

High Speed Rail (Crewe – Manchester) Environmental Statement

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Traffic and transport

MA06: Hulseheath to Manchester Airport/

MA07: Davenport Green to Ardwick/

MA08: Manchester Piccadilly Station

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MA06: Hulseheath to Manchester Airport/

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Department
for Transport

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M60 Junction 3

18.3.189 Table 18-70 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-70: M60 junction 3 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 Kingsway	770	102%	15	771	102%	15	789	105%	15	784	104%	15	788	105%	15	788	105%	15
M60 off-slip	2,136	73%	25	2,145	73%	25	2,309	78%	27	2,314	79%	27	2,307	78%	27	2,239	76%	26
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 Kingsway	976	58%	18	976	58%	18	1,008	60%	19	1,017	61%	19	1,020	61%	19	1,005	60%	19
M60 off-slip	2,333	90%	32	2,330	90%	31	2,411	93%	33	2,428	93%	33	2,418	93%	33	2,395	92%	32

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- 18.3.190 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.
- 18.3.191 In scenarios 1, 3 and 4, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A34 Kingsway approach from 102% in the future baseline to 105% in the AM peak hour, with no change in corresponding queue length.
- 18.3.192 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 M60 off-slip approach from 90% in the future baseline to 93%, with a corresponding change in queue length from 32 PCU in the future baseline to 33 PCU.

M56 junction 3a/A560 Altrincham Road

- 18.3.193 Table 18-71 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-71: M56 junction 3a/A560 Altrincham 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		
A5103 Princess Parkway	1,107	101%	9	1,122	101%	9	1,124	101%	9	1,122	101%	9	1,125	101%	9	1,122	101%	9
A560 Altrincham Road (east)	1,226	102%	9	1,228	102%	9	1,277	102%	9	1,254	102%	9	1,256	102%	9	1,258	102%	9
M56 Princess Parkway northbound off slip	740	71%	1	738	71%	1	764	75%	1	722	71%	1	724	71%	1	745	74%	1
A560 Altrincham Road (west)	1,504	95%	4	1,507	95%	4	1,493	96%	4	1,507	98%	6	1,503	98%	6	1,483	98%	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		
A5103 Princess Parkway	1,087	100%	9	1,080	100%	9	1,076	100%	9	1,076	97%	6	1,077	97%	6	1,087	97%	6
A560 Altrincham Road (east)	1,187	97%	5	1,180	97%	5	1,163	96%	5	1,164	93%	4	1,161	93%	4	1,184	94%	4
M56 Princess Parkway northbound off slip	621	56%	1	622	56%	1	639	58%	1	614	55%	1	612	55%	1	618	56%	1
A560 Altrincham Road (west)	1,383	86%	2	1,401	87%	2	1,471	89%	2	1,458	87%	2	1,466	88%	2	1,440	87%	2

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- 18.3.194 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.
- 18.3.195 In scenarios 2, 3 and 4, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A560 Altrincham Road (west) approach from 95% in the future baseline to 98% in the AM peak hour, with a corresponding change in queue length from four PCU in the future baseline to six PCU.
- 18.3.196 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A560 Altrincham Road (west) approach from 86% in the future baseline to 89% in the PM peak hour, with no change in queue length.

A5103 Princess Parkway/B5167 Palatine Road

- 18.3.197 Table 18-72 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-72: A5103 Princess Parkway/B5167 Palatine 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		
A5103 Princess Parkway southbound off-slip	509	48%	10	513	48%	10	491	46%	9	498	47%	10	499	47%	10	498	47%	10
B5167 Palatine Road	924	55%	14	913	54%	14	982	59%	15	962	58%	15	951	57%	15	945	56%	14
A5103 Princess Parkway northbound off-slip	833	79%	16	833	79%	16	838	79%	16	815	77%	16	818	77%	16	824	78%	16
B5167 Wythenshawe Road	956	36%	15	960	37%	15	963	37%	15	994	38%	15	984	37%	15	981	37%	15
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		
A5103 Princess Parkway southbound off-slip	760	93%	16	766	93%	16	761	93%	16	760	93%	16	761	93%	16	763	93%	16
B5167 Palatine Road	820	44%	11	811	43%	11	824	44%	11	815	43%	11	816	43%	11	823	44%	11
A5103 Princess Parkway northbound off-slip	728	89%	15	727	89%	15	757	93%	16	748	91%	16	744	91%	16	739	90%	15
B5167 Wythenshawe Road	1,010	35%	14	1,012	35%	14	1,012	35%	14	1,016	35%	14	1,015	35%	14	1,013	35%	14

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- 18.3.198 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.
- 18.3.199 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.
- 18.3.200 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 A5103 Princess Parkway northbound off-slip approach from 89% in the future baseline to 93%, with a corresponding change in queue length from 15 PCU in the future baseline to 16 PCU.

M60 junction 27 (A560 Portwood Roundabout)

- 18.3.201 Table 18-73 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-73: M60 junction 27 (A560 Portwood 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		
A6188 Tiviot Way	1,381	89%	16	1,375	89%	16	1,458	94%	17	1,435	92%	16	1,443	93%	16	1,422	92%	16
A560 Crookilley Way	1,442	71%	15	1,453	71%	15	1,462	72%	15	1,534	75%	16	1,467	72%	15	1,461	72%	15
B6104 Carrington Road	1,204	101%	12	1,206	101%	12	1,207	101%	12	1,211	101%	12	1,206	101%	12	1,205	101%	12
A6188 St Marys Way	1,132	94%	14	1,133	94%	14	1,121	93%	14	1,094	91%	13	1,122	93%	14	1,127	93%	14
A560 Great Portwood Street	281	34%	5	279	33%	5	220	26%	4	219	26%	4	221	26%	4	238	28%	4
M60	1,510	62%	17	1,505	62%	17	1,550	63%	17	1,528	62%	17	1,554	64%	17	1,537	63%	17
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		
A6188 Tiviot Way	1,203	103%	14	1,204	103%	14	1,218	105%	14	1,220	105%	14	1,218	105%	14	1,213	104%	14
A560 Crookilley Way	1,071	100%	14	1,072	100%	14	1,072	100%	14	1,073	101%	14	1,071	100%	14	1,072	100%	14
B6104 Carrington Road	846	71%	9	848	71%	9	832	70%	9	837	70%	9	834	70%	9	838	70%	9
A6188 St Marys Way	1,667	97%	19	1,667	97%	19	1,670	97%	19	1,670	97%	19	1,671	97%	19	1,669	97%	19
A560 Great Portwood Street	715	60%	10	717	60%	10	730	61%	10	727	61%	10	727	61%	10	727	61%	10
M60	1,465	67%	17	1,463	67%	17	1,507	69%	17	1,477	67%	17	1,488	68%	17	1,479	68%	17

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- 18.3.202 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.
- 18.3.203 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A6188 Tiviot Way approach from 89% in the future baseline to 94% in the AM peak hour, with a corresponding change in queue length from 16 PCU in the future baseline to 17 PCU.
- 18.3.204 In scenarios 1, 2 and 3, the change in traffic due to construction of the Proposed will increase the VoC on the A6188 Tiviot Way approach from 103% in the future baseline to 105% in the PM peak hour, with no change in corresponding queue length.

M60 junction 24/A57 Manchester Road

- 18.3.205 Table 18-74 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-74: M60 junction 24/A57 Manchester 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		
M60 (north)	1,429	106%	22	1,436	107%	22	1,438	107%	22	1,487	110%	22	1,446	107%	22	1,438	107%	22
M67	2,203	91%	25	2,214	91%	25	2,261	93%	25	2,385	98%	27	2,297	95%	26	2,262	93%	25
A57 Manchester Road South (east)	683	90%	10	684	91%	10	687	91%	10	709	94%	10	691	92%	10	691	92%	10
M60 (south)	1,479	62%	20	1,464	62%	20	1,441	61%	19	1,357	57%	18	1,441	61%	19	1,454	61%	20
A57 Manchester Road (west)	1,279	83%	18	1,269	83%	18	1,278	83%	18	1,162	76%	16	1,285	84%	18	1,279	83%	18
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		
M60 (north)	1,228	127%	19	1,227	126%	19	1,229	127%	19	1,229	127%	19	1,228	127%	19	1,229	127%	19
M67	1,571	86%	24	1,562	86%	24	1,562	86%	24	1,600	88%	24	1,555	86%	24	1,564	86%	24
A57 Manchester Road South (east)	900	98%	14	900	98%	14	899	98%	14	900	98%	14	897	87%	14	897	87%	14
M60 (south)	1,911	64%	26	1,899	63%	26	1,931	64%	26	1,958	65%	26	1,919	64%	26	1,929	64%	26
A57 Manchester Road (west)	1,937	102%	25	1,937	102%	26	1,937	102%	26	1,945	103%	25	1,941	103%	25	1,940	103%	25

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- 18.3.206 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.
- 18.3.207 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the M67 approach from 91% in the future baseline to 98% in the AM peak hour, with a corresponding change in queue length from 25 PCU in the future baseline to 27 PCU.
- 18.3.208 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the M60 (north) approach from 106% in the future baseline to 110% in the AM peak hour, with no change in corresponding queue length.
- 18.3.209 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A57 Manchester Road South (east) approach from 90% in the future baseline to 94% in the AM peak hour, with no change in corresponding queue length.
- 18.3.210 In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the M67 approach from 86% in the future baseline to 88%, with no change in corresponding queue length.

M60 junction 23/A6140 Moss Way

- 18.3.211 Table 18-75 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-75: M60 junction 23/A6140 Moss 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		
A6140 Moss Way (north)	488	33%	5	507	34%	5	523	35%	5	605	41%	6	549	37%	5	525	35%	5
A6140 Moss Way (south)	762	29%	3	772	30%	3	774	30%	3	856	33%	4	835	32%	3	818	31%	3
M60 northbound off-slip	1,299	72%	13	1,301	72%	13	1,306	73%	13	1,297	72%	13	1,297	72%	13	1,300	72%	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		
A6140 Moss Way (north)	732	44%	7	737	44%	7	749	45%	7	755	45%	7	755	45%	7	749	45%	7
A6140 Moss Way (south)	737	34%	5	743	35%	5	748	35%	5	778	36%	5	753	35%	5	747	35%	5
M60 northbound off-slip	1,411	92%	15	1,425	93%	15	1,442	94%	16	1,453	94%	16	1,441	94%	16	1,438	93%	16

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- 18.3.212 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.
- 18.3.213 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 M60 northbound off-slip approach from 92% in the future baseline to 94%, with a corresponding change in queue length from 15 PCU in the future baseline to 16 PCU.

M60 junction 23/A635 Manchester Road

- 18.3.214 Table 18-76 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-76: M60 junction 23/A635 Manchester 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		
M60 southbound off slip	1,515	70%	34	1,559	72%	35	1,561	72%	35	1,622	75%	36	1,556	72%	35	1,571	73%	35
A635 Manchester Road (east)	2,068	42%	17	2,058	42%	17	2,102	43%	17	2,033	42%	13	2,053	42%	17	2,052	42%	17
A635 Manchester Road (west)	1,520	35%	34	1,518	35%	34	1,522	35%	34	1,583	36%	35	1,535	35%	34	1,539	35%	34
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		
M60 southbound off slip	1,456	103%	35	1,456	103%	35	1,455	103%	35	1,457	103%	35	1,457	103%	35	1,459	103%	35
A635 Manchester Road (east)	2,014	37%	13	1,998	36%	13	2,008	36%	13	1,985	36%	13	1,982	36%	13	1,996	36%	13
A635 Manchester Road (west)	1,633	47%	27	1,632	47%	27	1,612	46%	27	1,610	46%	27	1,613	46%	27	1,615	46%	27

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- 18.3.215 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 over capacity in both the future baseline and with the Proposed Scheme.
- 18.3.216 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 at this junction.

A555 Ringway Road/B5166 Styal Road

- 18.3.217 Table 18-77 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-77: A555 Ringway Road/B5166 Styal 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		
B5166 Styal Road (north)	976	68%	23	972	68%	23	1,034	72%	24	1,025	72%	24	1,027	72%	24	1,000	70%	23
A555 (east)	1,970	83%	32	1,966	83%	32	2,111	89%	35	2,074	88%	34	2,081	88%	35	2,023	86%	33
B5166 Styal Road (south)	607	69%	13	599	68%	13	691	79%	15	686	78%	14	669	76%	14	634	72%	13
A555 Ringway Road	1,908	76%	31	1,910	76%	31	1,910	76%	31	1,912	76%	31	1,916	76%	31	1,914	76%	31
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		
B5166 Styal Road (north)	1,030	72%	22	1,045	73%	23	1,099	77%	23	1,101	77%	24	1,101	77%	24	1,093	77%	23
A555 (east)	1,471	62%	24	1,514	64%	25	1,467	62%	24	1,482	63%	25	1,488	63%	25	1,496	63%	25
B5166 Styal Road (south)	849	102%	17	849	102%	17	854	103%	17	853	103%	17	855	103%	17	853	103%	17
A555 Ringway Road	2,271	90%	38	2,270	90%	38	2,293	91%	38	2,296	91%	38	2,297	91%	38	2,296	91%	38

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- 18.3.218 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 over capacity in both the future baseline and with the Proposed Scheme.
- 18.3.219 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A555 (east) approach from 83% in the future baseline to 89% in the AM peak hour, with a corresponding change in queue length from 32 PCU in the future baseline to 35 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 at this junction.

B5166 Styal Road/Finney Lane/Simonsway

- 18.3.220 Table 18-78 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-78: B5166 Styal Road/Finney Lane/Simonsway 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		
B5166 Styal Road (north)	604	59%	13	606	59%	13	659	64%	14	651	63%	14	651	64%	14	625	61%	13
Finney Lane	567	24%	9	568	24%	9	571	24%	9	572	24%	9	571	24%	9	573	24%	9
B5166 Styal Road (south)	509	43%	8	508	43%	8	504	43%	8	502	43%	8	494	42%	8	494	42%	8
Simonsway	533	65%	11	527	64%	11	540	66%	11	537	66%	11	538	66%	11	535	65%	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		
B5166 Styal Road (north)	701	60%	13	706	61%	13	702	60%	13	701	60%	13	703	60%	13	703	60%	13
Finney Lane	360	20%	6	347	19%	5	370	20%	6	361	20%	6	355	20%	6	350	19%	6
B5166 Styal Road (south)	845	60%	11	841	60%	11	875	62%	11	864	61%	11	857	61%	11	848	60%	11
Simonsway	443	88%	9	453	88%	10	483	92%	10	501	92%	11	503	92%	11	502	92%	11

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- 18.3.221 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 with the Proposed Scheme.
- 18.3.222 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 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 Simonsway approach from 88% in the future baseline to 92%, with a corresponding change in queue length from nine PCU in the future baseline to 11 PCU.

Greenbrow Road/Newall Road

- 18.3.223 Table 18-79 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-79: Greenbrow Road/Newall 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		
Greenbrow Road (north)	185	63%	1	182	63%	1	196	68%	1	214	65%	1	211	66%	1	208	66%	1
Greenbrow Road (south)	882	51%	0	888	51%	0	884	51%	0	802	46%	0	815	47%	0	831	48%	0
Newall Road	610	99%	1	604	96%	0	602	101%	3	604	103%	3	608	103%	3	606	102%	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		
Greenbrow Road (north)	113	37%	0	113	36%	0	114	36%	0	112	35%	0	112	35%	0	118	37%	0
Greenbrow Road (south)	885	51%	0	875	51%	0	851	49%	0	857	50%	0	855	49%	0	850	49%	0
Newall Road	629	105%	2	630	105%	2	641	105%	2	638	106%	2	637	106%	2	631	106%	2

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- 18.3.224 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 over capacity in both the future baseline and with the Proposed Scheme.
- 18.3.225 In scenario 2 and 3, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Newall Road approach from 99% in the future baseline to 103% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to three PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A34 Kingsway/Broadway

- 18.3.226 Table 18-80 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-80: A34 Kingsway/Broadway 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 Kingsway (north)	2,570	45%	0	2,584	45%	0	2,800	49%	0	2,799	49%	0	2,791	49%	0	2,694	47%	0
Broadway	30	70%	1	28	68%	1	15	51%	1	14	48%	1	15	49%	1	20	59%	1
A34 Kingsway (south)	3,448	86%	0	3,451	86%	0	3,523	88%	0	3,540	88%	0	3,496	87%	0	3,471	87%	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		
A34 Kingsway (north)	2,745	48%	0	2,743	48%	0	2,760	48%	0	2,789	49%	0	2,798	49%	0	2,786	49%	0
Broadway	20	46%	1	20	47%	1	18	43%	1	13	33%	0	11	30%	0	12	32%	0
A34 Kingsway (south)	3,208	80%	0	3,214	80%	0	3,366	84%	0	3,311	83%	0	3,312	83%	0	3,271	82%	0

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- 18.3.227 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 within capacity in both the future baseline and with the Proposed Scheme.
- 18.3.228 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A34 Kingsway (south) approach from 86% in the future baseline to 88% in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A34 Kingsway/A560 Gatley Road

- 18.3.229 Table 18-81 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-81: A34 Kingsway/A560 Gatley 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 Kingsway (north)	2,890	91%	34	2,898	92%	34	3,062	97%	36	3,068	97%	36	3,060	97%	36	2,992	95%	36
A560 Gatley Road (east)	167	47%	7	167	47%	7	176	50%	7	175	49%	7	173	49%	7	170	48%	7
A34 Kingsway (south)	3,449	96%	68	3,452	96%	68	3,523	98%	70	3,540	98%	70	3,496	97%	69	3,471	96%	69
A560 Gatley Road (west)	1,027	94%	33	1,026	94%	33	1,029	95%	33	1,026	94%	33	1,028	94%	33	1,032	95%	33
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 Kingsway (north)	3,309	94%	23	3,306	94%	23	3,419	97%	24	3,445	98%	24	3,439	97%	24	3,399	96%	24
A560 Gatley Road (east)	63	48%	3	62	47%	3	67	51%	3	66	50%	3	65	50%	3	65	50%	3
A34 Kingsway (south)	3,208	71%	43	3,214	71%	43	3,366	74%	45	3,311	73%	44	3,313	73%	44	3,271	72%	44
A560 Gatley Road (west)	460	100%	19	459	100%	19	468	102%	19	468	102%	19	468	102%	19	466	101%	19

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- 18.3.230 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 over capacity in both the future baseline with the Proposed Scheme.
- 18.3.231 In scenarios 1, 2 and 3, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A34 Kingsway (north) approach from 91% in the future baseline to 97% in the AM peak hour, with a corresponding change in queue length from 34 PCU in the future baseline to 36 PCU. In scenario 1 and 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A34 Kingsway (south) approach from 96% in the future baseline to 98% in the AM peak hour, with a corresponding change in queue length from 68 in the future baseline to 70 PCU.
- 18.3.232 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 A34 Kingsway (north) approach from 94% in the future baseline to 98%, with a corresponding change in queue length from 23 PCU in the future baseline to 24 PCU. 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 A560 Gatley Road (west) approach from 100% in the future baseline to 102%, with no change in corresponding queue length.

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

- 18.3.233 Table 18-82 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The Brooks Drive approach is a minor arm that is not included within the SATURN model.

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Table 18-82: A560 Altrincham Road/A560 Shaftesbury Avenue/B5165 Stockport Road/Brooklands 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		
Brooklands Road	839	106%	7	839	106%	7	839	107%	7	831	107%	7	833	107%	7	836	107%	7
A560 Altrincham Road	1,023	36%	0	1,036	36%	0	1,104	39%	0	1,042	37%	0	1,062	37%	0	1,040	37%	0
Brooks Drive	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A560 Shaftesbury Avenue	1,321	68%	0	1,325	68%	0	1,342	69%	0	1,361	70%	0	1,356	70%	0	1,353	70%	0
B5165 Stockport Road	745	102%	7	743	102%	7	738	102%	7	731	102%	7	732	102%	7	733	102%	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		
Brooklands Road	843	102%	7	840	102%	7	832	102%	7	834	102%	7	833	102%	7	836	102%	7
A560 Altrincham Road	1,030	36%	0	1,035	36%	0	1,074	38%	0	1,050	37%	0	1,046	37%	0	1,047	37%	0
Brooks Drive	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A560 Shaftesbury Avenue	1,164	62%	0	1,185	63%	0	1,232	66%	0	1,216	65%	0	1,216	65%	0	1,209	65%	0
B5165 Stockport Road	630	82%	1	629	82%	1	653	87%	2	643	85%	2	647	86%	2	640	85%	2

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- 18.3.234 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.
- 18.3.235 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 B5165 Stockport Road approach from 82% in the future baseline to 87%, with a corresponding change in queue length from one PCU in the future baseline to two PCU.

A560 Stockport Road/B5465 Edgeley Road

- 18.3.236 Table 18-83 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-83: A560 Stockport Road/B5465 Edgeley 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		
A560 Stockport Road (north)	812	88%	12	813	88%	12	832	90%	12	834	90%	13	831	90%	12	821	89%	12
B5465 Edgeley Road	554	44%	5	556	44%	5	599	47%	5	637	50%	5	594	47%	5	572	45%	5
A560 Stockport Road (south)	846	40%	5	844	40%	5	856	40%	5	860	40%	5	853	40%	5	849	40%	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		
A560 Stockport Road (north)	753	93%	10	755	93%	10	756	93%	10	757	93%	10	756	93%	10	756	93%	10
B5465 Edgeley Road	757	58%	5	752	57%	5	771	59%	5	781	59%	5	769	59%	5	771	59%	5
A560 Stockport Road (south)	907	46%	10	911	47%	10	945	48%	10	940	48%	10	937	48%	10	927	47%	10

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- 18.3.237 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 with the Proposed Scheme.
- 18.3.238 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A560 Stockport Road (north) approach from 88% in the future baseline to 90% in the AM peak hour, with a corresponding change in queue length from 12 PCU in the future baseline to 13 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.

A560 Stockport Road/St Lesmo Road/Essex Avenue

- 18.3.239 Table 18-84 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The Essex Avenue approach is a minor arm that is not included within the SATURN model.

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Table 18-84: A560 Stockport Road/St Lesmo Road/Essex 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		
A560 Stockport Road (north)	856	43%	0	858	43%	0	891	45%	0	913	46%	0	885	44%	0	866	43%	0
St Lesmo Road	87	92%	3	88	93%	3	84	95%	3	81	95%	3	85	95%	3	88	94%	3
A560 Stockport Road (south)	833	62%	0	832	62%	0	848	63%	0	852	64%	0	844	63%	0	837	62%	0
Essex Avenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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		
A560 Stockport Road (north)	655	33%	0	648	32%	0	654	33%	0	658	33%	0	656	33%	0	655	33%	0
St Lesmo Road	127	77%	1	128	77%	1	116	78%	1	116	78%	1	117	78%	1	118	77%	1
A560 Stockport Road (south)	1,168	70%	0	1,166	71%	0	1,197	71%	0	1,193	71%	0	1,192	71%	0	1,181	71%	0
Essex Avenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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- 18.3.240 The assessment shows that in the AM peak hour the junction operates close to capacity in 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.
- 18.3.241 In scenarios 1, 2 and 3, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the St Lesmo Road approach from 92% in the future baseline to 95% in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

B5167 Palatine Road/Longley Lane/Greenpark Road

- 18.3.242 Table 18-85 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The Greenpark Road approach is a minor arm that is not included within the SATURN model.

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Table 18-85: B5167 Palatine Road/Longley Lane/Greenpark 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		
Greenpark Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B5167 Palatine Road (east)	488	24%	0	467	23%	0	597	30%	0	560	28%	0	539	27%	0	528	26%	0
Longley Lane	492	81%	5	505	81%	5	432	80%	6	454	80%	6	466	81%	6	473	81%	6
B5167 Palatine Road (west)	699	35%	0	698	35%	0	669	33%	0	668	33%	0	666	33%	0	672	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		
Greenpark Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B5167 Palatine Road (east)	325	16%	0	316	16%	0	304	15%	0	293	15%	0	295	15%	0	306	15%	0
Longley Lane	526	85%	3	527	84%	3	543	87%	4	548	87%	3	548	87%	3	547	87%	4
B5167 Palatine Road (west)	1,119	56%	0	1,118	56%	0	1,186	59%	0	1,173	59%	0	1,160	58%	0	1,143	57%	0

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- 18.3.243 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 with the Proposed Scheme.
- 18.3.244 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, 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 Longley Lane approach from 85% in the future baseline to 87%, with a corresponding change in queue length from three PCU in the future baseline to four PCU.

B5167 Wythenshawe Road/Moorcroft Road

- 18.3.245 Table 18-86 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-86: B5167 Wythenshawe Road/Moorcroft 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		
Moorcroft Road	391	87%	1	390	87%	1	425	95%	2	415	93%	2	411	92%	1	410	92%	1
B5167 Wythenshawe Road (east)	112	8%	0	108	8%	0	118	9%	0	120	9%	0	121	9%	0	119	9%	0
B5167 Wythenshawe Road (west)	398	22%	0	397	22%	0	405	22%	0	436	24%	0	427	24%	0	424	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		
Moorcroft Road	223	54%	0	223	54%	0	223	54%	0	215	51%	0	216	52%	0	218	52%	0
B5167 Wythenshawe Road (east)	219	19%	0	219	19%	0	201	19%	0	201	19%	0	203	19%	0	206	19%	0
B5167 Wythenshawe Road (west)	474	26%	0	477	27%	0	500	28%	0	487	27%	0	490	27%	0	481	27%	0

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- 18.3.246 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 with the Proposed Scheme.
- 18.3.247 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Moorcroft Road approach from 87% in the future baseline to 95% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to two PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A34 Kingsway/A5145 Parris Wood Lane

- 18.3.248 Table 18-87 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-87: A34 Kingsway/A5145 Parrs 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		
A34 Kingsway (north)	532	68%	11	529	68%	11	537	69%	11	533	69%	11	531	68%	11	536	69%	11
A5145 Parrs Wood Lane (east)	462	58%	10	459	57%	10	470	60%	10	471	60%	10	470	59%	10	464	59%	10
A34 Kingsway (south)	1,679	66%	20	1,685	66%	20	1,698	66%	21	1,750	68%	22	1,696	66%	21	1,696	66%	21
A5145 Parrs Wood Lane (west)	1,217	93%	32	1,211	92%	32	1,229	93%	32	1,222	93%	32	1,207	92%	32	1,205	92%	32
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 Kingsway (north)	435	75%	10	406	70%	9	425	73%	9	420	72%	9	420	72%	9	422	72%	9
A5145 Parrs Wood Lane (east)	518	52%	12	517	52%	11	517	52%	11	517	52%	11	516	52%	11	517	52%	12
A34 Kingsway (south)	1,754	66%	15	1,757	66%	15	1,778	67%	16	1,769	67%	16	1,760	66%	16	1,762	66%	16
A5145 Parrs Wood Lane (west)	1,315	63%	20	1,314	63%	20	1,344	65%	20	1,344	65%	20	1,324	64%	20	1,331	64%	20

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- 18.3.249 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.
- 18.3.250 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.

Brooklands Road/Norris Road

- 18.3.251 Table 18-88 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-88: Brooklands Road/Norris 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		
Brooklands Road (north)	690	35%	0	686	35%	0	741	37%	0	725	37%	0	726	37%	0	714	36%	0
Norris Road	287	79%	1	284	78%	1	298	87%	2	281	81%	2	280	81%	2	284	81%	1
Brooklands Road (south)	953	104%	1	957	104%	1	959	104%	1	952	104%	1	954	104%	1	960	104%	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		
Brooklands Road (north)	836	42%	0	835	42%	0	824	41%	0	827	42%	0	828	42%	0	826	41%	0
Norris Road	220	75%	1	221	75%	1	218	74%	1	216	73%	1	216	73%	1	216	73%	1
Brooklands Road (south)	845	102%	1	844	103%	1	871	104%	1	870	103%	1	868	103%	1	869	103%	1

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- 18.3.252 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.
- 18.3.253 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Norris Road approach from 79% in the future baseline to 87% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to two PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Brooklands Road (south) approach from 102% in the future baseline to 104%, with no change in corresponding queue length.

B5166 Northenden Road/Norris Road

- 18.3.254 Table 18-89 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-89: B5166 Northenden Road/Norris 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		
B5166 Northenden Road (north)	505	21%	0	501	21%	0	577	24%	0	567	24%	0	557	24%	0	549	23%	0
B5166 Northenden Road (south)	677	34%	0	673	34%	0	721	37%	0	717	36%	0	713	36%	0	701	36%	0
Norris Road	171	92%	3	174	92%	3	155	95%	3	156	94%	3	159	94%	3	163	94%	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		
B5166 Northenden Road (north)	644	28%	0	644	28%	0	654	29%	0	648	29%	0	650	29%	0	650	29%	0
B5166 Northenden Road (south)	961	50%	0	961	50%	0	1,032	54%	0	1,018	53%	0	1,018	53%	0	1,011	53%	0
Norris Road	142	97%	4	142	97%	4	130	96%	3	132	96%	3	132	96%	3	132	96%	3

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- 18.3.255 The assessment shows that in the AM and PM peak hours the junction operates close to capacity in both the future baseline with the Proposed Scheme.
- 18.3.256 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Norris Road approach from 92% in the future baseline to 95% in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A6188 Tiviot Way/Water Street

- 18.3.257 Table 18-90 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The Reddish Vale Country Park access road approach is a minor arm that is not included within the SATURN model.

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Table 18-90: A6188 Tiviot Way/Water Street 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		
A6188 Tiviot Way (north)	1,232	54%	13	1,226	54%	13	1,183	52%	14	1,151	51%	14	1,181	52%	14	1,200	53%	14
Reddish Vale Country Park access road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A6188 Tiviot Way (south)	1,364	83%	19	1,365	84%	19	1,384	85%	19	1,403	86%	19	1,383	85%	19	1,378	84%	19
Water Street	307	40%	5	307	40%	5	307	40%	5	307	40%	5	307	40%	5	307	40%	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		
A6188 Tiviot Way (north)	1,096	49%	12	1,096	49%	12	984	44%	12	978	44%	12	996	44%	12	1,031	46%	12
Reddish Vale Country Park access road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A6188 Tiviot Way (south)	1,358	86%	19	1,352	85%	19	1,393	88%	19	1,394	88%	19	1,385	87%	19	1,376	87%	19
Water Street	604	76%	9	604	76%	9	604	76%	9	604	76%	9	604	76%	9	604	76%	9

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- 18.3.258 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 close to capacity in both the future baseline with the Proposed Scheme.
- 18.3.259 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A6188 Tiviot Way (south) approach from 83% in the future baseline to 86% in the AM peak hour, with no change in corresponding queue length.
- 18.3.260 In scenario 1 and 2, the change in traffic due to construction of the Proposed Scheme in the PM peak hour will increase the VoC on the A6188 Tiviot Way (south) approach from 86% in the future baseline to 88%, with no change in corresponding queue length.

A6144 Northenden Road/A6144 Old Hall Road

- 18.3.261 Table 18-91 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-91: A6144 Northenden Road/A6144 Old Hall 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		
A6144 Northenden Road (south)	361	51%	0	366	52%	1	418	60%	1	403	57%	1	411	59%	1	406	58%	1
A6144 Northenden Road (west)	742	19%	0	742	19%	0	743	19%	0	742	19%	0	741	19%	0	741	19%	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		
A6144 Northenden Road (south)	466	89%	3	467	89%	3	478	95%	4	476	94%	4	477	94%	4	475	92%	4
A6144 Northenden Road (west)	1,017	25%	0	1,009	25%	0	1,048	26%	0	1,041	26%	0	1,042	26%	0	1,032	26%	0

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- 18.3.262 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 with the Proposed Scheme.
- 18.3.263 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.
- 18.3.264 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 A6144 Northenden Road (south) approach from 89% in the future baseline to 95%, with a corresponding change in queue length from three PCU in the future baseline to four PCU.

A5145 Barlow Moor Road/B5167 Palatine Road

- 18.3.265 Table 18-92 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-92: A5145 Barlow Moor Road/B5167 Palatine 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		
B5167 Palatine Road (north)	508	38%	7	492	36%	7	533	40%	7	516	39%	7	507	38%	7	515	38%	7
A5145 Barlow Moor Road (east)	457	51%	9	473	52%	10	489	55%	10	495	55%	10	471	53%	10	476	53%	10
B5167 Palatine Road (south)	800	52%	11	806	52%	11	807	53%	11	823	53%	11	810	52%	11	811	53%	11
A5145 Barlow Moor Road (west)	285	37%	6	282	37%	6	305	41%	6	294	40%	6	296	39%	6	298	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		
B5167 Palatine Road (north)	457	49%	8	448	48%	8	424	47%	7	435	48%	8	437	48%	8	446	49%	8
A5145 Barlow Moor Road (east)	487	39%	8	484	38%	8	500	40%	8	505	40%	8	489	39%	8	494	39%	8
B5167 Palatine Road (south)	960	86%	17	957	85%	17	1,034	90%	18	1,022	90%	18	1,014	89%	18	1,001	89%	18
A5145 Barlow Moor Road (west)	454	37%	7	451	37%	7	472	39%	8	477	39%	8	476	39%	8	480	39%	8

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- 18.3.266 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.
- 18.3.267 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.
- 18.3.268 In scenario 1 and 2, the change in traffic due to construction of the Proposed Scheme in the PM peak hour will increase the VoC on the B5167 Palatine Road (south) approach from 86% in the future baseline to 90%, with a corresponding change in queue length from 17 PCU in the future baseline to 18 PCU.

B5093 Wilmslow Road/Fog Lane/Lapwing Lane

- 18.3.269 Table 18-93 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-93: B5093 Wilmslow Road/Fog Lane/Lapwing Lane 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		
B5093 Wilmslow Road (north)	466	33%	5	466	33%	5	485	34%	5	468	33%	5	476	34%	5	474	34%	5
Fog Lane	542	84%	7	536	84%	7	565	88%	7	565	95%	7	536	88%	7	539	89%	7
B5093 Wilmslow Road (south)	306	22%	3	302	21%	3	310	22%	3	320	23%	3	307	22%	3	309	22%	3
Lapwing Lane	462	74%	6	462	70%	6	474	72%	6	486	75%	6	473	72%	6	476	72%	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		
B5093 Wilmslow Road (north)	586	40%	5	580	40%	5	595	41%	5	598	41%	5	591	40%	5	599	41%	5
Fog Lane	396	70%	5	391	70%	4	397	71%	5	402	75%	5	400	74%	5	397	74%	5
B5093 Wilmslow Road (south)	308	24%	3	308	24%	3	318	25%	3	313	24%	3	309	24%	3	313	24%	3
Lapwing Lane	554	86%	6	558	89%	6	565	91%	6	571	93%	7	564	91%	6	562	90%	6

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- 18.3.270 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 close to capacity in both the future baseline and with the Proposed Scheme.
- 18.3.271 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Fog Lane approach from 84% in the future baseline to 95% in the AM peak hour, with no change in corresponding queue length. In the PM Peak hour, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Lapwing Lane approach from 86% in the future baseline to 93%, with a corresponding change in queue length from six PCU in the future baseline to seven PCU.

A5145 Barlow Moor Road/A5103 Princess Road

- 18.3.272 Table 18-94 and Table 18-95 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-94: A5145 Barlow Moor Road/A5103 Princess Road junction 2030 future baseline and with the Proposed Scheme junction capacity assessment results (southern junction)

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2030 future baseline			Proposed Scheme utilities scenario			Proposed Scheme scenario 1			Proposed Scheme scenario 2			Proposed Scheme scenario 3			Proposed Scheme scenario 4		
A5145 Princess Road southbound slip road	789	21%	5	786	21%	5	803	22%	5	797	21%	5	800	21%	5	796	21%	5
A5103 Princess Road northbound	3,119	54%	25	3,125	55%	25	3,109	54%	25	3,175	55%	26	3,122	55%	25	3,126	55%	25
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		
A5145 Princess Road southbound slip road	533	14%	3	538	14%	3	538	14%	3	538	14%	3	537	14%	3	538	14%	3
A5103 Princess Road northbound	2,866	55%	25	2,866	55%	25	2,989	68%	25	2,966	57%	25	2,946	67%	25	2,923	66%	25

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- 18.3.273 The assessment shows that in the AM and PM peak hour the junction operates well within capacity in both the future baseline and with the Proposed Scheme.
- 18.3.274 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 at this junction.

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Table 18-95: A5145 Barlow Moor Road/A5103 Princess Road junction 2030 future baseline and with the Proposed Scheme junction capacity assessment results (main junction)

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2030 future baseline			Proposed Scheme utilities scenario			Proposed Scheme scenario 1			Proposed Scheme scenario 2			Proposed Scheme scenario 3			Proposed Scheme scenario 4		
A5103 Princess Road (north)	2,308	50%	25	2,323	50%	25	2,376	52%	26	2,347	51%	25	2,363	51%	26	2,365	51%	26
A5145 Barlow Moor Road (east)	658	68%	15	674	69%	15	676	69%	15	672	69%	15	659	68%	15	663	68%	15
A5103 Princess Road (south)	2,715	80%	10	2,722	80%	9	2,719	80%	9	2,775	82%	9	2,725	80%	9	2,728	80%	9
A5103 Princess Road (south) left turn slip	378	14%	3	378	14%	3	364	14%	3	375	14%	3	372	14%	3	373	14%	3
A5145 Barlow Moor Road (west)	1,096	26%	2	1,108	26%	2	1,149	27%	2	1,126	27%	2	1,140	27%	2	1,125	27%	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		
A5103 Princess Road (north)	2,598	59%	5	2,620	60%	5	2,593	59%	5	2,579	59%	5	2,596	59%	5	2,604	60%	5
A5145 Barlow Moor Road (east)	712	57%	15	708	56%	15	709	56%	15	710	56%	15	708	56%	15	711	56%	15
A5103 Princess Road (south)	2,119	103%	30	2,114	103%	30	2,138	104%	23	2,141	104%	29	2,133	104%	23	2,129	103%	23
A5103 Princess Road (south) left turn slip	721	27%	6	715	27%	6	824	31%	7	798	30%	7	787	30%	6	767	29%	6
A5145 Barlow Moor Road (west)	849	20%	3	855	20%	3	876	21%	3	874	21%	3	868	21%	3	866	20%	3

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- 18.3.275 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 over capacity in both the future baseline and with the Proposed Scheme.
- 18.3.276 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 this junction.

Maldeth Road West/Nell Lane

- 18.3.277 Table 18-96 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-96: Mauldeth Road West/Nell 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		
Mauldeth Road West (north)	90	8%	2	85	8%	2	81	7%	1	83	8%	2	81	7%	1	81	7%	1
Nell Lane (east)	671	86%	10	675	87%	10	690	88%	10	681	89%	10	680	86%	10	675	86%	10
Mauldeth Road West (south)	32	3%	1	33	3%	1	32	3%	1	44	4%	1	32	3%	1	32	3%	1
Nell Lane (west)	492	88%	7	492	87%	7	492	92%	7	511	90%	7	497	91%	7	499	90%	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		
Mauldeth Road West (north)	192	14%	3	181	13%	3	193	14%	3	166	12%	3	188	14%	3	189	14%	3
Nell Lane (east)	354	51%	6	350	51%	6	364	53%	6	358	50%	6	364	52%	6	361	52%	6
Mauldeth Road West (south)	277	20%	5	271	19%	5	326	23%	6	311	22%	5	303	21%	5	297	21%	5
Nell Lane (west)	414	61%	7	411	59%	7	415	60%	7	406	61%	7	409	62%	7	409	62%	7

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- 18.3.278 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.
- 18.3.279 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Nell Lane (west) 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.

A34 Kingsway/Grangethorpe Drive/Talbot Road

- 18.3.280 Table 18-97 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-97: A34 Kingsway/Grangethorpe Drive/Talbot 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 Kingsway (north)	730	38%	12	712	37%	11	739	38%	12	716	37%	11	703	36%	11	712	37%	11
Grangethorpe Drive	341	45%	8	344	45%	8	351	46%	8	371	51%	9	355	47%	8	350	46%	8
A34 Kingsway (south)	883	45%	7	871	45%	7	916	47%	8	984	50%	8	942	48%	8	927	47%	8
Talbot Road	348	87%	8	349	88%	8	351	89%	8	354	90%	8	353	89%	8	352	91%	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		
A34 Kingsway (north)	1,269	51%	17	1,259	51%	17	1,288	52%	18	1,293	52%	18	1,279	51%	17	1,287	52%	18
Grangethorpe Drive	271	55%	7	265	54%	7	271	55%	7	268	54%	7	270	55%	7	269	54%	7
A34 Kingsway (south)	750	46%	22	751	46%	22	790	48%	23	782	48%	23	748	46%	22	754	46%	22
Talbot Road	227	90%	6	226	90%	6	229	92%	6	226	88%	6	231	94%	6	228	91%	6

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- 18.3.281 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.
- 18.3.282 In scenario 4, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Talbot Road approach from 87% in the future baseline to 91% in the AM peak hour, with no change in corresponding queue length.
- 18.3.283 In scenario 3, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Talbot Road approach from 90% in the future baseline to 94% in the PM peak hour, with no change in corresponding queue length.

Yew Tree Road/Mauldeth Road West

- 18.3.284 Table 18-98 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-98: Yew Tree Road/Mauldeth Road West 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		
Yew Tree Road (north)	389	68%	6	376	66%	5	380	67%	5	365	65%	5	385	68%	6	380	67%	5
Mauldeth Road West (east)	631	47%	8	636	47%	8	616	46%	8	623	47%	8	610	46%	8	621	46%	8
Yew Tree Road (south)	713	95%	10	714	96%	10	716	96%	10	723	97%	10	717	96%	10	714	96%	10
Mauldeth Road West (west)	475	100%	8	470	98%	8	473	99%	8	476	99%	8	475	98%	8	474	98%	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		
Yew Tree Road (north)	408	81%	6	399	80%	6	392	79%	5	383	78%	5	398	82%	6	399	84%	6
Mauldeth Road West (east)	593	37%	5	601	38%	5	620	39%	6	612	39%	5	620	39%	6	613	38%	5
Yew Tree Road (south)	417	84%	6	415	86%	6	431	86%	6	431	86%	6	424	87%	6	420	86%	6
Mauldeth Road West (west)	532	89%	7	531	88%	7	538	87%	7	544	88%	7	536	88%	7	535	88%	7

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- 18.3.285 The assessment shows that in the AM peak hour the junction operates over capacity in the future baseline and close to capacity 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.
- 18.3.286 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Yew Tree Road (south) approach from 95% in the future baseline to 97% in the AM peak hour, with no change in corresponding queue length.
- 18.3.287 In scenario 3, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Yew Tree Road (south) approach from 84% in the future baseline to 87% in the PM peak hour, with no change in corresponding queue length.

B5093 Wilmslow Road/Egerton Road

- 18.3.288 Table 18-99 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-99: B5093 Wilmslow Road/Egerton 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		
B5093 Wilmslow Road (north)	568	21%	4	553	20%	4	528	19%	4	507	19%	3	517	19%	3	539	20%	4
Egerton Road	234	93%	5	236	94%	6	240	95%	6	242	96%	6	239	95%	6	239	95%	6
B5093 Wilmslow Road (south)	550	38%	4	556	39%	4	557	39%	4	562	39%	4	551	38%	4	550	38%	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		
B5093 Wilmslow Road (north)	999	35%	6	1,013	35%	6	1,001	35%	6	997	35%	6	998	35%	6	997	35%	6
Egerton Road	143	78%	3	143	78%	3	148	80%	4	150	81%	4	147	80%	4	146	79%	3
B5093 Wilmslow Road (south)	332	22%	2	332	22%	2	332	22%	2	332	22%	2	332	22%	2	331	22%	2

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- 18.3.289 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 within capacity in both the future baseline and with the Proposed Scheme.
- 18.3.290 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Egerton Road approach from 93% in the future baseline to 96% in the AM peak hour, with a corresponding change in queue length from five PCU in the future baseline to six PCU. In the PM peak hour, the 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.

A34 Birchfields Road/A34 Moseley Road/B5093 Moseley Road

- 18.3.291 Table 18-100 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-100: A34 Birchfields Road/A34 Moseley Road/B5093 Moseley 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 Birchfields Road	333	17%	0	327	17%	0	336	17%	0	281	15%	0	281	15%	0	300	16%	0
A34 Moseley Road	1,145	46%	0	1,131	45%	0	1,200	48%	0	1,259	51%	0	1,204	48%	0	1,196	48%	0
B5093 Moseley Road	888	69%	1	888	67%	1	881	70%	1	915	75%	1	892	71%	1	889	70%	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		
A34 Birchfields Road	701	36%	0	680	35%	0	707	36%	0	694	36%	0	676	35%	0	684	36%	0
A34 Moseley Road	1,151	47%	0	1,142	46%	0	1,175	48%	0	1,185	48%	0	1,144	46%	0	1,146	46%	0
B5093 Moseley Road	802	58%	0	798	58%	0	799	59%	0	809	60%	0	815	59%	0	821	60%	0

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- 18.3.292 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.
- 18.3.293 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 at this junction.

A34 Kingsway/A34 Moseley Road/A5079 Kingsway

- 18.3.294 Table 18-101 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-101: A34 Kingsway/A34 Moseley Road/A5079 Kingsway 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		
A5079 Kingsway	614	25%	0	622	25%	0	632	26%	0	640	26%	0	626	25%	0	629	25%	0
A34 Kingsway	1,090	43%	0	1,075	42%	0	1,123	44%	0	1,201	47%	0	1,152	45%	0	1,134	44%	0
A34 Moseley Road	1,058	61%	0	1,036	59%	0	1,069	61%	0	1,071	62%	0	1,042	60%	0	1,051	60%	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		
A5079 Kingsway	962	45%	0	988	45%	0	988	46%	0	1,021	47%	0	994	46%	0	993	46%	0
A34 Kingsway	827	34%	0	825	34%	0	864	35%	0	858	36%	0	823	34%	0	829	34%	0
A34 Moseley Road	1,411	77%	0	1,379	75%	0	1,412	77%	0	1,413	77%	0	1,400	76%	0	1,409	77%	0

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- 18.3.295 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.
- 18.3.296 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 at this junction.

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

- 18.3.297 Table 18-102 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The Hampton Road approach is a minor arm that is not included within the SATURN model.

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Table 18-102: B5093 Wilmslow Road/Egerton 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		
A5145 Edge Lane (north)	871	45%	11	875	45%	11	884	46%	11	891	46%	12	885	46%	12	885	46%	12
Hampton Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A6010 Wilbraham Road	407	84%	8	412	85%	8	423	88%	8	416	86%	8	418	86%	8	417	86%	8
A5145 Edge Lane (south)	519	76%	9	518	76%	8	533	78%	9	526	77%	9	527	77%	9	523	77%	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		
A5145 Edge Lane (north)	925	47%	12	919	47%	12	958	49%	12	938	48%	12	941	48%	12	934	48%	12
Hampton Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A6010 Wilbraham Road	389	72%	7	393	73%	7	405	75%	8	402	75%	8	405	75%	8	403	75%	8
A5145 Edge Lane (south)	336	50%	6	337	50%	6	343	51%	6	339	51%	6	344	51%	6	343	51%	6

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- 18.3.298 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 the future baseline and within capacity with the Proposed Scheme.
- 18.3.299 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A6010 Wilbraham Road approach from 84% in the future baseline to 88% in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

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

- 18.3.300 Table 18-103 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-103: A6010 Wilmslow Road/A6010 Wilbraham Road/B5093 Moseley Road/B5093 Wilmslow 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		
A6010 Wilmslow Road	767	57%	10	778	58%	10	822	62%	11	834	63%	11	839	63%	11	820	61%	10
B5093 Moseley Road	494	98%	11	498	98%	11	502	99%	11	502	100%	11	501	99%	11	500	99%	11
B5093 Wilmslow Road	887	78%	11	897	78%	11	900	79%	11	903	80%	11	893	80%	11	892	79%	11
A6010 Wilbraham Road	674	80%	13	671	80%	13	679	81%	13	687	82%	13	681	81%	13	679	81%	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		
A6010 Wilmslow Road	1,040	67%	13	1,040	67%	13	1,048	68%	13	1,050	68%	13	1,041	67%	13	1,040	67%	13
B5093 Moseley Road	511	93%	11	512	93%	11	513	94%	11	515	95%	11	514	94%	11	513	94%	11
B5093 Wilmslow Road	595	64%	8	595	64%	8	600	65%	8	602	66%	8	600	65%	8	597	65%	8
A6010 Wilbraham Road	678	84%	13	680	84%	13	685	85%	13	691	86%	13	682	85%	13	684	85%	13

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- 18.3.301 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 both the future baseline and with the Proposed Scheme.
- 18.3.302 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the B5093 Moseley Road approach from 98% in the future baseline to 100% in the AM peak hour, with no change in queue length.
- 18.3.303 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A6010 Wilbraham Road approach from 84% in the future baseline to 86%, with no change in corresponding queue length.

A5181 Barton Road/A5145 Kingsway/B5213 Urmston Lane

- 18.3.304 Table 18-104 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-104: A5181 Barton Road/A5145 Kingsway/B5213 Urmston 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		
A5181 Barton Road (north)	686	40%	14	689	40%	14	719	41%	14	724	42%	14	723	42%	14	710	41%	14
A5145 Kingsway	813	55%	13	804	55%	13	829	57%	13	813	56%	13	823	56%	13	825	56%	13
A5181 Barton Road (south)	376	56%	9	370	56%	9	396	61%	10	384	60%	9	395	61%	10	382	59%	9
B5213 Urmston Lane	770	55%	17	771	55%	17	793	57%	17	810	58%	18	791	56%	17	787	56%	17
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		
A5181 Barton Road (north)	880	41%	14	874	41%	14	943	44%	15	917	43%	15	924	43%	15	886	42%	14
A5145 Kingsway	1,053	77%	20	1,050	77%	20	1,069	84%	20	1,058	79%	20	1,069	80%	20	1,052	78%	20
A5181 Barton Road (south)	494	58%	12	491	56%	11	508	58%	12	504	57%	12	500	57%	12	502	57%	12
B5213 Urmston Lane	439	65%	12	433	65%	12	417	88%	11	436	77%	12	438	76%	12	447	72%	12

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- 18.3.305 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 the future baseline and close to capacity with the Proposed Scheme.
- 18.3.306 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.
- 18.3.307 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 B5213 Urmston Lane approach from 65% in the future baseline to 88%, with a change in queue length from 12 PCU in the future baseline to 11 PCU.

A34 Birchfields Road/Old Hall Lane

- 18.3.308 Table 18-105 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The Old Hall Lane (east) approach is a minor arm that is not included within the SATURN model.

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Table 18-105: A34 Birchfields Road/Old Hall 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		
A34 Birchfields Road (north)	607	109%	6	598	109%	6	595	110%	6	465	110%	5	532	110%	5	575	110%	6
Old Hall Lane (east)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A34 Birchfields Road (south)	1,037	91%	12	1,035	91%	12	1,061	93%	12	1,088	95%	12	1,059	93%	12	1,048	92%	12
Old Hall Lane (west)	62	45%	2	64	46%	2	69	50%	2	83	60%	2	74	54%	2	69	50%	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		
A34 Birchfields Road (north)	1,026	101%	11	1,015	101%	11	1,011	102%	11	996	102%	11	1,004	102%	11	1,009	102%	11
Old Hall Lane (east)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A34 Birchfields Road (south)	893	77%	10	884	76%	10	924	80%	10	914	79%	10	900	78%	10	900	78%	10
Old Hall Lane (west)	17	13%	0	21	15%	1	19	14%	0	23	17%	1	20	15%	1	19	14%	0

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- 18.3.309 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.
- 18.3.310 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A34 Birchfields Road (south) approach from 91% in the future baseline to 95% in the AM peak hour, with no change in corresponding queue length.
- 18.3.311 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.

A6010 Dickenson Road/A6010 Wilmslow Road/B5117 Wilmslow Road

- 18.3.312 Table 18-106 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-106: A6010 Dickenson Road/A6010 Wilmslow Road/B5117 Wilmslow 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		
B5117 Wilmslow Road	570	43%	9	572	43%	9	607	46%	10	617	47%	10	605	46%	10	596	45%	10
A6010 Dickenson Road	489	86%	10	492	87%	10	491	87%	10	498	88%	10	501	88%	10	498	88%	10
A6010 Wilmslow Road	881	62%	9	868	61%	8	882	62%	9	893	63%	9	875	62%	9	877	62%	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		
B5117 Wilmslow Road	894	62%	14	892	62%	14	908	63%	14	883	61%	14	886	61%	14	892	62%	14
A6010 Dickenson Road	464	82%	10	458	81%	10	468	83%	10	475	84%	10	466	82%	10	467	82%	10
A6010 Wilmslow Road	598	55%	8	598	55%	8	601	55%	8	599	55%	8	602	55%	8	604	55%	8

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- 18.3.313 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 within capacity in both the future baseline and with the Proposed Scheme.
- 18.3.314 In scenarios 2, 3 and 4, the change in traffic due to construction of the Proposed Scheme in the AM peak hour will increase the VoC on the A6010 Dickenson Road approach from 86% in the future baseline to 88%, 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.

A34 Birchfields Road/A34 Anson Road/A6010 Dickenson Road

- 18.3.315 Table 18-107 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-107: A34 Birchfields Road/A34 Anson Road/A6010 Dickenson 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 Anson Road	419	37%	6	409	35%	6	424	38%	6	316	29%	4	328	30%	4	373	33%	5
A6010 Dickenson Road (east)	485	95%	10	488	95%	11	491	96%	11	505	100%	11	493	97%	11	491	96%	11
A34 Birchfields Road	1,000	65%	14	978	64%	13	1,006	66%	14	1,057	65%	14	1,037	64%	14	1,016	65%	14
A6010 Dickenson Road (west)	332	72%	7	325	71%	7	329	72%	7	337	73%	8	330	72%	7	329	71%	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		
A34 Anson Road	811	70%	12	794	68%	12	799	70%	12	795	69%	12	786	68%	12	791	68%	12
A6010 Dickenson Road (east)	491	85%	10	489	85%	10	492	87%	10	495	87%	10	490	86%	10	490	86%	10
A34 Birchfields Road	812	77%	12	817	76%	12	851	80%	13	828	77%	12	831	77%	12	826	77%	12
A6010 Dickenson Road (west)	417	78%	9	417	78%	9	427	79%	9	426	79%	9	422	79%	9	423	79%	9

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- 18.3.316 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 both the future baseline with the Proposed Scheme.
- 18.3.317 In scenario 2, the change in traffic due to construction of the Proposed Scheme in the AM peak hour will increase the VoC on the A6010 Dickenson Road (east) approach from 95% in the future baseline to 100%, with a corresponding change in queue length from 10 PCU in the future baseline to 11 PCU.
- 18.3.318 In scenario 1 and 2, the change in traffic due to construction of the Proposed Scheme in the PM peak hour will increase the VoC on the A6010 Dickenson Road (east) approach from 85% in the future baseline to 87%, with no change in corresponding queue length.

B5217 Seymour Grove/Kings Road

- 18.3.319 Table 18-108 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-108: B5217 Seymour Grove/Kings 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		
B5217 Seymour Grove (north)	438	46%	7	442	46%	7	443	46%	7	446	47%	7	445	47%	7	447	47%	7
Kings Road (east)	575	84%	10	577	84%	10	587	85%	10	576	84%	10	585	85%	10	587	85%	10
B5217 Seymour Grove (south)	963	77%	16	963	77%	16	963	77%	16	962	77%	16	964	77%	16	963	77%	16
Kings Road (west)	465	73%	8	467	75%	8	461	75%	8	484	78%	8	467	75%	8	465	74%	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		
B5217 Seymour Grove (north)	703	60%	9	702	60%	9	708	61%	9	700	60%	9	701	60%	9	702	60%	9
Kings Road (east)	596	85%	8	583	91%	7	580	91%	7	581	90%	7	584	90%	7	586	90%	7
B5217 Seymour Grove (south)	583	53%	7	579	52%	7	592	54%	7	582	53%	7	590	53%	7	586	53%	7
Kings Road (west)	625	97%	8	587	98%	8	590	99%	8	586	98%	7	588	98%	8	588	98%	8

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- 18.3.320 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 close to capacity in both the future baseline and with the Proposed Scheme.
- 18.3.321 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.
- 18.3.322 In the utilities scenario and scenario 1, the change in traffic due to construction of the Proposed Scheme in the PM peak hour will increase the VoC on the Kings Road (east) approach from 85% in the future baseline to 91%, with a corresponding change in queue length from eight PCU in the future baseline to seven PCU.
- 18.3.323 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 Kings Road (west) approach from 97% in the future baseline to 99%, with no change in corresponding queue length.

A6 Stockport Road/A6010 Dickenson Road/Stanley Grove

- 18.3.324 Table 18-109 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-109: A6 Stockport Road/A6010 Dickenson Road/Stanley Grove 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		
Stanley Grove	432	91%	10	435	91%	10	437	91%	10	454	94%	10	445	92%	10	441	91%	10
A6 Stockport Road (south)	1,288	69%	23	1,290	69%	23	1,303	70%	23	1,328	71%	23	1,297	70%	23	1,296	70%	23
A6010 Dickenson Road	309	71%	7	305	70%	7	308	70%	7	302	70%	7	302	70%	7	301	69%	7
A6 Stockport Road (north)	894	48%	13	850	46%	12	857	46%	12	718	39%	10	822	44%	12	850	46%	12
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		
Stanley Grove	324	67%	8	313	66%	7	321	67%	7	321	68%	7	318	68%	7	320	68%	7
A6 Stockport Road (south)	717	37%	12	691	36%	11	721	37%	12	668	34%	11	671	35%	11	688	36%	11
A6010 Dickenson Road	210	50%	5	221	52%	5	214	51%	5	231	55%	5	225	54%	5	221	53%	5
A6 Stockport Road (north)	1,086	56%	15	1,093	56%	15	1,102	57%	15	1,015	52%	14	1,074	55%	15	1,073	55%	15

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- 18.3.325 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.
- 18.3.326 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Stanley Grove approach from 91% in the future baseline to 94% in the AM peak hour, with no change in corresponding queue length.
- 18.3.327 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.

A34 Upper Brook Street/Hathersage Road

- 18.3.328 Table 18-110 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-110: A34 Upper Brook Street/Hathersage 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		
Hathersage Road (east)	378	81%	8	373	79%	8	381	81%	8	398	90%	9	383	83%	8	382	82%	8
A34 Upper Brook Street (south)	893	41%	4	865	40%	4	890	41%	4	930	43%	4	904	42%	4	892	41%	4
Hathersage Road (west)	163	19%	3	160	19%	3	160	19%	3	185	22%	4	156	19%	3	160	19%	3
A34 Upper Brook Street (north)	510	24%	7	495	23%	6	510	24%	7	348	16%	4	403	19%	5	457	21%	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		
Hathersage Road (east)	209	46%	5	208	46%	5	203	45%	5	214	47%	5	206	46%	5	210	47%	5
A34 Upper Brook Street (south)	718	40%	9	720	40%	9	760	43%	10	735	41%	9	722	40%	9	724	41%	9
Hathersage Road (west)	191	21%	4	186	20%	4	183	20%	4	195	21%	4	189	21%	4	192	21%	4
A34 Upper Brook Street (north)	787	36%	10	772	36%	10	791	37%	10	769	35%	10	762	35%	10	768	35%	10

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- 18.3.329 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.
- 18.3.330 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Hathersage Road (east) approach from 81% in the future baseline to 90% in the AM peak hour, with a corresponding change in queue length from eight PCU in the future baseline to nine PCU.
- 18.3.331 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.

A57 Hyde Road/Tan Yard Brow/Willow Grove

- 18.3.332 Table 18-111 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The Willow Grove approach is a minor arm that is not included within the SATURN model.

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Table 18-111: A57 Hyde Road/Tan Yard Brow/Willow Grove 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		
Tan Yard Brow	299	92%	3	267	98%	4	268	97%	4	217	113%	5	261	101%	6	253	100%	6
A57 Hyde Road (east)	2,098	85%	0	2,131	86%	0	2,140	87%	0	2,352	101%	1	2,234	92%	0	2,183	90%	0
Willow Grove	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A57 Hyde Road (west)	831	28%	0	856	29%	0	869	29%	0	777	26%	0	887	30%	0	887	30%	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		
Tan Yard Brow	99	105%	4	99	105%	4	98	105%	4	102	107%	4	99	105%	4	99	105%	4
A57 Hyde Road (east)	1,072	67%	4	1,071	67%	4	1,068	67%	4	1,092	68%	4	1,059	66%	4	1,064	66%	4
Willow Grove	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A57 Hyde Road (west)	2,097	70%	0	2,097	70%	0	2,101	70%	0	2,086	70%	0	2,094	70%	0	2,096	70%	0

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- 18.3.333 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 over capacity in both the future baseline with the Proposed Scheme.
- 18.3.334 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Tan Yard Brow approach from 92% in the future baseline to 113% 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 increase the VoC on the Tan Yard Brow approach from 105% in the future baseline to 107%, with no change in corresponding queue length.

A57 Hyde Road/Chapman Street

- 18.3.335 Table 18-112 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-112: A57 Hyde Road/Chapman Street 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		
Chapman Street	180	82%	2	238	96%	4	239	96%	4	45	105%	3	241	100%	5	249	100%	5
A57 Hyde Road (east)	1,925	66%	0	1,965	66%	0	1,974	66%	0	2,056	64%	0	2,053	69%	0	2,005	67%	0
A57 Hyde Road (west)	685	18%	0	652	17%	0	662	17%	0	792	20%	0	682	18%	0	674	17%	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		
Chapman Street	65	103%	3	65	103%	3	64	102%	3	67	104%	3	65	103%	3	65	103%	3
A57 Hyde Road (east)	968	48%	2	967	48%	3	965	48%	2	984	49%	3	954	48%	3	959	48%	3
A57 Hyde Road (west)	2,061	53%	0	2,065	53%	0	2,074	54%	0	2,103	54%	0	2,086	54%	0	2,082	54%	0

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- 18.3.336 The assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and over capacity with the Proposed Scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the Proposed Scheme.
- 18.3.337 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Chapman Street approach from 82% in the future baseline to 105% in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to three PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A57 Hyde Road/Knutsford Road/Whitwell Way

- 18.3.338 Table 18-113 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-113: A57 Hyde Road/Knutsford Road/Whitwell 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		
Whitwell Way	304	47%	7	320	49%	7	319	49%	7	443	68%	10	344	53%	8	326	50%	7
A57 Hyde Road (east)	1,420	54%	18	1,453	55%	19	1,488	56%	19	1,689	64%	22	1,549	58%	20	1,509	57%	19
Knutsford Road	132	82%	3	131	81%	3	137	85%	3	142	88%	4	138	85%	3	137	85%	3
A57 Hyde Road (west)	567	25%	7	524	23%	7	524	23%	7	563	25%	7	523	23%	7	514	23%	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		
Whitwell Way	497	69%	11	498	69%	11	493	68%	11	634	88%	14	494	68%	11	494	68%	11
A57 Hyde Road (east)	591	28%	8	565	26%	7	577	27%	8	589	27%	8	556	26%	7	565	26%	7
Knutsford Road	121	86%	3	124	88%	3	122	87%	3	124	92%	3	121	89%	3	121	88%	3
A57 Hyde Road (west)	1,771	69%	23	1,766	68%	23	1,783	69%	23	1,667	65%	22	1,769	68%	23	1,772	68%	23

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- 18.3.339 The assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and close to 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.
- 18.3.340 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Knutsford Road approach from 82% in the future baseline to 88% in the AM peak hour, with a corresponding change in queue length from three PCU in the future baseline to four PCU.
- 18.3.341 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Whitwell Way approach from 69% in the future baseline to 88% in the PM peak hour, with a corresponding change in queue length from 11 PCU in the future baseline to 14 PCU.
- 18.3.342 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Knutsford Road approach from 86% in the future baseline to 92% in the PM peak hour, with no change in corresponding queue length.

A57 Hyde Road/B6178 Hyde Road/B6178 Mount Road

- 18.3.343 Table 18-114 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-114: A57 Hyde Road/B6178 Hyde Road/B6178 Mount 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		
B6178 Hyde Road	82	16%	2	100	20%	2	95	19%	2	152	30%	4	107	21%	3	96	19%	2
A57 Hyde Road (east)	1,598	83%	21	1,647	85%	21	1,678	87%	22	1,896	98%	25	1,757	91%	23	1,714	89%	22
B6178 Mount Road	795	86%	14	793	86%	14	803	87%	15	707	77%	12	795	86%	14	792	86%	14
A57 Hyde Road (west)	448	22%	6	402	20%	5	401	20%	5	467	23%	5	410	20%	5	398	20%	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		
B6178 Hyde Road	159	19%	3	166	20%	4	159	20%	3	207	25%	4	164	20%	3	165	20%	4
A57 Hyde Road (east)	812	54%	13	784	52%	12	798	53%	13	838	55%	13	777	52%	12	785	52%	12
B6178 Mount Road	664	55%	11	682	56%	11	677	56%	11	714	59%	11	688	57%	11	687	57%	11
A57 Hyde Road (west)	1,501	94%	22	1,507	95%	22	1,497	94%	22	1,488	94%	22	1,503	94%	22	1,499	94%	22

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- 18.3.344 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.
- 18.3.345 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A57 Hyde Road (east) approach from 83% in the future baseline to 98% in the AM peak hour, with a corresponding change in queue length from 21 PCU in the future baseline to 25 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.

Chapman Street/Cross Lane

- 18.3.346 Table 18-115 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-115: Chapman Street/Cross 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		
Chapman Street (north)	425	57%	5	469	60%	5	471	60%	6	349	92%	4	487	63%	6	483	61%	6
Cross Lane (east)	114	21%	2	148	28%	2	153	29%	2	171	56%	3	154	29%	2	157	30%	2
Chapman Street (south)	182	20%	2	179	20%	2	179	20%	2	121	13%	1	187	21%	2	181	20%	2
Cross Lane (west)	251	52%	4	251	51%	4	255	52%	4	303	62%	5	267	54%	4	266	54%	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		
Chapman Street (north)	328	47%	4	326	47%	4	330	48%	4	323	50%	4	324	48%	4	325	48%	4
Cross Lane (east)	93	16%	1	93	16%	1	94	16%	1	145	25%	2	98	17%	1	97	17%	1
Chapman Street (south)	86	10%	1	92	11%	1	95	11%	1	146	17%	2	119	14%	1	112	13%	1
Cross Lane (west)	425	97%	6	426	97%	6	436	98%	7	445	101%	7	436	100%	7	436	99%	7

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- 18.3.347 The assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and close to capacity with the Proposed Scheme. In the PM peak hour, the junction operates close to capacity in the future baseline and over capacity with the Proposed Scheme.
- 18.3.348 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Chapman Street (north) approach from 57% in the future baseline to 92% in the AM peak hour, with a change in queue length from five 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 increase the VoC on the Cross Lane (west) approach from 97% in the future baseline to 101%, with a corresponding change in queue length from six PCU in the future baseline to seven PCU.

A57 Hyde Road/Birch Street

- 18.3.349 Table 18-116 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-116: A57 Hyde Road/Birch Street 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		
Birch Street	59	51%	1	55	64%	1	53	64%	1	64	93%	2	51	69%	1	56	71%	1
A57 Hyde Road (east)	1,418	37%	0	1,450	38%	0	1,476	38%	0	1,589	41%	0	1,562	41%	0	1,516	39%	0
A57 Hyde Road (west)	395	10%	0	414	11%	0	410	11%	0	561	15%	0	455	12%	0	419	11%	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		
Birch Street	13	8%	0	13	8%	0	16	9%	0	39	73%	1	17	13%	0	13	8%	0
A57 Hyde Road (east)	580	18%	0	550	18%	0	559	18%	0	638	20%	0	536	17%	0	542	18%	0
A57 Hyde Road (west)	1,392	36%	0	1,407	36%	0	1,382	36%	0	1,630	42%	0	1,399	36%	0	1,400	36%	0

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- 18.3.350 The assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and close to capacity with the Proposed Scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline with the Proposed Scheme.
- 18.3.351 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Birch Street approach from 51% in the future baseline to 93% in the AM peak hour, with a change in queue length from one PCU in the future baseline to two PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A6010 Pottery Lane/A57 Hyde Road

- 18.3.352 Table 18-117 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-117: A6010 Pottery Lane/A57 Hyde 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		
A6010 Pottery Lane (north)	734	59%	15	734	66%	15	721	66%	15	765	77%	16	800	74%	17	767	71%	16
A57 Hyde Road (east)	1,455	52%	23	1,499	53%	24	1,523	54%	25	1,647	59%	27	1,608	57%	26	1,566	56%	25
A6010 Pottery Lane (south)	775	53%	15	784	55%	15	792	55%	15	812	57%	16	788	55%	15	766	54%	15
A57 Hyde Road (west)	395	36%	9	342	31%	8	338	30%	8	363	33%	8	297	27%	7	305	28%	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		
A6010 Pottery Lane (north)	769	57%	16	778	58%	17	772	57%	17	861	93%	18	803	59%	17	806	60%	17
A57 Hyde Road (east)	567	22%	9	536	21%	8	545	21%	8	666	26%	10	527	20%	8	529	20%	8
A6010 Pottery Lane (south)	825	59%	18	855	61%	18	846	60%	18	890	65%	19	885	63%	19	873	62%	19
A57 Hyde Road (west)	1,270	56%	22	1,282	56%	22	1,289	57%	22	1,403	62%	24	1,270	56%	22	1,273	56%	22

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- 18.3.353 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 well within capacity in the future baseline close to capacity with the Proposed Scheme.
- 18.3.354 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 2, the change in traffic due to construction of the Proposed Scheme in the PM peak hour will increase the VoC on the A662 Pottery Lane approach from 57% in the future baseline to 93%, with a corresponding change in queue length from 16 PCU in the future baseline to 18 PCU.

A57 Hyde Road/Clowes Street

- 18.3.355 Table 18-118 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-118: A57 Hyde Road/Clowes Street 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		
Clowes Street	75	95%	3	75	99%	3	71	98%	3	45	110%	2	61	106%	3	65	101%	3
A57 Hyde Road (east)	1,320	97%	0	1,368	97%	0	1,389	97%	0	1,572	97%	0	1,485	95%	0	1,446	96%	0
A57 Hyde Road (west)	647	17%	0	612	16%	0	604	16%	0	580	15%	0	541	14%	0	541	14%	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		
Clowes Street	148	88%	2	149	88%	2	145	87%	2	136	104%	4	164	96%	3	163	95%	3
A57 Hyde Road (east)	553	56%	0	525	56%	0	531	54%	0	734	67%	0	519	54%	0	521	54%	0
A57 Hyde Road (west)	1,512	39%	0	1,514	39%	0	1,515	39%	0	1,605	41%	0	1,496	38%	0	1,499	38%	0

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- 18.3.356 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.
- 18.3.357 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Clowes Street approach from 95% in the future baseline to 110% in the AM peak hour, with a change in queue length from three PCU in the future baseline to two PCU. In the PM Peak hour, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Clowes Street approach from 88% in the future baseline to 104%, with a corresponding change in queue length from two PCU in the future baseline to four PCU.

A665 Devonshire Street/Coverdale Crescent/Hellidon Close

- 18.3.358 Table 18-119 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The Hellidon Close approach is a minor arm that is not included within the SATURN model.

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Table 18-119: A665 Devonshire Street/Coverdale Crescent/Hellidon Close 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		
A665 Devonshire Street (north)	629	32%	0	687	35%	0	695	35%	0	317	16%	0	681	35%	0	636	32%	0
Coverdale Crescent	187	96%	4	179	96%	4	177	96%	4	325	101%	5	181	96%	4	191	96%	4
A665 Devonshire Street (south)	648	27%	0	633	27%	0	640	27%	0	723	28%	0	660	28%	0	663	28%	0
Hellidon Close	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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		
A665 Devonshire Street (north)	462	24%	0	543	28%	0	540	28%	0	419	21%	0	471	24%	0	460	23%	0
Coverdale Crescent	189	84%	2	168	70%	1	160	79%	2	164	57%	1	164	60%	1	171	66%	1
A665 Devonshire Street (south)	821	33%	0	779	32%	0	870	36%	0	795	32%	0	756	30%	0	797	32%	0
Hellidon Close	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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- 18.3.359 The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity with the Proposed Scheme. In the PM peak hour, the junction operates within capacity in both the future baseline and with the Proposed Scheme.
- 18.3.360 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Coverdale Crescent approach from 96% in the future baseline to 101% in the AM peak hour, with a change in queue length from four PCU in the future baseline to five PCU.
- 18.3.361 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.

A57 Hyde Road/Bennett Street

- 18.3.362 Table 18-120 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-120: A57 Hyde Road/Bennett Street 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		
Bennett Street	50	83%	2	49	89%	2	47	89%	2	33	109%	2	43	105%	2	45	95%	2
A57 Hyde Road (east)	1,232	63%	0	1,285	66%	0	1,306	67%	0	1,504	78%	0	1,418	73%	0	1,369	71%	0
A57 Hyde Road (west)	652	17%	0	618	16%	0	610	16%	0	585	15%	0	546	14%	0	546	14%	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		
Bennett Street	6	10%	0	6	10%	0	6	10%	0	39	91%	2	22	34%	0	19	29%	0
A57 Hyde Road (east)	611	31%	0	581	30%	0	588	30%	0	777	40%	0	593	31%	0	594	31%	0
A57 Hyde Road (west)	1,520	39%	0	1,522	39%	0	1,523	39%	0	1,613	42%	0	1,504	39%	0	1,507	39%	0

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- 18.3.363 The assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and over capacity with the Proposed Scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and close to capacity with the Proposed Scheme.
- 18.3.364 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Bennett Street approach from 83% 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 increase the VoC on the Bennett Street approach from 10% in the future baseline to 91%, with a corresponding change in queue length from no queue in the future baseline to two PCU.

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

- 18.3.365 Table 18-121 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-121: A665 Devonshire Street North/A57 Hyde Road/A665 Devonshire Street 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		
A665 Devonshire Street North	584	95%	9	610	98%	9	616	99%	9	244	39%	4	557	89%	8	532	85%	8
A57 Hyde Road (east)	1,307	47%	17	1,360	47%	17	1,379	48%	18	1,561	53%	20	1,485	51%	19	1,440	49%	18
A665 Devonshire Street	702	94%	11	698	97%	10	695	96%	10	795	76%	12	717	92%	11	725	90%	11
A57 Hyde Road (west)	471	81%	9	460	79%	9	452	78%	9	369	63%	7	416	72%	8	404	69%	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		
A665 Devonshire Street North	623	72%	9	719	83%	10	656	76%	9	404	46%	6	535	62%	7	520	60%	7
A57 Hyde Road (east)	643	28%	10	613	27%	10	620	27%	10	843	38%	14	641	28%	10	638	28%	10
A665 Devonshire Street	834	70%	12	754	68%	10	855	73%	12	755	54%	10	721	57%	10	772	60%	11
A57 Hyde Road (west)	1,159	79%	19	1,155	79%	19	1,189	81%	19	1,339	92%	22	1,194	82%	19	1,209	83%	19

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- 18.3.366 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 within capacity in the future baseline and close to capacity with the Proposed Scheme.
- 18.3.367 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A665 Devonshire Street North approach from 95% in the future baseline to 99% in the AM peak hour, with no change in corresponding queue length.
- 18.3.368 In the utilities scenario, the change in traffic due to construction of the Proposed Scheme in the will increase the VoC on the A665 Devonshire Street approach from 94% in the future baseline to 97%, with a change in queue length from 11 PCU in the future baseline to 10 PCU.
- 18.3.369 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 A57 Hyde Road (west) approach from 79% in the future baseline to 92%, with a corresponding change in queue length from 19 PCU in the future baseline to 22 PCU.

Gorton Lane/Belle Vue Street

- 18.3.370 Table 18-122 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The Gorton Lane (north) approach is a minor arm that is not included within the SATURN model.

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Table 18-122: Gorton Lane/Belle Vue Street 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		
Gorton Lane (north)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gorton Lane (east)	909	46%	0	925	47%	0	908	46%	0	868	45%	0	921	47%	0	915	46%	0
Belle Vue Street	41	10%	0	45	11%	0	49	12%	0	174	34%	1	86	22%	0	55	14%	0
Gorton Lane (west)	522	66%	0	555	77%	0	563	76%	0	438	106%	4	590	96%	1	601	86%	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		
Gorton Lane (north)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gorton Lane (east)	399	20%	0	372	19%	0	382	19%	0	352	18%	0	376	19%	0	364	18%	0
Belle Vue Street	47	7%	0	66	9%	0	60	9%	0	86	12%	0	73	11%	0	74	11%	0
Gorton Lane (west)	714	73%	0	717	71%	0	756	74%	0	845	85%	0	777	75%	0	770	75%	0

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- 18.3.371 The assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and over capacity with the Proposed Scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and close to capacity with the Proposed Scheme.
- 18.3.372 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Gorton Lane (west) approach from 66% in the future baseline to 106% in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to four PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Gorton Lane (west) approach from 73% in the future baseline to 85%, with no change in corresponding queue length.

A6010 Pottery Lane/Gorton Lane/Wenlock Way

- 18.3.373 Table 18-123 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-123: A6010 Pottery Lane/Gorton Lane/Wenlock 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		
A6010 Pottery Lane (north)	1,263	84%	13	1,274	85%	12	1,291	87%	13	1,418	108%	19	1,408	94%	14	1,381	92%	14
Gorton Lane	895	72%	16	903	72%	16	888	71%	16	779	62%	14	915	74%	17	892	72%	16
A6010 Pottery Lane (south)	1,093	53%	19	1,104	53%	19	1,110	54%	19	1,029	48%	18	1,074	50%	19	1,068	52%	19
Wenlock Way	87	27%	2	111	35%	3	105	33%	3	97	32%	2	87	27%	2	70	22%	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		
A6010 Pottery Lane (north)	1,320	48%	11	1,334	48%	11	1,376	50%	12	1,713	71%	16	1,429	53%	12	1,438	53%	12
Gorton Lane	405	54%	9	397	53%	9	399	53%	9	330	44%	7	404	54%	9	398	53%	9
A6010 Pottery Lane (south)	837	30%	11	865	32%	12	887	32%	12	1,065	38%	14	899	34%	12	890	33%	12
Wenlock Way	232	54%	6	228	53%	6	218	51%	5	209	50%	5	221	52%	5	220	52%	5

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- 18.3.374 The assessment shows that in the AM peak hour the junction operates within 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.
- 18.3.375 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A6010 Pottery Lane (north) approach from 84% in the future baseline to 108% in the AM peak hour, with a corresponding change in queue length from 13 PCU in the future baseline to 19 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.

A665 Chancellor Lane/A665 Devonshire Street North/Higher Ardwick

- 18.3.376 Table 18-124 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-124: Future baseline performance at A665 Chancellor Lane/A665 Devonshire Street North/Higher Ardwick 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	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		
Chancellor Lane (left, ahead and right)	1,657	123%	98	1,178	89%	7	1,657	132%	121	1,657	63%	11	1,657	79%	14	1,657	79%	14
Blind Lane (left, ahead and right)	3	1%	0	0	0%	0	3	0%	0	3	1%	0	3	1%	0	3	1%	0
Devonshire Street North (left, ahead and right)	961	51%	1	794	42%	0	961	51%	1	961	51%	1	961	51%	1	961	51%	1
Higher Ardwick (left, ahead and right)	210	44%	0	315	61%	1	210	44%	0	210	41%	0	210	42%	0	210	42%	0
Temperance Street (left, ahead and right)	3	1%	0	0	0%	0	3	1%	0	3	1%	0	3	1%	0	3	1%	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		
Chancellor Lane (left, ahead and right)	828	31%	0	1,028	43%	0	828	32%	0	828	32%	0	828	32%	0	828	32%	0
Blind Lane (left, ahead and right)	7	1%	0	0	0%	0	7	1%	0	7	1%	0	7	1%	0	7	1%	0
Devonshire Street North (left, ahead and right)	1,176	62%	1	760	40%	0	1,176	62%	1	1,176	62%	1	1,176	62%	1	1,177	62%	1
Higher Ardwick (left, ahead and right)	376	86%	3	440	84%	2	376	87%	3	376	112%	46	376	100%	19	376	113%	53
Temperance Street (left, ahead and right)	7	1%	0	0	0%	0	7	1%	0	7	1%	0	7	1%	0	7	1%	0

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- 18.3.377 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 the future baseline and over capacity with the Proposed Scheme.
- 18.3.378 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the Chancellor Lane (left, ahead and right) approach from 123% in the future baseline to 132% in the AM peak hour, with a corresponding change in queue length from 98 PCU in the future baseline to 121 PCU.
- 18.3.379 In scenario 4, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the Higher Ardwick (left, ahead and right) approach from 86% in the future baseline to 113%, with a corresponding change in queue length from three PCU in the future baseline to 53 PCU.

A635 Ashton Old Road/Vine Street

- 18.3.380 Table 18-125 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-125: A635 Ashton Old Road/Vine Street 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		
A635 Ashton Old Road (east)	1,546	77%	0	1,560	78%	0	1,561	78%	0	1,096	55%	0	1,494	75%	0	1,512	76%	0
Vine Street	51	86%	2	50	89%	2	50	91%	2	127	69%	1	61	87%	2	58	88%	2
A635 Ashton Old Road (west)	376	19%	0	371	20%	0	393	20%	0	475	39%	0	433	22%	0	432	22%	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		
A635 Ashton Old Road (east)	740	37%	0	726	36%	0	765	38%	0	633	32%	0	727	36%	0	730	37%	0
Vine Street	74	66%	1	77	64%	1	77	68%	1	104	70%	1	85	68%	1	83	65%	1
A635 Ashton Old Road (west)	1,120	67%	0	1,060	65%	0	1,085	66%	0	1,032	67%	0	1,040	63%	0	1,072	66%	0

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- 18.3.381 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.
- 18.3.382 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Vine Street approach from 86% 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.

A635 Ashton Old Road/Ogden Lane/Fairfield Road

- 18.3.383 Table 18-126 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-126: A635 Ashton Old Road/Ogden Lane/Fairfield 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		
Fairfield Road	338	95%	8	346	97%	8	350	98%	8	336	81%	8	347	97%	8	343	96%	8
A635 Ashton Old Road (east)	1,597	54%	18	1,610	54%	18	1,612	54%	18	1,223	42%	14	1,555	53%	17	1,571	54%	17
Ogden Lane	274	100%	6	275	101%	6	278	101%	6	224	66%	5	276	99%	7	276	100%	7
A635 Ashton Old Road (west)	466	19%	5	466	19%	5	488	20%	5	509	20%	6	532	22%	6	513	21%	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		
Fairfield Road	267	89%	7	271	90%	7	270	90%	7	262	87%	6	269	90%	7	272	90%	7
A635 Ashton Old Road (east)	777	31%	8	761	30%	8	802	32%	8	685	27%	7	768	30%	8	774	30%	8
Ogden Lane	226	96%	6	222	93%	5	226	97%	6	220	91%	5	223	94%	5	224	96%	5
A635 Ashton Old Road (west)	1,306	46%	13	1,262	44%	13	1,288	45%	13	1,180	40%	12	1,218	42%	13	1,243	43%	13

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- 18.3.384 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.
- 18.3.385 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Fairfield Road approach from 95% in the future baseline to 98% 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.

A635 Manchester Road/Ashton Hill Lane

- 18.3.386 Table 18-127 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-127: A635 Manchester Road/Ashton Hill 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		
Ashton Hill Lane	191	95%	6	195	97%	6	196	97%	6	202	100%	6	197	98%	6	195	97%	6
A635 Manchester Road (east)	1,751	74%	12	1,772	75%	14	1,792	77%	14	1,407	62%	7	1,686	72%	13	1,712	74%	13
A635 Manchester Road (west)	366	37%	9	358	36%	9	387	39%	10	489	49%	12	426	43%	11	424	42%	10
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		
Ashton Hill Lane	191	95%	6	191	95%	6	190	95%	6	195	97%	6	190	95%	6	192	96%	6
A635 Manchester Road (east)	1,098	66%	10	1,076	62%	10	1,125	65%	10	1,068	63%	9	1,095	63%	10	1,130	66%	10
A635 Manchester Road (west)	1,162	57%	18	1,141	56%	18	1,165	57%	18	1,160	57%	18	1,158	57%	18	1,165	57%	18

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- 18.3.387 The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline scenario and over capacity with the Proposed Scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline scenario and with the Proposed Scheme.
- 18.3.388 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Ashton Hill Lane approach from 95% in the future baseline to 100% 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 Ashton Hill Lane approach from 95% in the future baseline to 97%, with no change in corresponding queue length.

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

- 18.3.389 Table 18-128 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-128: A635 Ashton Old Road/A6010 Alan Turing Way/A6010 Pottery 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		
A6010 Alan Turing Way	1,140	62%	24	1,380	75%	29	1,367	74%	29	1,148	62%	24	1,279	69%	27	1,195	65%	25
A635 Ashton Old Road (east)	1,474	63%	29	1,526	66%	30	1,546	66%	30	994	42%	20	1,425	62%	28	1,407	61%	28
A6010 Pottery Lane	1,325	74%	28	1,327	74%	28	1,330	75%	28	1,336	75%	28	1,342	75%	28	1,346	75%	28
A635 Ashton Old Road (west)	625	48%	15	735	56%	17	622	48%	15	658	45%	16	880	66%	21	776	58%	18
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		
A6010 Alan Turing Way	1,053	71%	24	1,163	79%	26	1,033	70%	23	1,034	70%	23	1,014	68%	23	1,009	68%	23
A635 Ashton Old Road (east)	1,011	38%	18	1,051	39%	18	1,073	41%	19	900	34%	16	1,046	39%	18	1,050	40%	18
A6010 Pottery Lane	1,110	72%	25	1,131	73%	25	1,129	73%	25	1,162	75%	25	1,159	75%	25	1,151	74%	25
A635 Ashton Old Road (west)	1,363	66%	28	1,431	69%	30	1,514	74%	32	1,371	69%	29	1,513	74%	32	1,447	70%	30

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- 18.3.390 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 well within capacity in the future baseline and within capacity with the Proposed Scheme.
- 18.3.391 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.

A635 Ashton Old Road/Stainforth Street

- 18.3.392 Table 18-129 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. Although this junction is a three-arm signal-controlled T-junction, Stainforth Street is a one-way exit arm from the junction and is therefore not reported in the results.

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Table 18-129: A635 Ashton Old Road/Stainforth Street 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		
A635 Ashton Old Road (east)	1,338	88%	22	1,456	96%	24	1,474	97%	25	605	40%	10	1,317	87%	22	1,245	82%	21
A635 Ashton Old Road (west)	683	24%	2	763	27%	3	665	23%	3	712	25%	2	952	33%	4	848	30%	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		
A635 Ashton Old Road (east)	606	42%	11	601	42%	11	672	47%	12	144	10%	3	509	35%	9	521	36%	9
A635 Ashton Old Road (west)	1,363	49%	5	1,431	51%	5	1,524	55%	6	1,441	52%	9	1,520	54%	6	1,458	52%	5

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- 18.3.393 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.
- 18.3.394 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A635 Ashton Old Road (east) approach from 88% in the future baseline to 97% in the AM peak hour, with a corresponding change in queue length from 22 PCU in the future baseline to 25 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.

A635 Ashton Old Road/Gable Street

- 18.3.395 Table 18-130 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-130: A635 Ashton Old Road/Gable Street 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		
A635 Ashton Old Road (east)	1,338	88%	9	1,456	96%	12	1,474	97%	12	605	40%	2	1,317	87%	8	1,245	82%	6
Gable Street	364	35%	7	500	47%	10	506	48%	10	292	28%	6	347	33%	7	304	29%	6
A635 Ashton Old Road (west)	683	32%	2	723	34%	2	648	30%	2	712	33%	2	908	43%	2	844	40%	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		
A635 Ashton Old Road (east)	606	42%	2	601	42%	2	672	47%	2	144	10%	0	509	35%	2	521	36%	2
Gable Street	72	6%	1	68	6%	1	96	8%	2	282	25%	5	52	5%	1	61	5%	1
A635 Ashton Old Road (west)	1,363	66%	3	1,431	70%	3	1,524	74%	3	1,210	59%	2	1,520	74%	3	1,458	71%	3

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- 18.3.396 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.
- 18.3.397 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A635 Ashton Old Road (east) approach from 88% in the future baseline to 97% in the AM peak hour, with a corresponding change in queue length from nine PCU in the future baseline to 12 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.

A635 Ashton Old Road/Rondin Road

- 18.3.398 Table 18-131 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-131: Future baseline performance at Ashton Old Road/Rondin Road 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	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		
A635 Aston Old Road (west) (ahead and right)	759	36%	7	871	43%	0	802	39%	0	806	40%	0	792	37%	11	794	37%	11
A635 Aston Old Road (east) (left and ahead)	1,596	0%	0	1,660	0%	0	1,631	0%	0	1,604	0%	0	1,632	0%	0	1,621	0%	0
Rondin Road (left and right)	6	2%	0	13	4%	0	37	12%	0	37	12%	0	9	3%	0	19	6%	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		
A635 Aston Old Road (west) (ahead and right)	743	32%	0	1,608	76%	8	796	38%	0	790	38%	0	781	31%	0	779	34%	0
A635 Aston Old Road (east) (left and ahead)	870	0%	0	714	0%	0	894	0%	0	887	0%	0	902	0%	0	891	0%	0
Rondin Road (left and right)	34	6%	0	34	7%	0	65	12%	0	65	12%	0	37	7%	0	47	9%	0

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- 18.3.399 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.
- 18.3.400 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.

A635 Ashton Old Road/A665 Midland Street

- 18.3.401 Table 18-132 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-132: A635 Ashton Old Road/A665 Midland Street 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
	2030 future baseline			Proposed Scheme utilities scenario			Proposed Scheme scenario 1		
A635 Ashton Old Road (east) (nearside) (ahead)	620	80%	16	844	73%	17	842	55%	7
A635 Ashton Old Road (east) (offside) (ahead)	959	113%	86	822	64%	15	803	47%	7
A665 Midland Street (left and right)	42	4%	1	78	14%	2	45	27%	1
A635 Ashton Old Road (west) (ahead)	718	80%	18	794	62%	1	758	42%	4
	2030 future baseline			Proposed Scheme utilities scenario			Proposed Scheme scenario 1		
A635 Ashton Old Road (east) (nearside) (ahead)	362	35%	6	340	25%	3	386	32%	5
A635 Ashton Old Road (east) (offside) (ahead)	538	48%	9	396	27%	4	569	43%	8
A665 Midland Street (left and right)	280	39%	6	297	79%	9	283	52%	7
A635 Ashton Old Road (west) (ahead)	473	32%	7	1,322	83%	17	523	32%	7

- 18.3.402 The assessment shows that in the AM peak hour the junction operates over capacity in the future baseline and well within capacity 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.
- 18.3.403 In scenario 1, the change in traffic due to construction of the Proposed Scheme will decrease the DoS on the offside lane of the A635 Ashton Old Road (east) approach from 113% in the future baseline to 47% in the AM peak hour, with a corresponding change in queue length from 86 PCU in the future baseline to seven PCU.
- 18.3.404 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.

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A635 Manchester Road/A6140 Moss Way

18.3.405 Table 18-133 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-133: A635 Manchester Road/A6140 Moss 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		
A6140 Moss Way (north)	93	30%	3	96	31%	3	100	33%	3	132	43%	4	101	33%	3	98	32%	3
A635 Manchester Road (east)	1,388	52%	11	1,433	53%	11	1,431	53%	11	1,181	44%	8	1,407	52%	11	1,387	52%	11
A6140 Moss Way (south)	1,449	74%	25	1,453	75%	25	1,456	75%	25	1,455	75%	25	1,453	75%	25	1,455	75%	25
A635 Manchester Road (west)	1,306	42%	25	1,311	42%	25	1,322	43%	25	1,382	45%	26	1,346	43%	26	1,343	43%	26
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		
A6140 Moss Way (north)	200	33%	6	200	33%	6	200	33%	6	201	33%	6	199	33%	6	199	33%	6
A635 Manchester Road (east)	1,260	49%	27	1,242	48%	26	1,263	49%	27	1,216	47%	26	1,237	48%	26	1,243	48%	26
A6140 Moss Way (south)	1,305	70%	22	1,311	70%	22	1,314	71%	22	1,315	71%	22	1,317	71%	22	1,315	71%	22
A635 Manchester Road (west)	1,485	51%	25	1,488	52%	25	1,479	51%	25	1,490	52%	25	1,489	52%	25	1,487	52%	25

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- 18.3.406 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 well within capacity in both the future baseline and with the Proposed Scheme.
- 18.3.407 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 at this junction.

A662 Ashton New Road/Hillkirk Street

- 18.3.408 Table 18-134 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-134: A662 Ashton New Road/Hillkirk Street 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		
Hillkirk Street	157	87%	2	215	95%	3	190	92%	3	263	74%	1	197	89%	2	154	78%	1
A662 Ashton New Road (east)	1,029	40%	0	872	33%	0	877	34%	0	711	27%	0	982	38%	0	990	39%	0
A662 Ashton New Road (west)	305	15%	0	226	11%	0	319	16%	0	254	13%	0	242	12%	0	295	15%	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		
Hillkirk Street	224	87%	2	281	96%	3	254	95%	4	253	85%	2	296	92%	3	235	87%	2
A662 Ashton New Road (east)	363	15%	0	441	18%	0	452	18%	0	467	19%	0	428	17%	0	497	20%	0
A662 Ashton New Road (west)	595	30%	0	394	20%	0	472	24%	0	515	26%	0	348	17%	0	503	25%	0

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- 18.3.409 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 the future baseline and with the Proposed Scheme.
- 18.3.410 In the utilities scenario, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Hillkirk Street approach from 87% in the future baseline to 95% in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to three PCU.
- 18.3.411 In the utilities scenario, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Hillkirk Street approach from 87% in the future baseline to 96% in the PM peak hour, with a corresponding change in queue length from two PCU in the future baseline to three PCU.

Briscoe Lane/Grimshaw Lane

- 18.3.412 Table 18-135 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-135: Briscoe Lane/Grimshaw 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		
Briscoe Lane (east)	1,116	88%	0	1,041	84%	0	1,060	85%	0	1,026	87%	0	1,032	84%	0	1,090	87%	0
Briscoe Lane (west)	431	23%	0	430	23%	0	426	22%	0	385	20%	0	418	22%	0	420	22%	0
Grimshaw Lane	325	86%	1	347	88%	1	343	88%	1	354	90%	2	346	88%	1	333	87%	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		
Briscoe Lane (east)	669	64%	0	671	63%	0	677	64%	0	660	68%	0	677	63%	0	686	66%	0
Briscoe Lane (west)	923	47%	0	914	47%	0	928	48%	0	913	47%	0	910	47%	0	914	47%	0
Grimshaw Lane	240	80%	1	243	79%	1	238	78%	1	244	75%	1	250	78%	1	242	78%	1

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- 18.3.413 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 within capacity in both the future baseline and with the Proposed Scheme.
- 18.3.414 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Grimshaw Lane approach from 86% in the future baseline to 90% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to two PCU.
- 18.3.415 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.

Briscoe Lane/Ten Acres Lane

- 18.3.416 Table 18-136 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-136: Briscoe Lane/Ten Acres 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		
Ten Acres Lane (north)	489	87%	8	512	88%	8	503	88%	8	495	91%	8	512	89%	8	487	88%	8
Briscoe Lane (east)	937	99%	11	937	98%	11	939	98%	11	934	98%	11	937	98%	11	942	98%	12
Ten Acres Lane (south)	284	44%	5	282	47%	5	281	47%	5	337	55%	5	289	49%	5	288	48%	5
Briscoe Lane (west)	534	85%	7	542	84%	7	534	83%	7	523	86%	6	527	84%	6	523	84%	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		
Ten Acres Lane (north)	360	62%	6	359	63%	6	364	64%	6	351	64%	6	356	64%	6	361	64%	6
Briscoe Lane (east)	625	63%	8	635	63%	8	626	62%	8	595	59%	8	633	62%	8	633	63%	8
Ten Acres Lane (south)	344	60%	6	366	65%	6	350	62%	6	371	62%	6	369	65%	6	356	62%	6
Briscoe Lane (west)	921	87%	12	903	85%	12	907	85%	12	895	84%	11	876	83%	11	895	84%	11

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- 18.3.417 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.
- 18.3.418 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Ten Acres Lane (north) approach from 87% in the future baseline to 91% in the AM peak hour, with no corresponding change in queue length. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A663 Broadway/Long Lane

- 18.3.419 Table 18-137 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The Costco Access Road approach is a minor arm and is not included within the SATURN model.

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Table 18-137: A663 Broadway/Long 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		
A663 Broadway (north)	1,952	84%	30	1,934	83%	29	1,969	85%	30	1,975	85%	30	1,988	85%	30	1,957	84%	30
Long Lane	239	67%	6	240	67%	6	241	67%	6	241	67%	6	241	67%	6	241	67%	6
A663 Broadway (south)	1,186	78%	11	1,343	88%	14	1,357	89%	14	1,356	89%	14	1,366	90%	14	1,357	89%	14
Costco Access 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		
A663 Broadway (north)	2,142	88%	45	2,131	87%	45	2,121	87%	44	2,110	86%	44	2,121	87%	44	2,117	87%	44
Long Lane	247	69%	6	247	69%	6	247	69%	6	247	69%	6	248	69%	6	247	69%	6
A663 Broadway (south)	1,491	85%	16	1,476	84%	16	1,485	84%	16	1,445	82%	16	1,473	84%	16	1,470	84%	16
Costco Access Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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- 18.3.420 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 close to capacity in both the future baseline and with the Proposed Scheme.
- 18.3.421 In scenario 3, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A663 Broadway (south) approach from 78% in the future baseline to 90% in the AM peak hour, with a corresponding change in queue length from 11 PCU in the future baseline to 14 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.

MA08

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

18.3.422 Table 18-138 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-138: A57(M) Mancunian Way/A5067 Cambridge Street/Cambridge Street 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		
Cambridge Street	522	34%	0	485	30%	0	514	35%	0	573	39%	0	495	32%	0	632	41%	0
A57(M) Mancunian Way westbound off-slip	1,105	103%	7	1,121	101%	7	1,109	102%	7	888	86%	2	1,105	99%	5	1,057	101%	7
A5067 Cambridge Street (south)	692	64%	1	628	57%	1	676	64%	1	685	58%	1	674	59%	1	683	64%	1
A5103 Mancunian Way	691	38%	0	673	35%	0	702	39%	0	707	39%	0	723	39%	0	689	39%	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		
Cambridge Street	910	67%	1	921	66%	1	939	73%	1	866	62%	1	863	62%	1	900	65%	1
A57(M) Mancunian Way westbound off-slip	1,044	102%	7	1,058	101%	7	1,057	102%	7	984	96%	4	1,045	101%	7	1,038	101%	7
A5067 Cambridge Street (south)	346	28%	0	306	25%	0	373	31%	0	336	27%	0	346	28%	0	348	28%	0
A5103 Mancunian Way	1,315	60%	0	1,301	59%	0	1,308	62%	0	1,162	55%	0	1,245	57%	0	1,243	57%	0

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- 18.3.423 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.
- 18.3.424 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.

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

- 18.3.425 Table 18-139 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-139: A57 (M) Mancunian Way/A5103 Princess Road/A5103 Medlock Street 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		
A5103 Medlock Street	564	42%	0	615	46%	0	583	45%	0	605	48%	0	643	50%	0	584	44%	0
A5103 Mancunian Way	1,424	98%	7	1,406	101%	10	1,413	100%	10	1,331	98%	7	1,372	100%	10	1,413	100%	10
A5103 Princess Road	1,905	102%	12	1,951	102%	12	1,924	102%	12	1,785	102%	12	1,853	102%	12	1,859	102%	12
A57(M) Mancunian Way	658	106%	9	687	106%	9	670	106%	9	740	106%	9	669	106%	9	692	106%	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		
A5103 Medlock Street	1,091	85%	2	1,147	88%	3	1,107	86%	2	1,058	80%	2	1,121	85%	2	1,103	84%	2
A5103 Mancunian Way	1,391	97%	5	1,376	98%	6	1,369	96%	5	1,323	95%	5	1,384	98%	7	1,382	97%	6
A5103 Princess Road	2,143	87%	2	2,118	87%	2	2,142	87%	2	2,072	85%	2	2,095	86%	2	2,083	85%	2
A57(M) Mancunian Way	1,029	94%	5	1,062	97%	6	1,052	97%	6	1,131	96%	6	1,079	96%	5	1,091	95%	5

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- 18.3.426 The assessment shows that in the AM peak hour the junction 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.
- 18.3.427 In the utilities scenario, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A5103 Mancunian Way approach from 98% in the future baseline to 101% in the AM peak hour, with a corresponding change in queue length from seven PCU in the future baseline to 10 PCU.
- 18.3.428 In the utilities scenario, the change in traffic due to construction of the Proposed Scheme in will increase the VoC on the A5103 Medlock Street approach from 85% in the future baseline to 88% in the PM peak hour, with a corresponding change in queue length from two PCU in the future baseline to three PCU.
- 18.3.429 In the utilities scenario and scenario 1, the change in traffic due to construction of the Proposed Scheme in the PM peak hour will increase the VoC on the A57(M) Mancunian Way approach from 94% in the future baseline to 97%, with a corresponding change in queue length from five PCU in the future baseline to six PCU.

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

- 18.3.430 Table 18-140 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-140: A57(M) Mancunian Way/A56 Chester Road/A5067 Chorlton Road (Deansgate Interchange) 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 Chester Road (east)	886	56%	14	891	56%	14	892	56%	14	911	58%	14	908	57%	14	903	57%	14
A57(M) Mancunian Way off-slip	888	52%	0	796	46%	0	838	49%	0	518	29%	0	694	40%	0	775	45%	0
A5067 Chorlton Road	997	101%	7	1,023	101%	7	1,019	100%	7	1,054	102%	6	1,039	101%	7	1,028	101%	7
A56 Chester Road (west)	1,791	77%	23	1,791	77%	23	1,791	77%	23	1,791	77%	23	1,791	77%	23	1,791	77%	23
A57 Egerton Street off-slip	649	53%	1	654	52%	1	674	54%	1	653	49%	0	663	52%	0	645	52%	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		
A56 Chester Road (east)	1,538	96%	24	1,532	99%	24	1,528	98%	24	1,521	97%	24	1,526	98%	24	1,530	98%	24
A57(M) Mancunian Way off-slip	796	63%	1	782	62%	1	812	63%	1	686	54%	1	779	61%	1	780	61%	1
A5067 Chorlton Road	599	43%	0	549	39%	0	571	41%	0	566	40%	0	549	39%	0	546	39%	0
A56 Chester Road (west)	1,714	74%	22	1,706	74%	22	1,714	74%	22	1,705	74%	22	1,708	74%	22	1,707	74%	22
A57 Egerton Street off-slip	476	38%	0	498	39%	0	487	38%	0	509	38%	0	492	38%	0	491	38%	0

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- 18.3.431 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 both in the future baseline and with the Proposed Scheme.
- 18.3.432 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 the utilities scenario, the change in traffic due to construction of the Proposed Scheme in the PM peak hour will increase the VoC on the A56 Chester Road (east) approach from 96% in the future baseline to 99%, with no change in corresponding queue length.

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

- 18.3.433 Table 18-141 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-141: A57(M) Mancunian Way/A6 London Road/A6 Downing Street 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		
A6 London Road (north)	1,002	46%	10	501	23%	5	711	33%	7	779	36%	8	783	36%	8	835	38%	8
A635 Mancunian Way westbound off-slip	12	1%	0	75	6%	0	8	1%	0	0	0%	0	0	0%	0	15	1%	0
A6 Downing Street	1,603	49%	10	1,510	46%	10	1,606	49%	10	2,279	69%	21	1,962	60%	15	1,807	55%	12
A57 (M) Mancunian Way eastbound off-slip	645	53%	9	483	40%	9	680	56%	9	694	57%	9	686	56%	9	655	54%	9
A6 London Road southbound central link	1,466	59%	12	983	40%	11	1,191	48%	12	1,275	51%	12	1,266	51%	12	1,313	53%	12
A6 London Road northbound central link	658	52%	2	564	45%	2	622	49%	2	762	60%	3	709	56%	3	668	53%	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		
A6 London Road (north)	1,049	57%	12	692	38%	8	807	44%	9	882	48%	10	815	44%	9	901	49%	10
A635 Mancunian Way westbound off-slip	73	7%	1	79	7%	0	58	5%	0	0	0%	0	42	4%	0	83	8%	1
A6 Downing Street	744	31%	3	809	34%	3	859	36%	3	1,142	48%	3	877	37%	3	885	37%	3
A57 (M) Mancunian Way eastbound off-slip	851	48%	13	788	44%	13	800	45%	13	944	53%	13	856	48%	13	870	49%	13
A6 London Road southbound central link	1,835	77%	19	1,479	62%	18	1,603	67%	18	1,680	70%	19	1,613	68%	18	1,699	71%	19
A6 London Road northbound central link	199	32%	1	199	32%	1	203	32%	1	249	39%	1	202	32%	1	204	32%	1

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- 18.3.434 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 the future baseline and well within capacity with the Proposed Scheme.
- 18.3.435 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 at this junction.

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

- 18.3.436 Table 18-142 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-142: M602 junction 3/A57 Regent Road/A57 Eccles New Road/A5063 Albion Way/A5063 Trafford 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		
A5063 Albion Way	1,180	61%	15	1,158	90%	15	1,166	92%	15	1,185	87%	15	1,171	88%	15	1,166	90%	15
A57 Regent Road	2,322	76%	32	2,332	77%	32	2,342	77%	32	2,257	74%	31	2,316	76%	32	2,333	77%	32
A5063 Trafford Road	743	45%	11	789	48%	11	749	45%	11	753	45%	11	737	44%	10	745	45%	11
A57 Eccles New Road	624	28%	8	700	31%	9	635	28%	8	694	31%	9	648	29%	8	639	28%	8
M602	3,195	102%	46	3,189	102%	46	3,197	102%	46	3,222	103%	46	3,211	102%	46	3,215	103%	46
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		
A5063 Albion Way	1,256	52%	14	1,248	52%	14	1,248	52%	14	1,248	52%	14	1,248	52%	14	1,248	52%	14
A57 Regent Road	2,201	96%	33	2,212	96%	33	2,208	96%	33	2,212	96%	33	2,213	96%	33	2,217	96%	33
A5063 Trafford Road	1,504	59%	15	1,530	60%	16	1,516	59%	16	1,527	60%	16	1,531	60%	16	1,524	60%	16
A57 Eccles New Road	1,869	51%	15	1,915	53%	15	1,890	52%	15	1,904	52%	15	1,913	52%	15	1,913	52%	15
M602	2,130	68%	32	2,126	68%	32	2,165	69%	32	2,165	69%	32	2,153	69%	32	2,149	69%	32

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- 18.3.437 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.
- 18.3.438 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A5063 Albion Way approach from 61% 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.

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

- 18.3.439 Table 18-143 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-143: M62 junction 18/M66 junction 4/M60 junction 18/Simister Island 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		
M66 southbound off-slip	1,223	92%	14	1,262	95%	14	1,275	96%	14	1,331	100%	15	1,287	97%	14	1,266	95%	14
M62 westbound off-slip	534	89%	7	534	89%	7	532	89%	7	532	89%	7	532	89%	7	534	89%	7
M60 northbound off-slip	655	76%	8	648	75%	8	656	76%	8	647	75%	8	656	76%	8	652	75%	8
M60 eastbound off-slip	1,574	76%	13	1,588	77%	13	1,609	78%	13	1,626	79%	13	1,611	78%	13	1,589	77%	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		
M66 southbound off-slip	1,219	102%	16	1,218	102%	16	1,218	101%	16	1,217	101%	16	1,217	101%	16	1,218	101%	16
M62 westbound off-slip	634	79%	9	624	78%	9	640	80%	9	637	80%	9	635	79%	9	634	79%	9
M60 northbound off-slip	935	86%	13	927	85%	13	936	86%	13	930	86%	13	929	86%	13	932	86%	13
M60 eastbound off-slip	1,777	84%	16	1,773	84%	16	1,723	82%	16	1,746	83%	16	1,736	82%	16	1,764	83%	16

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- 18.3.440 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 over capacity in both the future baseline and with the Proposed Scheme.
- 18.3.441 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the M66 southbound off-slip approach from 92% in the future baseline to 100% in the AM peak hour, with a corresponding change in queue length from 14 PCU in the future baseline to 15 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.
- 18.3.442 Highways England is proposing a major improvement scheme at this junction. At the time of the assessment, details of the proposed improvement scheme had not been published and therefore this is not taken account of in the modelling results presented above. In January 2021, Highways England announced that the 'Northern Loop option' had been selected as its preferred option. This option will provide a significant upgrade to the junction, which will improve traffic flow through the junction and is expected to alleviate the impacts of HS2 in this location.

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

- 18.3.443 Table 18-144 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-144: A6 Stockport Road/A6 Ardwick Green South/A57 Hyde 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		
Higher Ardwick	522	38%	0	521	35%	0	460	31%	0	499	33%	0	478	32%	0	481	33%	0
A57 Hyde Road	959	69%	1	1,026	69%	1	1,006	66%	0	1,391	95%	3	1,179	78%	1	1,118	77%	1
A6 Stockport Road	831	78%	1	818	79%	1	814	75%	1	786	97%	6	836	87%	3	822	83%	2
Brunswick Street	652	67%	1	687	74%	1	631	64%	1	467	77%	2	587	72%	1	595	69%	1
A6 Ardwick Green South	817	52%	0	642	42%	0	636	39%	0	691	40%	0	677	40%	0	760	46%	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		
Higher Ardwick	444	44%	0	562	52%	0	558	54%	1	603	64%	1	510	49%	0	513	52%	1
A57 Hyde Road	500	35%	0	487	34%	0	484	34%	0	739	54%	0	511	36%	0	506	36%	0
A6 Stockport Road	502	34%	0	504	35%	0	479	33%	0	501	41%	0	507	35%	0	505	35%	0
Brunswick Street	972	67%	1	1,001	69%	1	934	66%	1	827	70%	1	925	66%	1	953	69%	1
A6 Ardwick Green South	1,156	86%	2	1,046	76%	1	1,077	76%	1	1,122	76%	1	1,097	77%	1	1,114	80%	1

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- 18.3.444 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 close to capacity in the future baseline and within capacity with the Proposed Scheme.
- 18.3.445 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A57 Hyde Road approach from 69% in the future baseline to 95% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to three PCU. In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A6 Stockport Road approach from 78% in the future baseline to 97% in the AM peak hour, with a corresponding change in queue length from one 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.

A34 Princess Street/A34 Brook Street/Sackville Street

- 18.3.446 Table 18-145 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-145: A34 Princess Street/A34 Brook Street/Sackville Street 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 Princess Street	266	14%	3	265	14%	3	275	14%	3	289	15%	3	261	14%	3	290	15%	3
Sackville Street	604	49%	9	613	49%	9	611	49%	9	623	50%	9	608	49%	9	607	49%	9
A34 Brook Street	544	31%	6	572	32%	6	555	31%	6	763	43%	8	701	39%	7	620	35%	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		
A34 Princess Street	869	45%	9	928	48%	10	879	45%	9	868	45%	9	846	43%	9	877	45%	9
Sackville Street	565	47%	8	558	46%	8	588	49%	8	596	50%	9	569	47%	8	571	48%	8
A34 Brook Street	507	28%	5	557	30%	6	527	29%	6	561	31%	6	477	26%	5	517	28%	5

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- 18.3.447 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.
- 18.3.448 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 at this junction.

A6 Downing Street/Grosvenor Street

- 18.3.449 Table 18-146 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. Although this junction is a three-arm signal controlled T-junction, Grosvenor Street is a one-way exit arm from the junction and is therefore not reported in the results.

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Table 18-146: A6 Downing Street/Grosvenor Street 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		
A6 Downing Street (north)	1,603	66%	13	1,637	68%	13	1,641	68%	13	2,324	96%	19	1,992	82%	16	1,872	78%	15
A6 Downing Street (south)	1,157	88%	21	765	58%	14	900	68%	16	963	73%	17	960	73%	17	1,016	77%	18
Grosvenor Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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		
A6 Downing Street (north)	824	55%	10	889	60%	11	954	64%	12	1,318	89%	17	961	65%	12	967	65%	12
A6 Downing Street (south)	1,394	56%	2	1,156	46%	2	1,233	49%	2	1,204	48%	1	1,237	49%	2	1,295	52%	2
Grosvenor Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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- 18.3.450 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 the future baseline and close to capacity with the Proposed Scheme.
- 18.3.451 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A6 Downing Street (north) approach from 66% in the future baseline to 96% in the AM peak hour, with a corresponding change in queue length from 13 PCU in the future baseline to 19 PCU.
- 18.3.452 In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A6 Downing Street (north) approach from 55% in the future baseline to 89%, with a corresponding change in queue length from 10 PCU in the future baseline to 17 PCU.

A5103 Albion Street/A5103 Medlock Street/City Road East

- 18.3.453 Table 18-147 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-147: A5103 Albion Street/A5103 Medlock Street/City Road East 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		
A5103 Albion Street	542	25%	0	590	27%	0	565	26%	0	592	27%	0	623	29%	0	574	26%	0
A5103 Medlock Street	1,485	38%	0	1,453	37%	0	1,443	37%	0	1,340	34%	0	1,430	36%	0	1,425	36%	0
City Road East	179	65%	3	179	64%	3	181	63%	3	185	59%	3	179	63%	3	181	62%	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		
A5103 Albion Street	1,013	45%	0	1,062	47%	0	1,036	46%	0	979	44%	0	1,043	47%	0	1,023	46%	0
A5103 Medlock Street	1,182	31%	0	1,218	32%	0	1,205	32%	0	1,187	31%	0	1,225	32%	0	1,201	32%	0
City Road East	351	83%	4	347	87%	4	346	87%	4	344	84%	4	345	87%	4	347	85%	4

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- 18.3.454 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 the future baseline and close to capacity with the Proposed Scheme.
- 18.3.455 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.
- 18.3.456 In the utilities scenario and scenarios 1 and 3, the change in traffic due to construction of the Proposed Scheme in the PM peak hour will increase the VoC on the City Road East approach from 83% in the future baseline to 87%, with no change in corresponding queue length.

A635/A665 Pin Mill Brow network

Existing layout

- 18.3.457 Table 18-148 and Table 18-149 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme in the AM and PM peak hour respectively. This summarises performance for the main approaches, while the results for each individual junction are included in Table 18-150, Table 18-151, Table 18-152 and Table 18-153. The North Western Street approach is a minor arm that is not included within the LinSig model.

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Table 18-148: A635/A665 Pin Mill Brow network key approaches 2030 future baseline and with the Proposed Scheme junction capacity assessment results (utilities scenario and scenario 1, AM peak)

Junction/approach		Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00		2030 future baseline (existing layout)			Proposed Scheme utilities scenario (existing layout)			Proposed Scheme scenario 1 (existing layout)		
A665 Pin Mill Brow/A665 Mancunian Way	A665 Pin Mill Brow (north)	2,188	61%	27	2,435	77%	41	2,236	55%	24
	A665 Pin Mill Brow (south)	1,215	96%	19	1,076	84%	12	1,224	86%	20
	A635 Mancunian Way	1,502	94%	45	875	45%	22	1,530	73%	4
A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street	A665 Pin Mill Brow	1,337	58%	15	1,039	69%	21	1,347	86%	25
	A635 Ashton Old Road	1,473	111%	64	1,667	84%	19	1,646	91%	26
	A665 Chancellor Lane	1,073	116%	101	1,129	91%	32	1,082	152%	175
	A635 Fairfield Street	764	94%	26	886	72%	21	803	58%	6
A665 Chancellor Lane/A665 Midland Street/North Western Street	A665 Chancellor Lane	1,306	0%	0	1,189	0%	0	1,333	0%	0
	A665 Midland Street	1	0%	0	3	1%	0	1	0%	0
	A665 Chancellor Lane	1,143	56%	1	1,086	53%	1	1,143	56%	1
	North Western Street	-	-	-	-	-	-	-	-	-
A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street	A635 Mancunian Way (north)	851	134%	121	1,396	119%	149	889	80%	27
	A635 Fairfield Street	915	58%	8	1,598	105%	39	1,041	52%	10
	A635 Mancunian Way (south)	2,164	78%	47	1,783	81%	39	2,233	104%	92
	B6469 Fairfield Street	228	88%	9	207	93%	10	233	79%	8

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Table 18-149: A635/A665 Pin Mill Brow network key approaches 2030 future baseline and with the Proposed Scheme junction capacity assessment results (utilities scenario and scenario 1, PM peak)

Junction/approach		Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
17:00-18:00		2030 future baseline (existing layout)			Proposed Scheme utilities scenario (existing layout)			Proposed Scheme scenario 1 (existing layout)		
A665 Pin Mill Brow/A665 Mancunian Way	A665 Pin Mill Brow (north)	2,213	109%	84	2,234	60%	29	2,253	112%	99
	A665 Pin Mill Brow (south)	1,694	98%	25	1,038	94%	14	1,703	67%	10
	A635 Mancunian Way	1,474	98%	23	1,164	61%	6	1,509	106%	68
A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street	A665 Pin Mill Brow	1,187	52%	12	1,133	63%	17	1,197	83%	22
	A635 Ashton Old Road	910	48%	14	747	35%	11	965	36%	3
	A665 Chancellor Lane	1,446	116%	121	995	87%	27	1,455	165%	241
	A635 Fairfield Street	145	15%	1	1,240	71%	19	194	11%	1
A665 Chancellor Lane/A665 Midland Street/North Western Street	A665 Chancellor Lane	609	0%	0	860	0%	0	647	0%	0
	A665 Midland Street	8	4%	0	4	1%	0	8	5%	0
	A665 Chancellor Lane	1,532	79%	2	1,176	59%	1	1,532	76%	2
	North Western Street	-	-	-	-	-	-	-	-	-
A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street	A635 Mancunian Way (north)	1,026	71%	27	1,101	101%	54	1,056	89%	30
	A635 Fairfield Street	640	32%	5	679	27%	8	679	29%	4
	A635 Mancunian Way (south)	1,675	148%	222	2,408	105%	113	1,761	138%	186
	B6469 Fairfield Street	274	101%	17	308	125%	44	279	92%	12

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- 18.3.458 At the A665 Pin Mill Brow/A635 Mancunian Way junction, 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 over capacity in both the future baseline and with the Proposed Scheme.
- 18.3.459 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 in the AM peak hour. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme in scenario 1 will increase the DoS on the A665 Pin Mill Brow (north) approach from 109% in the future baseline to 112%, with a corresponding change in queue length from 84 PCU in the future baseline to 99 PCU. The change in traffic due to construction of the Proposed Scheme in scenario 1 will also increase the DoS on the A635 Mancunian Way approach from 98% in the future baseline to 106%, with a corresponding change in queue length from 23 PCU in the future baseline to 68 PCU.
- 18.3.460 At the A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street junction, the assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the Proposed Scheme.
- 18.3.461 In scenario 1, the change in traffic due to construction of the Proposed Scheme in will increase the DoS on the A665 Pin Mill Brow approach from 58% in the future baseline to 86% in the AM peak hour, with a corresponding change in queue length from 15 PCU in the future baseline to 25 PCU. The change in traffic due to construction of the Proposed Scheme in scenario 1 will also increase the DoS on the A665 Chancellor Lane approach from 116% in the future baseline to 152%, with a corresponding change in queue length from 101 PCU in the future baseline to 175 PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme in scenario 1 will increase the DoS on the A665 Chancellor Lane approach from 116% in the future baseline to 165%, with a corresponding change in queue length from 121 PCU in the future baseline to 241 PCU.
- 18.3.462 At the A665 Chancellor Lane/A665 Midland Street/North Western Street junction, 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.
- 18.3.463 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 in the AM or PM peak hour.
- 18.3.464 At the A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street junction, the assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the Proposed Scheme.

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- 18.3.465 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the A635 Mancunian Way (south) approach from 78% in the future baseline to 104% in the AM peak hour, with a corresponding change in queue length from 47 PCU in the future baseline to 92 PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme in utilities scenario will increase the DoS on the A635 Mancunian Way (north) approach from 71% in the future baseline to 101%, with a corresponding change in queue length from 27 PCU in the future baseline to 54 PCU. The change in traffic due to construction of the Proposed Scheme in utilities scenario will also increase the DoS on the B6469 Fairfield Street approach from 101% in the future baseline to 125%, with a corresponding change in queue length from 17 PCU in the future baseline to 44 PCU.

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Table 18-150: A665 Pin Mill Brow/A635 Mancunian Way junction 2030 future baseline and with the Proposed Scheme junction capacity assessment results (utilities scenario and scenario 1)

Approach	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 (existing layout)			Proposed Scheme utilities scenario (existing layout)			Proposed Scheme scenario 1 (existing layout)		
A665 Pin Mill Brow (north) (nearside) (ahead)	1,337	56%	7	1,039	65%	10	1,347	55%	7
A665 Pin Mill Brow (north) (centre)(right)	440	61%	10	667	66%	14	425	45%	8
A665 Pin Mill Brow (north) (offside) (right)	411	61%	10	729	77%	17	464	53%	9
A665 Pin Mill Brow (south) (nearside and centre) (left and ahead)	1,080	96%	19	592	84%	9	909	86%	20
A665 Pin Mill Brow (south) (offside) (ahead)	135	13%	0	484	63%	3	315	38%	1
A635 Mancunian Way (nearside) (left)	669	80%	18	495	45%	13	697	66%	2
A635 Mancunian Way (offside) (left)	833	94%	28	380	32%	9	833	73%	2
17:00-18:00	2030 future baseline (existing layout)			Proposed Scheme utilities scenario (existing layout)			Proposed Scheme scenario 1 (existing layout)		
A665 Pin Mill Brow (north) (nearside) (ahead)	1,187	52%	6	1,133	56%	7	1,197	56%	7
A665 Pin Mill Brow (north) (centre) (right)	528	107%	39	535	53%	10	544	111%	46
A665 Pin Mill Brow (north) (offside) (right)	498	109%	39	566	60%	12	512	112%	46
A665 Pin Mill Brow (south) (nearside and centre) (left and ahead)	1,329	98%	25	665	94%	13	1,183	67%	9
A665 Pin Mill Brow (south) (offside) (ahead)	365	28%	1	373	49%	1	520	40%	1
A635 Mancunian Way (nearside) (left)	801	90%	7	706	61%	3	878	106%	42
A635 Mancunian Way (offside) (left)	673	98%	16	458	39%	4	631	98%	27

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Table 18-151: A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street junction 2030 future baseline and with the Proposed Scheme junction capacity assessment results (utilities scenario and scenario 1)

Approach	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 (existing layout)			Proposed Scheme utilities scenario (existing layout)			Proposed Scheme scenario 1 (existing layout)		
A665 Pin Mill Brow (nearside) (left and ahead)	575	47%	6	497	68%	10	616	77%	11
A665 Pin Mill Brow (offside) (ahead)	762	58%	9	542	69%	11	731	86%	15
A635 Ashton Old Road (nearside) (east) (left)	430	111%	53	122	84%	10	447	91%	17
A635 Ashton Old Road (centre 1) (ahead)	190	111%		723	84%		396	91%	
A635 Ashton Old Road (centre 2) (ahead)	684	80%	11	797	77%	8	604	56%	9
A635 Ashton Old Road (offside) (right)	169	80%		25	77%		199	56%	
A665 Chancellor Lane (nearside) (left and ahead)	948	116%	99	646	91%	21	777	152%	167
A665 Chancellor Lane (offside) (ahead)	125	14%	2	483	64%	12	305	56%	8
A635 Fairfield Street (nearside) (ahead)	623	88%	19	395	49%	8	363	36%	2
A635 Fairfield Street (offside) (ahead and right)	141	94%	7	491	72%	13	440	58%	4
17:00-18:00	2030 future baseline (existing layout)			Proposed Scheme utilities scenario (existing layout)			Proposed Scheme scenario 1 (existing layout)		
A665 Pin Mill Brow (nearside) (left and ahead)	692	52%	8	571	63%	9	639	83%	13
A665 Pin Mill Brow (offside) (ahead)	495	33%	5	562	57%	8	558	66%	9
A635 Ashton Old Road (nearside) (east) (left)	22	46%	8	25	34%	5	36	34%	2
A635 Ashton Old Road (centre 1) (ahead)	340	46%		321	34%		350	34%	
A635 Ashton Old Road (centre 2) (ahead)	300	45%	6	340	35%	5	322	36%	1
A635 Ashton Old Road (offside) (right)	248	48%		61	35%		257	36%	
A665 Chancellor Lane (nearside) (left and ahead)	1,095	116%	114	622	87%	19	949	165%	226
A665 Chancellor Lane (offside) (ahead)	351	35%	6	373	49%	8	506	83%	15
A635 Fairfield Street (nearside) (ahead)	52	9%	0	605	71%	9	100	11%	1

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A635 Fairfield Street (offside) (ahead and right)	93	15%	1	635	69%	10	94	10%	0

Table 18-152: A665 Chancellor Lane/A665 Midland Street/North Western Street junction 2030 future baseline and with the Proposed Scheme junction capacity assessment results (utilities scenario and scenario 1)

Approach	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 (existing layout)			Proposed Scheme utilities scenario (existing layout)			Proposed Scheme scenario 1 (existing layout)		
A665 Chancellor Lane (north) (left and ahead)	1,306	0%	0	1,189	0%	0	1,333	0%	0
A665 Midland Street (left and right)	1	0%	0	3	1%	0	1	0%	0
A665 Chancellor Lane (south) (ahead and right)	1,143	56%	1	1,086	53%	1	1,143	56%	1
North Western Street	-	-	-	-	-	-	-	-	-
17:00-18:00	2030 future baseline (existing layout)			Proposed Scheme utilities scenario (existing layout)			Proposed Scheme scenario 1 (existing layout)		
A665 Chancellor Lane (north) (left and ahead)	609	0%	0	860	0%	0	647	0%	0
A665 Midland Street (left and right)	8	4%	0	4	1%	0	8	5%	0
A665 Chancellor Lane (south) (ahead and right)	1,532	79%	2	1,176	59%	1	1,532	76%	2
North Western Street	-	-	-	-	-	-	-	-	-

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Table 18-153: A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street junction 2030 future baseline and with the Proposed Scheme junction capacity assessment results (utilities scenario and scenario 1)

Approach	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 (existing layout)			Proposed Scheme utilities scenario (existing layout)			Proposed Scheme scenario 1 (existing layout)		
A635 Mancunian Way (north) (nearside) (ahead)	440	134%	75	667	115%	67	425	80%	13
A635 Mancunian Way (north) (offside) (ahead and right)	411	116%	45	729	119%	82	464	80%	14
A635 Fairfield Street (nearside) (ahead)	190	12%	2	723	61%	16	404	33%	5
A635 Fairfield Street (centre) (ahead)	557	42%	6	616	81%	22	461	47%	6
A635 Fairfield Street (offside) (ahead and right)	168	58%		259	105%		176	52%	
A635 Mancunian Way (south) (nearside and centre 1) (left and ahead)	734	74%	17	662	81%	17	765	102%	38
A635 Mancunian Way (south) (centre 2) (ahead)	833	78%	20	308	36%	6	833	104%	46
A635 Mancunian Way (south) (centre 3 and offside) (right)	597	56%	10	813	81%	16	635	65%	9
B6469 Fairfield Street (left, ahead and right)	228	88%	9	207	93%	10	233	79%	8
17:00-18:00	2030 future baseline (existing layout)			Proposed Scheme utilities scenario (existing layout)			Proposed Scheme scenario 1 (existing layout)		
A635 Mancunian Way (north) (nearside) (ahead)	528	71%	14	535	100%	26	544	89%	17
A635 Mancunian Way (north) (offside) (ahead and right)	498	61%	13	566	101%	28	512	77%	14
A635 Fairfield Street (nearside) (ahead)	340	32%	3	326	27%	4	354	29%	2
A635 Fairfield Street (centre) (ahead)	284	26%	2	301	25%	4	308	25%	2
A635 Fairfield Street (offside) (ahead and right)	16	26%		52	25%		17	25%	
A635 Mancunian Way (south) (nearside and centre 1) (left and ahead)	874	148%	174	863	105%	51	954	138%	165

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A635 Mancunian Way (south) (centre 2) (ahead)	673	107%	46	457	53%	10	631	85%	18
A635 Mancunian Way (south) (centre 3 and offside) (right)	128	17%	2	1,088	103%	53	176	20%	2
B6469 Fairfield Street (left, ahead and right)	274	101%	17	308	125%	44	279	92%	12

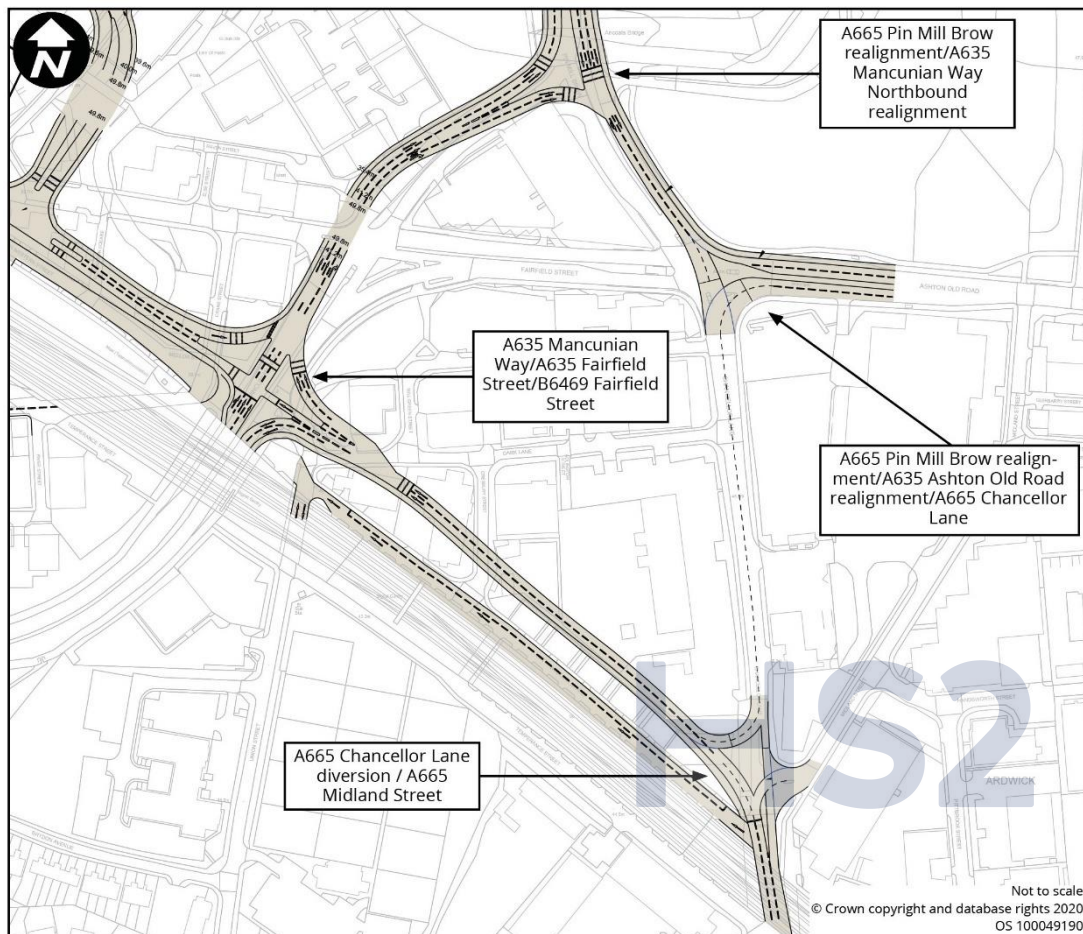
Temporary layout

18.3.466 The A635/A665 Pin Mill Brow network will be modified as part of the Proposed Scheme. A new gyratory system will be introduced between the A635 Mancunian Way, the A635 Fairfield Street, the A665 Pin Mill Brow and the A665 Chancellor Lane, known as the A635/A665 Pin Mill Brow Gyratory. As part of the construction of the new A635/A665 Pin Mill Brow Gyratory, a temporary gyratory layout will be introduced during construction scenario 2. The temporary gyratory layout includes the following four junctions:

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

18.3.467 Figure 18-42 shows the temporary layout introduced as part of the Proposed Scheme.

Figure 18-42: Junction layout diagram (A635/A665 Pin Mill Brow network temporary layout)



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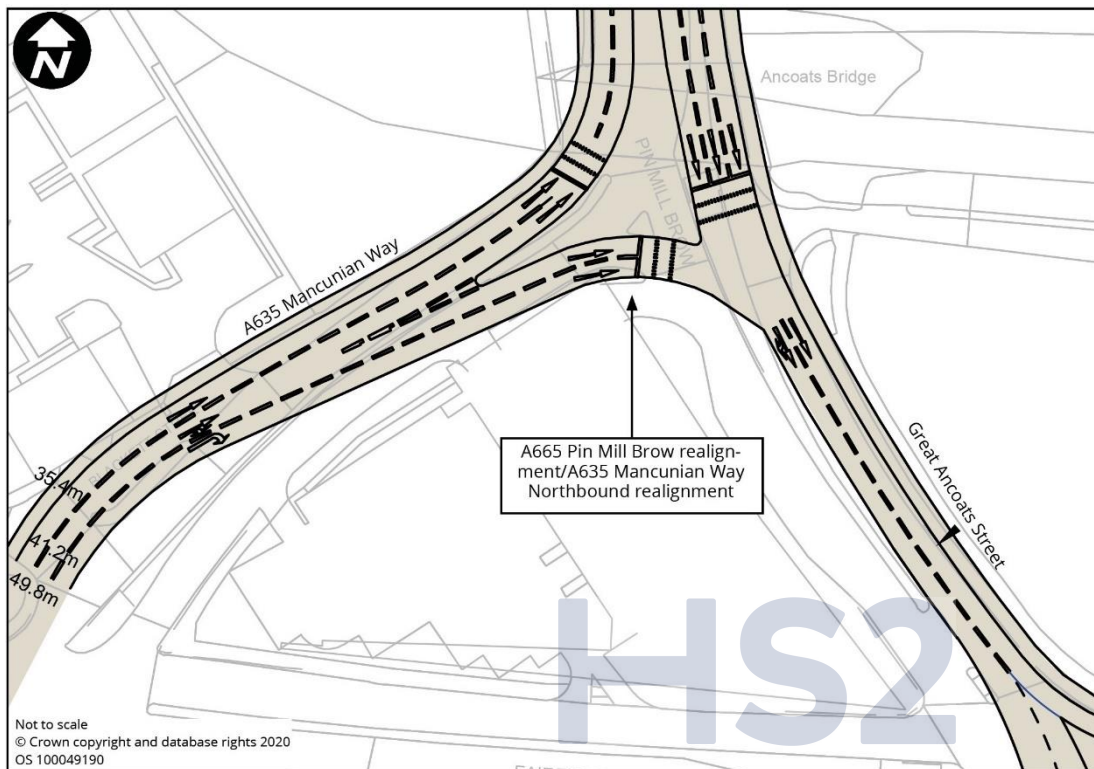
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- 18.3.468 The A665 Pin Mill Brow realignment/A635 Mancunian Way northbound realignment will be a three-arm signal controlled T-junction with signal controlled pedestrian crossing facilities. The A635 Mancunian Way northbound realignment will be a one-way entry arm into the junction. The A665 Pin Mill Brow realignment (south) will be a one-way exit arm from the junction and is therefore not reported in the results. Figure 18-43 shows the temporary layout introduced as part of the Proposed Scheme.

Figure 18-43: Junction layout diagram (A665 Pin Mill Brow realignment/A635 Mancunian Way northbound realignment, temporary layout)



- 18.3.469 The A665 Pin Mill Brow realignment/A635 Ashton Old Road realignment/A665 Chancellor Lane will be a three-arm signal controlled T-junction with no pedestrian crossing facilities as a result of the Proposed Scheme. The junction is located approximately 50m to the north-west of the existing A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street junction. The A665 Chancellor Lane will be a one-way exit arm from the junction and is therefore not reported in the results. Figure 18-44 shows the temporary layout introduced as part of the Proposed Scheme.

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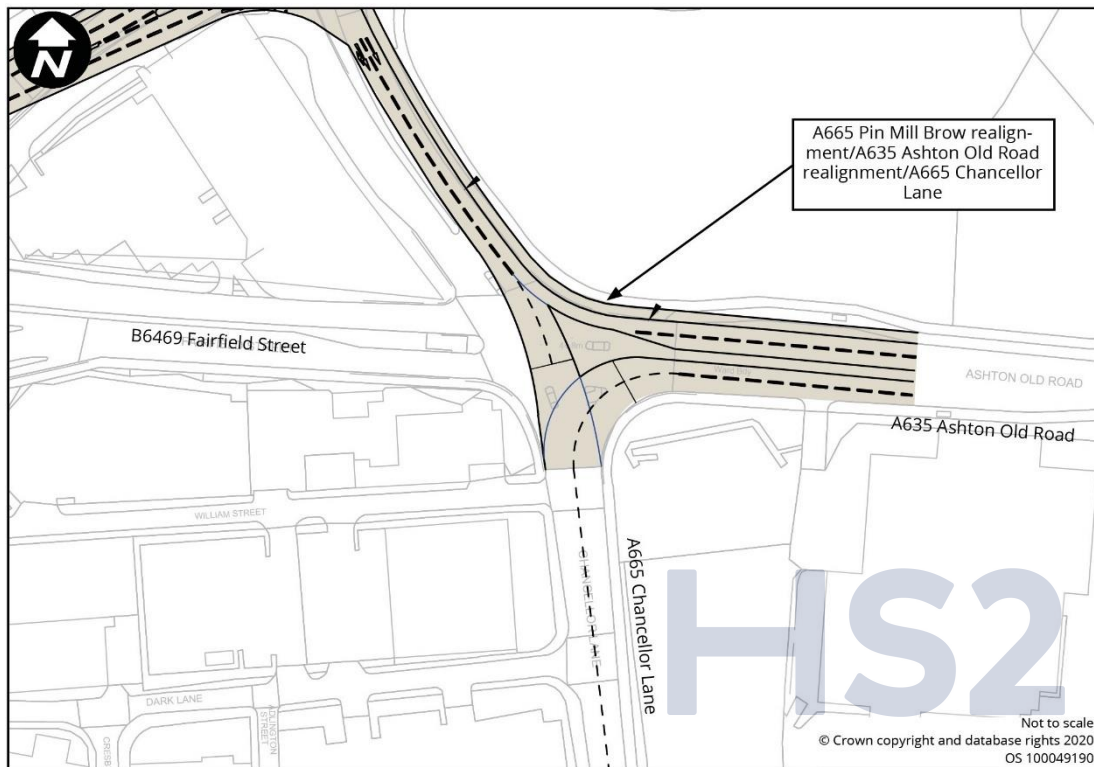
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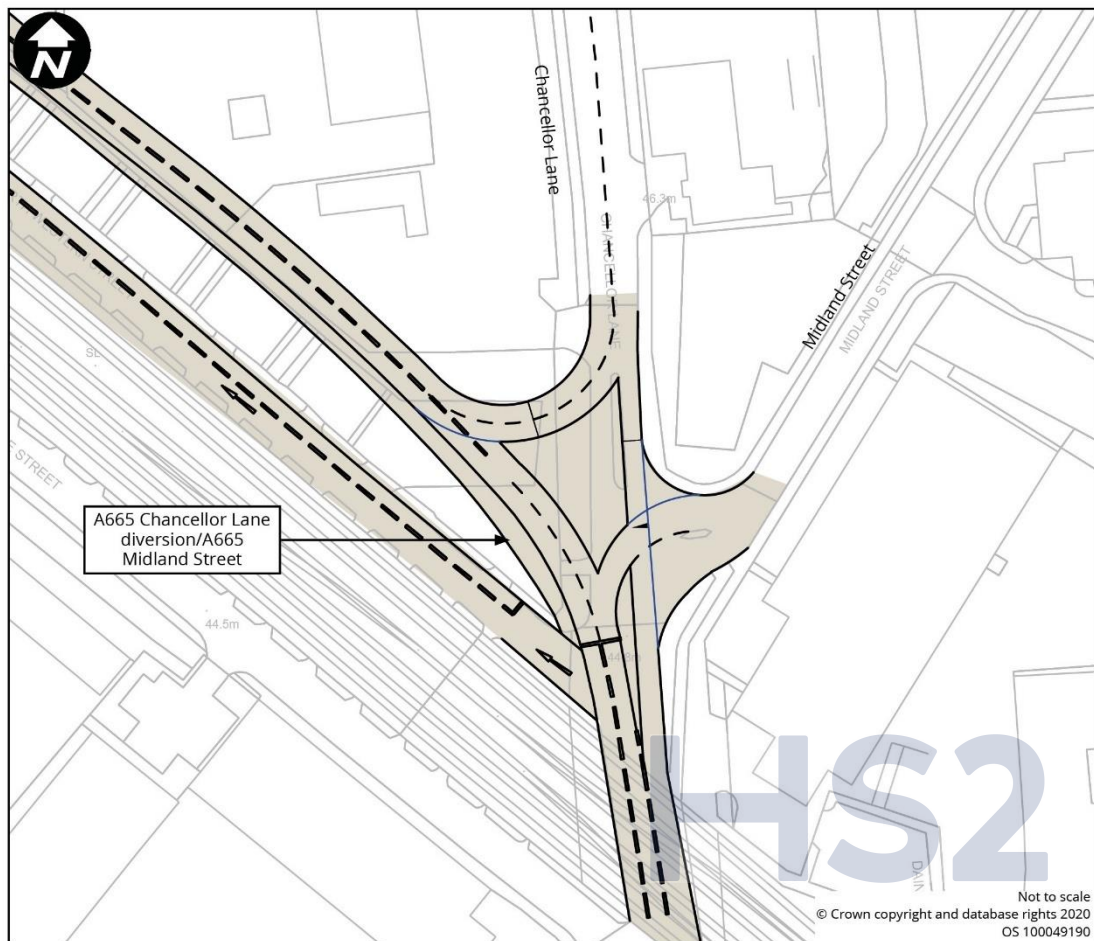
Figure 18-44: Junction layout diagram (A665 Pin Mill Brow realignment/A635 Ashton Old Road realignment/A665 Chancellor Lane, temporary layout)



- 18.3.470 The A665 Chancellor Lane/A665 Midland Street junction will be incorporated into the temporary gyratory layout. It will be a three-arm signal controlled junction. The A665 Chancellor Lane approach will be a one-way entry arm into the junction and the A635 Chancellor Lane diversion will be a one-way exit arm from the junction and is therefore not reported in the results. The existing North Western Street approach will be permanently closed to enable demolition of buildings within the land required for the construction of the Proposed Scheme. Figure 18-45 shows the temporary layout introduced as part of the Proposed Scheme.

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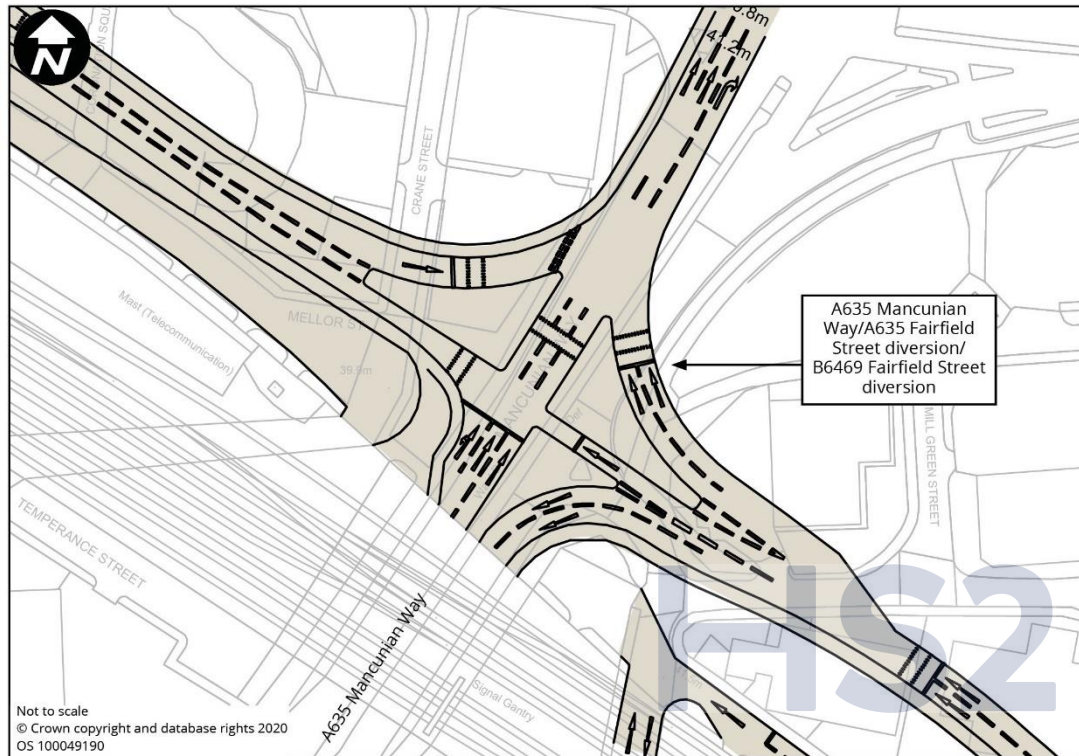
Figure 18-45: Junction layout diagram (A665 Chancellor Lane/A665 Midland Street, temporary layout)



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

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



18.3.472 The temporary junction layouts will be implemented during construction of the Proposed Scheme and have therefore been assessed for scenario 2 AM and PM peak hours. A summary of performance for the main approaches is shown in Table 18-154 and Table 18-155, while the results for each lane of the individual junctions are included in Table 18-156, Table 18-157, Table 18-158 and Table 18-159.

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Table 18-154: A635/A665 Pin Mill Brow network (temporary layout) key approaches 2030 future baseline and with the Proposed Scheme junction capacity assessment results (scenario 2, AM peak)

Junction/approach		Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00		2030 future baseline (existing layout)			Proposed Scheme scenario 2 (temporary layout)		
A665 Pin Mill Brow/A665 Mancunian Way	A665 Pin Mill Brow (north)	2,188	61%	27	2,245	115%	108
	A665 Pin Mill Brow (south)	1,215	96%	19	-	-	-
	A635 Mancunian Way	1,502	94%	45	3,374	80%	39
A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street	A665 Pin Mill Brow	1,337	58%	15	3,147	125%	148
	A635 Ashton Old Road	1,473	111%	64	1,626	102%	70
	A665 Chancellor Lane	1,073	116%	101	-	-	-
	A635 Fairfield Street	764	94%	26	-	-	-
A665 Chancellor Lane/A665 Midland Street	A665 Chancellor Lane (north)	1,306	0%	0	3,967	124%	221
	A665 Midland Street	1	0%	0	90	34%	2
	A665 Chancellor Lane (south)	1,143	56%	1	1,143	117%	124
A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street	A635 Mancunian Way (north)	851	134%	121	-	-	-
	A635 Fairfield Street	915	58%	8	3,270	110%	84
	A635 Mancunian Way (south)	2,164	78%	47	2,238	131%	267
	B6469 Fairfield Street	228	88%	9	232	30%	1

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Table 18-155: A635/A665 Pin Mill Brow network (temporary layout) key approaches 2030 future baseline and with the Proposed Scheme junction capacity assessment results (scenario 2, PM peak)

Junction/approach		Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
17:00-18:00		2030 future baseline (existing layout)			Proposed Scheme scenario 2 (temporary layout)		
A665 Pin Mill Brow/A665 Mancunian Way	A665 Pin Mill Brow (north)	2,213	109%	84	2,271	87%	49
	A665 Pin Mill Brow (south)	1,694	98%	25	-	-	-
	A635 Mancunian Way	1,474	98%	23	3,607	83%	47
A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street	A665 Pin Mill Brow	1,187	52%	12	2,979	99%	43
	A635 Ashton Old Road	910	48%	14	948	140%	175
	A665 Chancellor Lane	1,446	116%	121	-	-	-
	A635 Fairfield Street	145	15%	1	-	-	-
A665 Chancellor Lane/A665 Midland Street	A665 Chancellor Lane (north)	609	0%	0	3,137	140%	315
	A665 Midland Street	8	4%	0	503	136%	84
	A665 Chancellor Lane (south)	1,532	79%	2	1,532	135%	244
A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street	A635 Mancunian Way (north)	1,026	71%	27	-	-	-
	A635 Fairfield Street	640	32%	5	3,982	98%	63
	A635 Mancunian Way (south)	1,675	148%	222	1,750	125%	219
	B6469 Fairfield Street	274	101%	17	278	36%	2

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- 18.3.473 At the A665 Pin Mill Brow/A635 Mancunian Way junction, 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 over capacity in the future baseline and close to capacity with the Proposed Scheme.
- 18.3.474 The change in traffic due to construction of the Proposed Scheme will increase the DoS on the A665 Pin Mill Brow (north) approach from 61% in the future baseline to 115%, with a corresponding change in queue length from 27 PCU in the future baseline to 108 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.
- 18.3.475 At the A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street junction, the assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the Proposed Scheme.
- 18.3.476 The change in traffic due to construction of the Proposed Scheme in will increase the DoS on the A665 Pin Mill Brow approach from 58% in the future baseline to 125% in the AM peak hour, with a corresponding change in queue length from 15 PCU in the future baseline to 148 PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the A665 Pin Mill Brow approach from 52% in the future baseline to 99%, with a corresponding change in queue length from 12 PCU in the future baseline to 43 PCU. The change in traffic due to construction of the Proposed Scheme will also increase the DoS on the A635 Ashton Old Road approach from 48% in the future baseline to 140%, with a corresponding change in queue length from 14 PCU in the future baseline to 175 PCU.
- 18.3.477 At the A665 Chancellor Lane/A665 Midland Street junction, the assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and 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.
- 18.3.478 The change in traffic due to construction of the Proposed Scheme in will increase the DoS on the A665 Chancellor Lane (north) approach from 0% in the future baseline to 124% in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to 221 PCU. The change in traffic due to construction of the Proposed Scheme in will also increase the DoS on the A665 Chancellor Lane (south) approach from 56% in the future baseline to 117% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to 124 PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme in will increase the DoS on the A665 Chancellor Lane (north) approach from 0% in the future baseline to 140% in the PM peak hour, with a corresponding change in queue length from no queue in the future baseline to 315 PCU. The change in traffic due to construction of the Proposed Scheme in will also increase the DoS on the A665 Midland Street approach from 4% in the future baseline to 136% in the PM peak hour, with a corresponding change in queue length from no queue in the future baseline to

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84 PCU. The change in traffic due to construction of the Proposed Scheme in will also increase the DoS on the A665 Chancellor Lane (south) approach from 79% in the future baseline to 135% in the PM peak hour, with a corresponding change in queue length from two PCU in the future baseline to 244 PCU.

18.3.479 At the A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street junction, the assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the Proposed Scheme.

18.3.480 The change in traffic due to construction of the Proposed Scheme will increase the DoS on the A635 Fairfield Street approach from 58% in the future baseline to 110% in the AM peak hour, with a corresponding change in queue length from eight PCU in the future baseline to 84 PCU. The change in traffic due to construction of the Proposed Scheme will also increase the DoS on the A635 Mancunian Way (south) approach from 78% in the future baseline to 131% in the AM peak hour, with a corresponding change in queue length from 47 PCU in the future baseline to 267 PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the A635 Fairfield Street approach from 32% in the future baseline to 98%, with a corresponding change in queue length from five PCU in the future baseline to 63 PCU.

Table 18-156: A665 Pin Mill Brow realignment/A635 Mancunian Way northbound realignment junction 2030 with the Proposed Scheme junction capacity assessment results (scenario 2)

Approach	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00			
Proposed Scheme scenario 2 (temporary layout)			
A665 Pin Mill Brow realignment (nearside) (ahead)	109	16%	2
A665 Pin Mill Brow realignment (offside) (ahead)	1,242	115%	84
A665 Pin Mill Brow realignment (centre) (ahead)	894	88%	22
A635 Mancunian Way northbound realignment (nearside) (left)	1,508	78%	22
A635 Mancunian Way northbound realignment (centre 1) (left)	964	46%	3
A635 Mancunian Way northbound realignment (centre 2) (right)	838	80%	13
A635 Mancunian Way northbound realignment (offside) (right)	64	6%	1
17:00–18:00			
Proposed Scheme scenario 2 (temporary layout)			
A665 Pin Mill Brow realignment (nearside) (ahead)	352	33%	6
A665 Pin Mill Brow realignment (offside) (ahead)	1,233	87%	29
A665 Pin Mill Brow realignment (centre) (ahead)	686	55%	13
A635 Mancunian Way northbound realignment (nearside) (left)	1,661	83%	18
A635 Mancunian Way northbound realignment (centre 1) (left)	1,238	58%	10

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Approach	Flow, PCU/hr	DoS	Q, PCU
A635 Mancunian Way northbound realignment (centre 2) (right)	588	82%	16
A635 Mancunian Way northbound realignment (offside) (right)	120	19%	3

Table 18-157: A665 Pin Mill Brow realignment/A635 Ashton Old Road realignment/A665 Chancellor Lane junction 2030 with the Proposed Scheme junction capacity assessment results (scenario 2)

Approach	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00			
Proposed Scheme scenario 2 (temporary layout)			
A665 Pin Mill Brow realignment (nearside) (left)	806	41%	0
A665 Pin Mill Brow realignment (offside) (ahead)	1,383	125%	119
A665 Pin Mill Brow realignment (centre) (ahead)	958	96%	28
A635 Ashton Old Road realignment (nearside) (left)	432	40%	0
A635 Ashton Old Road realignment (offside) (left)	1,194	102%	62
17:00-18:00			
Proposed Scheme scenario 2 (temporary layout)			
A665 Pin Mill Brow realignment (nearside) (left)	790	36%	0
A665 Pin Mill Brow realignment (offside) (ahead)	1,383	99%	35
A665 Pin Mill Brow realignment (centre) (ahead)	806	61%	8
A635 Ashton Old Road realignment (nearside) (left)	25	4%	1
A635 Ashton Old Road realignment (offside) (left)	923	140%	175

Table 18-158: A635 Chancellor Lane diversion/A665 Midland Street junction 2030 with the Proposed Scheme junction capacity assessment results (scenario 2)

Approach	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00			
Proposed Scheme scenario 2 (temporary layout)			
A665 Chancellor Lane (north) (nearside) (left and ahead)	1,815	124%	143
A665 Chancellor Lane (north) (centre) (right)	885	96%	29
A665 Chancellor Lane (north) (offside) (right)	1,267	103%	50
A665 Midland Street (left and right)	90	34%	2
A665 Chancellor Lane (south) (nearside) (ahead)	546	117%	59
A665 Chancellor Lane (south) (offside) (ahead and right)	597	116%	64
17:00-18:00			
Proposed Scheme scenario 2 (temporary layout)			
A665 Chancellor Lane (north) (nearside) (left and ahead)	885	95%	23
A665 Chancellor Lane (north) (centre) (right)	1,228	140%	184
A665 Chancellor Lane (north) (offside) (right)	1,024	120%	108
A665 Midland Street (left and right)	503	136%	84

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Approach	Flow, PCU/hr	DoS	Q, PCU
A665 Chancellor Lane (south) (nearside) (ahead)	728	135%	117
A665 Chancellor Lane (south) (offside) (ahead and right)	804	135%	127

Table 18-159: A635 Mancunian Way/A635 Fairfield Street diversion/B6469 Fairfield Street diversion junction 2030 with the Proposed Scheme junction capacity assessment results (scenario 2)

Approach	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00			
Proposed Scheme scenario 2 (temporary layout)			
A635 Fairfield Street diversion (nearside) (left)	1,667	78%	2
A635 Fairfield Street diversion (centre 1) (left)	139	5%	0
A635 Fairfield Street diversion (centre 2) (ahead)	489	92%	18
A635 Fairfield Street diversion (centre 3) (right)	799	110%	61
A635 Fairfield Street diversion (offside) (right)	176	26%	4
A635 Mancunian Way (nearside and centre) (left and ahead)	1,612	131%	255
A635 Mancunian Way (offside) (ahead)	626	51%	12
B6469 Fairfield Street diversion (left)	232	30%	1
17:00-18:00			
Proposed Scheme scenario 2 (temporary layout)			
A635 Fairfield Street diversion (nearside) (left)	1,855	69%	1
A635 Fairfield Street diversion (centre 1) (left)	41	1%	0
A635 Fairfield Street diversion (centre 2) (ahead)	428	98%	10
A635 Fairfield Street diversion (centre 3) (right)	838	98%	27
A635 Fairfield Street diversion (offside) (right)	820	97%	26
A635 Mancunian Way (nearside and centre) (left and ahead)	1,593	125%	217
A635 Mancunian Way (offside) (ahead)	157	12%	2
B6469 Fairfield Street diversion (left)	278	36%	2

Permanent layout

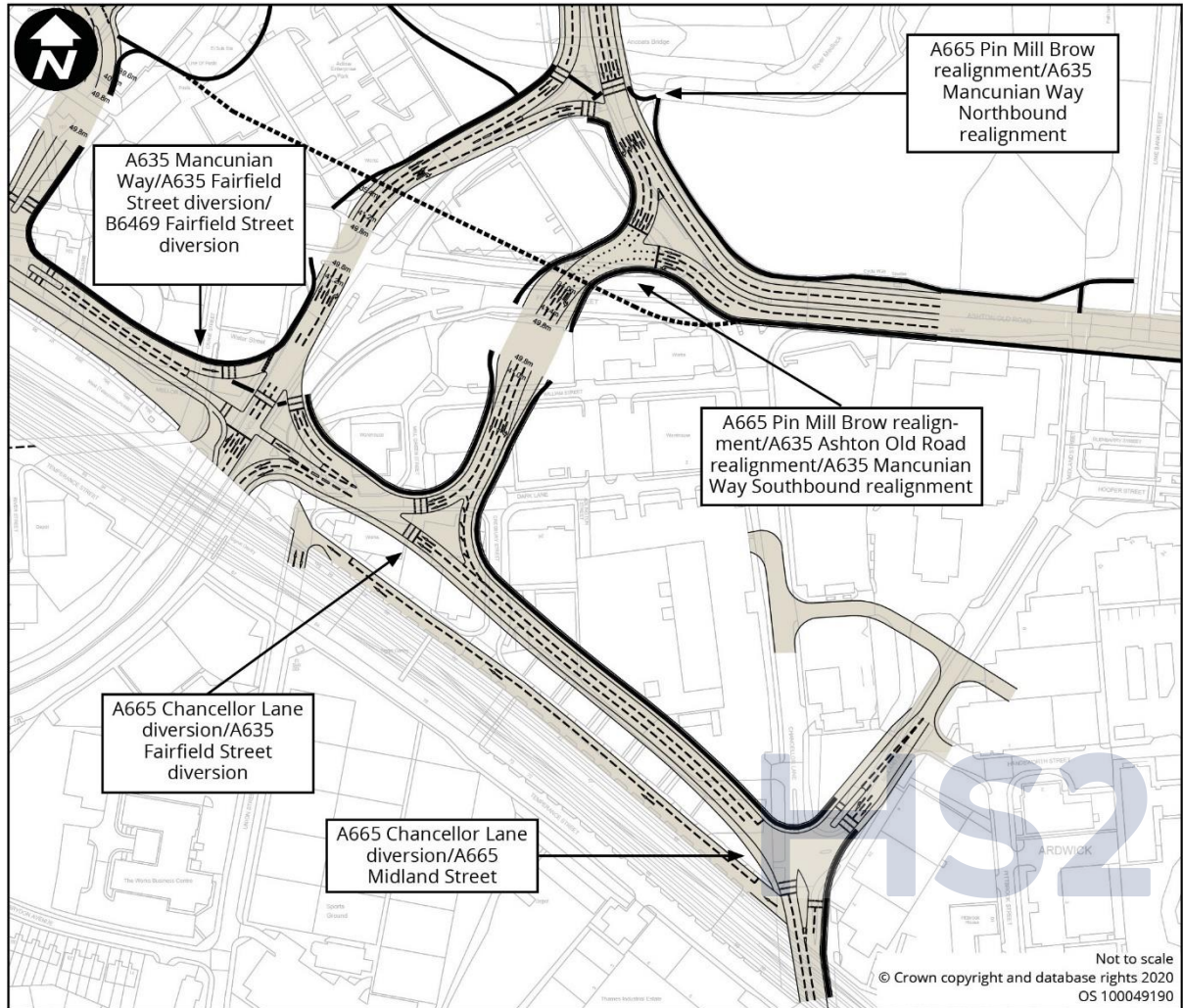
18.3.481 The A635/A665 Pin Mill Brow network will be modified as part of the Proposed Scheme. A new gyratory system will be introduced between the A635 Mancunian Way, the A635 Fairfield Street, the A665 Pin Mill Brow and the A665 Chancellor Lane, known as the A635/A665 Pin Mill Brow gyratory. The permanent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

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

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18.3.482 Figure 18-47 shows the permanent layout introduced as part of the Proposed Scheme.

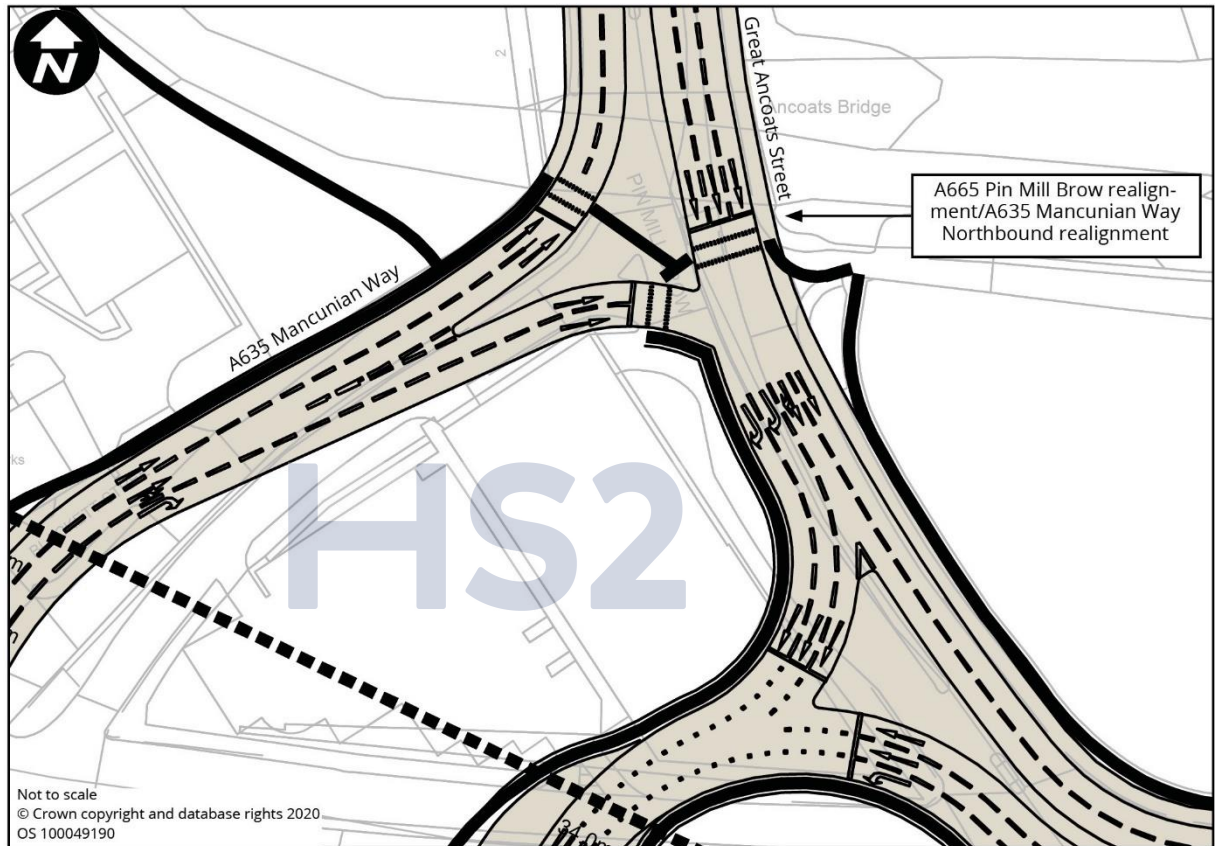
Figure 18-47: Junction layout diagram (A635/A665 Pin Mill Brow gyratory permanent layout)



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

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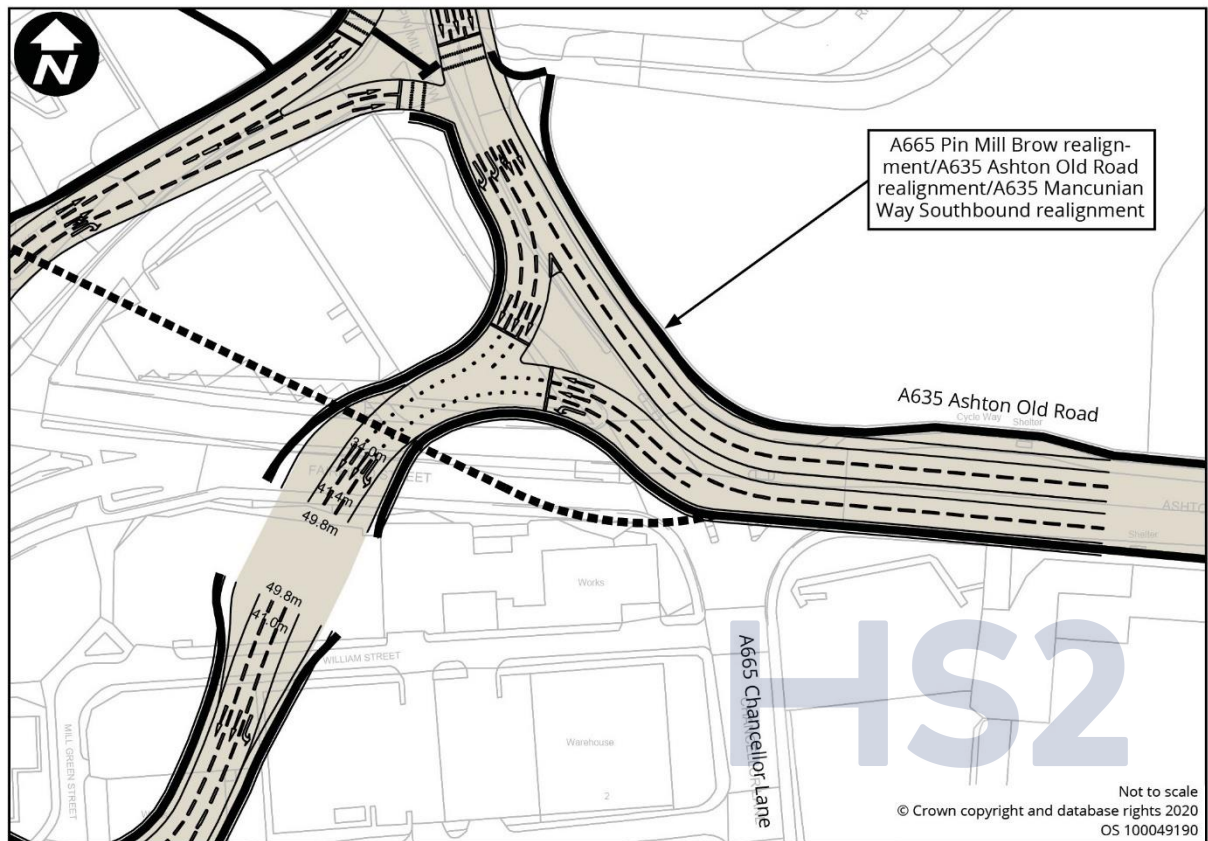
Figure 18-48: Junction layout diagram (A635/A665 Pin Mill Brow realignment/A635 Mancunian Way northbound realignment, permanent layout)



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

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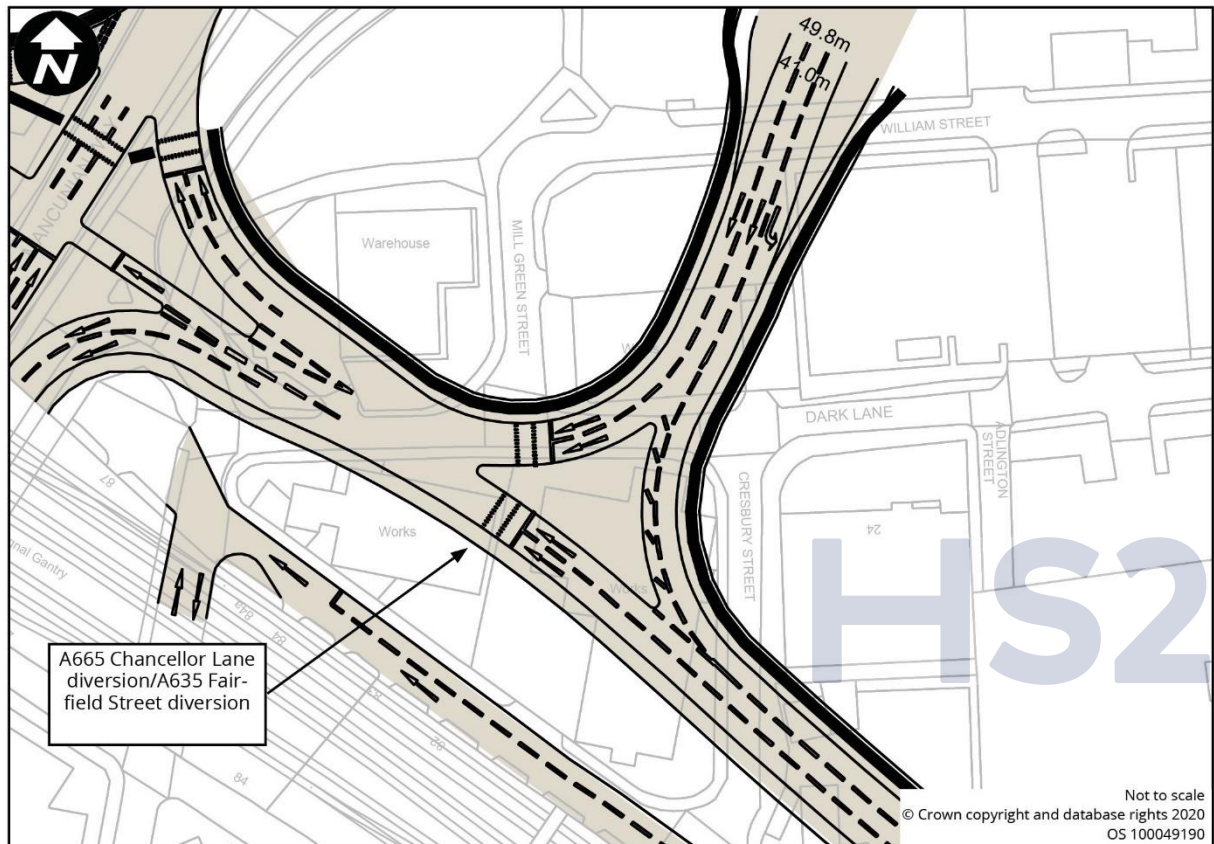
Figure 18-49: Junction layout diagram (A665 Pin Mill Brow realignment/A635 Ashton Old Road realignment/A635 Mancunian Way southbound realignment, permanent layout)



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

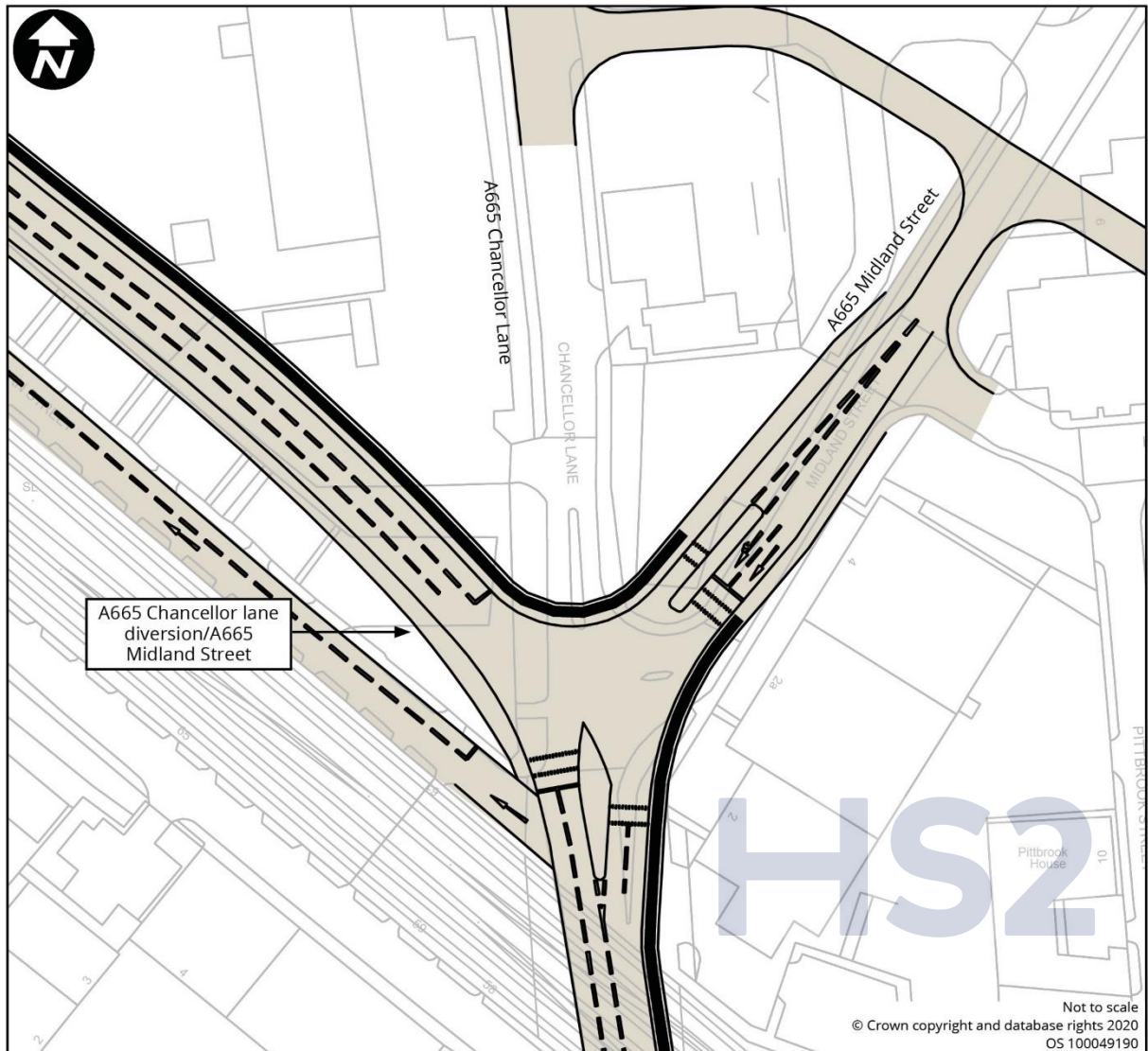
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Figure 18-50: Junction layout diagram (A665 Chancellor Lane diversion/A635 Fairfield Street diversion, permanent layout)



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

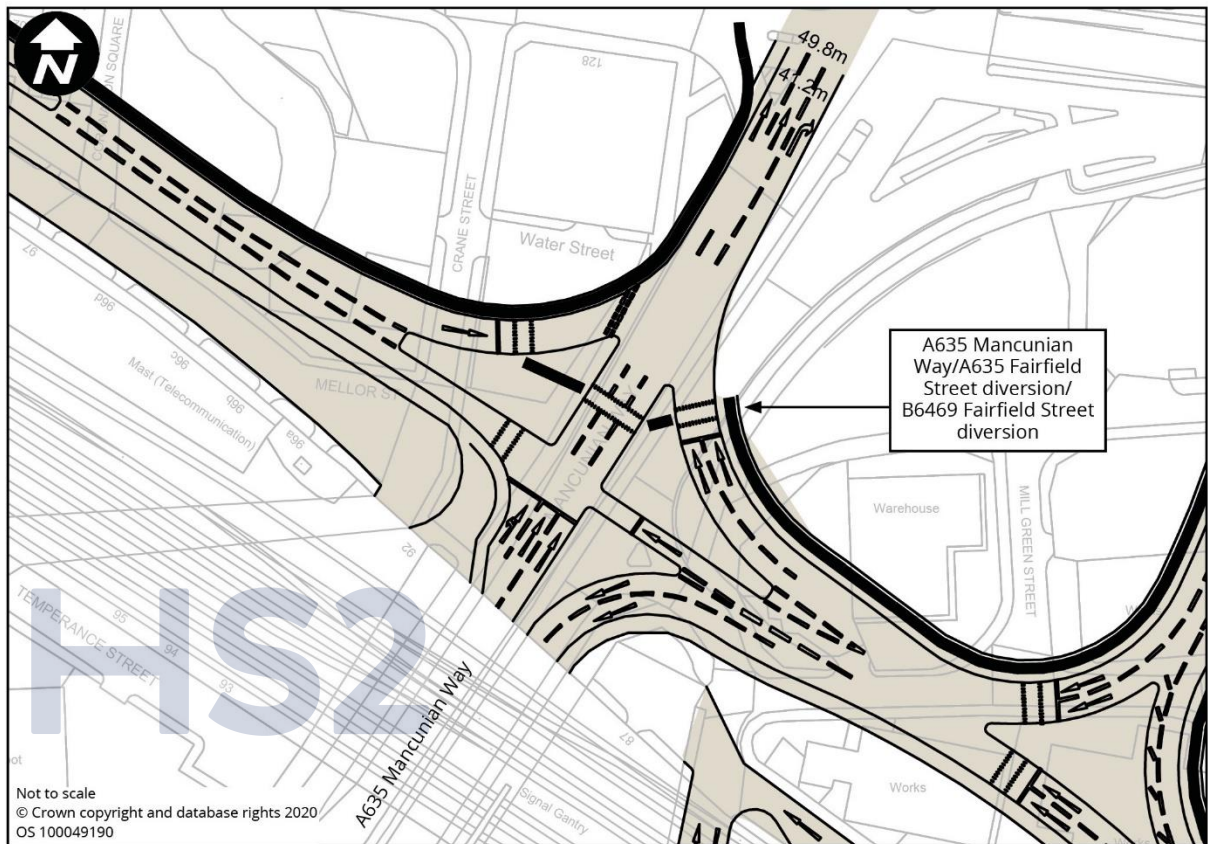
Figure 18-51: Junction layout diagram (A665 Chancellor Lane/A665 Midland Street, permanent layout)



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

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



18.3.488 The permanent junction layouts will be introduced during construction scenario 3 and have therefore been assessed for scenario 3 and scenario 4 AM and PM peak hours. A summary of performance for the main approaches is shown in Table 18-160 and Table 18-161, while the results for each lane of the individual junctions are included in Table 18-162, Table 18-163, Table 18-164, Table 18-165 and Table 18-166.

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Table 18-160: A635/A665 Pin Mill Brow gyratory key approaches 2030 future baseline and with the Proposed Scheme junction capacity assessment results (scenarios 3 and 4, AM peak)

Junction/approach		Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00		2030 future baseline (existing layout)			Proposed Scheme scenario 3 (proposed layout)			Proposed Scheme scenario 4 (proposed layout)		
A665 Pin Mill Brow/A665 Mancunian Way	A665 Pin Mill Brow (north)	2,188	61%	27	2,238	85%	42	2,240	86%	44
	A665 Pin Mill Brow (south)	1,215	96%	19	-	-	-	-	-	-
	A635 Mancunian Way	1,502	94%	45	3,637	76%	55	3,639	76%	54
A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street	A665 Pin Mill Brow	1,337	58%	15	2,334	97%	51	2,336	94%	47
	A635 Ashton Old Road	1,473	111%	64	1,618	102%	70	1,617	106%	96
	A665 Chancellor Lane	1,073	116%	101	-	-	-	-	-	-
	A635 Fairfield Street	764	94%	26	-	-	-	-	-	-
A635 Fairfield Street diversion/A665 Chancellor Lane diversion	A635 Fairfield Street diversion	-	-	-	3,952	94%	50	3,953	94%	46
	A665 Chancellor Lane diversion	-	-	-	1,132	120%	138	1,126	111%	100
A665 Chancellor Lane/A665 Midland Street	A665 Chancellor Lane	1,306	0%	0	1,833	115%	138	1,823	112%	125
	A665 Midland Street	1	0%	0	104	55%	3	98	52%	3
	A665 Chancellor Lane	1,143	56%	1	1,143	96%	17	1,143	96%	17
A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street	A635 Mancunian Way (north)	851	134%	121	-	-	-	-	-	-
	A635 Fairfield Street	915	58%	8	3,251	106%	123	3,256	112%	153
	A635 Mancunian Way (south)	2,164	78%	47	2,203	121%	212	2,211	121%	210
	B6469 Fairfield Street	228	88%	9	230	30%	1	229	30%	1

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Table 18-161: A635/A665 Pin Mill Brow gyratory key approaches 2030 future baseline and with the Proposed Scheme junction capacity assessment results (scenarios 3 and 4, PM peak)

Junction/approach		Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
17:00-18:00		2030 future baseline (existing layout)			Proposed Scheme scenario 3 (proposed layout)			Proposed Scheme scenario 4 (proposed layout)		
A665 Pin Mill Brow/A665 Mancunian Way	A665 Pin Mill Brow (north)	2,213	109%	84	2,263	76%	39	2,260	73%	37
	A665 Pin Mill Brow (south)	1,694	98%	25	-	-	-	-	-	-
	A635 Mancunian Way	1,474	98%	23	3,846	74%	51	3,846	75%	48
A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street	A665 Pin Mill Brow	1,187	52%	12	2,181	50%	29	2,179	54%	22
	A635 Ashton Old Road	910	48%	14	935	116%	87	934	104%	51
	A665 Chancellor Lane	1,446	116%	121	-	-	-	-	-	-
	A635 Fairfield Street	145	15%	1	-	-	-	-	-	-
A635 Fairfield Street diversion/A665 Chancellor Lane diversion	A635 Fairfield Street diversion	-	-	-	3,116	99%	52	3,113	102%	80
	A665 Chancellor Lane diversion	-	-	-	1,745	142%	297	1,737	136%	253
A665 Chancellor Lane/A665 Midland Street	A665 Chancellor Lane	609	0%	0	903	75%	16	891	80%	17
	A665 Midland Street	8	4%	0	518	92%	17	509	114%	50
	A665 Chancellor Lane	1,532	79%	2	1,532	123%	129	1,533	105%	60
A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street	A635 Mancunian Way (north)	1,026	71%	27	-	-	-	-	-	-
	A635 Fairfield Street	640	32%	5	3,958	108%	126	3,959	113%	157
	A635 Mancunian Way (south)	1,675	148%	222	1,723	134%	265	1,729	134%	264
	B6469 Fairfield Street	274	101%	17	275	33%	2	275	33%	2

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- 18.3.489 At the A665 Pin Mill Brow/A635 Mancunian Way junction, 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 over capacity in the future baseline and within capacity with the Proposed Scheme.
- 18.3.490 In scenario 4, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the A665 Pin Mill Brow (north) approach from 61% in the future baseline to 86% in the AM peak hour, with a corresponding change in queue length from 27 PCU in the future baseline to 44 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.
- 18.3.491 At the A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street junction, the assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the Proposed Scheme.
- 18.3.492 In scenario 3, the change in traffic due to construction of the Proposed Scheme in will increase the DoS on the A665 Pin Mill Brow approach from 58% in the future baseline to 97% in the AM peak hour, with a corresponding change in queue length from 15 PCU in the future baseline to 51 PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the A635 Ashton Old Road approach from 48% in the future baseline to 116%, with a corresponding change in queue length from 14 PCU in the future baseline to 87 PCU.
- 18.3.493 At the new A635 Fairfield Street diversion/A665 Chancellor Lane diversion junction, this junction operates over capacity with the Proposed Scheme with a maximum DoS of 120% on the A665 Chancellor Lane diversion approach in the AM peak hour with an associated queue length of 138 PCU. In the PM peak hour, the maximum DoS of 142% is on the A665 Chancellor Lane diversion approach, with a queue length of 297 PCU.
- 18.3.494 At the A665 Chancellor Lane/A665 Midland Street junction, the assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and 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.
- 18.3.495 In scenario 3, the change in traffic due to construction of the Proposed Scheme in will increase the DoS on the A665 Chancellor Lane (north) approach from 0% in the future baseline to 115% in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to 138 PCU. The change in traffic due to construction of the Proposed Scheme will also increase the DoS on the A665 Chancellor Lane (south) approach from 56% in the future baseline to 96% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to 17 PCU. In the PM peak hour, the

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change in traffic due to construction of the Proposed Scheme in scenario 5 will increase the DoS on the A665 Midland Street approach from 4% in the future baseline to 114%, with a corresponding change in queue length from no queue in the future baseline to 50 PCU. The change in traffic due to construction of the Proposed Scheme in scenario 3 will increase the DoS on the A665 Chancellor Lane (south) approach from 79% in the future baseline to 123% in the PM peak hour, with a corresponding change in queue length from two PCU in the future baseline to 129 PCU.

- 18.3.496 At the A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street junction, the assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the Proposed Scheme.
- 18.3.497 In scenario 4, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the A635 Fairfield Street approach from 58% in the future baseline to 112% in the AM peak hour, with a corresponding change in queue length from eight PCU in the future baseline to 153 PCU. The change in traffic due to construction of the Proposed Scheme will also increase the DoS on the A635 Mancunian Way (south) approach from 78% in the future baseline to 121% in the AM peak hour, with a corresponding change in queue length from 47 PCU in the future baseline to 210 PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the A635 Fairfield Street approach from 32% in the future baseline to 113%, with a corresponding change in queue length from five PCU in the future baseline to 157 PCU.

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Table 18-162: A665 Pin Mill Brow realignment/A635 Mancunian Way northbound realignment junction 2030 future baseline and with the Proposed Scheme junction capacity assessment results (scenarios 3 and 4)

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00	Proposed Scheme scenario 3 (permanent layout)			Proposed Scheme scenario 4 (permanent layout)		
A665 Pin Mill Brow realignment (nearside) (ahead)	1,349	85%	27	1,349	86%	28
A665 Pin Mill Brow realignment (centre) (ahead)	417	35%	7	399	35%	7
A665 Pin Mill Brow realignment (offside) (ahead)	472	40%	8	492	42%	9
A635 Mancunian Way northbound realignment (nearside) (left)	1,258	71%	11	1,241	70%	11
A635 Mancunian Way northbound realignment (centre 1) (left)	1,491	75%	17	1,508	76%	15
A635 Mancunian Way northbound realignment (centre 2) (right)	433	72%	13	435	70%	13
A635 Mancunian Way northbound realignment (offside) (right)	455	76%	14	455	74%	14
17:00-18:00	Proposed Scheme scenario 3 (permanent layout)			Proposed Scheme scenario 4 (permanent layout)		
A665 Pin Mill Brow realignment (nearside) (ahead)	1,200	76%	22	1,199	73%	21
A665 Pin Mill Brow realignment (centre) (ahead)	481	38%	8	489	37%	8
A665 Pin Mill Brow realignment (offside) (ahead)	582	45%	10	572	43%	9
A635 Mancunian Way northbound realignment (nearside) (left)	1,391	70%	16	1,393	71%	16
A635 Mancunian Way northbound realignment (centre 1) (left)	1,756	74%	20	1,755	75%	17
A635 Mancunian Way northbound realignment (centre 2) (right)	381	59%	7	373	59%	7
A635 Mancunian Way northbound realignment (offside) (right)	318	60%	8	325	64%	9

Table 18-163: A665 Pin Mill Brow realignment/A635 Ashton Old Road realignment/A635 Mancunian Way southbound realignment junction 2030 with the Proposed Scheme junction capacity assessment results (scenarios 3 and 4)

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00	Proposed Scheme scenario 3 (permanent layout)			Proposed Scheme scenario 4 (permanent layout)		
A665 Pin Mill Brow realignment (nearside) (ahead)	1,383	97%	40	1,383	94%	36
A665 Pin Mill Brow realignment (offside) (ahead)	448	40%	4	430	37%	4

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A665 Pin Mill Brow realignment (centre) (ahead)	503	45%	7	523	45%	7
A635 Ashton Old Road realignment (nearside and centre) (ahead)	938	102%	42	934	106%	59
A635 Ashton Old Road realignment (offside) (ahead)	680	96%	28	683	102%	37
17:00-18:00	Proposed Scheme scenario 3 (permanent layout)		Proposed Scheme scenario 4 (permanent layout)			
A665 Pin Mill Brow realignment (nearside) (ahead)	860	50%	1	860	52%	2
A665 Pin Mill Brow realignment (offside) (ahead)	616	44%	13	589	44%	4
A665 Pin Mill Brow realignment (centre) (ahead)	705	50%	15	730	54%	15
A635 Ashton Old Road realignment (nearside and centre) (ahead)	449	105%	31	444	95%	19
A635 Ashton Old Road realignment (offside) (ahead)	486	116%	55	490	104%	32

Table 18-164: A665 Chancellor Lane diversion/A635 Fairfield Street diversion 2030 with the Proposed Scheme junction capacity assessment results (scenarios 3 and 4)

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00	Proposed Scheme scenario 3 (permanent layout)		Proposed Scheme scenario 4 (permanent layout)			
A635 Fairfield Street diversion (nearside) (left and ahead)	1,833	0%	0	1,823	0%	0
A635 Fairfield Street diversion (centre) (ahead)	1,258	94%	31	1,247	94%	27
A635 Fairfield Street diversion (offside) (ahead)	861	65%	19	883	68%	19
A665 Chancellor Lane diversion (nearside) (ahead)	544	119%	65	542	110%	47
A665 Chancellor Lane diversion (offside) (ahead)	588	120%	73	584	111%	52
17:00-18:00	Proposed Scheme scenario 3 (permanent layout)		Proposed Scheme scenario 4 (permanent layout)			
A635 Fairfield Street diversion (nearside) (left and ahead)	903	0%	0	891	0%	0
A635 Fairfield Street diversion (centre) (ahead)	1,235	99%	39	1,217	102%	63
A635 Fairfield Street diversion (offside) (ahead)	978	78%	13	1,005	84%	17
A665 Chancellor Lane diversion (nearside) (ahead)	771	133%	127	771	124%	103
A665 Chancellor Lane diversion (offside) (ahead)	974	142%	170	966	136%	150

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Table 18-165: A635 Chancellor Lane diversion/A665 Midland Street junction 2030 with the Proposed Scheme junction capacity assessment results (scenarios 3 and 4)

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	Proposed Scheme scenario 3 (permanent layout)			Proposed Scheme scenario 4 (permanent layout)		
A665 Chancellor Lane diversion (left and ahead)	1,833	115%	138	1,823	112%	125
A665 Midland Street (left and right)	104	55%	3	98	52%	3
A665 Chancellor Lane (south) (nearside) (ahead)	535	36%	4	533	36%	4
A665 Chancellor Lane (south) (offside) (ahead and right)	608	96%	12	610	96%	12
17:00–18:00	Proposed Scheme scenario 3 (permanent layout)			Proposed Scheme scenario 4 (permanent layout)		
A665 Chancellor Lane diversion (left and ahead)	903	75%	16	891	80%	17
A665 Midland Street (left and right)	518	92%	17	509	114%	50
A665 Chancellor Lane (south) (nearside) (ahead)	646	56%	11	646	51%	9
A665 Chancellor Lane (south) (offside) (ahead and right)	886	123%	118	887	105%	51

Table 18-166: A635 Mancunian Way/A635 Fairfield Street diversion/B6469 Fairfield Street diversion junction 2030 future baseline and with the Proposed Scheme junction capacity assessment results (scenarios 3 and 4)

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	Proposed Scheme scenario 3 (permanent layout)			Proposed Scheme scenario 4 (permanent layout)		
A635 Fairfield Street diversion (nearside) (left)	1,259	70%	39	1,248	68%	38
A635 Fairfield Street diversion (centre 1) (left)	517	27%	10	539	28%	12
A635 Fairfield Street diversion (centre 2) (ahead)	204	54%	6	204	54%	6
A635 Fairfield Street diversion (centre 3) (right)	607	100%	27	609	106%	40
A635 Fairfield Street diversion (offside) (right)	664	106%	41	656	112%	58
A635 Mancunian Way (nearside and centre) (left and ahead)	1,603	121%	202	1,602	121%	200
A635 Mancunian Way (offside) (ahead)	600	45%	10	609	46%	10
B6469 Fairfield Street diversion (left)	230	30%	1	229	30%	1
17:00–18:00	Proposed Scheme scenario 3 (permanent layout)			Proposed Scheme scenario 4 (permanent layout)		
A635 Fairfield Street diversion (nearside) (left)	1,239	66%	37	1,221	66%	37
A635 Fairfield Street diversion (centre 1) (left)	621	32%	0	647	33%	0
A635 Fairfield Street diversion (centre 2) (ahead)	174	31%	4	174	32%	4
A635 Fairfield Street diversion (centre 3) (right)	842	99%	29	842	103%	42
A635 Fairfield Street diversion (offside) (right)	1,082	108%	57	1,075	113%	74

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A635 Mancunian Way (nearside and centre) (left and ahead)	1,587	134%	263	1,585	134%	262
A635 Mancunian Way (offside) (ahead)	136	11%	2	144	12%	2
B6469 Fairfield Street diversion (left)	275	33%	2	275	33%	2

A665 Chancellor Lane/Dark Lane

18.3.498 Table 18-167 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The junction will be removed prior to scenario 2 and has therefore only been assessed for the utilities scenario and scenario 1 AM and PM peak hours.

Table 18-167: A665 Chancellor Lane/Dark 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
08:00-09:00	2030 future baseline			Proposed Scheme utilities scenario			Proposed Scheme scenario 1		
A665 Chancellor Lane (north) (ahead and right)	1,813	77%	3	1,253	73%	3	1,839	83%	15
A665 Chancellor Lane (south) (left and ahead)	1,029	0%	0	1,003	0%	0	1,029	0%	0
Dark Lane	44	8%	0	126	22%	0	53	10%	0
17:00-18:00	2030 future baseline			Proposed Scheme utilities scenario			Proposed Scheme scenario 1		
A665 Chancellor Lane (north) (ahead and right)	881	36%	0	1,076	50%	1	904	42%	1
A665 Chancellor Lane (south) (left and ahead)	1,238	0%	0	928	0%	0	1,238	0%	0
Dark Lane	211	40%	0	108	28%	0	220	41%	0

18.3.499 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 well within capacity in both the future baseline and with the Proposed Scheme.

18.3.500 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.

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

- 18.3.501 Table 18-168 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-168: A34 Oxford Street/B6469 Whitworth Street West/B6469 Whitworth Street 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 Oxford Road (north)	125	21%	2	138	23%	2	128	21%	2	162	27%	2	137	23%	2	135	22%	2
B6469 Whitworth Street	488	51%	8	470	49%	8	473	49%	8	460	48%	8	468	49%	8	503	52%	9
A34 Oxford Street (south)	398	65%	5	392	64%	5	392	64%	5	384	63%	5	365	59%	5	411	68%	5
B6469 Whitworth Street West	347	40%	5	325	37%	5	303	35%	5	308	35%	5	315	36%	5	337	39%	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		
A34 Oxford Road (north)	593	91%	9	598	92%	9	591	91%	9	595	92%	9	590	91%	9	594	92%	9
B6469 Whitworth Street	551	65%	9	593	70%	10	620	73%	11	549	65%	9	50	65%	9	577	68%	10
A34 Oxford Street (south)	244	129%	3	244	130%	3	244	134%	3	244	130%	3	244	134%	3	244	133%	3
B6469 Whitworth Street West	202	37%	4	198	36%	4	199	37%	4	202	37%	4	192	35%	4	199	37%	4

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- 18.3.502 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 over capacity in both the future baseline and with the Proposed Scheme.
- 18.3.503 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.
- 18.3.504 In scenarios 1 and 3, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A34 Oxford Street (south) approach from 129% in the future baseline to 134%, with no change in corresponding queue length.

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

- 18.3.505 Table 18-169 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. It should be noted that the modelling forecasts no use of A5103 Lower Mosley Street although in practice it is likely there will be some, but very limited, use.

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Table 18-169: A5103 Albion Street/A5103 Lower Mosley Street/Great Bridgewater Street 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		
A5103 Lower Mosley Street	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
Great Bridgewater Street (east)	531	41%	6	553	44%	6	571	35%	7	605	47%	7	587	46%	7	569	36%	7
A5103 Albion Street	1,490	85%	25	1,493	86%	25	1,478	85%	25	1,425	82%	24	1,456	84%	24	1,467	84%	25
Great Bridgewater Street (west)	685	102%	6	688	103%	6	684	102%	6	687	103%	6	687	103%	6	687	103%	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		
A5103 Lower Mosley Street	67	5%	1	61	4%	1	52	4%	1	38	3%	1	49	4%	1	57	4%	1
Great Bridgewater Street (east)	1,649	96%	21	1,677	96%	21	1,662	96%	21	1,657	95%	21	1,662	96%	21	1,661	96%	21
A5103 Albion Street	851	45%	14	908	47%	15	906	47%	15	903	46%	15	921	48%	15	895	47%	14
Great Bridgewater Street (west)	162	89%	2	107	92%	2	108	92%	2	109	92%	2	107	92%	2	107	91%	2

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- 18.3.506 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.
- 18.3.507 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 the utilities scenario and 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 Great Bridgewater Street (west) approach from 89% in the future baseline to 92%, with no change in corresponding queue length.

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

- 18.3.508 Table 18-170 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The Water Street approach is a minor arm that is not included within the SATURN model.

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Table 18-170: A57 Regent Road/A57 Dawson Street/A6042 Trinity Way/Water Street 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		
A642 Trinity Way	1,168	53%	23	1,200	55%	24	1,165	53%	23	1,237	57%	25	1,196	55%	24	1,182	54%	24
A57 Dawson Street	3,398	69%	41	3,329	68%	40	3,376	69%	41	3,024	62%	37	3,233	66%	39	3,335	68%	40
Water Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A57 Regent Road	2,104	90%	34	2,061	87%	34	2,070	88%	34	2,071	88%	34	2,045	87%	34	2,081	88%	34
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		
A642 Trinity Way	1,742	90%	33	1,757	91%	33	1,763	91%	33	1,775	92%	33	1,742	90%	33	1,744	90%	33
A57 Dawson Street	2,709	94%	46	2,698	94%	46	2,701	94%	46	2,651	92%	45	2,725	95%	47	2,730	95%	47
Water Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A57 Regent Road	1,868	73%	34	1,866	73%	34	1,866	73%	34	1,863	73%	34	1,861	73%	34	1,859	73%	34

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- 18.3.509 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.
- 18.3.510 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.
- 18.3.511 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 A642 Trinity Way approach from 90% in the future baseline to 92%, with no change in corresponding queue length.

New Sheffield Street/B6469 Fairfield Street diversion

- 18.3.512 New Sheffield Street/B6469 Fairfield Street diversion will be a new junction as part of the Proposed Scheme. It will be a three-arm signalised T-junction. The junction will be implemented during construction of the Proposed Scheme and has therefore been assessed for scenarios 3 and 4 AM and PM peak hours using LinSig software and is shown in Table 18-171.

Table 18-171: New Sheffield Street/B6469 Fairfield Street diversion 2030 with the Proposed Scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	Proposed Scheme scenario 3			Proposed Scheme scenario 4		
New Sheffield Street	0	0.00	0	0	0.00	0
B6469 Fairfield Street diversion (east)	271	0.17	2	270	0.17	2
B6469 Fairfield Street diversion (west)	230	0.17	2	229	0.17	2
17:00–18:00	Proposed Scheme scenario 3			Proposed Scheme scenario 4		
New Sheffield Street	0	0.00	0	0	0.00	0
B6469 Fairfield Street diversion (east)	250	0.14	1	249	0.15	1
B6469 Fairfield Street diversion (west)	275	0.21	3	275	0.21	3

- 18.3.513 The assessment shows that this junction operates well within capacity in scenario 3 and scenario 4, in both the AM and PM peak hour.

A56 Deansgate/A6143 Liverpool Road/Great Bridgewater Street

- 18.3.514 Table 18-172 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-172: A56 Deansgate/A6143 Liverpool Road/Great Bridgewater Street 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 Deansgate (north)	499	34%	11	508	35%	11	498	34%	11	473	32%	11	487	33%	11	499	34%	11
Great Bridgewater Street	317	80%	6	313	90%	5	316	86%	5	303	83%	5	311	84%	5	312	86%	5
A56 Deansgate (south)	1,254	98%	12	1,240	99%	12	1,244	98%	12	1,215	97%	13	1,228	98%	12	1,236	98%	12
A6143 Liverpool Road	439	92%	9	454	93%	9	443	93%	9	451	92%	9	444	93%	9	446	92%	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		
A56 Deansgate (north)	778	100%	8	782	101%	8	783	101%	8	781	101%	8	780	100%	8	779	100%	8
Great Bridgewater Street	597	94%	1	598	95%	1	595	95%	1	590	93%	1	597	95%	1	596	95%	1
A56 Deansgate (south)	587	74%	13	563	71%	13	578	73%	13	574	73%	13	586	74%	13	578	73%	13
A6143 Liverpool Road	493	65%	8	445	59%	7	442	58%	7	453	59%	7	441	58%	7	440	58%	7

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- 18.3.515 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 over capacity in both the future baseline and with the Proposed Scheme.
- 18.3.516 In the utilities scenario, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Great Bridgewater Street approach from 80% in the future baseline to 90% in the AM peak hour, with a corresponding change in queue length from six 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.

B6469 Fairfield Street/Travis Street

- 18.3.517 The B6469 Fairfield Street/Travis Street junction will be temporarily modified as part of the utilities scenario. The utility works include the diversion of the brick sewer in Travis Street during the construction of the mainline station, which will require the temporary closure of the Travis Street (north) approach. The Neild Street approach is a minor arm that is not included within the SATURN model. Table 18-173 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

Table 18-173: B6469 Fairfield Street/Travis Street junction key approaches 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
08:00–09:00	2030 future baseline (existing layout)			Proposed Scheme utilities scenario (proposed layout)		
Travis Street (north)	643	120%	72	-	-	-
B6469 Fairfield Street (east) (nearside) (left and ahead)	308	46%	6	143	16%	2
B6469 Fairfield Street (east) (offside) (right)	39	14%	1	-	-	-
B6469 Fairfield Street (east) (offside) (ahead)	-	-	-	612	66%	9
Neild Street	-	-	-	-	-	-
Travis Street (south)	15	3%	0	0	0%	0
Fairfield Street (west)	530	89%	10	560	79%	6
17:00–18:00	2030 future baseline (existing layout)			Proposed Scheme utilities scenario (proposed layout)		
Travis Street (north)	450	77%	10	-	-	-
B6469 Fairfield Street (east) (nearside) (left and ahead)	353	52%	7	201	23%	2
B6469 Fairfield Street (east) (offside) (right)	35	19%	1	-	-	-
B6469 Fairfield Street (east) (offside) (ahead)	-	-	-	524	56%	7
Neild Street	-	-	-	-	-	-
Travis Street (south)	37	11%	1	0	0%	0

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
Fairfield Street (west)	556	78%	7	609	63%	7

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

18.3.519 The Proposed Scheme will remove the Travis Street (north) approach from the junction which operates over capacity in the AM peak hour of 2030 future baseline. The change in traffic due to construction of the Proposed Scheme will decrease the DoS on the B6469 Fairfield Street (west) approach from 89% in the future baseline to 79% in the AM peak hour, with a corresponding change in queue length from 10 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 DoS and queue lengths.

B6469 Whitworth Street/Sackville Street

18.3.520 Table 18-174 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The Sackville Street (north) approach is a minor arm that is not included within the SATURN model.

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Table 18-174: B6469 Whitworth Street/Sackville Street 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		
B6469 Whitworth Street (east)	806	69%	11	741	63%	11	749	62%	10	563	47%	8	626	51%	9	755	62%	10
Sackville Street (south)	629	60%	10	549	53%	9	584	56%	9	734	71%	12	642	62%	10	652	63%	10
B6469 Whitworth Street (west)	223	28%	2	218	28%	1	205	26%	1	204	26%	2	208	26%	2	175	22%	1
Sackville Street (north)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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		
B6469 Whitworth Street (east)	832	58%	7	717	47%	6	756	50%	6	601	40%	6	752	51%	6	775	52%	6
Sackville Street (south)	572	79%	10	572	79%	10	614	85%	11	622	86%	11	580	80%	10	591	82%	11
B6469 Whitworth Street (west)	270	23%	6	159	14%	3	190	16%	4	251	21%	5	265	22%	6	223	19%	5
Sackville Street (north)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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- 18.3.521 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 the future baseline and close to capacity with the Proposed Scheme.
- 18.3.522 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.
- 18.3.523 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Sackville Street (south) approach from 79% in the future baseline to 86% in the PM peak hour with a corresponding change in queue length from 10 PCUs in the future baseline to 11 PCUs.

A34 Oxford Street/A5103 Portland Street/A5103 Chepstow Street

- 18.3.524 Table 18-175 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-175: A34 Oxford Street/A5103 Portland Street/A5103 Chepstow Street 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 Oxford Street (north)	291	38%	5	284	37%	5	293	38%	5	264	34%	5	282	37%	5	291	38%	5
A5103 Portland Street	733	62%	10	714	59%	10	720	60%	10	731	60%	10	714	59%	10	729	60%	10
A34 Oxford Street (south)	299	86%	5	299	87%	5	299	88%	5	297	88%	5	299	86%	5	298	87%	5
A5103 Chepstow Street	227	31%	4	198	27%	4	194	26%	3	166	23%	3	177	24%	3	194	26%	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 Oxford Street (north)	431	54%	8	483	61%	9	478	60%	8	480	61%	9	477	60%	8	470	59%	8
A5103 Portland Street	625	64%	9	714	59%	10	557	57%	8	537	55%	7	550	56%	8	601	61%	8
A34 Oxford Street (south)	203	145%	3	299	87%	5	197	147%	3	201	146%	3	196	148%	3	198	147%	3
A5103 Chepstow Street	481	65%	9	198	27%	4	460	63%	8	472	64%	8	467	64%	8	470	64%	8

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- 18.3.525 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 over capacity in both the future baseline and with the Proposed Scheme.
- 18.3.526 In scenarios 1 and 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A34 Oxford Street (south) approach from 86% in the future baseline to 88% in the AM peak hour, with no change in corresponding queue length.
- 18.3.527 In scenario 3, the change in traffic due to construction of the Proposed Scheme in the PM peak hour will increase the VoC on the A34 Oxford Street (south) approach from 145% in the future baseline to 148%, with no change in corresponding queue length.

A6 London Road/B6469 Fairfield Street

- 18.3.528 Table 18-176 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-176: A6 London Road/B6469 Fairfield Street 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		
A6 London Road (north)	1,011	84%	14	285	66%	4	786	66%	11	805	70%	11	794	68%	11	787	66%	11
B6469 Fairfield Street (east)	723	101%	12	566	87%	9	625	83%	10	265	35%	4	395	51%	6	688	96%	11
A6 London Road (south)	839	80%	14	565	54%	9	823	79%	13	960	92%	15	911	87%	15	845	81%	14
B6469 Fairfield Street (west)	360	60%	6	453	72%	7	321	49%	5	348	42%	6	314	42%	5	354	59%	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		
A6 London Road (north)	991	58%	15	575	100%	8	921	53%	14	990	62%	15	939	56%	14	1,017	61%	15
B6469 Fairfield Street (east)	404	83%	7	443	74%	7	276	55%	5	69	14%	1	255	51%	4	396	81%	7
A6 London Road (south)	264	21%	4	199	19%	3	207	17%	3	386	31%	6	258	21%	4	272	22%	4
B6469 Fairfield Street (west)	523	98%	9	617	95%	10	582	95%	10	680	86%	11	624	99%	10	538	101%	9

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- 18.3.529 The assessment shows that in the AM peak hour the junction operates over capacity in the future baseline and close to 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.
- 18.3.530 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A6 London Road (south) approach from 80% in the future baseline to 92% in the AM peak hour, with a corresponding change in queue length from 14 PCU in the future baseline to 15 PCU.
- 18.3.531 In the utilities scenario, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A6 London Road (north) approach from 58% in the 2030 future baseline to 100% with a change in queue length from 15 PCU to eight PCU. In scenario 4, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the B6469 Fairfield Street (west) approach from 98% in the future baseline to 101% in the PM peak hour, with no change in queue length.

New Sheffield Street/Helmet Street realignment

- 18.3.532 The New Sheffield Street/Helmet Street realignment junction will be a new junction as part of the Proposed Scheme. It will be a three-arm priority controlled T-junction. The junction will be implemented during construction of the Proposed Scheme and has therefore been assessed for scenarios 3 and 4 AM and PM peak hours using LinSig software. Table 18-177 summarises the performance of the junction as a result of the Proposed Scheme.

Table 18-177: New Sheffield Street/Helmet Street realignment junction 2030 with the Proposed Scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	Proposed Scheme scenario 3 (proposed layout)			Proposed Scheme scenario 4 (proposed layout)		
Helmet Street realignment (left and right)	0	0.00	0	0	0.00	0
New Sheffield Street (south) (ahead and right)	13	0.01	0	13	0.01	0
New Sheffield Street (north) (ahead and left)	1	0.00	0	-	-	-
17:00–18:00	Proposed Scheme scenario 3 (proposed layout)			Proposed Scheme scenario 4 (proposed layout)		
Helmet Street realignment (left and right)	0	0.00	0	0	0.00	0
New Sheffield Street (south) (ahead and right)	70	0.03	0	70	0.03	0
New Sheffield Street (north) (ahead and left)	0	0.00	0	0	0.00	0

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

A5066 Oldfield Road/A57 Regent Road

- 18.3.534 Table 18-178 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-178: A5066 Oldfield Road/A57 Regent 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		
A5066 Oldfield Road (north)	405	106%	9	407	107%	9	410	107%	9	410	108%	9	410	107%	9	409	107%	9
A57 Regent Road (east)	2,126	86%	12	2,110	85%	12	2,132	86%	12	2,046	83%	10	2,105	85%	11	2,121	86%	12
A5066 Oldfield Road (south)	614	103%	14	622	104%	14	613	103%	14	610	103%	14	612	103%	14	612	103%	14
A57 Regent Road (west)	1,948	86%	31	1,941	85%	31	1,930	85%	30	1,935	85%	29	1,922	84%	30	1,949	86%	31
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		
A5066 Oldfield Road (north)	330	97%	9	330	97%	9	330	97%	9	333	97%	9	329	96%	9	329	96%	9
A57 Regent Road (east)	2,063	88%	42	2,071	89%	42	2,057	88%	41	2,080	89%	42	2,065	88%	42	2,068	89%	42
A5066 Oldfield Road (south)	501	91%	14	504	92%	14	507	92%	14	499	91%	14	508	92%	14	508	92%	14
A57 Regent Road (west)	1,578	101%	31	1,576	101%	31	1,588	101%	31	1,583	101%	31	1,585	101%	31	1,580	101%	31

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18.3.535 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.

18.3.536 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A5066 Oldfield Road (north) approach from 106% in the future baseline to 108% 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.

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

18.3.537 Table 18-179 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. Although this junction is a three-arm priority controlled (give way) T-junction, the A665 Great Ancoats Street (north) is a one-way exit arm from the junction and is therefore not reported in the results.

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Table 18-179: A665 Great Ancoats Street/A665 Pin Mill Brow/Helmet Street 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		
A665 Great Ancoats Street (south) (left and ahead)	1,605	0%	0	1,087	0%	0	1,349	0%	0	1,183	0%	0	1,069	0%	0	1,055	0%	0
A665 Great Ancoats Street (south) (ahead)	967	0%	0	864	0%	0	1,120	0%	0	755	0%	0	1,221	0%	0	1,240	0%	0
Helmet Street (left)	1	0%	0	0	0%	0	1	0%	0	286	53%	1	1	0%	0	1	0%	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		
A665 Great Ancoats Street (south) (left and ahead)	1,605	0%	0	1,087	0%	0	1,349	0%	0	1,251	0%	0	1,061	0%	0	1,072	0%	0
A665 Great Ancoats Street (south) (ahead)	967	0%	0	864	0%	0	1,120	0%	0	939	0%	0	1,195	0%	0	1,223	0%	0
Helmet Street (left)	0	0%	0	30	9%	0	0	0%	0	253	45%	1	0	0%	0	0	0%	0

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- 18.3.538 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.
- 18.3.539 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.

A665 Great Ancoats Street/Palmerston Street

- 18.3.540 Table 18-180 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. Although this junction is a three-arm priority controlled (give way) T-junction, the A665 Great Ancoats Street (south) is a one-way exit arm from the junction and is therefore not reported in the results.

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Table 18-180: A665 Great Ancoats Street/Palmerston Street 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		
A665 Great Ancoats Street (north) (left and ahead)	1,342	45%	0	1,019	50%	1	1,352	43%	0	127	6%	0	1,354	47%	0	1,354	47%	0
A665 Great Ancoats Street (north) (ahead)	851	40%	0	1,340	63%	1	889	42%	0	2,123	71%	1	889	42%	0	891	42%	11
Palmerston Street (left)	13	2%	0	76	14%	0	13	2%	0	13	2%	0	13	2%	0	13	2%	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		
A665 Great Ancoats Street (north) (left and ahead)	1,358	47%	0	1,316	52%	1	1,368	51%	1	534	27%	9	1,371	52%	1	1,370	52%	1
A665 Great Ancoats Street (north) (ahead)	685	32%	0	838	40%	0	715	34%	0	1,567	66%	1	722	34%	0	720	34%	0
Palmerston Street (left)	352	62%	1	293	52%	1	352	62%	1	352	63%	1	352	62%	1	352	62%	1

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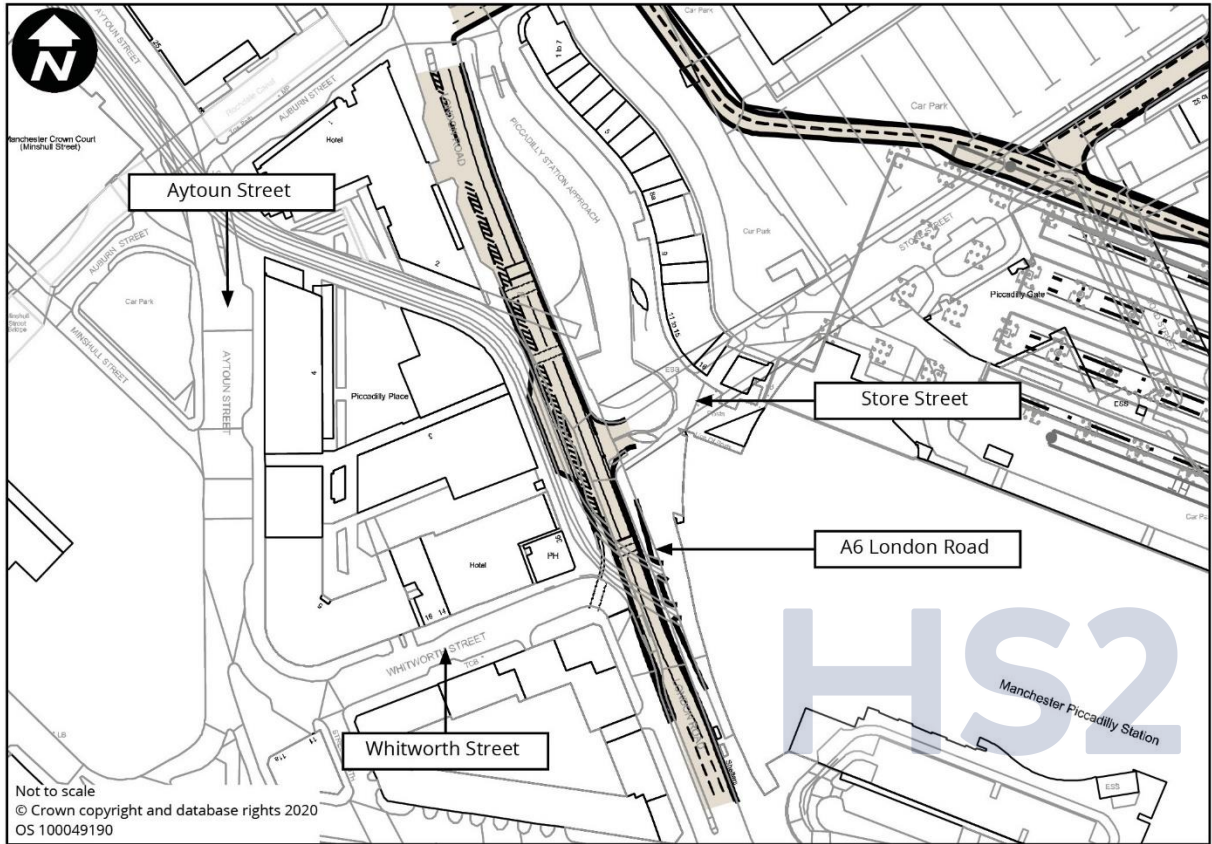
- 18.3.541 The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the Proposed Scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the Proposed Scheme.
- 18.3.542 The change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

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

- 18.3.543 In the Utilities and scenario 1, the A6 London Road/A6 Whitworth Street/Store Street junction will remain as per the existing layout. Although this junction is a five-arm partially signal controlled staggered junction, Whitworth Street (west) is a one-way exit arm from the junction and is therefore not reported in the results. The Tram Signals approach is a minor arm which is not used by traffic and is also not reported in the results.
- 18.3.544 In scenario 2, the junction layout will be temporarily modified by removing the Tram Signals approach to the junction and introducing signals on the A6 London Road (north) approach, to the north of the Store Street approach, in preparation for the realignment of the tram line. Figure 18-53 shows the temporary layout of this junction.
- 18.3.545 In scenario 3, the tram line will be realigned and the Tram Signals approach will be reintroduced to the junction, north of the Store Street approach. Figure 18-53 shows the permanent junction layout introduced as part of the Proposed Scheme. Table 18-181 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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



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Table 18-181: A6 London Road/A6 Whitworth Street/Store Street/Tram Crossing 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 (existing layout)			Proposed Scheme utilities scenario (existing layout)			Proposed Scheme scenario 1 (existing layout)			Proposed Scheme scenario 2 (temporary layout)			Proposed Scheme scenario 3 (permanent layout)			Proposed Scheme scenario 4 (permanent layout)		
A6 London Road (north of Store Street) (nearside bus lane) (ahead)	-	-	-	-	-	-	-	-	-	0	0%	0	0	0%	0	0	0%	0
A6 London Road (north of Store Street) (offside) (ahead)	-	-	-	-	-	-	-	-	-	726	67%	10	726	58%	10	726	58%	10
Store Street (left)	417	73%	1	27	7%	0	27	4%	0	27	7%	0	27	5%	0	27	7%	0
A6 London Road (south of Store Street) (nearside) (ahead)	540	69%	11	113	14%	2	349	44%	6	357	25%	0	364	24%	1	364	24%	1
A6 London Road (south of Store Street) (offside) (ahead)	576	70%	12	129	16%	2	377	46%	7	369	26%	1	362	24%	1	362	24%	1
Whitworth Street (south) (nearside bus lane) (left)	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
Whitworth Street (south) (offside) (left)	883	67%	12	479	37%	4	883	67%	12	883	67%	9	883	61%	9	883	61%	9

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
17:00-18:00	2030 future baseline (existing layout)			Proposed Scheme utilities scenario (existing layout)			Proposed Scheme scenario 1 (existing layout)			Proposed Scheme scenario 2 (temporary layout)			Proposed Scheme scenario 3 (permanent layout)			Proposed Scheme scenario 4 (permanent layout)		
A6 London Road (north of Store Street) (nearside bus lane) (ahead)	-	-	-	-	-	-	-	-	-	0	0%	0	0	0%	0	0	0%	0
A6 London Road (north of Store Street) (offside) (ahead)	-	-	-	-	-	-	-	-	-	696	64%	9	696	55%	10	696	55%	10
Store Street (left)	351	61%	1	27	5%	0	27	5%	0	27	5%	0	27	5%	0	27	5%	0
A6 London Road (south of Store Street) (nearside) (ahead)	493	63%	10	252	32%	4	334	44%	6	342	24%	1	349	23%	1	349	23%	1
A6 London Road (south of Store Street) (offside) (ahead)	527	64%	10	276	33%	2	362	46%	7	354	25%	1	347	23%	1	347	23%	1
Whitworth Street (south) (nearside bus lane) (left)	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
Whitworth Street (south) (offside) (left)	384	29%	3	113	9%	1	384	29%	3	384	29%	2	384	27%	2	384	27%	2

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- 18.3.546 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.
- 18.3.547 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.

A6 Aytoun Street/Minshull Street

- 18.3.548 Table 18-182 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. Although this junction is a three-arm priority controlled (give-way) T-junction, the A6 Aytoun Street (north) is a one-way exit arm from the junction and is therefore not reported in the results.

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Table 18-182: A6 Aytoun Street/Minshull Street 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		
A6 Aytoun Street (south)	1,006	27%	0	482	13%	0	939	26%	0	895	24%	0	919	25%	0	928	25%	0
Minshull Street	261	45%	0	43	6%	0	159	27%	0	160	27%	0	146	25%	0	194	32%	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		
A6 Aytoun Street (south)	338	9%	0	114	3%	0	218	6%	0	328	11%	0	268	7%	0	281	8%	0
Minshull Street	581	87%	1	330	44%	0	455	65%	0	450	94%	1	452	66%	0	545	79%	0

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- 18.3.549 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.
- 18.3.550 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.
- 18.3.551 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 Minshull Street approach from 87% in the future baseline to 94%, with no change in corresponding queue length.

A34 Peter Street/A6042 Mount Street/Mount Street

- 18.3.552 Table 18-183 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. Although this junction is a four-arm signal controlled crossroads, the A6042 Mount Street is a one-way exit arm from the junction and is therefore not reported in the results.

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Table 18-183: A34 Peter Street/A6042 Mount Street/Mount Street 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 Peter Street (east)	292	50%	3	279	48%	3	263	46%	3	246	44%	3	252	44%	3	268	46%	3
Mount Street	181	71%	3	182	72%	3	174	69%	3	166	66%	3	180	71%	3	170	67%	3
A34 Peter Street (west)	638	97%	9	645	98%	9	642	98%	9	644	98%	9	642	98%	9	640	98%	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		
A34 Peter Street (east)	211	39%	2	227	43%	2	214	42%	2	208	42%	2	221	43%	2	225	43%	2
Mount Street	59	28%	1	58	27%	1	76	36%	1	76	36%	1	72	34%	1	67	32%	1
A34 Peter Street (west)	585	89%	9	613	94%	9	614	94%	9	621	95%	9	612	93%	9	609	93%	9

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- 18.3.553 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.
- 18.3.554 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.
- 18.3.555 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 A34 Peter Street (west) approach from 89% in the future baseline to 95%, with no change in corresponding queue length.

A665 Great Ancoats Street/Every Street

- 18.3.556 Table 18-184 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-184: A665 Great Ancoats Street/Every Street 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		
Every Street (left and right)	541	76%	7	931	103%	46	549	76%	7	541	76%	9	542	76%	8	546	76%	8
A665 Great Ancoats Street (east) (nearside) (ahead)	1,736	108%	105	1,087	74%	15	1,593	90%	29	1,784	96%	40	1,258	72%	15	1241	71%	14
A665 Great Ancoats Street (east) (centre and offside) (ahead and right)	969	154%	217	864	98%	24	1,149	156%	242	974	246%	225	1492	152%	254	1509	152%	256
A665 Great Ancoats Street (west) (nearside) (left and ahead)	1,199	158%	265	820	97%	29	1,209	165%	290	127	13%	2	1211	151%	252	1211	151%	249
A665 Great Ancoats Street (west) (offside) (ahead)	617	76%	15	685	75%	15	647	82%	16	1,746	165%	417	654	76%	15	652	75%	15
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		
Every Street (left and right)	617	68%	12	822	95%	26	617	74%	13	617	59%	10	617	80%	14	617	80%	14
A665 Great Ancoats Street (east) (nearside) (ahead)	2,060	112%	139	1,373	91%	29	1,991	93%	33	1,847	93%	33	1,391	72%	14	1393	73%	15
A665 Great Ancoats Street (east) (centre and	1,038	148%	193	859	129%	132	1,151	165%	278	1305	101%	27	1756	133%	161	1755	134%	177

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Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	
offside) (ahead and right)																			
A665 Great Ancoats Street (west) (nearside) (left and ahead)	1,307	147%	252	1,200	132%	182	1,317	138%	223	534	75%	13	1320	135%	219	1319	135%	214	
A665 Great Ancoats Street (west) (offside) (ahead)	225	23%	4	252	26%	4	255	25%	4	1,056	137%	179	262	25%	4	260	25%	4	

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- 18.3.557 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.
- 18.3.558 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the centre and offside lanes of the A665 Great Ancoats Street (east) approach from 154% in the future baseline to 246% in the AM peak hour, with a corresponding change in queue length from 217 PCU in the future baseline to 225 PCU.
- 18.3.559 In the utilities scenario, the change in traffic due to construction of the Proposed Scheme in the AM peak hour will increase the DoS on the Every Street approach from 76% in the future baseline to 103%, with a corresponding change in queue length from seven PCU in the future baseline to 46 PCU.
- 18.3.560 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the offside lane of the A665 Great Ancoats Street (west) approach from 23% in the future baseline to 137% in the PM peak hour, with a corresponding change in queue length from four PCU in the future baseline to 179 PCU.
- 18.3.561 In the utilities scenario, the change in traffic due to construction of the Proposed Scheme in the PM peak hour will increase the DoS on the Every Street approach from 68% in the future baseline to 95%, with a corresponding change in queue length from 12 PCU in the future baseline to 26 PCU.
- 18.3.562 In scenario 1, the change in traffic due to construction of the Proposed Scheme in the PM peak hour will increase the DoS on the centre and offside lanes of the A665 Great Ancoats Street (east) (ahead and right) approach from 148% in the future baseline to 165%, with a corresponding change in queue length from 193 PCU in the future baseline to 278 PCU.

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

- 18.3.563 The A665 Ancoats Street/Adair Street junction will be a modified junction as part of the Proposed Scheme. The A665 Ancoats Street approach to the junction will continue to be signal controlled, however, the Adair Street approach will have a new lane to accommodate the right-turn traffic as a result of the Proposed Scheme. There will be no layout changes at the A665 Great Ancoats Street/Chapelton Street junction or the A665 Great Ancoats Street/A662 Pollard Street junction. Table 18-185 summarises the results of the changes to the junction as a result of the Proposed Scheme.
- 18.3.564 In the utilities scenario, this junction network will remain as per the existing layout. In scenarios 1, 2, 3 and 4, the junction layout will be modified by the Proposed Scheme.

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Table 18-185: A665 Great Ancoats Street/A662 Pollard Street/Adair Street/Chapeltown Street 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 (existing layout)			Proposed Scheme utilities scenario (existing layout)			Proposed Scheme scenario 1 (proposed layout)			Proposed Scheme scenario 2 (proposed layout)			Proposed Scheme scenario 3 (proposed layout)			Proposed Scheme scenario 4 (proposed layout)		
A665 Great Ancoats Street (west) (nearside) (left and ahead)	823	95%	26	874	82%	20	930	113%	82	1,001	125%	131	878	110%	67	878	110%	67
A665 Great Ancoats Street (west) (offside) (ahead)	901	95%	28	957	82%	21	794	88%	21	723	83%	18	846	97%	29	846	97%	29
A662 Pollard Street (left and right)	713	93%	19	134	47%	3	713	83%	14	713	81%	14	713	81%	14	713	81%	14
A665 Great Ancoats Street (east) (nearside) (left and ahead)	599	53%	9	719	54%	9	616	66%	12	627	69%	13	623	68%	13	622	68%	13
A665 Great Ancoats Street (east) (offside) (ahead)	672	55%	11	792	55%	10	695	68%	14	702	71%	15	697	70%	15	697	70%	15
Adair Street (left)	251	44%	5	282	75%	8	291	108%	24	309	125%	44	300	111%	28	299	111%	27
Adair Street (right)	-	-	-	-	-	-												
Chapeltown Street (left)	13	3%	0	0	0%	0	13	3%	0	13	3%	0	13	3%	0	13	3%	0
A665 Great Ancoats Street (internal eastbound) (nearside) (ahead)	719	38%	0	792	42%	0	826	51%	0	897	49%	0	774	49%	0	774	49%	0
A665 Great Ancoats Street (internal	1,335	94%	26	976	66%	25	1,228	111%	96	1,157	124%	152	1,280	111%	99	1,280	111%	99

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eastbound) (centre and offside) (ahead and right)																			
A665 Great Ancoats Street (internal westbound) (nearside) (ahead)	597	51%	4	785	57%	11	567	55%	2	573	56%	2	578	57%	3	578	57%	3	
A665 Great Ancoats Street (internal westbound) (centre and offside) (ahead and right)	857	67%	14	972	66%	15	887	79%	17	881	79%	18	876	79%	17	876	79%	17	
17:00-18:00	2030 future baseline (existing layout)			Proposed Scheme utilities scenario (existing layout)			Proposed Scheme scenario 1 (proposed layout)			Proposed Scheme scenario 2 (proposed layout)			Proposed Scheme scenario 3 (proposed layout)			Proposed Scheme scenario 4 (proposed layout)			
A665 Great Ancoats Street (west) (nearside) (left and ahead)	756	85%	19	837	94%	26	759	96%	26	992	110%	77	992	113%	88	992	113%	88	
A665 Great Ancoats Street (west) (offside) (ahead)	851	86%	21	941	95%	29	848	97%	29	615	62%	12	615	63%	12	615	63%	12	
A662 Pollard Street (left and right)	271	39%	4	171	57%	4	271	43%	5	271	48%	5	271	45%	5	271	45%	5	
A665 Great Ancoats Street (east) (nearside) (left and ahead)	879	74%	17	829	70%	15	808	88%	21	825	80%	18	822	82%	19	822	82%	19	
A665 Great Ancoats Street (east) (offside) (ahead)	683	53%	10	898	70%	16	801	81%	19	800	72%	16	794	73%	16	793	73%	16	

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
Adair Street (left)	463	87%	14	511	96%	19	463	95%	17	463	110%	39	512	109%	41	511	109%	40
Adair Street (right)	-	-	-	-	-	-												
Chapelton Street (left)	13	3%	0	0	0%	0	79	21%	1	79	21%	1	79	21%	1	79	21%	1
A665 Great Ancoats Street (internal eastbound) (nearside) (ahead)	502	27%	0	518	27%	0	505	41%	0	738	52%	0	738	52%	0	738	52%	0
A665 Great Ancoats Street (internal eastbound) (centre and offside) (ahead and right)	1,080	70%	23	976	48%	26	1,077	92%	25	844	105%	37	844	114%	67	844	114%	67
A665 Great Ancoats Street (internal westbound) (nearside) (ahead)	961	70%	17	1,019	74%	20	902	66%	20	847	63%	9	866	66%	13	867	66%	13
A665 Great Ancoats Street (internal westbound) (centre and offside) (ahead and right)	1,036	73%	19	1,196	81%	22	1,102	73%	27	1,155	78%	25	1,136	79%	25	1,135	79%	25

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- 18.3.565 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.
- 18.3.566 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the nearside lane of the A665 Great Ancoats Street (west) approach from 95% in the future baseline to 125% in the AM peak hour, with a corresponding change in queue length from 26 PCU in the future baseline to 131 PCU. The change in traffic will also increase the DoS on the centre and offside lane of the A665 Great Ancoats Street (internal eastbound) (ahead and right) approach from 94% in the future baseline to 124%, with a corresponding change in queue length from 26 PCU to 152 PCU. The change in traffic will also increase the DoS on the Adair Street approach from 44% in the future baseline to 125%, with a corresponding change in queue length from five PCU to 44 PCU.
- 18.3.567 In scenarios 3 and 4, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the offside lane of the A665 Great Ancoats Street (west) approach from 95% in the future baseline to 97% in the AM peak hour, with a corresponding change in queue length from 28 PCU to 29 PCU.
- 18.3.568 In scenario 1, the change in traffic due to construction of the Proposed Scheme will increase DoS on the offside lane of the A665 Great Ancoats Street (west) approach from 86% in the future baseline to 97% in the PM peak hour, with a corresponding change in queue length from 21 PCU in the future baseline to 29 PCU. The change in traffic will also increase the DoS on the nearside lane of the A665 Great Ancoats Street (east) approach from 74% in the future baseline to 88%, with a corresponding change in queue length from 17 PCU in the future baseline to 21 PCU.
- 18.3.569 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the Adair Street approach from 87% in the future baseline to 110% in the PM peak hour, with a corresponding change in queue length from 14 PCU to 39 PCU.
- 18.3.570 In scenarios 3 and 4, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the nearside lane of the A665 Great Ancoats Street (west) approach from 85% in the future baseline to 113% in the PM peak hour, with a corresponding change in queue length from 19 PCU in the future baseline to 88 PCU. The change in traffic due to construction of the Proposed Scheme will also increase the DoS on the centre and offside lanes of the A665 Great Ancoats Street (internal eastbound) from 70% in the future baseline to 114%, with a corresponding change in queue length from 23 PCU in the future baseline to 67 PCU. The change in traffic will also increase the DoS on the nearside lane of the A665 Great Ancoats Street (west) approach from 85% in the future baseline to 110%, with a corresponding change in queue length from 19 PCU to 77 PCU.

A34 Quay Street/Lower Byrom Street/Gartside Street

- 18.3.571 Table 18-186 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The Gartside Street approach is a minor arm that is not included within the SATURN model.

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Table 18-186: A34 Quay Street/Lower Byrom Street/Gartside Street 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		
Gartside Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A34 Quay Street (east)	385	20%	0	365	19%	0	387	20%	0	378	20%	0	395	20%	0	381	20%	0
Lower Byrom Street	382	96%	3	387	94%	3	375	95%	3	371	92%	2	356	91%	2	378	94%	3
A34 Quay Street (west)	939	71%	0	953	68%	0	956	72%	0	978	75%	0	969	72%	0	954	72%	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		
Gartside Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A34 Quay Street (east)	558	29%	0	605	31%	0	568	29%	0	570	30%	0	580	30%	0	589	31%	0
Lower Byrom Street	291	87%	2	288	88%	2	301	88%	2	302	88%	2	299	89%	2	295	89%	2
A34 Quay Street (west)	705	70%	0	722	69%	0	723	67%	0	722	65%	0	721	68%	0	714	67%	0

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- 18.3.572 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.
- 18.3.573 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 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 Lower Byrom Street approach from 87% in the future baseline to 89%, with no change in corresponding queue length.

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

- 18.3.574 The A6 Piccadilly/A6 London Road/B6181 Ducie Street/Auburn Street junction will be a modified junction as part of the Proposed Scheme. In the utilities scenario, the B6181 Ducie Street and A6 Piccadilly approaches will be temporarily closed for the traffic. The closure of B6181 Ducie Street will lead to no ahead movements on the Auburn Street approach, which is a one-way entry arm into the junction. In addition, the A6 Piccadilly (north of the A6 London Road) will temporarily be a one-way exit arm from the junction and is therefore not reported in the results.
- 18.3.575 In scenarios 1, 2 and 3, the Auburn Street and A6 Piccadilly approaches will reopen as per the existing layout.
- 18.3.576 In scenario 4, the western end of Ducie Street will be narrowed as part of the Proposed Scheme, which will remove the pocket lane and existing right-turn give-way arrangement for buses from Auburn Street that turn right into Station Approach. Buses will still be able to make this turn at the modified junction but will instead be controlled by a full traffic signal phase that is shared with the adjacent ahead and left-turn lane on Auburn Street. Auburn Street will remain as a one-way entry arm into the junction. Table 18-187 summarises the results of the changes to the junction as a result of the Proposed Scheme.

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Table 18-187: A6 Piccadilly/A6 London Road/B6181 Ducie Street/Auburn Street 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 (existing layout)			Proposed Scheme utilities scenario (temporary layout)			Proposed Scheme scenario 1 (existing layout)			Proposed Scheme scenario 2 (existing layout)			Proposed Scheme scenario 3 (existing layout)			Proposed Scheme scenario 4 (proposed layout)		
A6 Piccadilly (north) (nearside bus lane) (ahead)	140	33%	3	67	11%	1	140	33%	3	140	33%	3	140	33%	3	140	31%	3
A6 Piccadilly (north) (offside) (ahead)	308	74%	8	202	33%	4	114	28%	2	126	30%	3	125	30%	3	106	24%	2
B6181 Ducie Street (left)	218	120%	29	-	-	-	561	309%	242	561	309%	242	557	307%	239	547	249%	210
Station Approach (left, ahead and right)	32	14%	1	-	-	-	32	14%	1	32	14%	1	32	14%	1	32	28%	2
A6 London Road (ahead)	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
Auburn Street (nearside) (left and ahead)	312	89%	10	18	3%	0	588	166%	155	588	166%	155	589	167%	156	584	108%	43
Auburn Street (offside) (ahead)	212	120%	28	-	-	-	38	22%	1	57	32%	1	46	26%	1	37	22%	1
Auburn Street (offside) (right)	-	-	-	44	8%	1	-	-	-	-	-	-	-	-	-	-	-	-
17:00-18:00	2030 future baseline (existing layout)			Proposed Scheme utilities scenario (temporary layout)			Proposed Scheme scenario 1 (existing layout)			Proposed Scheme scenario 2 (existing layout)			Proposed Scheme scenario 3 (existing layout)			Proposed Scheme scenario 4 (proposed layout)		
A6 Piccadilly (north) (nearside bus lane) (ahead)	168	39%	4	70	11%	1	168	39%	4	168	39%	4	168	39%	4	168	37%	4

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A6 Piccadilly (north) (offside) (ahead)	301	73%	8	177	29%	3	239	58%	5	265	64%	6	243	59%	6	229	52%	6
B6181 Ducie Street (left)	188	104%	13	-	-	-	381	210%	129	408	225%	146	386	212%	132	371	169%	100
Station Approach (left, ahead and right)	31	14%	1	-	-	-	31	14%	1	31	14%	14	31	14%	1	31	28%	2
A6 London Road (ahead)	3	1%	0	0	0%	0	3	1%	0	3	1%	1	3	1%	0	3	1%	0
Auburn Street (nearside) (left and ahead)	382	109%	31	16	3%	0	464	131%	78	463	131%	78	464	131%	78	462	85%	14
Auburn Street (offside) (ahead)	189	107%	16				153	87%	6	223	126%	35	171	97%	9	261	156%	64
Auburn Street (offside) (right)	-	-	-	331	61%	7	28	2%	0	27	2%	0	27	2%	0	-	-	-

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- 18.3.577 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.
- 18.3.578 In the utilities scenario, 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.
- 18.3.579 In scenarios 1 and 2, the change in traffic due to construction of the Proposed Scheme will increase the maximum DoS on the B6181 Ducie Street (left) approach from 120% in the future baseline to 309% in the AM peak hour, with a corresponding change in queue length from 29 PCU in the future baseline to 242 PCU. The change in traffic due to construction of the Proposed Scheme will increase the DoS on the nearside lane of the Auburn Street approach from 89% in the future baseline to 166% in the AM peak hour, with a corresponding change in queue length from 10 PCU in the future baseline to 155 PCU.
- 18.3.580 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the B6181 Ducie Street (left) approach from 104% in the future baseline to 225% in the PM peak hour, with a corresponding change in queue length from 13 PCU in the future baseline to 146 PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the Auburn Street (ahead) approach from 107% in the future baseline to 126%, with a corresponding change in queue length from 16 PCU in the future baseline to 35 PCU.
- 18.3.581 In scenarios 1, 2 and 3, the change in traffic due to construction of the Proposed Scheme will increase the DoS on the offside lane of the Auburn Street approach from 109% in the future baseline to 131% in the PM peak hour, with a corresponding change in queue length from 31 PCU in the future baseline to 78 PCU.

B6181 Dale Street/B6181 Ducie Street

- 18.3.582 Table 18-188 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-188: B6181 Dale Street/B6181 Ducie Street 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		
Ducie Street (east)	52	11%	0	254	13%	0	451	61%	0	544	116%	0	497	99%	0	339	23%	0
B6181 Ducie Street (west)	516	30%	0	-	-	-	534	31%	0	535	31%	0	532	31%	0	593	34%	0
B6181 Dale Street	480	90%	0	112	16%	0	155	107%	2	103	129%	2	96	112%	2	393	97%	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		
Ducie Street (east)	261	45%	0	285	14%	0	594	85%	1	473	100%	1	476	64%	0	282	27%	0
B6181 Ducie Street (west)	372	21%	0	-	-	-	375	21%	0	377	22%	0	375	21%	0	588	34%	0
B6181 Dale Street	311	67%	0	132	19%	0	83	45%	0	83	90%	1	140	60%	0	154	35%	0

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- 18.3.583 The assessment shows that in the AM peak hour the junction operates close to capacity in the 2030 future baseline and over capacity with the Proposed Scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and over capacity with the Proposed Scheme.
- 18.3.584 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Ducie Street (east) approach from 11% in the future baseline to 116% in the AM peak hour, with no change in corresponding queue length. In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the B6181 Dale Street approach from 90% in the future baseline to 129% in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to two PCU.
- 18.3.585 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 Ducie Street (east) approach from 45% in the future baseline to 100%, with a corresponding change in queue length from no queue in the future baseline to one PCU.

A5066 Oldfield Road/Liverpool Street/Middlewood Street

- 18.3.586 Table 18-189 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-189: A5066 Oldfield Road/Liverpool Street/Middlewood Street 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		
A5066 Oldfield Road (north)	440	65%	8	503	77%	9	504	75%	9	607	90%	11	544	82%	10	492	73%	9
Middlewood Street	374	46%	3	347	43%	3	362	44%	3	230	28%	2	326	40%	3	351	43%	3
A5066 Oldfield Road (south)	717	86%	13	674	88%	12	665	85%	12	605	87%	11	634	85%	11	676	86%	12
Liverpool Street	957	88%	15	956	86%	15	956	87%	15	958	79%	15	953	84%	15	953	86%	15
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		
A5066 Oldfield Road (north)	699	49%	9	706	51%	9	709	49%	9	721	52%	9	700	51%	9	691	49%	8
Middlewood Street	311	86%	6	320	89%	6	316	88%	6	308	85%	6	317	88%	6	318	88%	6
A5066 Oldfield Road (south)	567	42%	7	573	42%	7	562	42%	7	578	42%	7	571	42%	7	567	41%	7
Liverpool Street	391	108%	8	391	109%	8	392	108%	8	396	109%	8	392	109%	8	391	109%	8

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- 18.3.587 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 over capacity in both the future baseline and with the Proposed Scheme.
- 18.3.588 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A5066 Oldfield Road (north) approach from 65% in the future baseline to 90% in the AM peak hour, with a corresponding change in queue length from eight PCU in the future baseline to 11 PCU. In the utilities scenario, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A5066 Oldfield Road (south) approach from 86% in the future baseline to 88% in the AM peak hour, with a change in queue length from 13 PCU in the future baseline to 12 PCU.
- 18.3.589 In the utilities scenario, the change in traffic due to construction of the Proposed Scheme in the PM peak hour will increase the VoC on the Middlewood Street approach from 86% in the future baseline to 89%, with no change in corresponding queue length.

A6 Piccadilly/Paton Street

- 18.3.590 Table 18-190 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. Paton Street is a one-way entry arm into the junction.

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Table 18-190: A6 Piccadilly/Paton Street 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		
A6 Piccadilly (north)	78	4%	0	74	11%	0	74	4%	0	214	102%	0	74	10%	0	116	6%	0
Paton Street	60	9%	0	201	88%	0	185	28%	0	65	108%	2	196	80%	0	133	21%	0
A6 Piccadilly (south)	18	1%	0	18	1%	0	17	1%	0	17	1%	0	17	1%	0	17	1%	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		
A6 Piccadilly (north)	77	4%	0	75	4%	0	79	4%	0	256	37%	0	78	4%	0	82	4%	0
Paton Street	205	32%	0	172	26%	0	328	50%	0	177	92%	1	333	51%	0	314	48%	0
A6 Piccadilly (south)	14	1%	0	16	1%	0	14	1%	0	13	1%	0	13	1%	0	13	1%	0

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- 18.3.591 The assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and over capacity with the Proposed Scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and close to capacity with the Proposed Scheme.
- 18.3.592 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A6 Piccadilly (north) approach from 4% in the future baseline to 102% in the AM peak hour, with no change in corresponding queue length.
- 18.3.593 In scenario 2, the change in traffic due to construction of the Proposed Scheme in the AM peak hour will increase the VoC on the Paton Street approach from 9% in the future baseline to 108%, with a corresponding change in queue length from no queue in the future baseline to two PCU.
- 18.3.594 In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Paton Street approach from 32% in the future baseline to 92%, with a corresponding change in queue length from no queue in the future baseline to one PCU.

A665 Great Ancoats Street/Old Mill Street/Store Street

- 18.3.595 Table 18-191 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-191: A665 Great Ancoats Street/Old Mill Street/Store Street 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		
Old Mill Street	605	71%	12	450	51%	9	488	61%	10	389	60%	8	339	48%	7	641	75%	13
A665 Great Ancoats Street (south)	1,644	63%	18	1,706	66%	19	1,612	61%	18	1,415	50%	16	1,267	48%	14	1,440	54%	16
Store Street	192	34%	4	228	32%	5	434	58%	9	434	59%	9	437	51%	9	183	29%	4
A665 Great Ancoats Street (north)	1,697	79%	23	1,674	79%	23	1,494	69%	20	943	42%	13	1,367	71%	19	1,262	65%	17
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		
Old Mill Street	242	87%	6	120	40%	3	140	50%	3	151	54%	4	80	30%	2	142	48%	3
A665 Great Ancoats Street (south)	2,349	70%	16	2,053	62%	14	2,351	71%	16	1,880	55%	13	1,709	51%	11	1,774	53%	12
Store Street	268	93%	6	353	88%	8	455	122%	9	395	108%	9	394	89%	9	215	53%	5
A665 Great Ancoats Street (north)	1,432	54%	14	1,536	57%	15	1,494	57%	14	1,295	48%	12	1,312	54%	12	1,285	52%	12

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- 18.3.596 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 the future baseline and over capacity with the Proposed Scheme.
- 18.3.597 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 Store Street approach from 93% in the future baseline to 122%, with a corresponding change in queue length from six PCU in the future baseline to nine PCU.

Every Street/Carruthers Street

- 18.3.598 Table 18-192 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-192: Every Street/Carruthers Street 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		
Every Street (north)	889	51%	0	664	41%	0	662	40%	0	287	19%	0	706	41%	0	714	45%	0
Every Street (south)	259	13%	0	329	18%	0	266	14%	0	179	9%	0	203	11%	0	261	13%	0
Carruthers Street	20	9%	0	228	82%	1	201	73%	1	23	6%	0	71	29%	0	74	33%	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		
Every Street (north)	436	42%	0	589	50%	0	550	47%	0	397	41%	0	489	38%	0	525	57%	0
Every Street (south)	385	20%	0	367	20%	0	389	20%	0	345	17%	0	266	14%	0	352	18%	0
Carruthers Street	198	71%	1	262	87%	2	230	92%	3	263	82%	1	241	71%	1	219	75%	1

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- 18.3.599 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 well within capacity in the future baseline and close to capacity with the Proposed Scheme.
- 18.3.600 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 Carruthers Street approach from 71% in the future baseline to 92%, with a corresponding change in queue length from one PCU in the future baseline to three PCU.

A6 Dale Street/A62 Lever Street

- 18.3.601 Table 18-193 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. Although this junction is a four-arm signal controlled crossroads junction, Lever Street (north) and Dale Street (east) are one-way exit arms from the junction and therefore are not reported in the results.

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Table 18-193: A6 Dale Street/A62 Lever Street 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		
A62 Lever Street (south)	215	20%	3	215	20%	3	235	21%	3	234	21%	3	215	20%	3	215	20%	3
A6 Dale Street (west)	524	83%	4	559	90%	5	543	87%	5	546	86%	5	535	86%	5	544	85%	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		
A62 Lever Street (south)	231	27%	3	230	26%	3	250	29%	3	249	29%	3	230	26%	3	230	26%	3
A6 Dale Street (west)	536	72%	3	543	75%	3	529	71%	3	527	71%	3	531	71%	3	534	72%	3

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- 18.3.602 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 the future baseline and within capacity with the Proposed Scheme.
- 18.3.603 In the utilities scenario, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A6 Dale Street (west) approach from 83% in the future baseline to 90% in the AM peak hour, with a corresponding change in queue length from four PCU in the future baseline to five PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A664 High Street/A6 Church Street

- 18.3.604 Table 18-194 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-194: A664 High Street/A6 Church Street 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		
A664 High Street (north)	549	106%	7	549	106%	7	549	106%	7	549	106%	7	549	106%	7	549	106%	7
A6 Church Street	104	21%	1	104	21%	1	104	21%	1	104	21%	1	104	21%	1	104	21%	1
A664 High Street (south)	351	72%	6	469	97%	8	412	84%	7	438	90%	7	415	85%	7	393	81%	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		
A664 High Street (north)	463	107%	7	463	107%	7	463	107%	7	463	107%	7	463	107%	7	463	107%	7
A6 Church Street	121	29%	2	120	29%	2	121	29%	2	120	29%	2	120	29%	2	120	29%	2
A664 High Street (south)	550	93%	8	550	94%	8	550	93%	8	550	94%	8	550	94%	8	550	93%	8

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- 18.3.605 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.
- 18.3.606 In the utilities scenario, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A664 High Street (south) approach from 72% in the future baseline to 97% in the AM peak hour, with a corresponding change in queue length from six PCU in the future baseline to eight 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.

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

- 18.3.607 Table 18-195 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-195: A6 Crescent/A5066 Adelphi Street/A5066 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		
A5066 Adelphi Street	214	66%	5	261	81%	6	254	79%	6	321	100%	7	297	92%	7	253	79%	6
A6 Crescent (east)	978	62%	14	1,002	64%	14	1,000	63%	14	1,003	64%	14	1,009	64%	15	989	63%	14
A5066 Oldfield Road	376	73%	8	417	81%	9	391	76%	8	351	69%	7	405	79%	9	399	78%	8
A6 Crescent (west)	1,331	81%	19	1,367	83%	20	1,370	84%	20	1,426	88%	21	1,422	87%	21	1,372	84%	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		
A5066 Adelphi Street	224	69%	6	238	73%	6	241	74%	6	254	78%	6	243	75%	6	239	73%	6
A6 Crescent (east)	1,429	89%	22	1,429	89%	22	1,429	90%	22	1,429	90%	22	1,429	89%	22	1,429	89%	22
A5066 Oldfield Road	191	32%	4	241	40%	5	180	30%	4	248	41%	6	244	40%	5	233	39%	5
A6 Crescent (west)	1,107	67%	17	1,092	66%	17	1,098	67%	17	1,136	69%	18	1,121	68%	17	1,126	68%	17

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- 18.3.608 The assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and over capacity 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.
- 18.3.609 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A5066 Adelphi Street approach from 66% in the future baseline to 100% in the AM peak hour, with a corresponding change in queue length from five PCU in the future baseline to seven PCU. In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A6 Crescent (west) approach from 81% in the future baseline to 88% in the AM peak hour, with a corresponding change in queue length from 19 PCU in the future baseline to 21 PCU.
- 18.3.610 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.

A6 Chapel Street/St Stephen Street

- 18.3.611 Table 18-196 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-196: A6 Chapel Street/St Stephen Street 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		
St Stephen Street	292	105%	5	280	106%	5	266	105%	5	84	116%	2	100	108%	2	246	105%	5
A6 Chapel Street (east)	842	21%	0	889	22%	0	865	22%	0	845	21%	0	869	22%	0	849	21%	0
A6 Chapel Street (west)	1,544	26%	0	1,615	27%	0	1,589	28%	0	1,492	102%	0	1,652	77%	0	1,596	30%	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		
St Stephen Street	79	19%	0	114	79%	1	50	69%	1	102	88%	1	72	80%	1	110	28%	0
A6 Chapel Street (east)	605	15%	0	610	15%	0	602	15%	0	620	16%	0	616	15%	0	618	15%	0
A6 Chapel Street (west)	1,005	17%	0	1,017	47%	0	945	92%	0	1,066	60%	0	1,051	76%	0	1,062	18%	0

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- 18.3.612 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 close to capacity with the Proposed Scheme.
- 18.3.613 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A6 Chapel Street (west) approach from 26% in the future baseline to 102% in the AM peak hour, with no change in corresponding queue length. In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the St Stephen Street approach from 105% in the future baseline to 116% in the AM peak hour, with a change in queue length from five PCU in the future baseline to two PCU.
- 18.3.614 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 St Stephen Street approach from 19% in the future baseline to 88%, with a corresponding change from no queue in the future baseline to one 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 A6 Chapel Street (west) approach from 17% in the future baseline to 92%, with no change in corresponding queue length.

A6042 Trinity Way/A6 Chapel Street/A34 Trinity Way

- 18.3.615 Table 18-197 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-197: A6042 Trinity Way/A6 Chapel Street/A34 Trinity 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		
A6042 Trinity Way (north)	1,046	93%	20	1,126	101%	21	1,122	100%	21	1,291	115%	22	1,191	106%	22	1,124	100%	21
A6 Chapel Street (east)	357	104%	9	363	106%	9	363	106%	9	375	113%	8	371	108%	9	363	106%	9
A34 Trinity Way (south)	1,526	68%	26	1,557	70%	26	1,520	68%	26	1,501	67%	26	1,503	67%	26	1,512	68%	26
A6 Chapel Street (west)	1,823	80%	27	1,878	82%	27	1,844	81%	27	1,540	67%	22	1,744	76%	25	1,830	80%	27
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		
A6042 Trinity Way (north)	789	68%	16	875	75%	17	847	73%	17	991	85%	20	850	73%	17	832	71%	16
A6 Chapel Street (east)	865	112%	13	853	112%	12	902	111%	13	838	112%	12	850	111%	12	837	112%	12
A34 Trinity Way (south)	1,227	62%	23	1,278	65%	24	1,289	65%	24	1,261	65%	23	1,282	65%	24	1,265	64%	23
A6 Chapel Street (west)	1,078	61%	16	1,106	63%	17	994	56%	15	1,142	65%	17	1,101	63%	17	1,147	65%	17

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- 18.3.616 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.
- 18.3.617 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A6042 Trinity Way (north) approach from 93% in the future baseline to 115% in the AM peak hour, with a corresponding change in queue length from 20 PCU in the future baseline to 22 PCU.
- 18.3.618 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A6 Chapel Street (east) approach from 104% in the future baseline to 113% in the AM peak hour, with a corresponding change in queue length from nine PCU in the future baseline to eight PCU.
- 18.3.619 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.

A6 Blackfriars Street/Parsonage

- 18.3.620 Table 18-198 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme

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Table 18-198: A6 Blackfriars Street/Parsonage 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		
A6 Blackfriars Street (east)	358	19%	0	369	20%	0	361	19%	0	366	20%	0	369	20%	0	364	20%	0
Parsonage	162	28%	0	193	33%	0	182	31%	0	277	47%	0	186	31%	0	172	29%	0
A6 Blackfriars Street (west)	538	92%	2	570	99%	3	564	97%	3	613	106%	4	585	101%	4	564	97%	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		
A6 Blackfriars Street (east)	274	15%	0	269	15%	0	262	15%	0	264	15%	0	270	15%	0	272	15%	0
Parsonage	315	49%	0	364	56%	0	339	52%	0	407	63%	0	380	59%	0	366	57%	0
A6 Blackfriars Street (west)	279	42%	0	272	41%	0	298	45%	0	320	49%	0	286	43%	0	268	40%	0

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- 18.3.621 The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity with the Proposed Scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the Proposed Scheme.
- 18.3.622 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A6 Blackfriars Street (west) approach from 92% in the future baseline to 106% in the AM peak hour, with a corresponding change in queue length from two 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.

A6 Crescent/Irwell Place

- 18.3.623 Table 18-199 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The Irwell Place approach is a minor arm that is not included within the SATURN model.

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Table 18-199: A6 Crescent/Irwell Place 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		
A6 Crescent (east)	715	62%	8	735	64%	8	720	62%	8	701	61%	8	751	65%	9	727	63%	8
Irwell Place	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A6 Crescent (west)	1,219	85%	9	1,255	87%	9	1,258	87%	9	1,314	91%	9	1,310	91%	9	1,260	87%	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		
A6 Crescent (east)	902	78%	10	907	79%	10	907	79%	10	913	79%	10	916	79%	10	922	80%	11
Irwell Place	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A6 Crescent (west)	1,005	73%	8	990	72%	8	996	72%	8	1,034	75%	8	1,019	74%	8	1,024	74%	8

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- 18.3.624 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 within capacity in both the future baseline and with the Proposed Scheme.
- 18.3.625 In scenarios 2 and 3, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A6 Crescent (west) approach from 85% in the future baseline to 91% in the AM peak hour, with no change in corresponding queue length. In scenario 4, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A6 Crescent (east) approach from 78% in the future baseline to 80% in the PM peak hour, with a corresponding change in queue length from 10 PCU in the future baseline to 11 PCU.

A5186 Langworthy Road/Liverpool Street

- 18.3.626 Table 18-200 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-200: A5186 Langworthy Road/Liverpool Street 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		
A5186 Langworthy Road (north)	534	91%	9	521	89%	9	538	91%	10	547	94%	10	542	92%	10	532	89%	9
Liverpool Street (east)	495	43%	8	508	44%	8	524	46%	9	542	47%	9	532	46%	9	516	45%	8
A5186 Langworthy Road (south)	215	57%	4	223	54%	4	227	59%	4	222	57%	4	227	60%	4	228	58%	4
Liverpool Street (west)	109	20%	2	115	23%	2	130	31%	2	150	44%	3	134	34%	2	122	26%	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		
A5186 Langworthy Road (north)	382	67%	7	379	66%	7	378	66%	7	385	67%	7	379	66%	7	382	66%	7
Liverpool Street (east)	503	39%	8	502	39%	8	507	39%	8	512	40%	8	503	39%	8	505	39%	8
A5186 Langworthy Road (south)	357	72%	7	381	76%	7	368	74%	7	372	77%	7	376	75%	7	372	75%	7
Liverpool Street (west)	110	44%	2	110	43%	2	110	44%	2	110	45%	2	110	44%	2	110	44%	2

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- 18.3.627 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 the future baseline and within capacity with the Proposed Scheme.
- 18.3.628 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A5186 Langworthy Road (north) approach from 91% in the future baseline to 94% in the AM peak hour, with a corresponding change in queue length from nine PCU in the future baseline to 10 PCU. In the PM peak hour, the 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.

A665 Great Ancoats Street/Lever Street/George Leigh Street

- 18.3.629 Table 18-201 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. Although this junction is a four-arm signal controlled crossroads junction, George Leigh Street is a one-way exit arm from the junction and is therefore not reported in the results.

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Table 18-201: A665 Great Ancoats Street/Lever Street/George Leigh Street 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		
A665 Great Ancoats Street (north)	1,355	48%	21	1,118	39%	17	1,154	40%	17	827	29%	11	1,149	40%	16	1,191	42%	18
A665 Great Ancoats Street (south)	1,076	57%	5	937	49%	4	1,052	55%	5	1,051	55%	5	952	50%	4	995	52%	4
Lever Street	329	71%	7	444	96%	10	398	86%	9	397	86%	9	410	89%	9	327	71%	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		
A665 Great Ancoats Street (north)	1,299	51%	16	1,201	47%	15	1,335	52%	16	1,259	49%	16	1,303	51%	16	1,341	53%	16
A665 Great Ancoats Street (south)	1,380	81%	3	1,153	68%	2	1,361	80%	4	1,151	68%	2	1,105	65%	2	1,237	73%	2
Lever Street	380	60%	8	539	84%	11	440	69%	9	437	68%	9	406	64%	9	391	61%	8

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- 18.3.630 The assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and close to capacity with the Proposed Scheme. In the PM peak hour, the junction operates within capacity in both the future baseline with the Proposed Scheme.
- 18.3.631 In the utilities scenario, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Lever Street approach from 71% in the future baseline to 96% in the AM peak hour, with a corresponding change in queue length from seven PCU in the future baseline to 10 PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Lever Street approach from 60% in the future baseline to 84%, with a corresponding change in queue length from eight PCU in the future baseline to 11 PCU.

A5185 Stott Lane/A57 Eccles New Road

- 18.3.632 Table 18-202 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-202: A5185 Stott Lane/A57 Eccles New 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		
A5185 Stott Lane	293	83%	6	302	86%	7	305	87%	7	311	88%	7	307	87%	7	302	86%	7
A57 Eccles New Road (east)	152	11%	1	153	11%	1	189	13%	1	200	14%	2	193	13%	1	174	12%	1
A57 Eccles New Road (west)	753	38%	9	714	36%	8	737	37%	8	777	39%	9	741	38%	8	771	39%	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		
A5185 Stott Lane	239	62%	5	239	62%	5	240	62%	5	241	62%	5	241	62%	5	241	62%	5
A57 Eccles New Road (east)	393	29%	3	386	29%	3	381	29%	3	383	29%	3	381	29%	3	388	29%	3
A57 Eccles New Road (west)	285	17%	3	284	17%	3	302	18%	4	304	18%	4	306	18%	4	299	18%	4

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- 18.3.633 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.
- 18.3.634 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A5185 Stott Lane approach from 83% in the future baseline to 88% in the AM peak hour, with a corresponding change in queue length from six PCU in the future baseline to seven PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A6042 Trinity Way/A6041 Blackfriars Road

- 18.3.635 Table 18-203 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-203: A6042 Trinity Way/A6041 Blackfriars 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		
A6042 Trinity Way (north)	630	38%	9	794	48%	11	770	46%	10	1,117	67%	15	927	56%	13	777	47%	11
A6041 Blackfriars Road (east)	732	82%	12	731	80%	12	709	80%	12	604	74%	10	655	74%	11	694	78%	11
A6042 Trinity Way (south)	1,015	57%	14	1,083	60%	15	1,051	59%	14	949	53%	13	1,037	58%	14	1,053	59%	14
A6041 Blackfriars Road (west)	843	58%	14	892	60%	15	901	61%	15	1,104	72%	18	1,026	67%	17	916	61%	15
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		
A6042 Trinity Way (north)	746	36%	11	819	40%	12	792	38%	11	918	44%	13	773	37%	11	766	37%	11
A6041 Blackfriars Road (east)	631	106%	11	631	106%	11	631	106%	11	631	106%	11	630	106%	11	631	106%	11
A6042 Trinity Way (south)	1,435	86%	22	1,491	89%	22	1,486	89%	22	1,533	92%	23	1,532	92%	23	1,500	90%	22
A6041 Blackfriars Road (west)	763	72%	13	777	73%	13	826	78%	14	818	77%	14	813	77%	14	762	72%	13

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- 18.3.636 The assessment shows that in the AM peak hour the junction operates within capacity both in 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.
- 18.3.637 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.
- 18.3.638 In scenarios 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 A6042 Trinity Way (south) approach from 86% in the future baseline to 92%, with a corresponding change in queue length from 22 PCU in the future baseline to 23 PCU.

A665 Miller Street/A664 Corporation Street/Corporation Street

- 18.3.639 Table 18-204 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. Although this junction is a four-arm signal controlled crossroads, Corporation Street is a one-way exit arm from the junction and is therefore not reported in the results.

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Table 18-204: A665 Miller Street/A664 Corporation Street/Corporation Street 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		
Corporation Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A665 Miller Street	1,148	42%	14	1,142	63%	14	1,155	42%	14	1,541	56%	18	1,354	50%	16	1,166	43%	14
A6042 Corporation Street	98	16%	2	118	25%	3	114	19%	3	135	22%	3	129	21%	3	112	18%	2
A665 Cheetham Hill Road	1,309	59%	10	1,322	67%	10	1,279	58%	10	1,243	64%	9	1,311	64%	10	1,283	58%	10
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		
Corporation Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A665 Miller Street	1,358	60%	17	1,329	59%	17	1,334	60%	17	1,344	60%	17	1,214	54%	15	1,265	56%	16
A6042 Corporation Street	260	39%	6	237	35%	5	272	41%	6	249	37%	6	251	37%	6	262	39%	6
A665 Cheetham Hill Road	1,793	81%	14	1,771	86%	14	1,790	88%	14	1,745	87%	14	1,765	84%	14	1,773	84%	14

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- 18.3.640 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 the future baseline and close to capacity with the Proposed Scheme.
- 18.3.641 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.
- 18.3.642 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 A665 Cheetham Hill Road approach from 81% in the future baseline to 88%, with no change in corresponding queue length.

A6041 Blackfriars Road/A5066 Silk Street/St Simon Street

- 18.3.643 Table 18-205 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The St Simon Street approach is a minor that is not included within the SATURN model.

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Table 18-205: A6041 Blackfriars Road/A5066 Silk Street/St Simon Street 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		
A6041 Blackfriars Road (north)	1,321	71%	11	1,331	74%	11	1,339	74%	12	1,274	76%	11	1,302	75%	11	1,337	74%	12
St Simon Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A6041 Blackfriars Road (south)	302	46%	4	378	58%	5	363	55%	5	506	77%	6	448	69%	6	364	55%	5
A5066 Silk Street	312	59%	5	332	63%	6	318	60%	5	409	78%	7	306	58%	5	315	60%	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		
A6041 Blackfriars Road (north)	734	53%	7	753	55%	8	759	55%	8	785	57%	8	745	54%	7	743	54%	7
St Simon Street	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A6041 Blackfriars Road (south)	820	95%	10	827	96%	10	827	96%	10	831	96%	10	833	97%	10	827	96%	10
A5066 Silk Street	730	91%	13	751	94%	13	760	95%	13	756	95%	13	756	95%	13	747	94%	13

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- 18.3.644 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 close to capacity in both the future baseline and with the Proposed Scheme.
- 18.3.645 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 A5066 Silk Street approach from 91% in the future baseline to 95%, with no change in corresponding queue length.

A5186 Langworthy Road/Seedley Road

- 18.3.646 Table 18-206 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-206: A5186 Langworthy Road/Seedley 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		
A5186 Langworthy Road (north)	843	93%	12	786	94%	11	787	95%	11	790	95%	11	787	95%	11	789	94%	11
Seedley Road (east)	209	69%	5	240	80%	5	248	82%	6	240	84%	5	243	81%	5	243	82%	5
A5186 Langworthy Road (south)	160	28%	2	244	37%	3	253	39%	4	261	38%	4	255	39%	4	247	38%	4
Seedley Road (west)	256	66%	6	208	66%	5	208	69%	5	217	72%	5	211	69%	5	212	69%	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		
A5186 Langworthy Road (north)	568	85%	8	561	85%	8	567	86%	8	547	88%	8	545	88%	8	544	88%	8
Seedley Road (east)	441	68%	9	410	77%	8	406	81%	8	407	81%	8	406	81%	8	412	82%	8
A5186 Langworthy Road (south)	167	32%	2	197	36%	3	170	32%	2	176	32%	2	178	33%	3	178	33%	3
Seedley Road (west)	182	43%	3	190	42%	3	190	45%	3	204	51%	4	206	50%	4	204	50%	4

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- 18.3.647 The assessment shows that in the AM peak hour the junction operates close to capacity in 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.
- 18.3.648 In scenarios 1, 2 and 3, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A5186 Langworthy Road (north) approach from 93% in the future baseline to 95% in the AM peak hour, with a corresponding change in queue length from 12 PCU in the future baseline to 11 PCU.
- 18.3.649 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 A5186 Langworthy Road (north) approach from 85% in the future baseline to 88%, with no change in corresponding queue.

A576 Eccles Old Road/A5186 Langworthy Road

- 18.3.650 Table 18-207 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-207: A576 Eccles Old Road/A5186 Langworthy 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		
A5186 Langworthy Road (north)	552	53%	13	540	52%	12	555	53%	13	557	53%	13	556	53%	13	552	53%	13
A576 Eccles Old Road (east)	500	44%	11	506	45%	11	496	44%	11	494	44%	11	502	44%	11	501	44%	11
A5186 Langworthy Road (south)	224	68%	4	351	88%	7	356	88%	7	353	87%	7	354	88%	7	349	89%	6
A576 Eccles Old Road (west)	880	64%	13	842	60%	13	832	60%	13	831	59%	13	831	60%	13	839	60%	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		
A5186 Langworthy Road (north)	443	40%	9	437	39%	8	443	40%	9	445	40%	9	442	40%	9	441	40%	8
A576 Eccles Old Road (east)	504	44%	11	508	44%	11	549	48%	12	545	47%	12	543	47%	12	541	47%	12
A5186 Langworthy Road (south)	175	83%	5	183	83%	5	185	85%	5	184	85%	5	185	85%	5	185	85%	5
A576 Eccles Old Road (west)	608	43%	9	600	43%	9	623	45%	9	611	44%	9	608	44%	9	598	43%	9

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- 18.3.651 The assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and close to capacity with the Proposed Scheme. In the PM peak hour, the junction operates within capacity in the future baseline and close to capacity with the Proposed Scheme.
- 18.3.652 In scenario 4, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A5186 Langworthy Road (south) approach from 68% in the future baseline to 89% in the AM peak hour, with a corresponding change in queue length from four PCU in the future baseline to six PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A56 Bury New Road/Sherborne Street

- 18.3.653 Table 18-208 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The Sherborne Street (east) approach is a minor arm that is not included within the SATURN model.

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Table 18-208: A56 Bury New Road/Sherborne Street 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 Bury New Road	1,278	82%	0	1,247	82%	0	1,255	82%	0	1,221	85%	0	1,248	83%	0	1,251	81%	0
Sherborne Street (east)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A56 Great Ducie Street	679	34%	0	679	34%	0	668	34%	0	730	37%	0	696	35%	0	661	33%	0
Sherborne Street (west)	49	82%	2	54	84%	2	52	82%	2	60	93%	2	51	81%	2	54	83%	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		
A56 Bury New Road	817	52%	0	799	56%	0	806	55%	0	806	62%	0	811	63%	0	792	57%	0
Sherborne Street (east)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A56 Great Ducie Street	1,491	76%	0	1,448	74%	0	1,471	75%	0	1,400	72%	0	1,414	72%	0	1,439	74%	0
Sherborne Street (west)	43	104%	2	51	104%	3	48	103%	3	62	111%	3	58	110%	3	52	106%	3

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- 18.3.654 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 over capacity in both the future baseline and with the Proposed Scheme.
- 18.3.655 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Sherborne Street (west) approach from 82% in the future baseline to 93% 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 Sherborne Street (west) approach from 104% in the future baseline to 111%, with a corresponding change in queue length from two PCU in the future baseline to three PCU.

B6186 Frederick Road/Seaford Road/Broughton Road East

- 18.3.656 Table 18-209 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-209: B6186 Frederick Road/Seaford Road/Broughton Road East 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		
Seaford Road	182	88%	4	178	86%	4	175	85%	4	176	85%	4	178	86%	4	176	85%	4
B6186 Fredrick Road (east)	652	73%	8	697	76%	9	698	75%	9	844	84%	10	756	78%	9	684	75%	8
B6186 Frederick Road (west)	618	78%	9	658	83%	10	638	81%	9	687	87%	10	677	86%	10	642	81%	9
Broughton Road East	232	36%	5	261	41%	5	256	40%	5	304	47%	6	282	44%	6	255	40%	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		
Seaford Road	62	80%	1	61	79%	1	62	81%	1	61	80%	1	61	80%	1	61	80%	1
B6186 Fredrick Road (east)	859	98%	7	847	99%	7	844	98%	7	856	99%	7	837	99%	7	838	99%	7
B6186 Frederick Road (west)	648	84%	7	681	88%	7	698	90%	8	700	91%	8	696	90%	8	681	88%	7
Broughton Road East	37	12%	1	38	12%	1	38	12%	1	38	12%	1	38	12%	1	38	12%	1

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- 18.3.657 The assessment shows that in the AM peak hour the junction operates within capacity in the future baseline close to capacity 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.
- 18.3.658 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.
- 18.3.659 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 B6186 Frederick Road (west) approach from 84% in the future baseline to 91%, with a corresponding change in queue length from seven PCU in the future baseline to eight PCU.

A576 Broughton Road/A576 Cromwell Road/Lissadel Street

- 18.3.660 Table 18-210 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-210: A576 Broughton Road/A576 Cromwell Road/Lissadel Street 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		
A576 Cromwell Road (north)	1,112	79%	2	1,145	82%	2	1,148	82%	2	1,225	88%	2	1,171	84%	2	1,147	82%	2
Lissadel Street (east)	103	21%	2	108	21%	2	110	22%	2	109	22%	2	108	21%	2	110	22%	2
A576 Broughton Road (south)	1,076	64%	7	1,087	65%	7	1,071	65%	7	1,080	67%	7	1,086	66%	7	1,075	65%	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		
A576 Cromwell Road (north)	842	59%	2	854	60%	2	852	60%	2	859	60%	2	854	60%	2	853	60%	2
Lissadel Street (east)	275	59%	6	276	59%	6	274	59%	6	275	59%	6	275	59%	6	275	59%	6
A576 Broughton Road (south)	972	50%	6	998	51%	6	1,013	52%	6	1,023	53%	7	1,016	52%	6	1,001	51%	6

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- 18.3.661 The assessment shows that in the AM peak hour the junction operates within capacity both in 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.
- 18.3.662 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A576 Cromwell Road approach from 79% in the future baseline to 88% in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A56 Bury New Road/B6180 Waterloo Road

- 18.3.663 Table 18-211 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-211: A56 Bury New Road/B6180 Waterloo 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 Bury Road (north)	964	24%	0	893	22%	0	900	22%	0	842	21%	0	887	22%	0	896	22%	0
B6180 Waterloo Road	316	90%	2	356	96%	4	355	95%	3	379	97%	4	361	96%	4	356	95%	3
A56 Bury Road (south)	636	27%	0	640	27%	0	629	26%	0	685	28%	0	656	27%	0	621	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		
A56 Bury Road (north)	539	13%	0	537	13%	0	537	13%	0	527	13%	0	531	13%	0	535	13%	0
B6180 Waterloo Road	323	86%	2	308	82%	1	317	85%	1	340	92%	2	330	87%	2	301	79%	1
A56 Bury Road (south)	1,288	51%	0	1,232	49%	0	1,253	50%	0	1,163	46%	0	1,187	47%	0	1,217	48%	0

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- 18.3.664 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.
- 18.3.665 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the B6180 Waterloo Road approach from 90% in the future baseline to 97% in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to four PCU.
- 18.3.666 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 B6180 Waterloo Road approach from 86% in the future baseline to 92%, with no change in corresponding queue length.

A576 Cromwell Road/Langley Road South

- 18.3.667 Table 18-212 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-212: A576 Cromwell Road/Langley Road South 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		
Langley Road South	207	18%	3	206	18%	3	220	20%	4	229	20%	4	205	18%	3	213	19%	3
A576 Cromwell Road (east)	905	79%	10	938	82%	10	929	81%	10	997	90%	11	966	85%	11	935	82%	10
A576 Cromwell Road (west)	979	93%	9	995	94%	9	982	93%	9	989	94%	9	995	94%	9	985	93%	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		
Langley Road South	9	1%	0	9	1%	0	9	1%	0	9	1%	0	9	1%	0	9	1%	0
A576 Cromwell Road (east)	833	69%	9	845	70%	9	843	70%	9	850	70%	9	845	70%	9	845	70%	9
A576 Cromwell Road (west)	1,027	92%	8	1,054	94%	8	1,067	95%	8	1,072	96%	8	1,068	95%	8	1,056	94%	8

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- 18.3.668 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.
- 18.3.669 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A576 Cromwell Road (east) approach from 79% in the future baseline to 90% in the AM peak hour, with a corresponding change in queue length from 10 PCU in the future baseline to 11 PCU.
- 18.3.670 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A576 Cromwell Road (west) approach from 92% in the future baseline to 96% in the PM peak hour, with no change in corresponding queue length.

A56 Bury New Road/Waterloo Road/Broughton Lane

- 18.3.671 Table 18-213 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-213: A56 Bury New Road/Waterloo Road/Broughton 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		
A56 Bury New Road (north)	1,088	33%	9	1,014	31%	9	1,020	31%	9	952	30%	8	1,002	31%	9	1,014	31%	9
Waterloo Road	311	59%	7	339	66%	7	345	66%	8	360	76%	8	341	66%	7	341	65%	7
A56 Bury New Road (south)	496	13%	4	494	13%	4	487	13%	4	564	15%	5	526	14%	5	485	13%	4
Broughton Lane	187	80%	4	195	84%	4	190	81%	4	222	96%	5	197	85%	4	190	81%	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		
A56 Bury New Road (north)	611	23%	6	628	23%	6	615	23%	6	619	23%	6	619	23%	6	620	23%	6
Waterloo Road	111	27%	2	111	27%	2	110	27%	2	126	31%	3	99	25%	2	97	24%	2
A56 Bury New Road (south)	1,046	31%	10	998	29%	10	1,023	30%	10	952	28%	9	957	28%	9	982	29%	10
Broughton Lane	340	106%	7	348	108%	7	348	108%	7	354	110%	7	351	109%	7	347	108%	7

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- 18.3.672 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 over capacity in both the future baseline and with the Proposed Scheme.
- 18.3.673 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Broughton Lane approach from 80% in the future baseline to 96% in the AM peak hour, with a corresponding change in queue length from four PCU in the future baseline to five PCU. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Broughton Lane approach from 106% in the future baseline to 110%, with no change in corresponding queue length.

B6186 Camp Street/B6186 Fredrick Road/Lower Broughton Road

- 18.3.674 Table 18-214 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-214: B6186 Camp Street/B6186 Fredrick Road/Lower Broughton 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		
Lower Broughton Road (north)	269	28%	5	209	22%	4	230	24%	4	110	11%	2	136	14%	2	221	23%	4
B6186 Camp Street	425	55%	6	452	58%	7	461	59%	7	606	78%	9	499	64%	7	449	58%	7
Lower Broughton Road (south)	396	82%	7	409	88%	7	409	88%	7	432	96%	8	422	93%	7	409	88%	7
B6186 Frederick Road	583	31%	5	602	33%	5	586	32%	5	614	36%	7	610	34%	6	588	32%	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		
Lower Broughton Road (north)	96	5%	1	87	5%	1	94	5%	1	92	5%	1	88	5%	1	87	4%	1
B6186 Camp Street	316	58%	6	309	57%	6	313	57%	6	326	60%	7	309	57%	6	309	57%	6
Lower Broughton Road (south)	935	95%	12	935	96%	12	933	95%	12	933	95%	12	932	94%	12	934	97%	12
B6186 Frederick Road	429	40%	7	451	42%	8	461	43%	8	455	42%	8	460	42%	8	452	42%	8

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- 18.3.675 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 close to capacity in both the future baseline and with the Proposed Scheme.
- 18.3.676 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Lower Broughton Road (south) approach from 82% in the future baseline to 96% in the AM peak hour, with a corresponding change in queue length from seven PCU in the future baseline to eight PCU. In the PM peak hour, the 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.

A5066 Great Clowes Street/Fenney Street

- 18.3.677 Table 18-215 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. Although this junction is a three-arm priority controlled (give way) T-junction, Fenney Street is a one-way exit arm from the junction and is therefore not reported in the results.

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Table 18-215: A5066 Great Clowes Street/Fenney Street 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		
A5066 Great Clowes Street (north)	905	46%	0	947	48%	0	932	47%	0	1,027	52%	0	974	49%	0	935	47%	0
A5066 Great Clowes Street (south)	296	101%	5	282	102%	5	285	102%	5	257	104%	5	270	102%	5	284	102%	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		
A5066 Great Clowes Street (north)	559	29%	0	555	28%	0	558	29%	0	589	30%	0	553	28%	0	556	28%	0
A5066 Great Clowes Street (south)	755	102%	2	750	102%	2	765	102%	2	760	102%	2	760	102%	2	759	102%	2

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- 18.3.678 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.
- 18.3.679 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A5066 Great Clowes Street (south) approach from 101% in the future baseline to 104% 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.

A56 Bury Road/Fenney Street/Appian Way

- 18.3.680 Table 18-216 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The Appian Way approach is a minor arm that is not included within the SATURN model.

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Table 18-216: A56 Bury Road/Fenney Street/Appian 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 Bury Road (north)	1,096	27%	0	1,016	25%	0	1,024	26%	0	862	22%	0	996	25%	0	1,017	25%	0
Appian Way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A56 Bury Road (south)	412	10%	0	440	11%	0	432	11%	0	449	11%	0	469	12%	0	427	11%	0
Fenney Street (west)	208	91%	3	218	92%	3	217	92%	3	252	94%	3	217	92%	3	219	92%	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		
A56 Bury Road (north)	494	12%	0	497	12%	0	497	12%	0	489	12%	0	493	12%	0	496	12%	0
Appian Way	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A56 Bury Road (south)	976	24%	0	930	23%	0	946	24%	0	883	22%	0	895	22%	0	918	23%	0
Fenney Street (west)	182	79%	2	191	81%	2	192	80%	2	215	84%	2	209	83%	2	196	80%	2

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- 18.3.681 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 within capacity in both the future baseline and with the Proposed Scheme.
- 18.3.682 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the Fenney Street (west) approach from 91% in the future baseline to 94% in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the change in traffic due to construction of the Proposed Scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

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

- 18.3.683 Table 18-217 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-217: A576 Great Cheetham Street West/A5066 Great Clowes Street/B6187 Great Clowes Street 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		
B6187 Great Clowes Street	595	74%	12	609	76%	12	613	76%	12	615	77%	12	607	76%	12	617	77%	12
A576 Great Cheetham Street West (east)	724	51%	11	755	53%	11	756	53%	11	803	56%	12	766	54%	11	755	53%	11
A5066 Great Clowes Street	10	1%	0	11	1%	0	10	1%	0	10	1%	0	10	1%	0	10	1%	0
A576 Great Cheetham Street West (west)	759	73%	13	759	77%	13	754	71%	13	667	96%	11	740	77%	13	754	73%	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		
B6187 Great Clowes Street	182	55%	4	182	55%	4	185	56%	4	192	58%	4	179	54%	4	182	55%	4
A576 Great Cheetham Street West (east)	722	58%	11	726	59%	11	726	59%	11	754	61%	11	729	59%	11	728	59%	11
A5066 Great Clowes Street	375	21%	5	371	21%	5	392	22%	5	399	22%	5	383	21%	5	383	21%	5
A576 Great Cheetham Street West (west)	376	109%	7	386	111%	7	385	111%	7	390	112%	7	389	112%	7	385	111%	7

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- 18.3.684 The assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and close to capacity with the Proposed Scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the Proposed Scheme.
- 18.3.685 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A576 Great Cheetham Street West (west) approach from 73% in the future baseline to 96% in the AM peak hour, with a corresponding change in queue length from 13 PCU in the future baseline to 11 PCU.
- 18.3.686 In scenarios 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 A576 Great Cheetham Street West (west) approach from 109% in the future baseline to 112%, with no change in corresponding queue length.

A580 East Lancashire Road/A572 Worsley Road

- 18.3.687 Table 18-218 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-218: A580 East Lancashire Road/A572 Worsley 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		
A580 East Lancashire Road (north)	2,575	104%	54	2,572	104%	54	2,583	104%	54	2,583	104%	54	2,583	104%	54	2,573	104%	54
A572 Worsley Road (east)	840	92%	18	852	93%	18	863	94%	18	885	97%	19	872	95%	18	860	94%	18
A580 East Lancashire Road (south)	1,665	65%	29	1,696	66%	30	1,691	66%	30	1,730	67%	31	1,696	66%	30	1,683	65%	30
A572 Worsley Road (west)	799	87%	16	818	89%	16	806	88%	16	804	88%	16	801	88%	16	806	88%	16
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		
A580 East Lancashire Road (north)	1,754	69%	27	1,749	69%	27	1,763	69%	27	1,778	70%	27	1,771	70%	27	1,762	69%	27
A572 Worsley Road (east)	727	70%	17	723	70%	17	722	70%	17	719	69%	17	727	70%	17	720	69%	17
A580 East Lancashire Road (south)	2,734	101%	28	2,732	101%	28	2,724	101%	28	2,730	101%	28	2,724	101%	28	2,727	101%	28
A572 Worsley Road (west)	858	83%	21	857	83%	21	835	80%	20	841	81%	20	837	81%	20	836	81%	20

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- 18.3.688 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.
- 18.3.689 In scenario 2, the change in traffic due to construction of the Proposed Scheme will increase the VoC on the A572 Worsley Road (east) approach from 92% in the future baseline to 97% in the AM peak hour, with a corresponding change in queue length from 18 in the future baseline to 19 PCU.
- 18.3.690 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.

A665 Cheetham Hill Road/B6180 Waterloo Road/Greenhill Road

- 18.3.691 Table 18-219 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme. The Halliwell Lane approach is a minor arm that is not included within the SATURN model.

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Table 18-219: A665 Cheetham Hill Road/Greenhill Road/B6180 Waterloo 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		
Greenhill Road	317	56%	7	315	64%	7	321	65%	8	305	61%	7	307	61%	7	321	65%	8
A665 Cheetham Hill Road (south)	551	53%	10	537	49%	10	538	49%	10	544	49%	10	540	50%	10	538	50%	10
B6180 Waterloo Road	170	43%	4	180	45%	4	171	43%	4	171	41%	4	169	41%	4	166	42%	4
Halliwel Lane	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A665 Cheetham Hill Road (north)	1,281	55%	14	1,259	54%	14	1,276	54%	14	1,216	53%	14	1,255	54%	14	1,274	54%	14
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		
Greenhill Road	24	4%	1	10	2%	0	13	3%	0	8	2%	0	10	2%	0	8	2%	0
A665 Cheetham Hill Road (south)	1,315	80%	18	1,197	94%	17	1,285	96%	18	1,262	96%	18	1,252	94%	17	1,269	95%	18
B6180 Waterloo Road	232	33%	5	254	37%	6	249	36%	6	259	38%	6	255	37%	6	251	37%	6
Halliwel Lane	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A665 Cheetham Hill Road (north)	952	66%	11	932	62%	11	946	64%	11	894	61%	10	921	62%	11	935	63%	11

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- 18.3.692 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 the future baseline and close to capacity with the Proposed Scheme.
- 18.3.693 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.
- 18.3.694 In scenarios 1 and 2, the change in traffic due to construction of the Proposed Scheme in the PM peak hour will increase the VoC on the A665 Cheetham Hill Road (south) approach from 80% in the future baseline to 96%, with no change in corresponding queue length.

Moor Lane/Littleton Road/Kersal Vale Road

- 18.3.695 Table 18-220 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-220: Moor Lane/Littleton Road/Kersal Vale 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		
Kersal Vale Road	416	39%	0	411	39%	0	402	38%	0	374	35%	0	403	38%	0	408	39%	0
Moor Lane	220	26%	0	223	26%	0	236	27%	0	262	29%	0	232	27%	0	229	26%	0
Littleton Road	293	30%	0	300	31%	0	293	30%	0	337	35%	0	291	30%	0	293	30%	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		
Kersal Vale Road	336	34%	0	347	35%	0	350	35%	0	355	36%	0	349	35%	0	349	35%	0
Moor Lane	169	18%	0	172	19%	0	167	18%	0	173	19%	0	170	18%	0	169	18%	0
Littleton Road	798	83%	0	838	87%	1	832	86%	0	850	88%	1	848	88%	1	839	87%	1

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- 18.3.696 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 the future baseline and close to capacity with the Proposed Scheme.
- 18.3.697 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.
- 18.3.698 In scenarios 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 Littleton Road approach from 83% in the future baseline to 88%, with a corresponding change in queue length from no queue in the future baseline to one PCU.

A56 Bury New Road/Singleton Road/Moor Lane

- 18.3.699 Table 18-221 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-221: A56 Bury New Road/Singleton Road/Moor 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		
A56 Bury New Road (north)	1,035	50%	16	1,010	49%	15	1,024	50%	16	946	47%	14	998	49%	15	1,016	50%	16
Singleton Road	311	74%	9	310	73%	9	312	74%	9	297	70%	9	307	73%	9	311	74%	9
A56 Bury New Road(south)	524	37%	8	520	37%	8	526	37%	8	468	32%	7	526	37%	8	525	37%	8
Moor Lane	377	68%	11	378	68%	11	379	68%	11	388	69%	11	381	68%	11	380	68%	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 Bury New Road (north)	919	57%	15	948	57%	15	955	57%	15	975	57%	16	964	57%	16	950	57%	15
Singleton Road	330	58%	9	332	58%	9	332	59%	9	334	59%	9	333	59%	9	332	59%	9
A56 Bury New Road(south)	954	74%	15	946	74%	15	946	74%	15	930	74%	15	938	74%	15	942	74%	15
Moor Lane	457	91%	13	465	93%	13	466	93%	13	471	94%	13	469	94%	13	466	93%	13

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- 18.3.700 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.
- 18.3.701 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.
- 18.3.702 In scenarios 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 Moor Lane approach from 91% in the future baseline to 94%, with no change in corresponding queue length.

A6044 Hilton Lane/A6044 Rainsough Brow/Kersal Road

- 18.3.703 Table 18-222 summarises the results of the changes to the performance of the junction as a result of the Proposed Scheme.

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Table 18-222: A6044 Hilton Lane/A6044 Rainsough Brow/Kersal 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		
A6044 Hilton Lane	671	34%	0	663	33%	0	686	34%	0	684	34%	0	675	34%	0	679	34%	0
Kersal Road	237	72%	1	241	73%	1	228	71%	1	229	72%	1	235	72%	1	233	72%	1
A6044 Rainsough Brow	734	70%	0	739	70%	0	726	69%	0	769	69%	0	728	69%	0	731	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		
A6044 Hilton Lane	437	22%	0	439	22%	0	440	23%	0	443	23%	0	439	22%	0	440	23%	0
Kersal Road	176	63%	1	174	62%	1	169	59%	1	170	61%	1	169	60%	1	172	62%	1
A6044 Rainsough Brow	1,106	87%	0	1,140	88%	0	1,141	88%	0	1,165	89%	0	1,159	88%	0	1,147	88%	0

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- 18.3.704 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.
- 18.3.705 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.
- 18.3.706 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 A6044 Rainsough Brow approach from 87% in the future baseline to 89%, with no change in corresponding queue length.

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