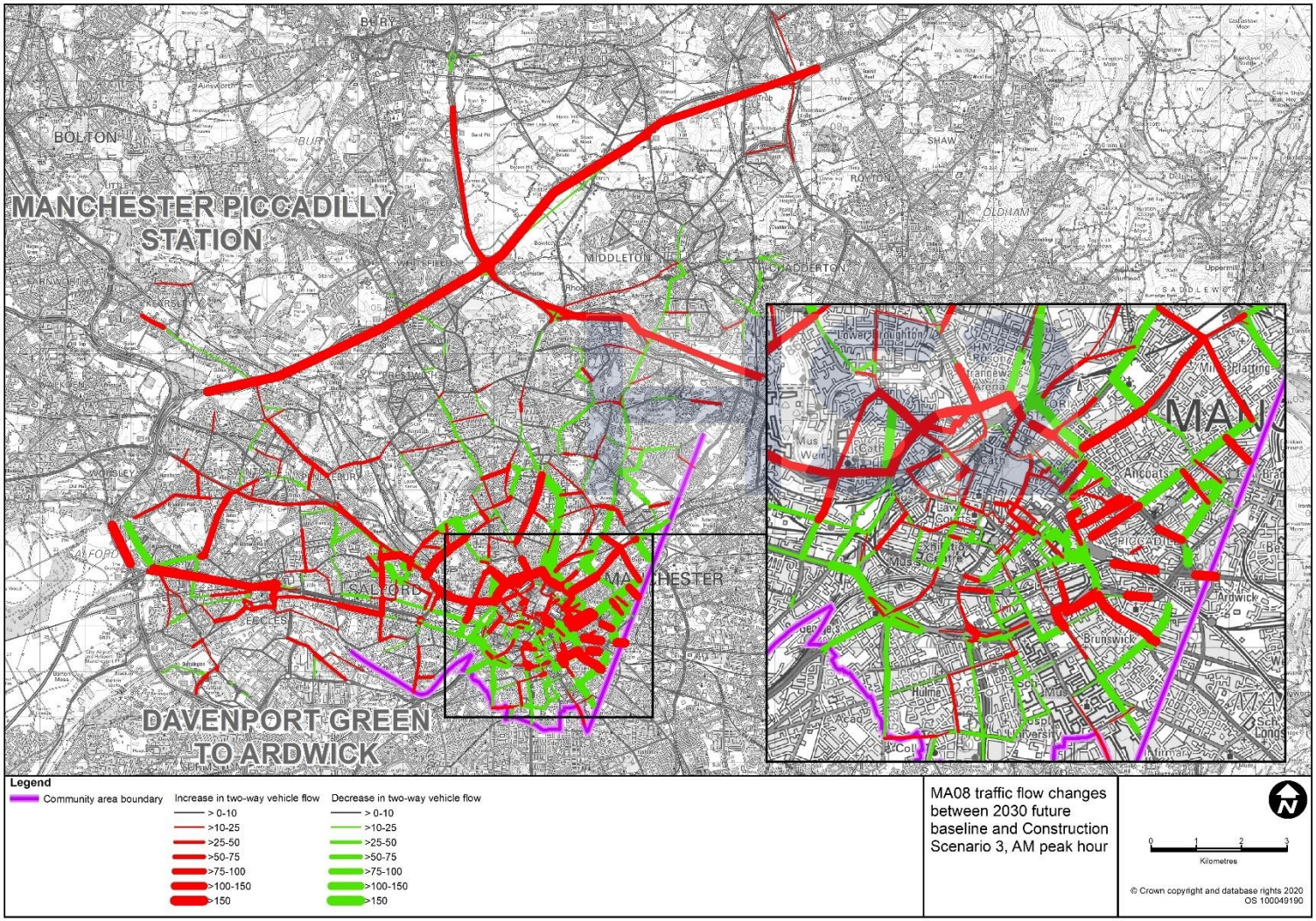


Figure 18-37: MA08 traffic flow changes 2030 future baseline to Proposed Scheme scenario 3, PM peak hour

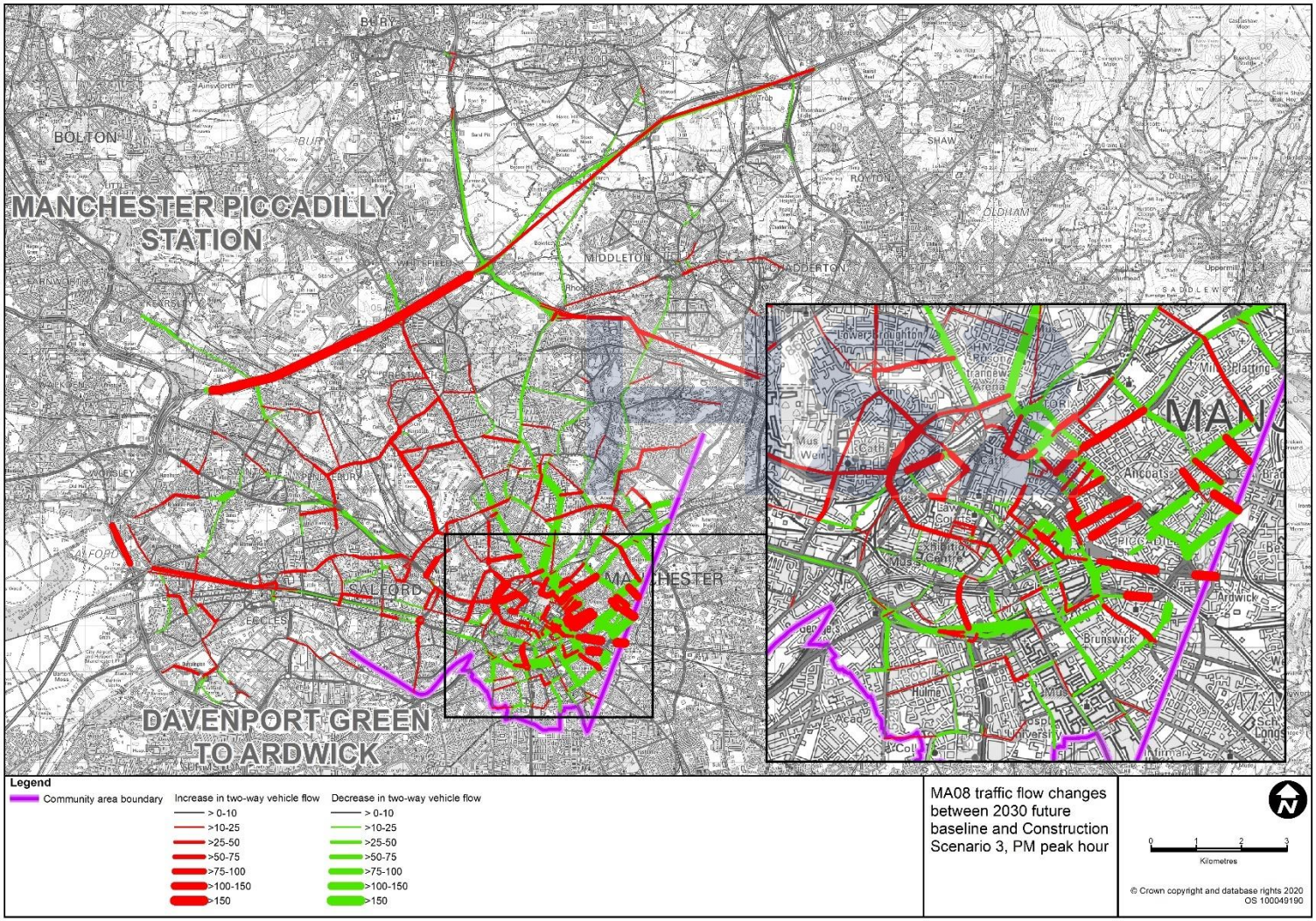


Figure 18-38: MA08 traffic flow changes 2030 future baseline to Proposed Scheme scenario 4, AM peak hour

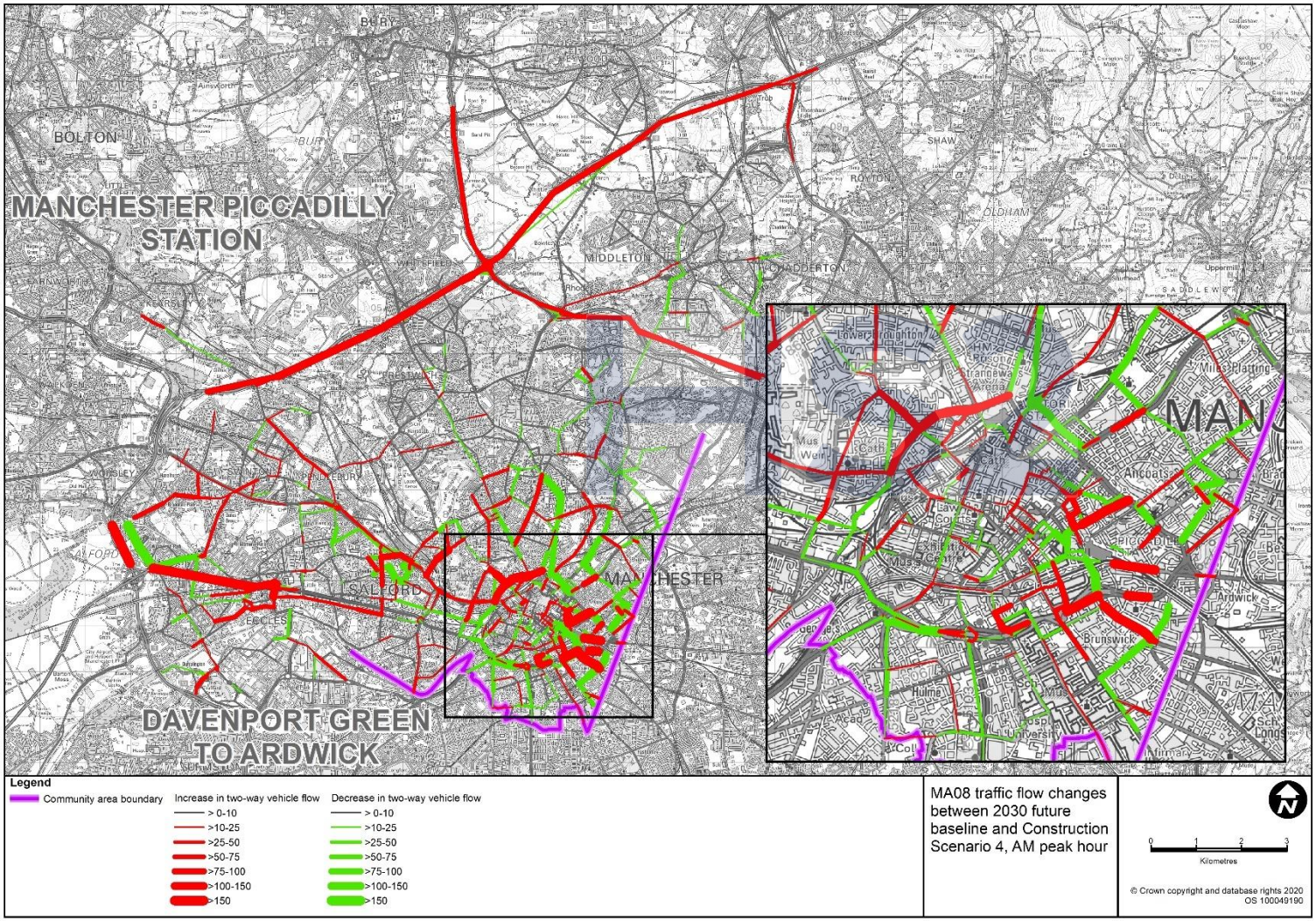
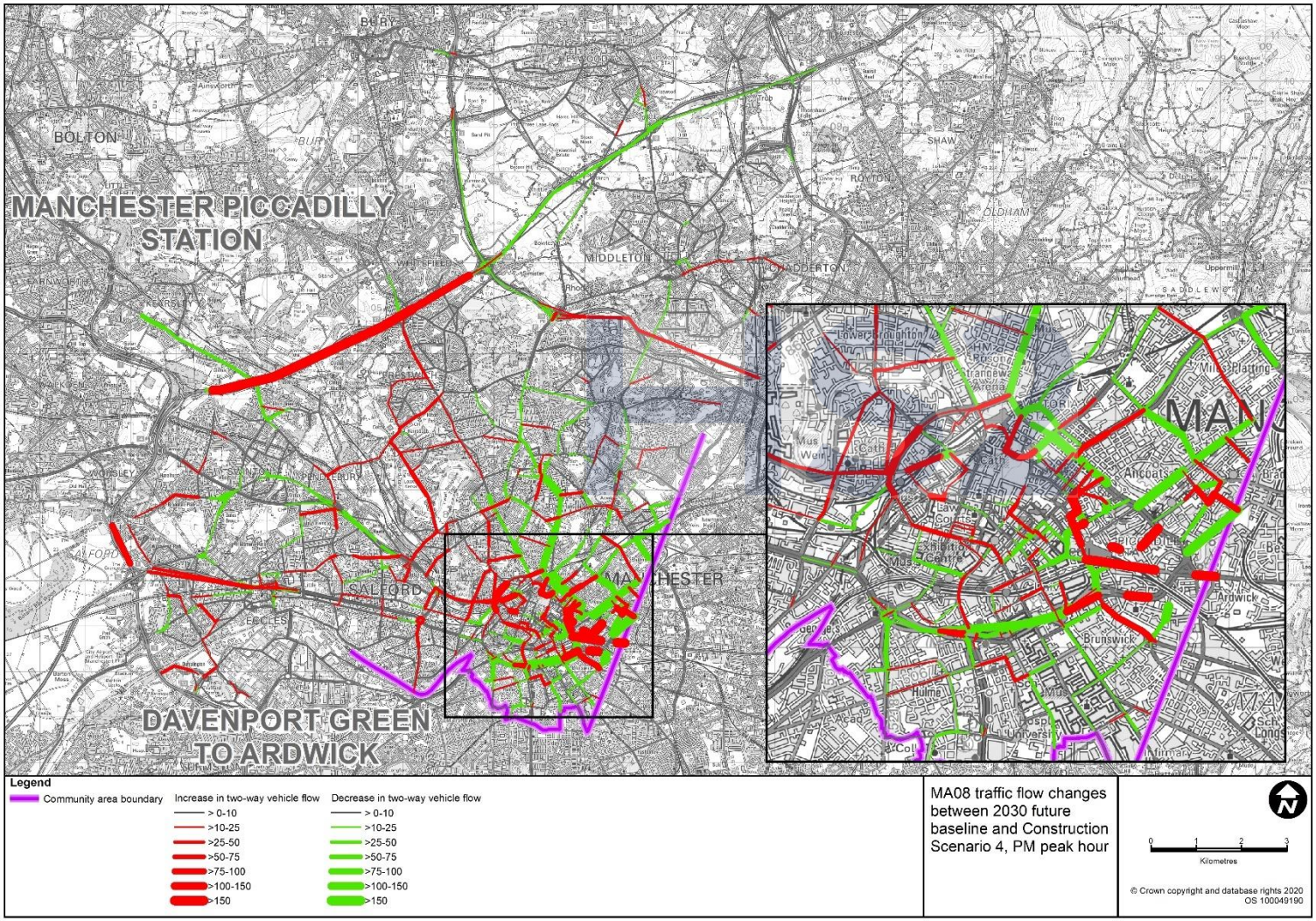


Figure 18-39: MA08 traffic flow changes 2030 future baseline to Proposed Scheme scenario 4, PM peak hour



Junction performance

18.3.41 Junction capacity analysis has been undertaken for the AM and PM peak hours comparing junction operation in the 2030 future baseline scenario with the modelled scenarios for the Proposed Scheme.

18.3.42 The following tables and commentary set out the performance at junctions where there is the potential for the Proposed Scheme to have substantial impacts, including new temporary junctions and those junctions where temporary changes are proposed.

18.3.43 Junctions which experience an impact as a result of the Proposed Scheme, but where the layout is not changed are generally identified using the following criteria:

- the Ratio of Flow to Capacity (RFC), Degree of Saturation (DoS) or Volume over Capacity (VoC) for an approach arm increases to over 87% during the construction of the Proposed Scheme; and
- the RFC, DoS or VoC for an approach arm increases by 2% or more from the baseline.

18.3.44 Similarly, junctions which experience a beneficial impact as a result of the Proposed Scheme, but where the layout is not changed are generally identified using the following criteria:

- the RFC, DoS or VoC for an approach arm is over 87% during the baseline; and
- the RFC, DoS or VoC for an approach arm decreases by 2% or more during the construction of the Proposed Scheme.

18.3.45 The results are presented from south to north through the MA06, MA07 and MA08 areas, firstly for junctions on the strategic road network, followed by junctions on other roads. The 2030 future baseline results are included for comparison. The models developed to assess the existing and future baseline have been used, except where otherwise stated.

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

18.3.47 The results of the junction assessments indicate that there will be an increase in queuing and delay at a number of junctions during construction of the Proposed Scheme, some of which are shown to already operate over capacity in one or both peak hours in the future baseline. HS2 Ltd will work with the relevant highway authority to seek to reduce the impacts of the Proposed Scheme at these locations insofar as reasonably practicable.

MA06

M56 junction 6

Manchester Airport Rainbow Works layout

18.3.48 Table 18-24 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. This summarises performance for the main approaches, while the results for each lane of the western and eastern sides of the junction are included in Table 18-25 and Table 18-26.

Table 18-24: M56 junction 6 key approaches 2030 future baseline and with the Proposed Scheme junction capacity assessment results (utilities scenario)

Junction/ Approach		Flow, PCU*/hr	DoS	Q**, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00		**2030 future baseline (Manchester Airport Rainbow Works layout)**			**Proposed Scheme utilities scenario (Manchester Airport Rainbow Works layout)**		
West	A538 Hale Road	1,214	90%	30	1,277	106%	77
	Hotel Access	74	83%	6	115	144%	27
	A538 Wilmslow Road	1,062	64%	22	1,272	69%	25
	M56 off-slip	894	89%	20	1,215	107%	52
East	Runger Lane	1,530	69%	14	1,824	86%	21
	A538 Wilmslow Road	1,057	93%	26	1,085	117%	97
	M56 off-slip	1,483	88%	25	1,940	101%	65
	A538 Wilmslow Road (west)	1,437	82%	34	1,550	92%	43
17:00–18:00		**2030 future baseline (Manchester Airport Rainbow Works layout)**			**Proposed Scheme utilities scenario (Manchester Airport Rainbow Works layout)**		
West	A538 Hale Road	922	80%	19	1,007	109%	65
	Hotel Access	148	71%	8	424	104%	37
	A538 Wilmslow Road	1,119	67%	18	1,339	81%	24
	M56 off-slip	776	81%	17	814	101%	29
East	Runger Lane	1,784	92%	24	2,090	110%	61
	A538 Wilmslow Road	1,260	94%	28	1,385	132%	187
	M56 off-slip	1,190	89%	22	1,498	98%	46
	A538 Wilmslow Road (west)	1,013	85%	26	1,240	99%	46

**PCU = Passenger Car Unit*

***Q = Queue*

18.3.49 The assessment shows that in the AM peak hour the western junction operates close to capacity in the future baseline and over capacity with the Proposed Scheme. In the PM

peak hour, the junction operates within capacity in the future baseline and over capacity with the Proposed Scheme.

18.3.50 At the western junction in the AM peak hour, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the A538 Hale Road approach from 90% in the future baseline to 106%, with a corresponding change in queue length from 30 PCU in the future baseline to 77 PCU. The change in traffic due to construction of the Proposed Scheme will also increase the DoS on the Hotel Access approach from 83% in the future baseline to 144%, with a corresponding change in queue length from six PCU in the future baseline to 27 PCU. The change in traffic due to construction of the Proposed Scheme will also increase the DoS on the M56 off-slip approach from 89% in the future baseline to 107%, with a corresponding change in queue length from 20 PCU in the future baseline to 52 PCU.

18.3.51 At the western junction in the PM peak hour, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the A538 Hale Road approach from 80% in the future baseline to 109%, with a corresponding change in queue length from 19 PCU in the future baseline to 65 PCU. The change in traffic due to construction of the Proposed Scheme will also increase the DoS on the M56 off-slip approach from 81% in the future baseline to 101%, with a corresponding change in queue length from 17 PCU in the future baseline to 29 PCU. Finally, the change in traffic due to construction of the Proposed Scheme will also increase the DoS on the Hotel Access approach from 71% in the future baseline to 104%, with a corresponding change in queue length from eight PCU in the future baseline to 37 PCU.

18.3.52 The assessment shows that in the AM peak hour the eastern junction operates close to capacity in the future baseline and over capacity with the Proposed Scheme. In the PM peak hour, the junction operates close to capacity in the future baseline and over capacity with the Proposed Scheme.

18.3.53 At the eastern junction in the AM peak hour, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the A538 Wilmslow Road (east) approach from 93% in the future baseline to 117%, with a corresponding change in queue length from 26 PCU in the future baseline to 97 PCU. The change in traffic due to construction of the Proposed Scheme will also increase the DoS on the M56 off-slip approach from 88% in the future baseline to 101%, with a corresponding change in queue length from 25 PCU in the future baseline to 65 PCU. The change in traffic due to construction of the Proposed Scheme will increase the DoS on the A538 Wilmslow Road (west) approach from 82% in the future baseline to 92%, with a corresponding change in queue length from 34 PCU in the future baseline to 43 PCU. Finally, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the Runger Lane approach from 69% in the future baseline to 86%, with a corresponding change in queue length from 14 PCU in the future baseline to 21 PCU.

18.3.54 At the eastern junction in the PM peak hour, in the change in traffic due to construction of the Proposed Scheme will increase the DoS on the A538 Wilmslow Road (east)

approach from 94% in the future baseline to 132%, with a corresponding change in queue length from 28 PCU in the future baseline to 187 PCU. The change in traffic due to construction of the Proposed Scheme will also increase the DoS on the A538 Wilmslow Road (west) approach from 85% in the future baseline to 99%, with a corresponding change in queue length from 26 PCU in the future baseline to 46 PCU. The change in traffic due to construction of the Proposed Scheme will increase the DoS on the M56 off-slip approach from 89% in the future baseline to 98%, with a corresponding change in queue length from 22 PCU in the future baseline to 46 PCU. Finally, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the Runger Lane approach from 92% in the future baseline to 110%, with a corresponding change in queue length from 24 PCU in the future baseline to 61 PCU.

Table 18-25: M56 junction 6 (west) 2030 with the Proposed Scheme junction capacity assessment results (utilities scenario)

Approach	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**Proposed Scheme utilities scenario (Manchester Airport Rainbow Works layout)**		
A538 Hale Road (nearside) (left)	35	12%	1
A538 Hale Road (centre 1 and 2) (ahead)	481	106%	33
A538 Hale Road (centre 3 and offside) (right)	761	104%	43
Hotel Access (left, ahead and right)	115	144%	27
A538 Wilmslow Road (nearside and centre 1) (left)	547	63%	11
A538 Wilmslow Road (centre 2 and 3) (ahead)	516	69%	8
A538 Wilmslow Road (offside) (right)	209	45%	6
M56 off-slip (left)	115	18%	1
M56 off-slip (nearside) (ahead and right)	635	107%	46
M56 off-slip (centre and offside) (right)	465	51%	6
17:00–18:00	**Proposed Scheme utilities scenario (Manchester Airport Rainbow Works layout)**		
A538 Hale Road (nearside) (left)	28	10%	1
A538 Hale Road (centre 1 and 2) (ahead)	392	109%	36
A538 Hale Road (centre 3 and offside) (right)	587	101%	28
Hotel Access (left, ahead and right)	424	104%	37
A538 Wilmslow Road (nearside and centre 1) (left)	745	81%	14
A538 Wilmslow Road (centre 2 and 3) (ahead)	550	75%	9
A538 Wilmslow Road (offside) (right)	44	14%	1
M56 off-slip (left)	143	23%	1
M56 off-slip (nearside) (ahead and right)	407	101%	25
M56 off-slip (centre and offside) (right)	264	38%	4

Table 18-26: M56 junction 6 (east) 2030 with the Proposed Scheme junction capacity assessment results (utilities scenario)

Approach	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**Proposed Scheme utilities scenario (Manchester Airport Rainbow Works layout)**		
Runger Lane (nearside and centre 1) (left and ahead)	586	86%	13
Runger Lane (centre 2) (ahead)	205	63%	6
Runger Lane (centre 3 and offside) (right)	121	30%	2
A538 Wilmslow Road (east) (right)	771	117%	89
A538 Wilmslow Road (east) (nearside and centre) (left and ahead)	76	16%	2
A538 Wilmslow Road (east) (offside) (ahead)	238	55%	6
M56 off-slip (nearside and centre 1) (left and ahead)	842	101%	37
M56 off-slip (centre 2) (ahead)	237	50%	6
M56 off-slip (centre 3 and offside) (right)	861	98%	22
A538 Wilmslow Road (west) left-turn slip to Runger Lane	280	30%	2
A538 Wilmslow Road (west) (nearside) (left)	279	67%	8
A538 Wilmslow Road (west) (centre 1) (left)	279	69%	8
A538 Wilmslow Road (west) (centre 2) (ahead)	292	92%	12
A538 Wilmslow Road (west) (centre 3) (ahead)	291	91%	11
A538 Wilmslow Road (west) (offside) (right)	129	34%	2
17:00–18:00	**Proposed Scheme utilities scenario (Manchester Airport Rainbow Works layout)**		
Runger Lane (nearside and centre 1) (left and ahead)	547	110%	46
Runger Lane (centre 2) (ahead)	297	86%	10
Runger Lane (centre 3 and offside) (right)	201	60%	5
A538 Wilmslow Road (east) (right)	1,078	132%	180
A538 Wilmslow Road (east) (nearside and centre) (left and ahead)	33	6%	1
A538 Wilmslow Road (east) (offside) (ahead)	274	53%	7
M56 off-slip (nearside and centre 1) (left and ahead)	648	96%	23
M56 off-slip (centre 2) (ahead)	111	27%	3
M56 off-slip (centre 3 and offside) (right)	739	98%	20
A538 Wilmslow Road (west) left-turn slip to Runger Lane	169	17%	0
A538 Wilmslow Road (west) (nearside) (left)	166	47%	5
A538 Wilmslow Road (west) (centre 1) (left)	166	48%	5
A538 Wilmslow Road (west) (centre 2) (ahead)	274	99%	14
A538 Wilmslow Road (west) (centre 3) (ahead)	275	99%	14

Approach	Flow, PCU/hr	DoS	Q, PCU
A538 Wilmslow Road (west) (offside) (right)	190	65%	7

Temporary layout

18.3.55 The M56 junction 6/A538 Wilmslow Road/Runger Lane/Hale Road network will be modified as part of the Proposed Scheme. There will be no changes to the M56 junction 6 (east). The M56 junction 6 (west) will be a three-arm signal controlled junction (associated with the A538 Hale Road temporary realignment). The Hotel and its access will be removed. There will also be a new temporary junction on the A538 Hale Road to provide access to Manchester Airport High Speed Station main compound and Manchester Airport High Speed Station south satellite compound. The A538 Hale Road/compound access junction will be a three-arm priority-controlled junction. The temporary junction layout will be implemented during construction of the Proposed Scheme and has therefore been assessed for scenario 1 AM and PM peak hours.

18.3.56 A summary of performance for the main approaches is shown in Table 18-27, while the results for each lane of the western and eastern sides of the junction are included in Table 18-28 and Table 18-29.

Table 18-27: M56 junction 6 key approaches 2030 future baseline and with the Proposed Scheme junction capacity assessment results (scenario 1)

Junction/ Approach		Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00		**2030 future baseline (Manchester Airport Rainbow Works layout)**			**Proposed Scheme scenario 1 (temporary layout)**		
West	A538 Hale Road	1,214	90%	30	1,277	33%	0
	Hotel Access	74	83%	6	-	-	-
	A538 Wilmslow Road	1,062	64%	22	1,272	203%	203
	M56 off-slip	894	89%	20	1,215	85%	43
East	Runger Lane	1,530	69%	14	1,824	86%	21
	A538 Wilmslow Road (east)	1,057	93%	26	1,085	120%	106
	M56 off-slip	1,483	88%	25	1,940	102%	69
	A538 Wilmslow Road (west)	1,437	82%	34	1,550	96%	52
17:00–18:00		**2030 future baseline (Manchester Airport Rainbow Works layout)**			**Proposed Scheme scenario 1 (temporary layout)**		
West	A538 Hale Road	922	80%	19	1,007	26%	0
	Hotel Access	148	71%	8	-	-	-
	A538 Wilmslow Road	1,119	67%	18	1,339	84%	39
	M56 off-slip	776	81%	17	814	74%	29
East	Runger Lane	1,784	92%	24	2,090	110%	61

Junction/ Approach		Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
	A538 Wilmslow Road (east)	1,260	94%	28	1,385	135%	202
	M56 off-slip	1,190	89%	22	1,498	98%	44
	A538 Wilmslow Road (west)	1,013	85%	26	1,240	98%	43

18.3.57 The assessment shows that in the AM peak hour the western junction operates close to capacity in the future baseline and over capacity with the Proposed Scheme. In the PM peak hour, the junction operates within capacity in both the future baseline and with the Proposed Scheme.

18.3.58 At the western junction in the AM peak hour, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the A538 Wilmslow Road approach from 64% in the future baseline to 203%, with a corresponding change in queue length from 22 PCU in the future baseline to 203 PCU.

18.3.59 At the western junction in the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as DoS and queue lengths.

18.3.60 The assessment shows that in the AM peak hour the eastern junction operates close to capacity in the future baseline and over capacity with the Proposed Scheme. In the PM peak hour, the junction operates close to capacity in the future baseline and over capacity with the Proposed Scheme.

18.3.61 At the eastern junction in the AM peak hour, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the Runger Lane approach from 69% in the future baseline to 86%, with a corresponding change in queue length from 14 PCU in the future baseline to 21 PCU. The change in traffic due to construction of the Proposed Scheme will also increase the DoS on the A538 Wilmslow Road (east) approach from 93% in the future baseline to 120%, with a corresponding change in queue length from 26 PCU in the future baseline to 106 PCU. The change in traffic due to construction of the Proposed Scheme will also increase the DoS on the M56 off-slip approach from 88% in the future baseline to 102%, with a corresponding change in queue length from 25 PCU in the future baseline to 69 PCU. Finally, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the A538 Wilmslow Road (west) approach from 82% in the future baseline to 96%, with a corresponding change in queue length from 34 PCU in the future baseline to 52 PCU.

18.3.62 At the eastern junction in the PM peak hour, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the Runger Lane approach from 92% in the future baseline to 110%, with a corresponding change in queue length from 24 PCU in the future baseline to 61 PCU. The change in traffic due to construction of the Proposed Scheme will also increase the DoS on the A538 Wilmslow Road (east) approach from 94% in the future baseline to 135%, with a corresponding change in

queue length from 28 PCU in the future baseline to 202 PCU. The change in traffic due to construction of the Proposed Scheme will also increase the DoS on the M56 off-slip approach from 89% in the future baseline to 98%, with a corresponding change in queue length from 22 PCU in the future baseline to 44 PCU. Finally, the change in traffic due to construction of the Proposed Scheme will also increase the DoS on the A538 Wilmslow Road (west) approach from 85% in the future baseline to 99%, with a corresponding change in queue length from 26 PCU in the future baseline to 43 PCU.

Table 18-28: M56 junction 6 west 2030 with the Proposed Scheme junction capacity assessment results (scenario 1)

Approach	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**Proposed Scheme scenario 1 (temporary layout)**		
A538 Hale Road (nearside) (left and ahead)	638	33%	0
A538 Hale Road (offside) (ahead)	639	33%	0
Construction compound access	115	139%	35
A538 Wilmslow Road left-turn slip to M56 on-slip	547	51%	11
A538 Wilmslow Road (nearside) (right)	171	86%	11
A538 Wilmslow Road (centre and offside) (right)	554	203%	181
M56 off-slip (nearside) (ahead)	57	4%	1
M56 off-slip (offside) (ahead)	177	11%	2
M56 off-slip (nearside and centre) (right)	749	85%	33
M56 off-slip (offside) (right)	232	28%	8
A538 Hale Road (internal eastbound) (nearside) (left)	322	31%	9
A538 Hale Road (internal eastbound) (offside) (left)	247	22%	6
A538 Hale Road (internal southbound) (nearside) (ahead)	133	17%	4
A538 Hale Road (internal southbound) (offside) (ahead)	649	83%	31
A538 Hale Road (internal westbound) (nearside) (ahead)	228	11%	0
A538 Hale Road (internal westbound) (centre and offside) (ahead and right)	731	468%	236
17:00–18:00	**Proposed Scheme scenario 1 (temporary layout)**		
A538 Hale Road (nearside) (left and ahead)	503	26%	0
A538 Hale Road (offside) (ahead)	504	26%	0
Construction compound access	424	141%	127
A538 Wilmslow Road left-turn slip to M56 on-slip	745	62%	15
A538 Wilmslow Road (nearside) (right)	183	45%	6
A538 Wilmslow Road (centre and offside) (right)	411	84%	19
M56 off-slip (nearside) (ahead)	71	5%	1

Approach	Flow, PCU/hr	DoS	Q, PCU
M56 off-slip (offside) (ahead)	118	9%	2
M56 off-slip (nearside and centre) (right)	493	74%	21
M56 off-slip (offside) (right)	132	21%	5
A538 Hale Road (internal eastbound) (nearside) (left)	140	9%	2
A538 Hale Road (internal eastbound) (offside) (left)	475	36%	11
A538 Hale Road (internal southbound) (nearside) (ahead)	176	20%	5
A538 Hale Road (internal southbound) (offside) (ahead)	597	75%	26
A538 Hale Road (internal westbound) (nearside) (ahead)	254	13%	0
A538 Hale Road (internal westbound) (centre and offside) (ahead and right)	529	26%	23

Table 18-29: M56 junction 6 (east) 2030 with the Proposed Scheme junction capacity assessment results (scenario 1)

Approach	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**Proposed Scheme scenario 1 (temporary layout)**		
Runger Lane (nearside and centre 1) (left and ahead)	586	86%	13
Runger Lane (centre 2) (ahead)	205	63%	6
Runger Lane (centre 3 and offside) (right)	121	34%	2
A538 Wilmslow Road (east) (right)	794	120%	99
A538 Wilmslow Road (east) (nearside and centre) (left and ahead)	53	11%	1
A538 Wilmslow Road (east) (offside) (ahead)	238	54%	6
M56 off-slip (nearside and centre 1) (left and ahead)	842	102%	41
M56 off-slip (centre 2) (ahead)	237	50%	6
M56 off-slip (centre 3 and offside) (right)	861	98%	22
A538 Wilmslow Road (west) left-turn slip to Runger Lane	279	32%	1
A538 Wilmslow Road (west) (nearside) (left)	280	73%	9
A538 Wilmslow Road (west) (centre 1) (left)	279	75%	9
A538 Wilmslow Road (west) (centre 2) (ahead)	292	96%	14
A538 Wilmslow Road (west) (centre 3) (ahead)	291	96%	14
A538 Wilmslow Road (west) (offside) (right)	129	37%	4
17:00–18:00	**Proposed Scheme scenario 1 (temporary layout)**		
Runger Lane (nearside and centre 1) (left and ahead)	547	110%	45
Runger Lane (centre 2) (ahead)	297	86%	10
Runger Lane (centre 3 and offside) (right)	201	62%	5

Approach	Flow, PCU/hr	DoS	Q, PCU
A538 Wilmslow Road (east) (right)	1,088	135%	195
A538 Wilmslow Road (east) (nearside and centre) (left and ahead)	23	4%	0
A538 Wilmslow Road (east) (offside) (ahead)	274	54%	7
M56 off-slip (nearside and centre 1) (left and ahead)	648	94%	21
M56 off-slip (centre 2) (ahead)	111	27%	3
M56 off-slip (centre 3 and offside) (right)	739	98%	20
A538 Wilmslow Road (west) left-turn slip to Runger Lane	166	17%	1
A538 Wilmslow Road (west) (nearside) (left)	169	45%	4
A538 Wilmslow Road (west) (centre 1) (left)	166	45%	4
A538 Wilmslow Road (west) (centre 2) (ahead)	274	98%	14
A538 Wilmslow Road (west) (centre 3) (ahead)	275	98%	14
A538 Wilmslow Road (west) (offside) (right)	190	55%	6

Permanent layout

18.3.63 The M56 junction 6/A538 Wilmslow Road/Runger Lane/Hale Road network will be modified as part of the Proposed Scheme. The M56 junction 6 (east) will be a four-arm signal controlled crossroads junction with an additional lane on the A538 Wilmslow Road east and west approaches. The M56 junction 6 (west) will be a four-arm signal controlled crossroads junction and will form the south-west junction of the new A538 Hale Road/Station Access gyratory. At this junction, the A538 Hale Road realignment and the A538 Hale Road (west) will be one-way entry arms into the junction. The permanent junction layouts will be implemented during construction of the Proposed Scheme and has therefore been assessed for scenarios 2, 3 and 4 AM and PM peak hours Figure 18-40 shows the junction layout introduced as part of the Proposed Scheme.

18.3.64 A summary of performance for the main approaches is show in Table 18-30, while the results for each lane of the western and eastern sides of the junction are included in Table 18-31 and Table 18-32.

Figure 18-40: Junction layout diagram (M56 junction 6 permanent layout)

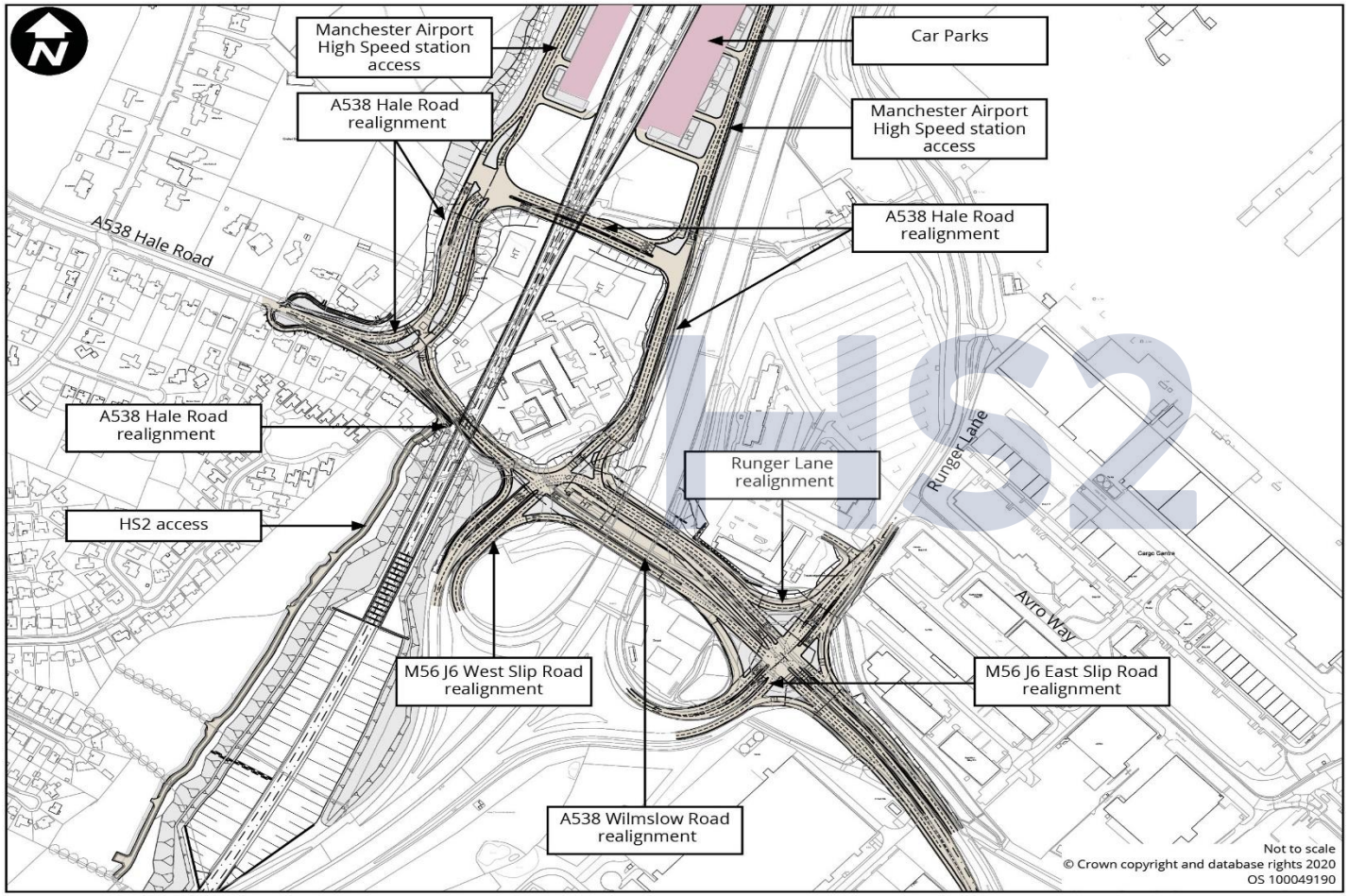


Table 18-30: M56 junction 6 key approaches 2030 future baseline and with the Proposed Scheme junction capacity assessment results (scenarios 2, 3 and 4)

Junction/ Approach		Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00		**2030 future baseline (Manchester Airport Rainbow Works layout)**			**Proposed Scheme scenario 2 (permanent layout)**			**Proposed Scheme scenario 3 (permanent layout)**			**Proposed Scheme scenario 4 (permanent layout)**		
West	A538 Hale Road	1,214	90%	30	1,762	82%	34	1,754	82%	34	1,739	78%	34
	Hotel Access	74	83%	6	-	-	-	-	-	-	-	-	-
	A538 Wilmslow Road	1,062	64%	22	1,421	87%	24	1,414	86%	23	1,423	87%	24
	M56 off-slip	894	89%	20	1,254	88%	22	1,240	88%	22	1,215	88%	21
East	Runger Lane	1,530	69%	14	504	58%	17	510	59%	17	526	67%	18
	A538 Wilmslow Road	1,057	93%	26	1,062	80%	23	1,086	80%	23	1,081	79%	23
	M56 off-slip	1,483	88%	25	1,904	90%	38	1,914	89%	37	1,921	91%	38
	A538 Wilmslow Road (west)	1,437	82%	34	1,553	69%	25	1,543	72%	26	1,576	72%	27
17:00–18:00		**2030 future baseline (Manchester Airport Rainbow Works layout)**			**Proposed Scheme scenario 2 (permanent layout)**			**Proposed Scheme scenario 3 (permanent layout)**			**Proposed Scheme scenario 4 (permanent layout)**		
West	A538 Hale Road	922	80%	19	1,147	71%	12	1,139	62%	11	1,111	69%	11
	Hotel Access	148	71%	8	-	-	-	-	-	-	-	-	-
	A538 Wilmslow Road	1,119	67%	18	537	33%	5	529	34%	5	530	32%	5
	M56 off-slip	776	81%	17	704	37%	2	696	36%	2	678	34%	2
East	Runger Lane	1,784	92%	24	791	80%	21	793	80%	21	800	80%	21
	A538 Wilmslow Road	1,260	94%	28	1,333	74%	27	1,360	76%	29	1,319	78%	28
	M56 off-slip	1,190	89%	22	1,333	81%	25	1,327	81%	25	1,321	79%	24

Junction/ 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
	A538 Wilmslow Road (west)	1,013	85%	26	1,407	75%	25	1,416	75%	26	1,340	69%	21

18.3.65 The assessment shows that in the AM peak hour the western junction operates close to capacity in the future baseline and close to capacity with the Proposed Scheme. In the PM peak hour, the junction operates within capacity in the future baseline and within capacity with the Proposed Scheme.

18.3.66 At the western junction in the AM peak hour, in scenario 2 and 4 the change in traffic due to construction of the Proposed Scheme will increase the DoS on the A538 Wilmslow Road approach from 64% in the future baseline to 87%, 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 Proposed Scheme will not result in substantial changes in capacity indicators such as DoS and queue lengths.

18.3.67 The assessment shows that in the AM peak hour the eastern junction operates close to capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates close to capacity in the future baseline and within capacity with the Proposed Scheme.

18.3.68 At the eastern junction in the AM peak hour, in scenario 4 the change in traffic due to construction of the Proposed Scheme will increase the DoS on the M56 off-slip approach from 88% in the future baseline to 91%, with a corresponding change in queue length from 25 PCU in the future baseline to 38 PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as DoS and queue lengths.

Table 18-31: M56 junction 6 west 2030 with the Proposed Scheme junction capacity assessment results (scenarios 2, 3 & 4)

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**Proposed Scheme scenario 2 (permanent layout)**			**Proposed Scheme scenario 3 (permanent layout)**			**Proposed Scheme scenario 4 (permanent layout)**		
A538 Hale Road realignment (nearside) (left)	452	43%	10	440	42%	10	466	44%	11
A538 Hale Road realignment (offside) (left)	85	8%	1	85	8%	1	100	10%	1
A538 Hale Road realignment (nearside) (ahead)	291	70%	8	292	70%	8	277	67%	7
A538 Hale Road realignment (offside) (ahead)	341	82%	10	339	82%	10	326	78%	9
A538 Wilmslow Road (east) (nearside) (left)	276	23%	1	278	24%	1	275	23%	1
A538 Wilmslow Road (east) (offside) (left)	278	24%	1	278	24%	1	276	23%	1
A538 Wilmslow Road (nearside) (ahead)	327	52%	7	323	52%	7	328	53%	7
A538 Wilmslow Road (east) (offside) (ahead)	540	87%	16	535	86%	15	544	87%	16

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
M56 off-slip (nearside and offside) (left)	238	18%	2	222	17%	2	205	16%	2
M56 off-slip (nearside) (right)	220	36%	5	212	35%	4	201	33%	4
M56 off-slip (centre and offside) (right)	796	88%	15	806	88%	15	809	88%	15
17:00–18:00	**Proposed Scheme scenario 2 (permanent layout)**			**Proposed Scheme scenario 3 (permanent layout)**			**Proposed Scheme scenario 4 (permanent layout)**		
A538 Hale Road realignment (nearside) (left)	423	39%	8	415	38%	9	392	35%	7
A538 Hale Road realignment (offside) (left)	171	16%	2	173	16%	2	176	16%	2
A538 Hale Road realignment (nearside) (ahead)	236	44%	5	235	48%	6	231	42%	5
A538 Hale Road realignment (offside) (ahead)	310	58%	7	307	63%	8	313	56%	7
A538 Wilmslow Road (east) (nearside) (left)	359	33%	1	363	33%	1	349	33%	1
A538 Wilmslow Road (east) (offside) (left)	361	34%	1	365	33%	1	350	33%	1
A538 Wilmslow Road (east) (nearside) (ahead)	331	62%	9	321	53%	8	333	60%	9
A538 Wilmslow Road (east) (offside) (ahead)	379	71%	10	372	62%	9	383	69%	10
M56 off-slip (nearside and offside) (left)	181	11%	1	148	9%	1	152	9%	1
M56 off-slip (nearside) (right)	160	27%	3	163	29%	3	140	26%	3
M56 off-slip (centre and offside) (right)	653	72%	10	665	76%	11	632	72%	10

Table 18-32: M56 junction 6 (east) 2030 with the Proposed Scheme junction capacity assessment results (scenarios 2, 3 & 4)

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**Proposed Scheme scenario 2 (permanent layout)**			**Proposed Scheme scenario 3 (permanent layout)**			**Proposed Scheme scenario 4 (permanent layout)**		
Runger Lane (nearside and centre 1) (left and ahead)	313	58%	6	320	59%	6	348	67%	8
Runger Lane (centre 2) (ahead)	75	36%	2	75	36%	2	62	30%	2
Runger Lane (centre 3 and offside) (right)	116	44%	9	115	44%	9	116	44%	9
A538 Wilmslow Road (east) (nearside and centre 1) (left and ahead)	487	74%	7	512	75%	7	511	73%	7

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
A538 Wilmslow Road (east) (centre 2 and offside) (ahead)	282	80%	8	280	80%	8	280	79%	8
A538 Wilmslow Road (east) (nearside) (right)	147	50%	4	147	50%	4	145	50%	4
A538 Wilmslow Road (east) (offside) (right)	146	50%	4	147	50%	4	145	50%	4
M56 off-slip (nearside and centre) (left and ahead)	999	90%	23	992	89%	22	1,005	91%	23
M56 off-slip (offside) (ahead)	214	46%	5	214	44%	5	215	47%	5
M56 off-slip (nearside and offside) (right)	691	79%	10	708	77%	10	701	80%	10
A538 Wilmslow Road (west) (nearside) (left)	317	49%	3	313	50%	3	304	47%	3
A538 Wilmslow Road (west) (offside) (left)	318	45%	3	315	47%	3	304	43%	3
A538 Wilmslow Road (west) (nearside) (ahead)	416	69%	7	414	72%	7	434	72%	8
A538 Wilmslow Road (west) (offside) (ahead)	417	69%	10	416	72%	11	434	72%	11
A538 Wilmslow Road (west) (nearside) (right)	43	7%	1	43	7%	1	51	9%	1
A538 Wilmslow Road (west) (offside) (right)	42	7%	1	42	7%	1	49	8%	1
17:00–18:00	**Proposed Scheme scenario 2 (permanent layout)**			**Proposed Scheme scenario 3 (permanent layout)**			**Proposed Scheme scenario 4 (permanent layout)**		
Runger Lane (nearside and centre 1) (left and ahead)	384	80%	6	395	80%	6	396	80%	6
Runger Lane (centre 2) (ahead)	185	67%	5	184	66%	5	183	66%	5
Runger Lane (centre 3 and offside) (right)	222	43%	9	214	46%	9	221	48%	9
A538 Wilmslow Road (east) (nearside and centre 1) (left and ahead)	711	72%	11	741	76%	12	702	75%	12
A538 Wilmslow Road (east) (centre 2 and offside) (ahead)	295	74%	8	291	75%	8	296	78%	8
A538 Wilmslow Road (east) (nearside) (right)	164	49%	4	164	49%	4	161	51%	4
A538 Wilmslow Road (east) (offside) (right)	163	48%	4	164	49%	4	160	51%	4
M56 off-slip (nearside and centre) (left and ahead)	768	81%	16	763	81%	16	760	79%	15
M56 off-slip (offside) (ahead)	109	31%	3	109	31%	3	107	31%	3
M56 off-slip (nearside and offside) (right)	456	69%	6	455	69%	6	454	69%	6

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
A538 Wilmslow Road (west) (nearside) (left)	171	26%	1	174	27%	1	150	22%	1
A538 Wilmslow Road (west) (offside) (left)	171	24%	1	174	25%	1	151	21%	1
A538 Wilmslow Road (west) (nearside) (ahead)	446	74%	9	448	75%	10	431	69%	7
A538 Wilmslow Road (west) (offside) (ahead)	448	75%	12	447	74%	12	432	69%	9
A538 Wilmslow Road (west) (nearside) (right)	86	14%	2	87	15%	1	89	14%	2
A538 Wilmslow Road (west) (offside) (right)	85	14%	2	86	14%	1	87	14%	1

A538 Hale Road/A538 Hale Road realignment

18.3.69 The A538 Hale Road/A538 Hale Road realignment will be a new junction as part of the Proposed Scheme. It will be a three-arm signal controlled T-junction and will form the south-west junction of the new A538 Hale Road/Station Access gyratory, associated with access to Manchester Airport High Speed Station when it is operational. The A538 Hale Road (east) will be a one-way entry arm into the junction. Figure 18-41 shows the junction layout introduced as part of the Proposed Scheme. The junction will be implemented during construction of the Proposed Scheme and has therefore been assessed for scenarios 2, 3 and 4 AM and PM peak hours using LinSig software and is shown in Table 18-33.

Figure 18-41: Junction layout diagram (A538 Hale Road/A538 Hale Road realignment)

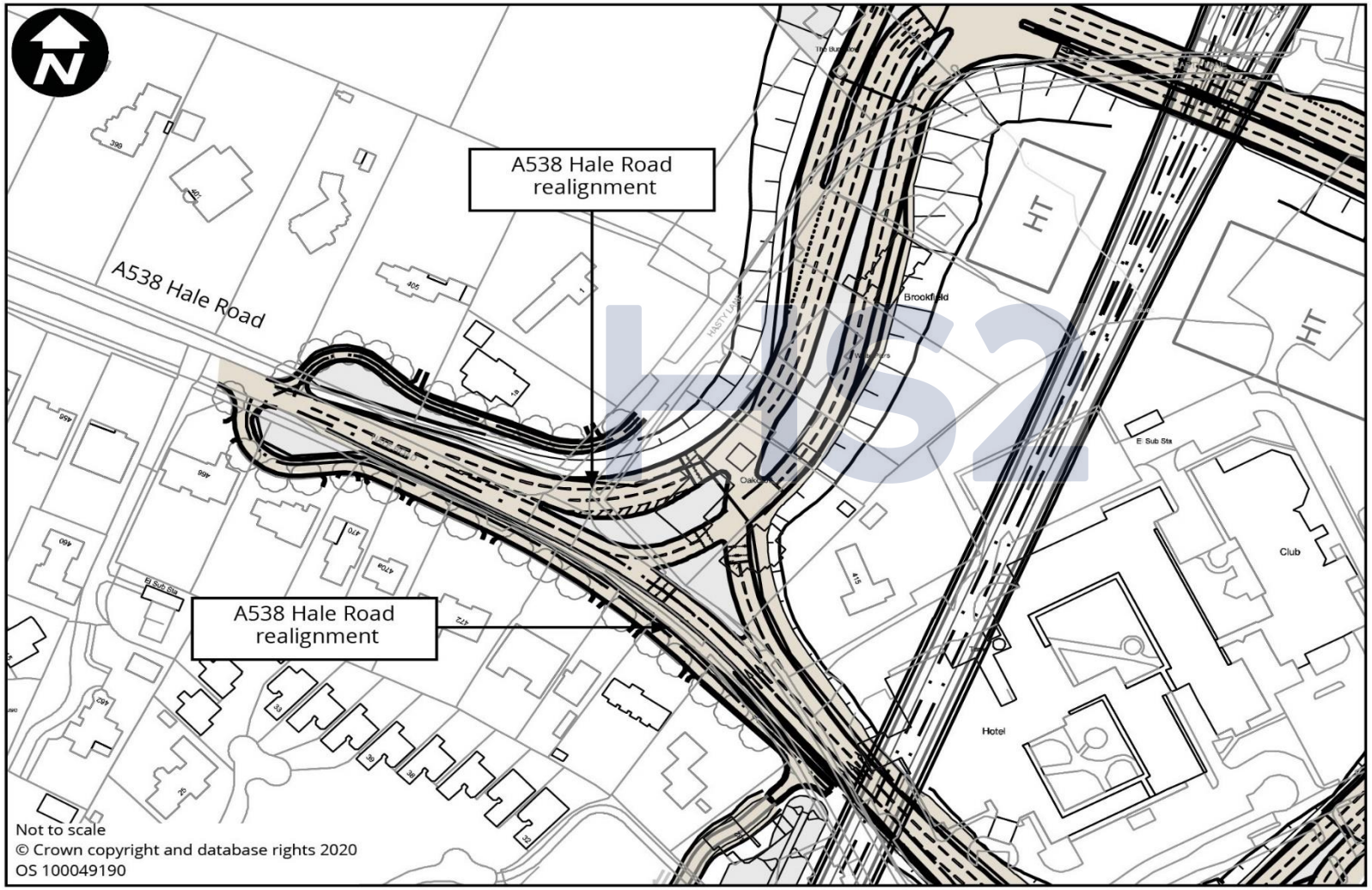


Table 18-33: A538 Hale Road/A538 diversion 2030 with the Proposed Scheme junction capacity assessment results (scenarios 2, 3 and 4)

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
08:00–09:00	**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A538 Hale Road realignment (nearside) (right)	0	0%	0	0	0%	0	0	0%	0
A538 Hale Road realignment (offside) (right)	7	1%	0	7	1%	0	7	1%	0
A538 Hale Road (east) (nearside) (ahead)	392	48%	3	383	46%	2	378	45%	3
A538 Hale Road (east) (offside) (ahead)	394	45%	2	384	43%	2	380	42%	2
A538 Hale Road (east) (nearside and offside) (right)	319	37%	3	313	36%	2	319	36%	3
A538 Hale Road (west) (nearside and centre) (left)	659	58%	6	660	59%	7	642	58%	6
A538 Hale Road (west) (offside) (left)	471	59%	10	463	59%	10	494	63%	11
17:00–18:00	**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A538 Hale Road realignment (nearside) (right)	2	0%	0	2	0%	0	1	0%	0
A538 Hale Road realignment (offside) (right)	18	2%	0	18	2%	0	20	3%	0
A538 Hale Road (east) (nearside) (ahead)	408	44%	2	385	43%	2	398	44%	2
A538 Hale Road (east) (offside) (ahead)	408	41%	2	387	40%	2	399	41%	2
A538 Hale Road (east) (nearside and offside) (right)	75	8%	1	69	7%	0	71	8%	0
A538 Hale Road (west) (nearside and centre) (left)	428	62%	10	423	59%	9	399	56%	8
A538 Hale Road (west) (offside) (left)	466	45%	5	467	45%	5	472	45%	5

18.3.70 The assessment shows that this junction operates well within capacity with the Proposed Scheme.

Enterprise Way/Outwood Lane West/World Way

18.3.71 Table 18-34 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The Outwood Lane West approach is a minor arm that is not included within the SATURN model.

Table 18-34: Enterprise Way/Outwood Lane West/World Way junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
Enterprise Way	332	41%	0	332	41%	0	328	40%	0	333	41%	0	333	41%	0	333	42%	0
Outwood Lane West	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
World Way	953	44%	0	1,039	48%	0	943	44%	0	1,150	53%	0	1,141	53%	0	1,138	53%	0
A555 Airport Spur eastbound off-slip	1,861	108%	7	1,858	108%	7	1,857	108%	7	1,892	110%	7	1,894	110%	7	1,898	110%	7
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
Enterprise Way	616	100%	8	616	100%	8	599	100%	8	593	101%	8	590	101%	8	597	101%	8
Outwood Lane West	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
World Way	997	61%	1	1,059	65%	1	1,060	67%	1	1,316	79%	1	1,317	79%	1	1,298	78%	1
A555 Airport Spur eastbound off-slip	1,831	97%	2	1,832	97%	2	1,800	95%	2	1,847	98%	3	1,850	98%	3	1,843	97%	2

18.3.72 The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the Proposed Scheme.

18.3.73 In scenarios 2, 3 and 4, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A555 Airport Spur eastbound off-slip approach from 108% in the future baseline to 110% in the AM peak hour, with no change in corresponding queue length.

18.3.74 In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A56 Dunham Road/A556/A556 Chester Road/A56 Lymm Road (Bowdon Roundabout)

18.3.75 Table 18-35 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The A56 Dunham Road/A556/A556 Chester Road/A56 Lymm Road junction comprises of two roundabouts. The A56 Dunham Road/A556/A556 Chester Road/A56 Lymm Road (Bowdon Roundabout) is a five-arm signal controlled roundabout. The M56 on-slip is a one-way exit arm from the junction and is therefore not included in the results. The M56/A556/A556/Yarwoodheath Lane junction is a four-arm signal controlled roundabout, located to the south of the Bowdon Roundabout. The A556 westbound on-slip is a one-way exit arm from the junction and is therefore not included in the results. The operation of M56/A556/A556 junction is reported with Bowdon Roundabout as these two junctions operate as one.

Table 18-35: A56 Dunham Road/A556/A556 Chester Road/A56 Lymm Road (Bowdon Roundabout) junction 2030 future baseline and with the Proposed 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
08:00–09:00	**2030 future baseline**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A56 Durham Road (nearside) (left and ahead)	673	59%	6	651	57%	6	674	64%	7	715	63%	6	669	59%	6
A56 Durham Road (offside) (ahead and right)	689	60%	6	666	58%	6	690	64%	7	729	63%	7	683	59%	6
A556 (internal northbound) (nearside)	452	61%	1	278	38%	4	318	52%	1	334	51%	1	276	37%	0
A556 (internal northbound) (offside)	432	60%	1	269	37%	4	306	52%	1	320	50%	1	267	37%	0
A556 Chester Road (nearside and centre) (left and ahead)	622	61%	4	570	56%	4	585	46%	3	567	48%	3	573	57%	4
A556 Chester Road (offside) (ahead)	12	2%	0	4	1%	0	42	7%	0	72	12%	1	9	2%	0
A56 Lymm Road (left and ahead)	588	67%	3	637	60%	2	665	57%	2	654	67%	3	638	61%	2
A556 (internal southbound) (nearside)	543	69%	7	582	58%	3	639	64%	4	692	70%	5	609	61%	3
A556 (internal southbound) (offside)	544	69%	7	583	59%	3	636	64%	3	688	69%	4	608	61%	3
M56 westbound off-slip (nearside) (ahead)	463	66%	6	275	57%	4	312	65%	4	341	71%	5	272	56%	4
M56 westbound off-slip (offside) (ahead)	461	66%	6	272	57%	4	312	65%	4	342	71%	5	271	56%	4
Yarwoodheath Lane (left, ahead and right)	0	0%	0	0	0%	0	0	0%	0	50	9%	0	0	0%	0

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
17:00–18:00	**2030 future baseline**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A56 Durham Road (nearside) (left and ahead)	876	71%	9	796	64%	8	811	72%	9	819	72%	10	796	64%	8
A56 Durham Road (offside) (ahead and right)	890	71%	9	811	64%	8	829	72%	10	837	73%	10	813	65%	8
A556 (internal northbound) (nearside)	449	57%	1	239	30%	0	306	43%	1	375	50%	1	332	42%	1
A556 (internal northbound) (offside)	508	66%	1	553	72%	7	482	69%	5	449	61%	2	463	60%	4
A556 Chester Road (nearside and centre) (left and ahead)	753	69%	6	806	74%	7	921	74%	7	906	78%	8	819	75%	7
A556 Chester Road (offside) (ahead)	22	4%	0	4	1%	0	42	7%	0	72	12%	1	9	2%	0
A56 Lymm Road (left and ahead)	409	50%	2	446	52%	2	613	62%	3	614	67%	3	440	38%	1
A556 (internal southbound) (nearside)	658	76%	10	603	65%	7	654	67%	6	691	74%	9	617	66%	7
A556 (internal southbound) (offside)	662	77%	10	600	64%	7	654	67%	6	694	74%	9	617	66%	7
M56 westbound off-slip (nearside) (ahead)	521	76%	8	397	65%	6	395	69%	6	426	71%	7	398	66%	6
M56 westbound off-slip (offside) (ahead)	518	76%	8	395	65%	6	393	69%	6	427	71%	7	397	66%	6
Yarwoodheath Lane (left, ahead and right)	0	0%	0	0	0%	0	0	0%	0	50	9%	0	0	0%	0

18.3.76 The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates within capacity in both the future baseline and with the Proposed Scheme.

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

B5086 Alderley Road/B5086 Knutsford Road/Alderley Road/Alderley Lodge/Bedells Lane (B5086 Fulshaw Cross Roundabout)

18.3.78 Table 18-36 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-36: B5086 Alderley Road/B5086 Knutsford Road/Alderley Road/Alderley Lodge/Bedells Lane (B5086 Fulshaw Cross Roundabout) junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
B5086 Alderley Road	679	108%	8	692	107%	8	705	96%	6	695	92%	5	697	92%	5	733	100%	10
Alderley Road	162	110%	5	155	110%	5	189	111%	5	204	112%	5	203	112%	5	173	111%	5
B5086 Knutsford Road	706	66%	1	714	67%	1	741	68%	1	765	71%	1	773	72%	1	734	70%	1
Bedells Lane	814	95%	5	802	95%	5	676	92%	4	659	95%	5	647	95%	5	707	97%	6
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
B5086 Alderley Road	806	80%	2	804	79%	2	815	80%	2	867	84%	2	869	84%	2	869	84%	2
Alderley Road	547	101%	9	543	101%	9	526	101%	9	526	102%	9	524	102%	9	523	103%	9
B5086 Knutsford Road	118	15%	0	118	15%	0	126	16%	0	124	16%	0	124	16%	0	122	16%	0
Bedells Lane	710	65%	1	711	65%	1	693	64%	1	687	63%	1	686	63%	1	693	64%	1

18.3.79 The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the Proposed Scheme.

18.3.80 In scenario 2 and 3, the change in traffic due to construction of the Proposed Scheme will decrease the VoC on the B5086 Alderley Road approach from 108% in the future baseline to 92% in the AM peak hour, with a corresponding change in queue length from eight PCU in the future baseline to five PCU. In scenario 4, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Bedells Lane approach from 95% in the future baseline to 97% in the AM peak hour, with a corresponding change in queue length from five PCU in the future baseline to six PCU.

18.3.81 In scenario 4, the change in traffic due to construction of the Proposed Scheme in the PM peak hour will increase the VoC on the Alderley Road approach from 101% in the future baseline to 103%, with no change in corresponding queue length.

A538 Water Lane/A538 Alderley Road/B5086 Alderley Road

18.3.82 Table 18-37 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-37: A538 Water Lane/A538 Alderley Road/B5086 Alderley Road junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A538 Alderley Road	1,194	76%	16	1,202	77%	16	1,233	75%	17	1,233	75%	17	1,233	75%	17	1,233	77%	17
B5086 Alderley Road	613	46%	12	636	48%	12	711	54%	14	747	57%	14	761	58%	15	757	57%	15
A538 Water Lane	375	51%	9	375	51%	9	366	50%	9	367	50%	9	367	50%	9	369	51%	9
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A538 Alderley Road	1,161	85%	18	1,159	85%	18	1,170	86%	19	1,224	90%	19	1,225	90%	19	1,226	90%	19
B5086 Alderley Road	637	51%	13	637	51%	13	641	52%	13	637	51%	13	637	51%	13	637	51%	13
A538 Water Lane	390	41%	9	389	41%	9	450	47%	11	428	45%	10	434	46%	10	418	44%	10

18.3.83 The assessment shows that in the AM peak hour the junction operates within capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the Proposed Scheme.

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

18.3.85 In scenarios 2, 3 and 4, the change in traffic due to construction of the Proposed Scheme in the PM peak hour will increase the VoC on the A538 Alderley Road approach from 85% in the future baseline to 90%, with a corresponding change in queue length from 18 PCU in the future baseline to 19 PCU.

A538 Manchester Road/A538 Alderley Road/Station Road

18.3.86 Table 18-38 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-38: A538 Manchester Road/Station Road/A538 Alderley Road junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A538 Manchester Road	883	79%	14	884	79%	14	930	80%	15	930	80%	15	930	80%	15	928	82%	15
Station Road	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0
Station Road (left slip)	262	95%	4	256	95%	4	204	103%	5	191	101%	5	189	101%	5	208	101%	5
A538 Alderley Road	972	77%	14	973	77%	14	876	71%	13	878	71%	13	879	71%	13	931	75%	14
Swan Street	51	10%	1	64	13%	1	196	39%	4	223	45%	5	227	46%	5	181	36%	4
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A538 Manchester Road	869	74%	14	870	75%	14	886	77%	14	936	81%	15	938	81%	15	938	81%	15
Station Road	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0
Station Road (left slip)	291	96%	4	289	95%	4	284	96%	4	263	101%	5	263	101%	5	262	101%	5
A538 Alderley Road	1,019	74%	13	1,018	74%	13	1,079	79%	14	1,057	77%	14	1,063	78%	14	1,047	76%	14
Swan Street	2	1%	0	2	1%	0	2	1%	0	28	7%	1	28	7%	1	31	8%	1

18.3.87 The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity with the Proposed Scheme. In the PM peak hour, the junction operates close to capacity in the future baseline and over capacity with the Proposed Scheme.

18.3.88 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Station Road (left slip) approach from 95% 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. In scenario 2, the change in traffic due to construction of the Proposed Scheme in the PM peak hour, will increase the VoC on the Station Road (left slip) approach from 96% in the future baseline to 101%, with a corresponding change in queue length from four PCU in the future baseline to five PCU.

A538 Altrincham Road/Mobberley Road

18.3.89 Table 18-39 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-39: A538 Altrincham Road/Mobberley Road junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A538 Altrincham Road (north)	951	48%	0	940	48%	0	854	60%	0	840	62%	0	820	61%	0	908	62%	0
A538 Altrincham Road (south)	810	41%	0	817	42%	0	920	47%	0	926	47%	0	925	47%	0	902	46%	0
Mobberley Road	413	96%	3	405	95%	3	414	103%	6	409	101%	6	409	101%	6	390	97%	4
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A538 Altrincham Road (north)	1,003	51%	0	1,002	51%	0	1,025	52%	0	977	50%	0	977	50%	0	975	50%	0
A538 Altrincham Road (south)	693	35%	0	687	35%	0	620	32%	0	605	31%	0	594	30%	0	612	31%	0
Mobberley Road	213	66%	1	212	65%	1	166	52%	0	45	18%	0	43	17%	0	42	17%	0

18.3.90 The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity with the Proposed Scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the Proposed Scheme.

18.3.91 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Mobberley Road approach from 96% 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 six PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

Morley Green Road/Mobberley Road

18.3.92 Table 18-40 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. There is an unnamed approach used for access which is a minor arm that is not included within the SATURN model.

Table 18-40: Morley Green Road/Mobberley Road junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
Morley Green Road	290	76%	1	291	75%	1	249	70%	1	247	70%	1	246	69%	1	258	70%	1
Mobberley Road (east)	58	3%	0	59	3%	0	143	7%	0	155	8%	0	150	8%	0	133	7%	0
Unnamed road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mobberley Road (west)	723	37%	0	715	37%	0	689	36%	0	678	35%	0	677	35%	0	667	34%	0
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
Morley Green Road	417	86%	1	419	87%	1	455	90%	1	488	86%	0	492	87%	0	486	86%	0
Mobberley Road (east)	24	1%	0	24	1%	0	15	1%	0	15	1%	0	15	1%	0	15	1%	0
Unnamed road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mobberley Road (west)	658	34%	0	658	34%	0	650	34%	0	560	29%	0	557	29%	0	554	29%	0

18.3.93 The assessment shows that in the AM peak hour the junction operates within capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the Proposed Scheme.

18.3.94 The change in traffic due to construction of the Proposed 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 Proposed Scheme in the PM peak hour will increase the VoC on the Morley Green Road approach from 86% in the future baseline to 90%, with no change in corresponding queue length.

A538 Altrincham Road/Morley Green Road

18.3.95 Table 18-41 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-41: A538 Altrincham Road/Morley Green Road junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A538 Altrincham Road (east)	1,111	57%	0	1,110	57%	0	1,224	62%	0	1,229	63%	0	1,230	63%	0	1,197	61%	0
Morley Green Road	310	105%	5	309	105%	5	274	109%	5	269	108%	5	268	107 %	5	277	106 %	5
A538 Altrincham Road (west)	1,243	55%	5	1,233	55%	5	1,109	50%	5	1,093	49%	5	1,073	49%	5	1,173	53%	5
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A538 Altrincham Road (east)	775	39%	0	769	39%	0	677	34%	0	590	30%	0	579	29%	0	597	30%	0
Morley Green Road	444	105%	5	447	105%	5	484	105%	5	516	104%	5	514	103 %	5	512	104 %	5
A538 Altrincham Road (west)	1,421	60%	5	1,422	60%	5	1,496	62%	5	1,472	60%	5	1,472	60%	5	1,469	60%	5

18.3.96 The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the Proposed Scheme.

18.3.97 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Morley Green Road approach from 105% in the future baseline to 109% 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 Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A5034 Mereside Road/A5034 Chester Road/B5569 Chester Road

18.3.98 Table 18-42 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-42: A5034 Mereside Road/B5569 Chester Road/ A5034 Chester Road junction 2030 future baseline and with the Proposed Scheme junction capacity assessment results

Approach	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU
08:00–09:00	**2030 future baseline**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A5034 Chester Road (ahead and right)	679	0.18	0	654	0.13	0	636	0.19	0	590	0.17	0	589	0.06	0
A5034 Mereside Road (left and ahead)	172	0.08	0	188	0.08	0	188	0.08	0	188	0.08	0	188	0.08	0
B5569 Chester Road (left)	42	0.08	0	37	0.08	0	74	0.14	0	30	0.06	0	31	0.07	0
B5569 Chester Road (right)	63	0.16	0	80	0.19	0	80	0.21	0	80	0.19	0	80	0.18	0
17:00–18:00	**2030 future baseline**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A5034 Chester Road (ahead and right)	252	0.08	0	298	0.06	0	312	0.07	0	313	0.07	0	296	0.00	0
A5034 Mereside Road (left and ahead)	155	0.07	0	315	0.14	0	316	0.14	0	242	0.11	0	279	0.13	0
B5569 Chester Road (left)	62	0.11	0	36	0.08	0	56	0.11	0	33	0.07	0	33	0.07	0
B5569 Chester Road (right)	48	0.12	0	59	0.14	0	59	0.15	0	59	0.13	0	59	0.13	0

18.3.99 The assessment shows that in the AM peak hour the junction operates within capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates within capacity in both the future baseline and with the Proposed Scheme.

18.3.100 The change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction.

B5358 Wilmslow Road/B5358 Station Road

18.3.101 Table 18-43 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The Bulkeley Road approach is a minor arm that is not included within the SATURN model.

Table 18-43: B5358 Wilmslow Road/B5358 Station Road junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
B5358 Wilmslow Road	543	85%	13	544	85%	13	585	92%	14	602	95%	14	585	92%	14	569	89%	13
B5358 Station Road	478	36%	10	484	36%	10	483	36%	10	512	38%	11	513	38%	11	507	38%	11
Wilmslow Road	68	26%	2	65	25%	2	74	28%	2	73	28%	2	74	28%	2	70	27%	2
Bulkeley Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
B5358 Wilmslow Road	569	89%	13	569	89%	13	581	91%	13	573	90%	13	575	90%	13	571	90%	13
B5358 Station Road	543	41%	11	546	41%	12	556	42%	12	566	42%	12	564	42%	12	565	42%	12
Wilmslow Road	124	47%	4	129	49%	4	150	57%	4	146	56%	4	146	56%	4	142	54%	4
Bulkeley Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

18.3.102 The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the Proposed Scheme.

18.3.103 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the B5358 Wilmslow Road approach from 85% in the future baseline to 95% in the AM peak hour, with a corresponding change in queue length from 13 PCU in the future baseline to 14 PCU. In scenario 1, the change in traffic due to construction of the Proposed Scheme in the PM peak hour will increase the VoC on the B5358 Wilmslow Road approach from 89% in the future baseline to 91%, with no change in corresponding queue length.

Ashley Road diversion/Mobberley Road realignment

18.3.104 This is a new junction in scenario 3 and 4 and it will be three-arm priority controlled (give-way) T-junction with no controlled pedestrian crossing facilities. This new junction is located approximately 900m south of the existing Ashley Road/Back Lane/Mobberley Road/Cow Lane junction. The operation of the junction has been assessed for scenario 3 and scenario 4 AM and PM peak hours using Junctions 9 software and is shown in Table 18-44.

Table 18-44: Ashley Road diversion / Mobberley Road realignment junction 2030 future baseline and with the Proposed Scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
Mobberley Road (north) (ahead and right)	434	0.22	1	407	0.18	0
Mobberley Road (south) (ahead)	372	0.00	0	338	0.00	0
Mobberley Road (south) (left)	63	0.00	0	75	0.00	0
Ashley Road (left)	213	0.41	1	214	0.41	1
Ashley Road (right)	48	0.16	0	48	0.15	0
17:00–18:00	**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
Mobberley Road (north) (ahead and right)	401	0.29	1	377	0.25	1
Mobberley Road (south) (ahead)	381	0.00	0	367	0.00	0
Mobberley Road (south) (left)	79	0.00	0	92	0.00	0
Ashley Road (left)	181	0.35	1	154	0.30	0
Ashley Road (right)	52	0.18	0	51	0.17	0

18.3.105 The assessment shows that in the AM and PM peak hour the junction operates well within capacity with the Proposed Scheme.

A556 southbound off-slip/B5569 Chester Road/Chester Road

18.3.106 Table 18-45 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-45: A556 southbound off-slip/B5569 Chester Road/Chester Road junction 2030 future baseline and with the Proposed Scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**Proposed Scheme 1**			**Proposed Scheme 2**			**Proposed Scheme 3**			**Proposed Scheme 4**		
A556 SB Slip Road	750	0.63	2	654	0.55	1	818	0.69	2	856	0.72	3	736	0.62	2
Chester Road	9	0.01	0	9	0.01	0	9	0.01	0	9	0.01	0	9	0.01	0
B5569 Chester Road	27	0.02	0	27	0.02	0	27	0.02	0	27	0.02	0	27	0.02	0
17:00–18:00	**2030 future baseline**			**Proposed Scheme 1**			**Proposed Scheme 2**			**Proposed Scheme 3**			**Proposed Scheme 4**		
A556 SB Slip Road	419	0.35	1	263	0.22	0	288	0.24	0	316	0.26	0	340	0.28	0
Chester Road	14	0.01	0	14	0.01	0	14	0.01	0	14	0.01	0	14	0.01	0
B5569 Chester Road	22	0.01	0	22	0.01	0	22	0.01	0	22	0.01	0	22	0.01	0

18.3.107 The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the Proposed Scheme.

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

Castle Mill Lane/Brickhill Lane realignment

18.3.109 This junction will be a new three-arm priority controlled (give way) T-junction with no controlled pedestrian facilities as a result of the Proposed Scheme. This new junction is located approximately 350m east of the existing Castle Mill Lane/Back Lane junction. The operation of the junction has been assessed for scenario 1 and scenario 2 AM and PM peak hours using Junctions 9 software and is shown in Table 18-46.

Table 18-46: Castle Mill Lane/Brickhill Lane realignment 2030 with the Proposed Scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**		
Castle Mill Lane (north) (ahead and right)	251	0.01	0	242	0.01	0
Castle Mill Lane (south) (left and ahead)	200	0.00	0	310	0.00	0
Brickhill Lane Diversion (left)	4	0.01	0	4	0.01	0
Brickhill Lane Diversion (right)	4	0.01	0	4	0.01	0
17:00–18:00	**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**		
Castle Mill Lane (north) (ahead and right)	175	0.01	0	317	0.01	0
Castle Mill Lane (south) (left and ahead)	150	0.00	0	159	0.00	0
Brickhill Lane Diversion (left)	13	0.02	0	13	0.02	0
Brickhill Lane Diversion (right)	1	0.00	0	1	0.00	0

18.3.110 The assessment shows that in the AM and PM peak hour the junction operates well within capacity with the Proposed Scheme.

Castle Mill Lane/Back Lane

18.3.111 Castle Mill Lane/Back Lane will be a modified four-arm priority controlled staggered junction as a result of the Proposed Scheme. The proposals include realigning the existing farm access. Table 18-47 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-47: Castle Mill Lane/Back Lane junction 2030 future baseline and with the Proposed Scheme junction capacity assessment results

Approach	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU
08:00–09:00	**2030 future baseline**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**		
Realigned Farm Access (left, ahead and right)	-	-	-	10	0.02	0	10	0.02	0
Castle Mill Lane (east) (left, ahead and right)	-	-	-	271	0.01	0	169	0.01	0
Back Lane (left, ahead and right)	12	0.03	0	0	0.00	0	0	0.00	0
Castle Mill Lane (west) (left, ahead and right	279	0.01	0	181	0.00	0	163	0.00	0
17:00–18:00	**2030 future baseline**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**		
Realigned Farm Access (left, ahead and right)	-	-	-	10	0.02	0	10	0.02	0
Castle Mill Lane (east) (left, ahead and right)	-	-	-	99	0.01	0	56	0.01	0
Back Lane (left, ahead and right)	5	0.01	0	0	0.00	0	0	0.00	0
Castle Mill Lane (west) (left, ahead and right	241	0.00	0	285	0.00	0	194	0.00	0

18.3.112 The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the Proposed Scheme.

18.3.113 The change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction.

Ashley Road/Back Lane/Mobberley Road/Cow Lane

18.3.114 Table 18-48 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-48: Ashley Road/Back Lane/Mobberley Road/Cow Lane junction 2030 future baseline and with the Proposed Scheme junction capacity assessment results

Approach	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU
08:00–09:00	**2030 future baseline**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**		
Cow Lane (ahead, left and right)	451	0.26	0	495	0.15	0	479	0.19	0
Back Lane (left and ahead)	64	0.15	0	13	0.23	0	9	0.23	0
Back Lane (right and ahead)	19	0.04	0	114	0.20	0	116	0.20	0

Approach	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU
Mobberley Road (ahead, left and right)	460	0.30	0	470	0.14	0	494	0.14	0
Ashley Road (ahead, left and right)	433	1.20	48	425	1.31	63	436	1.37	76
17:00–18:00	**2030 future baseline**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**		
Cow Lane (ahead, left and right)	319	0.20	0	292	0.07	0	291	0.07	0
Back Lane (left and ahead)	77	0.26	0	19	0.28	0	15	0.30	0
Back Lane (right and ahead)	90	0.15	0	167	0.24	0	178	0.26	0
Mobberley Road (ahead, left and right)	409	0.11	0	410	0.07	0	423	0.07	0
Ashley Road (ahead, left and right)	240	0.54	1	279	0.65	2	321	0.77	3

18.3.115 The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and within capacity with the Proposed Scheme.

18.3.116 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the RFC on the Ashley Road (ahead, left and right) approach from 1.20 in the future baseline to 1.37 in the AM peak hour, with a corresponding change in queue length from 48 PCU in the future baseline to 76 PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths.

A538 Wilmslow Road/Sunbank Lane

18.3.117 Table 18-49 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-49: A538 Wilmslow Road/Sunbank Lane junction 2030 future baseline and with the Proposed 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
08:00–09:00	**2030 future baseline**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A538 Wilmslow Road (north) (nearside) (left and ahead)	598	55%	10	561	52%	9	610	56%	11	598	55%	10	632	58%	11
A538 Wilmslow Road (north) (centre and offside) (ahead)	941	63%	12	1,230	65%	12	1,260	68%	13	1,286	68%	13	1,291	70%	14
Sunbank Lane (east) (left and right)	29	13%	1	29	9%	1	29	10%	1	29	10%	1	24	8%	0
A538 Wilmslow Road (south) (nearside) (left and ahead)	565	52%	10	546	75%	14	548	73%	13	554	76%	14	558	76%	14
A538 Wilmslow Road (south) (offside) (ahead)	566	52%	10	553	76%	14	556	74%	13	561	77%	14	566	78%	14
Sunbank Lane (west) (nearside and centre) (left)	135	17%	2	240	18%	2	203	16%	2	224	17%	2	208	16%	2
Sunbank Lane (west) (offside) (right)	7	4%	0	29	16%	1	23	12%	1	24	13%	1	24	13%	1
A538 Wilmslow Road (internal southbound) (nearside) (ahead)	562	46%	1	530	43%	1	578	47%	1	566	46%	1	600	49%	1
A538 Wilmslow Road (internal southbound) (centre) (ahead)	675	51%	4	663	50%	3	705	53%	5	697	53%	5	723	55%	5

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
A538 Wilmslow Road (internal southbound) (offside) (right)	269	61%	7	577	76%	14	564	76%	14	598	78%	15	575	75%	14
A538 Wilmslow Road (internal northbound) (nearside) (ahead)	580	37%	11	646	41%	14	634	41%	14	647	41%	14	645	41%	14
A538 Wilmslow Road (internal northbound) (offside) (ahead and right)	686	41%	11	693	42%	14	673	40%	14	692	41%	14	687	41%	15
17:00–18:00	**2030 future baseline**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A538 Wilmslow Road (north) (left and ahead)	589	54%	10	593	55%	10	645	59%	12	646	60%	12	630	58%	11
A538 Wilmslow Road (north) (ahead)	849	61%	12	825	60%	12	841	64%	13	863	65%	13	832	63%	13
Sunbank Lane (east) (left and right)	60	25%	1	30	12%	1	31	12%	1	31	12%	1	19	8%	0
A538 Wilmslow Road (south) (left and ahead)	542	51%	10	595	47%	9	622	47%	9	618	48%	9	605	46%	8
A538 Wilmslow Road (south) (ahead)	542	51%	10	616	48%	9	642	49%	9	638	49%	9	625	47%	9
Sunbank Lane (west) (left)	579	60%	7	445	54%	6	358	47%	5	401	51%	5	390	51%	5
Sunbank Lane (west) (right)	17	9%	0	45	24%	1	39	21%	1	42	22%	1	39	21%	1
A538 Wilmslow Road (internal southbound) (ahead)	559	45%	1	564	46%	1	617	50%	1	618	50%	1	601	49%	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
A538 Wilmslow Road (internal southbound) (ahead)	668	51%	3	665	50%	3	713	54%	5	715	54%	5	697	53%	5
A538 Wilmslow Road (internal southbound) (right)	190	41%	4	165	60%	5	132	57%	4	152	60%	4	137	59%	4
A538 Wilmslow Road (internal northbound) (ahead)	777	50%	12	801	51%	11	786	50%	11	803	51%	11	785	50%	11
A538 Wilmslow Road (internal northbound) (ahead and right)	886	53%	12	855	51%	11	836	50%	11	854	51%	11	835	50%	11

18.3.118 The assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and within capacity with the Proposed Scheme. In the PM peak hour, the junction operates within capacity in both the future baseline and with the Proposed Scheme.

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

A34 Handforth Bypass/B5094 Stanley Road

18.3.120 Table 18-50 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-50: A34 Handforth Bypass/B5094 Stanley Road junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A34 Handforth Bypass (north)	2,249	67%	19	2,247	67%	19	2,414	72%	20	2,409	72%	20	2,398	72%	20	2,324	70%	19
B5094 Stanley Road (east)	1,731	83%	21	1,730	83%	21	1,701	82%	21	1,697	81%	21	1,698	82%	21	1,721	83%	21
A34 Handforth Bypass (south)	2,689	79%	22	2,646	77%	21	2,707	79%	22	2,678	78%	22	2,693	79%	22	2,672	78%	22
B5094 Stanley Road (west)	179	22%	3	179	22%	3	179	21%	3	178	21%	3	179	21%	3	178	21%	3
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A34 Handforth Bypass (north)	2,164	93%	25	2,157	92%	25	2,160	93%	25	2,203	94%	26	2,212	95%	26	2,211	95%	26
B5094 Stanley Road (east)	964	41%	11	966	41%	11	1,025	44%	12	1,001	43%	11	998	43%	11	988	42%	11
A34 Handforth Bypass (south)	2,138	92%	25	2,134	91%	25	2,187	94%	25	2,186	94%	25	2,189	94%	25	2,185	94%	25
B5094 Stanley Road (west)	382	25%	4	382	25%	4	382	25%	4	383	25%	4	383	25%	4	383	25%	4

18.3.121 The assessment shows that in the AM peak hour the junction operates within capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the Proposed Scheme.

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

18.3.123 In scenario 3 and 4, the change in traffic due to construction of the Proposed Scheme in the PM peak hour will increase the VoC on the A34 Handforth Bypass (north) approach from 93% in the future baseline to 95%, with a corresponding change in queue length from 25 PCU in the future baseline to 26 PCU. In scenarios 1, 2, 3 and 4, the change in traffic due to construction of the Proposed Scheme in the PM peak hour will increase the VoC on the A34 Handforth Bypass (south) approach from 92% in the future baseline to 94%, with no change in corresponding queue length.

A538 Hale Road/Hasty Lane

18.3.124 Table 18-51 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-51: A538 Hale Lane/Hasty Lane junction 2030 future baseline and with the Proposed Scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2030 future baseline**			**Proposed Scheme scenario 1**		
A538 Hale Road (north) (ahead and left)	1,308	-	-	1,215	-	-
Hasty Lane (left)	6	0.02	0	30	0.08	0
Hasty Lane (right)	1	0.01	0	1	0.01	0
A538 Hale Road (south) (ahead and right)	546	0.03	0	667	0.55	3
17:00–18:00	**2030 future baseline**			**Proposed Scheme scenario 1**		
A538 Hale Road (north) (ahead and left)	908	-	-	954	-	-
Hasty Lane (left)	5	0.01	0	121	0.27	0
Hasty Lane (right)	2	0.01	0	2	0.01	0
A538 Hale Road (south) (ahead and right)	648	0.01	0	628	0.10	0

18.3.125 The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the Proposed Scheme.

18.3.126 The change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction.

World Way/Chicago Avenue/Palma Avenue

18.3.127 Table 18-52 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-52: World Way/Chicago Avenue/Palma Avenue junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
World Way	182	10%	0	181	10%	0	196	11%	0	233	12%	0	229	12%	0	236	12%	0
Chicago Avenue	841	86%	0	837	86%	0	861	88%	0	854	87%	0	851	87%	0	858	88%	0
Palma Avenue (north west)	795	47%	0	882	52%	0	780	46%	0	937	56%	0	929	55%	0	932	55%	0
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
World Way	316	16%	0	315	16%	0	316	16%	0	368	19%	0	374	19%	0	361	19%	0
Chicago Avenue	828	87%	0	834	87%	0	835	87%	0	843	91%	1	842	92%	1	849	92%	1
Palma Avenue (north west)	773	45%	0	834	49%	0	839	49%	0	1,110	65%	0	1,110	65%	0	1,095	64%	0

18.3.128 The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the Proposed Scheme.

18.3.129 In scenario 4, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Chicago Avenue approach from 86% in the future baseline to 88% in the AM peak hour, with no change in corresponding queue length.

18.3.130 In scenario 3 and 4, the change in traffic due to construction of the Proposed Scheme in the PM peak hour will increase the VoC on the Chicago Avenue approach from 87% in the future baseline to 92%, with a corresponding change in queue length from no queue in the future baseline to one PCU.

A538 Hale Road/Tithebarn Road

18.3.131 Table 18-53 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-53: A538 Hale Road/Tithebarn Road junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A538 Hale Road (north)	767	65%	0	804	67%	0	808	63%	0	735	63%	0	729	63%	0	742	63%	0
A538 Hale Road (south)	392	20%	0	381	19%	0	266	13%	0	392	20%	0	402	20%	0	388	19%	0
Tithebarn Road	425	88%	2	422	87%	1	422	77%	1	439	91%	2	439	92%	2	438	90%	2
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A538 Hale Road (north)	748	64%	0	703	61%	0	679	56%	0	689	60%	0	685	60%	0	668	60%	0
A538 Hale Road (south)	501	25%	0	462	23%	0	368	18%	0	471	24%	0	458	23%	0	481	24%	0
Tithebarn Road	256	60%	1	260	58%	0	262	53%	0	264	59%	0	264	59%	0	263	60%	1

18.3.132 The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the Proposed Scheme.

18.3.133 In scenario 3, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Tithebarn Road approach from 88% in the future baseline to 92% in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A538 Hale Road/Shay Lane

18.3.134 Table 18-54 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-54: A538 Hale Road/Shay Lane junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A538 Hale Road (north)	649	33%	0	693	35%	0	717	36%	0	580	29%	0	579	29%	0	610	31%	0
Shay Lane	217	94%	3	206	94%	4	201	101%	5	250	100%	6	246	100%	6	233	98%	5
A538 Hale Road (south)	819	61%	0	805	62%	0	690	57%	0	833	63%	0	843	67%	0	829	64%	0
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A538 Hale Road (north)	603	30%	0	562	28%	0	555	28%	0	531	27%	0	531	27%	0	527	26%	0
Shay Lane	237	84%	2	239	80%	1	246	84%	2	252	82%	2	252	83%	2	237	79%	1
A538 Hale Road (south)	759	63%	0	723	59%	0	631	51%	0	737	58%	0	724	57%	0	746	59%	0

18.3.135 The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity with the Proposed Scheme. In the PM peak hour, the junction operates within capacity in both the future baseline and with the Proposed Scheme.

18.3.136 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Shay Lane approach from 94% in the future baseline to 101% in the AM peak hour, with a corresponding change in queue length from three PCU in the future baseline to five PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

Runger Lane/Thorley Lane

18.3.137 Table 18-55 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-55: Runger Lane/Thorley Lane junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
Thorley Lane (east) (ahead)	119	11%	1	250	24%	3	266	25%	3	142	14%	2	143	14%	2	158	15%	2
Thorley Lane (east) (ahead and right)	325	44%	3	471	41%	3	497	44%	4	375	38%	3	376	39%	3	385	37%	3
Runger Lane (left and ahead)	612	66%	9	588	60%	7	629	63%	7	526	50%	4	513	49%	4	497	48%	4
Runger Lane (ahead)	456	54%	8	375	45%	6	393	47%	6	279	33%	4	284	34%	4	281	33%	4
Thorley Lane (west) (left)	184	25%	1	49	6%	0	36	5%	0	126	15%	0	122	14%	0	141	17%	1
Thorley Lane (west) (right)	35	9%	0	160	40%	2	193	48%	2	96	24%	1	100	25%	1	79	20%	1
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
Thorley Lane (east) (ahead)	223	21%	3	260	25%	3	282	27%	3	198	19%	2	202	19%	2	206	20%	2
Thorley Lane (east) (ahead and right)	459	40%	4	483	39%	3	534	43%	4	450	40%	4	454	40%	4	457	40%	4
Runger Lane (left and ahead)	531	51%	5	589	55%	5	617	57%	5	518	48%	4	527	49%	4	476	45%	4

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
Runger Lane (ahead)	297	35%	4	299	36%	4	316	38%	5	255	30%	4	257	31%	4	255	30%	4
Thorley Lane (west) (left)	129	15%	0	56	7%	0	58	7%	0	123	14%	0	122	14%	0	131	15%	0
Thorley Lane (west) (right)	65	16%	1	130	32%	2	154	38%	2	90	22%	1	91	23%	1	79	20%	1

18.3.138 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 Proposed Scheme.

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

A5144 Delahays Road/A538 Hale Road/B5162 Park Road

18.3.140 Table 18-56 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-56: A5144 Delahays Road/A538 Hale Road/B5162 Park Road junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A5144 Delahays Road	868	91%	19	874	92%	19	940	98%	21	901	96%	20	900	96%	20	894	95%	20
A538 Hale Road (south)	792	60%	13	778	60%	13	679	52%	12	795	58%	13	789	58%	13	792	59%	13
B5162 Park Road	414	35%	7	424	36%	7	420	36%	7	415	36%	7	412	35%	7	411	35%	7
A538 Hale Road (north)	313	43%	7	338	47%	7	328	42%	7	273	38%	6	271	37%	6	289	40%	6
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A5144 Delahays Road	726	66%	11	710	64%	11	693	68%	11	691	67%	11	687	66%	11	686	64%	11
A538 Hale Road (south)	684	69%	10	659	67%	10	612	62%	9	683	69%	10	674	68%	10	687	70%	10
B5162 Park Road	534	39%	7	540	39%	7	649	47%	8	610	45%	7	610	45%	7	564	41%	7
A538 Hale Road (north)	368	86%	7	366	86%	7	365	84%	7	362	86%	7	363	86%	7	362	86%	7

18.3.141 The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the Proposed Scheme.

18.3.142 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A5144 Delahays Road approach from 91% in the future baseline to 98% in the AM peak hour, with a corresponding change in queue length from 19 PCU in the future baseline to 21 PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A538 Hale Road/Westminster Road

18.3.143 Table 18-57 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-57: A538 Hale Road/Westminster Road junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
Westminster Road	283	89%	2	290	91%	2	301	94%	3	286	89%	2	284	88%	1	299	89%	2
A538 Hale Road (east)	806	70%	0	815	71%	0	772	68%	0	829	70%	0	822	69%	0	826	70%	0
A538 Hale Road (west)	437	24%	0	444	24%	0	437	24%	0	413	23%	0	413	23%	0	409	23%	0
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
Westminster Road	435	96%	2	423	96%	2	414	96%	3	388	95%	3	390	95%	3	392	95%	2
A538 Hale Road (east)	474	47%	0	462	46%	0	405	42%	0	437	45%	0	431	44%	0	429	43%	0
A538 Hale Road (west)	404	23%	0	404	22%	0	411	23%	0	454	25%	0	459	25%	0	454	25%	0

18.3.144 The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the Proposed Scheme.

18.3.145 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Westminster Road approach from 89% in the future baseline to 94% in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to three PCU.

18.3.146 In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A56 Dunham Road/B5160 Park Road/B5160 Charcoal Road

18.3.147 Table 18-58 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-58: A56 Dunham Road/B5160 Park Road/B5160 Charcoal Road junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A56 Dunham Road (north)	983	52%	16	936	49%	15	932	49%	15	933	49%	15	944	50%	15	963	51%	15
B5160 Park Road	730	65%	12	726	65%	12	691	59%	11	736	63%	12	754	64%	12	753	65%	12
A56 Dunham Road (south)	1,195	65%	18	1,194	65%	18	1,440	78%	21	1,422	77%	21	1,420	77%	21	1,363	74%	20
B5160 Charcoal Road	513	109%	10	513	109%	10	547	110%	11	535	109%	11	537	109%	11	532	110%	11
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A56 Dunham Road (north)	965	51%	15	972	51%	15	982	52%	15	1,040	55%	16	1,042	55%	16	1,033	54%	16
B5160 Park Road	868	76%	14	871	76%	14	876	76%	14	864	75%	14	875	76%	14	898	78%	14
A56 Dunham Road (south)	1,450	79%	22	1,457	79%	22	1,595	87%	24	1,591	86%	24	1,587	86%	24	1,583	86%	24
B5160 Charcoal Road	499	105%	11	500	105%	11	514	108%	11	515	108%	11	516	108%	11	510	107%	11

18.3.148 The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the Proposed Scheme.

18.3.149 The change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour. In scenarios 1, 2 and 3, the change in traffic due to construction of the Proposed Scheme in the PM peak hour will increase the VoC on the B5160 Charcoal Road approach from 105% in the future baseline to 108%, with no change in corresponding queue length.

A538 Hale Road/Ashfield Road/Victoria Road

18.3.150 Table 18-59 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-59: A538 Hale Road/Ashfield Road/Victoria Road junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
Ashfield Road	204	88%	3	207	89%	3	219	91%	3	208	89%	3	208	89%	3	213	89%	3
A538 Hale Road (east)	631	32%	0	628	31%	0	614	31%	0	642	32%	0	626	31%	0	626	31%	0
Victoria Road	59	17%	0	64	18%	0	58	16%	0	57	16%	0	57	16%	0	57	16%	0
A538 Hale Road (west)	401	26%	0	408	26%	0	432	33%	0	404	31%	0	400	31%	0	379	26%	0
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
Ashfield Road	192	97%	4	191	97%	4	189	97%	5	186	98%	5	186	98%	5	185	98%	5
A538 Hale Road (east)	398	20%	0	395	20%	0	386	19%	0	388	19%	0	385	19%	0	387	19%	0
Victoria Road	54	12%	0	53	12%	0	87	19%	0	75	17%	0	68	15%	0	66	15%	0
A538 Hale Road (west)	765	74%	0	765	74%	0	775	71%	0	747	60%	0	749	59%	0	749	61%	0

18.3.151 The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the Proposed Scheme.

18.3.152 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Ashfield Road approach from 88% in the future baseline to 91% 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 Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

Whitecarr Lane/Roaring Gate Lane

18.3.153 Table 18-60 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-60: Whitecarr Lane/Roaring Gate Lane junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
Whitecarr Lane (east)	918	47%	0	918	47%	0	921	47%	0	873	44%	0	880	45%	0	892	45%	0
Roaring Gate Lane	358	82%	5	366	84%	5	367	85%	5	358	82%	4	348	80%	4	350	81%	4
Whitecarr Lane (west)	599	79%	0	585	79%	0	570	71%	0	585	64%	0	589	64%	0	599	70%	0
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
Whitecarr Lane (east)	783	40%	0	778	39%	0	779	40%	0	778	40%	0	774	39%	0	782	40%	0
Roaring Gate Lane	358	76%	4	382	81%	4	415	87%	5	379	78%	4	384	78%	4	373	77%	4
Whitecarr Lane (west)	706	84%	1	714	85%	1	719	71%	0	712	63%	0	715	64%	0	726	70%	0

18.3.154 The assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and close to capacity with the Proposed Scheme. In the PM peak hour, the junction operates within capacity in the future baseline and close to capacity with the Proposed Scheme.

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

18.3.156 In scenario 1, the change in traffic due to construction of the Proposed Scheme in the PM peak hour will increase the VoC on the Roaring Gate Lane approach from 76% in the future baseline to 87%, with a corresponding change in queue length from four PCU in the future baseline to five PCU.

A5144 Thorley Lane/Clay Lane/Wood Lane

18.3.157 Table 18-61 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-61: A5144 Thorley Lane/Clay Lane/Wood Lane junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A5144 Thorley Lane (north)	893	100%	4	891	100%	4	912	101%	4	910	102%	4	912	101%	4	904	100%	4
Clay Lane	763	101%	6	762	102%	6	732	101%	6	760	101%	6	762	101%	6	763	101%	6
A5144 Thorley Lane (south)	500	76%	1	498	75%	1	498	74%	1	530	80%	1	526	80%	1	522	79%	1
Wood Lane	320	55%	0	321	56%	0	306	53%	0	296	53%	0	288	51%	0	286	51%	0
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A5144 Thorley Lane (north)	862	94%	1	852	93%	1	886	97%	1	902	98%	2	898	97%	2	902	98%	2
Clay Lane	746	100%	5	757	100%	5	750	101%	6	743	100%	6	744	100%	6	741	100%	6
A5144 Thorley Lane (south)	665	100%	6	657	99%	5	666	100%	6	674	101%	6	672	100%	6	671	100%	6
Wood Lane	257	56%	1	267	58%	1	263	59%	1	248	54%	1	250	55%	1	253	55%	1

18.3.158 The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the Proposed Scheme.

18.3.159 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A5144 Thorley Lane (north) approach from 100% 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 Proposed Scheme will increase the VoC on the A5144 Thorley Lane (north) approach from 94% in the future baseline to 98%, with a corresponding change in queue length from one PCU in the future baseline to two PCU.

A560 Woodlands Road/B5164 Barrington Road

18.3.160 Table 18-62 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-62: A560 Woodlands Road/B5164 Barrington Road junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
B5164 Barrington Road (south)	685	86%	13	695	87%	14	712	90%	14	710	89%	14	706	89%	14	714	90%	14
A560 Woodlands Road (west)	728	63%	15	726	63%	15	702	61%	14	718	62%	14	715	62%	14	714	62%	14
B5164 Barrington Road (north)	576	86%	13	584	88%	13	582	88%	13	581	88%	13	577	87%	13	584	89%	13
A560 Woodlands Road (east)	1,278	56%	19	1,286	57%	20	1,332	58%	20	1,314	58%	20	1,323	58%	20	1,316	58%	20
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
B5164 Barrington Road (south)	1,034	93%	20	1,036	92%	20	1,084	94%	21	1,087	95%	21	1,087	95%	21	1,082	94%	21
A560 Woodlands Road (west)	818	85%	18	816	85%	18	830	87%	18	828	86%	18	826	86%	18	820	85%	18
B5164 Barrington Road (north)	194	47%	5	191	46%	5	159	39%	4	156	39%	4	157	39%	4	161	40%	4
A560 Woodlands Road (east)	821	41%	15	823	40%	15	827	41%	15	826	41%	15	825	41%	15	835	41%	15

18.3.161 The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the Proposed Scheme.

18.3.162 In scenario 4, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the B5164 Barrington Road (south) approach from 86% in the future baseline to 90% in the AM peak hour, with a corresponding change in queue length from 13 PCU in the future baseline to 14 PCU.

18.3.163 In scenario 4, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the B5164 Barrington Road (north) approach from 86% in the future baseline to 89% in the AM peak hour, with no change in corresponding queue length.

18.3.164 In scenario 2 and 3, the change in traffic due to construction of the Proposed Scheme in the PM peak hour will increase the VoC on the B5164 Barrington Road (south) approach from 93% in the future baseline to 95%, with a corresponding change in queue length from 20 PCU in the future baseline to 21 PCU.

A560 Stockport Road/A538 Stockport Road/A560 Woodlands Road/Woodlands Parkway

18.3.165 Table 18-63 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-63: A560 Stockport Road/A538 Stockport Road/A560 Woodlands Road/Woodlands Parkway junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
Woodlands Parkway	199	89%	3	201	90%	4	203	91%	4	201	90%	4	199	89%	3	201	90%	4
A560 Stockport Road (east)	1,241	53%	16	1,254	53%	16	1,312	56%	16	1,284	55%	16	1,296	55%	16	1,298	55%	16
A560 Stockport Road (west)	1,048	42%	8	1,055	42%	8	1,027	41%	8	1,047	42%	8	1,043	42%	8	1,041	42%	8
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
Woodlands Parkway	125	57%	2	125	56%	2	130	59%	2	132	60%	2	133	60%	2	128	58%	2
A560 Stockport Road (east)	892	38%	11	893	38%	11	887	38%	11	884	38%	11	882	38%	11	894	38%	11
A560 Stockport Road (west)	1,544	63%	12	1,548	63%	12	1,595	65%	12	1,595	65%	12	1,590	65%	12	1,580	64%	12

18.3.166 The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the Proposed Scheme.

18.3.167 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Woodlands Parkway approach from 89% in the future baseline to 91% in the AM peak hour, with a corresponding change in queue length from three PCU in the future baseline to four PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

Oldfield Road/Gorsey Lane

18.3.168 Table 18-64 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-64: Oldfield Road/Gorsey Lane junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
Oldfield Road (east)	349	40%	0	353	40%	0	363	41%	0	368	41%	0	368	41%	0	352	40%	0
Gorsey Lane	746	80%	0	751	81%	0	845	92%	1	834	90%	1	828	90%	1	820	88%	0
Oldfield Road (west)	331	52%	0	314	50%	0	283	49%	0	286	48%	0	286	48%	0	297	50%	0
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
Oldfield Road (east)	562	60%	0	564	60%	0	514	55%	0	511	55%	0	514	55%	0	546	59%	0
Gorsey Lane	493	54%	0	491	54%	0	529	57%	0	498	54%	0	500	54%	0	484	54%	0
Oldfield Road (west)	205	27%	0	205	27%	0	212	28%	0	223	29%	0	224	30%	0	219	29%	0

18.3.169 The assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and close to capacity with the Proposed Scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the Proposed Scheme.

18.3.170 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Gorsey Lane approach from 80% in the future baseline to 92% in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to one PCU.

18.3.171 In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A56 Manchester Road/A56 Church Street/Oldfield Road

18.3.172 Table 18-65 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-65: A56 Manchester Road/A56 Church Street/Oldfield Road junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A56 Manchester Road	842	101%	2	842	101%	2	884	102%	2	864	101%	2	865	101%	2	862	101%	2
A56 Church Street	328	19%	0	316	18%	0	330	19%	0	327	19%	0	330	19%	0	326	19%	0
Oldfield Road	842	97%	4	857	98%	5	868	99%	6	865	98%	5	863	98%	5	863	98%	5
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A56 Manchester Road	568	97%	3	572	97%	3	633	96%	2	651	95%	2	648	95%	2	628	95%	2
A56 Church Street	464	25%	0	465	25%	0	425	23%	0	431	23%	0	432	23%	0	460	25%	0
Oldfield Road	675	85%	4	678	86%	4	692	88%	5	702	89%	5	704	89%	5	698	87%	5

18.3.173 The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the Proposed Scheme.

18.3.174 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Oldfield Road approach from 97% in the future baseline to 99% in the AM peak hour, with a corresponding change in queue length from four PCU in the future baseline to six PCU.

18.3.175 In scenario 2 and 3, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Oldfield Road approach from 85% in the future baseline to 89% in the PM peak hour, with a corresponding change in queue length from four PCU in the future baseline to five PCU.

Moss Lane/Grove Lane

18.3.176 Table 18-66 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-66: Moss Lane/Grove Lane junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
Moss Lane (north)	537	28%	0	542	28%	0	536	28%	0	548	29%	0	548	29%	0	549	29%	0
Grove Lane	84	11%	0	84	11%	0	98	13%	0	90	12%	0	90	12%	0	91	12%	0
Moss Lane (south)	265	49%	0	275	52%	0	288	54%	0	295	56%	0	288	55%	0	286	55%	0
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
Moss Lane (north)	269	14%	0	273	14%	0	262	13%	0	263	14%	0	263	14%	0	263	14%	0
Grove Lane	99	13%	0	104	13%	0	115	15%	0	117	15%	0	119	15%	0	113	15%	0
Moss Lane (south)	729	86%	1	727	86%	1	754	89%	1	753	88%	1	754	88%	1	747	88%	1

18.3.177 The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the Proposed Scheme.

18.3.178 The change in traffic due to construction of the Proposed 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 Proposed Scheme in the PM peak hour will increase the VoC on the Moss Lane (south) approach from 86% in the future baseline to 89%, with no change in corresponding queue length.

A56 Manchester Road/B5165 Park Road

18.3.179 Table 18-67 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The Woodcote Road approach is a minor arm that is not included within the SATURN model.

Table 18-67: A56 Manchester Road/B5165 Park Road/Woodcote Road junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A56 Manchester Road (north)	1,971	101%	31	1,968	101%	31	1,992	102%	31	1,982	102%	31	1,984	102%	31	1,977	102%	31
B5165 Park Road	435	96%	11	436	96%	11	440	97%	11	438	97%	11	437	97%	11	438	97%	11
A56 Manchester Road (south)	1,340	92%	18	1,342	92%	18	1,360	94%	19	1,371	95%	19	1,369	95%	19	1,370	95%	19
Woodcote Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A56 Manchester Road (north)	1,683	96%	30	1,683	96%	30	1,697	97%	30	1,683	96%	30	1,685	96%	30	1,680	96%	30
B5165 Park Road	480	97%	11	480	97%	11	485	98%	11	486	98%	11	486	98%	11	483	98%	11
A56 Manchester Road (south)	1,356	90%	19	1,354	90%	19	1,481	99%	21	1,459	99%	21	1,456	99%	21	1,428	97%	21
Woodcote Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

18.3.180 The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the Proposed Scheme.

18.3.181 In scenarios 2, 3 and 4, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A56 Manchester Road (south) approach from 92% in the future baseline to 95% in the AM peak hour, with a corresponding change in queue length from 18 PCU in the future baseline to 19 PCU.

18.3.182 In scenarios 1, 2 and 3, the change in traffic due to construction of the Proposed Scheme in the PM peak hour will increase the VoC on the A56 Manchester Road (south) approach from 90% in the future baseline to 99%, with a corresponding change in queue length from 19 PCU in the future baseline to 21 PCU.

A56 Washway Road/Woodhouse Lane/Eastway

18.3.183 Table 18-68 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The Eastway approach is a minor arm that is not included within the SATURN model.

Table 18-68: A56 Washway Road/Woodhouse Lane/Eastway junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
Woodhouse Lane	588	52%	13	585	52%	13	594	52%	13	594	52%	13	591	52 %	13	587	52%	13
A56 Washway Road (north)	1,383	102%	29	1,383	102%	29	1,393	103%	29	1,388	102%	29	1,389	102 %	29	1,386	102 %	29
Eastway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A56 Washway Road (south)	1,397	105%	29	1,398	105%	29	1,408	105%	29	1,412	105%	29	1,410	105 %	29	1,410	105 %	29
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
Woodhouse Lane	315	28%	7	317	28%	7	356	31%	8	343	30%	8	345	30 %	8	314	28%	7
A56 Washway Road (north)	1,427	84%	27	1,426	84%	27	1,435	85%	28	1,430	84%	27	1,429	84 %	27	1,427	84%	27
Eastway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A56 Washway Road (south)	1,480	92%	28	1,477	92%	28	1,545	96%	30	1,533	96%	29	1,532	96 %	29	1,524	95%	29

18.3.184 The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the Proposed Scheme.

18.3.185 The change in traffic due to construction of the Proposed 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 Proposed Scheme in the PM peak hour will increase the VoC on the A56 Washway Road (south) approach from 92% in the future baseline to 96%, with a corresponding change in queue length from 28 PCU in the future baseline to 30 PCU.

A56 Washway Road/A6144 Marsland Road/A6144 Harboro Way

18.3.186 Table 18-69 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-69: A56 Washway Road/A6144 Marsland Road/A6144 Harboro Way junction 2030 future baseline and with the Proposed 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	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A56 Washway Road (north)	1,026	94%	24	1,025	94%	24	1,044	96%	24	1,027	94%	24	1,030	95%	24	1,028	94%	24
A6144 Marsland Road	983	75%	19	986	75%	19	991	75%	19	993	76%	19	992	76%	19	983	75%	19
A56 Washway Road (south)	1,194	101%	22	1,196	101%	22	1,201	102%	22	1,216	102%	22	1,208	102%	22	1,211	102%	22
A6144 Harboro Way	526	55%	12	525	55%	12	526	53%	12	534	55%	13	534	55%	13	537	55%	13
17:00–18:00	**2030 future baseline**			**Proposed Scheme utilities scenario**			**Proposed Scheme scenario 1**			**Proposed Scheme scenario 2**			**Proposed Scheme scenario 3**			**Proposed Scheme scenario 4**		
A56 Washway Road (north)	1,319	98%	29	1,316	98%	29	1,319	98%	29	1,313	98%	28	1,314	98%	28	1,312	98%	28
A6144 Marsland Road	828	70%	17	843	70%	17	855	71%	17	852	71%	17	852	71%	17	853	71%	17
A56 Washway Road (south)	1,048	88%	19	1,046	88%	19	1,103	92%	20	1,090	91%	20	1,088	91%	20	1,071	90%	20
A6144 Harboro Way	468	57%	11	470	54%	12	476	56%	12	478	56%	12	478	56%	12	472	55%	12

18.3.187 The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the Proposed Scheme.

18.3.188 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A56 Washway Road (north) approach from 94% in the future baseline to 96% 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 Proposed Scheme will increase the VoC on the A56 Washway Road (south) approach from 88% in the future baseline to 92%, with a corresponding change in queue length from 19 PCU in the future baseline to 20 PCU.

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