In Parliament – Session 2022 - 2023

HS2

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Appendix TR-002-00006 – Report 5 of 7

Traffic and transport

Transport Assessment Part 2 Addendum
MA06: Hulseheath to Manchester Airport
MA07: Davenport Green to Ardwick
MA08: Manchester Piccadilly Station
(including MA04 and MA05)

S100_E

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Department for Transport

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

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10.3.287 Junction operation is reported in Section 11.4 of the main TA.

10.3.288 The operation of the key junctions has been assessed using the existing and future baseline traffic flows. The results are summarised in the following tables where they differ from or are in addition to the main TA. Where there are changes to infrastructure compared to the main TA, these are highlighted. Where no updates to junction operation are provided, junction operation is as described in Section 11.4 of the main TA.

10.3.289 Where a junction will be affected by construction of the AP2 revised scheme, future baseline results are included for 2031. Where a junction will be affected by the operation of the AP2 revised scheme, which is primarily due to changes in traffic as a result of infrastructure changes or changes in demand associated with the AP2 revised scheme, results are included for 2039 and 2051. Junctions affected by both construction and operation include results for all three assessment years.

10.3.290 The results are presented in the same order as presented in the main TA. Junctions that were not modelled in the main TA are provided at the end of the junction performance section from the M56 junction 4 southbound off-slip/Simonsway junction (Table 14-187) onwards.

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

M56 junction 2/A560 Altrincham Road/B5168 Sharston Road

10.3.292 Table 11-116 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-116 below replaces Table 11-116 of the main TA.

Table 11-116: 2018 baseline performance at M56 junction 2/A560 Altrincham Road/B5168 Sharston Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5168 Sharston Road	815	77%	2
M56 off-slip	1,385	54%	10
A560 Altrincham Road (south)	979	81%	9
A560 Altrincham Road (west)	1,152	75%	9
	2018 PM peak hour (17:00–18:00) baseline results		
B5168 Sharston Road	819	78%	2
M56 off-slip	1,131	58%	10

Approach	Flow, PCU/hr	VoC	Q, PCU
A560 Altrincham Road (south)	736	70%	7
A560 Altrincham Road (west)	1,090	64%	8

10.3.293 The conclusions drawn in paragraph 11.4.273 of the main TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 81% on the A560 Altrincham Road (south) approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 78% is on the B5168 Sharston Road approach with an associated queue length of two PCU."

10.3.294 Table 11-117 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-117 below replaces Table 11-117 of the main TA.

Table 11-117: Future baseline performance at M56 junction 2/A560 Altrincham Road/B5168 Sharston Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
B5168 Sharston Road	915	93%	4	379	153%	2
M56 off-slip	1,553	61%	11	1,492	59%	11
A560 Altrincham Road (south)	1,013	84%	9	909	75%	8
A560 Altrincham Road (west)	1,173	76%	9	382	25%	3
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
B5168 Sharston Road	868	83%	2	858	96%	6
M56 off-slip	1,223	63%	10	1,314	68%	11
A560 Altrincham Road (south)	703	67%	7	842	80%	8
A560 Altrincham Road (west)	1,115	66%	8	1,197	71%	9

10.3.295 The conclusions drawn in paragraphs 11.4.275 to 11.4.277 of the main TA are replaced by:

"In the 2039 future baseline, the assessment shows that this this junction operates close to capacity in the AM peak hour with a maximum VoC of 93% on the B5168 Sharston Road approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2039 future baseline with the maximum VoC of 83% on the B5168 Sharston Road approach with an associated queue length of two PCU.

In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 153% on the B5168 Sharston Road approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows

that this junction is close to capacity in the 2051 future baseline with the maximum VoC of 96% on the B5168 Sharston Road approach with an associated queue length of six PCU."

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

10.3.296 Table 11-118 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-118 below replaces Table 11-118 of the main TA.

Table 11-118: 2018 baseline performance at M60 junction 2/A560 Stockport Road/Heathside Park Road/Carrs Road/Cheadle Point junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
M60	1,035	54%	0
Heathside Park Road*	-	-	-
A560 Stockport Road (east)	713	42%	5
Carrs Road*	-	-	-
Cheadle Point*	-	-	-
A560 Stockport Road (west)	1,029	62%	0
	2018 PM peak hour (17:00–18:00) baseline results		
M60	189	11%	0
Heathside Park Road*	-	-	-
A560 Stockport Road (east)	1,049	84%	10
Carrs Road*	-	-	-
Cheadle Point*	-	-	-
A560 Stockport Road (west)	1,062	62%	0

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

10.3.297 The conclusions drawn in paragraph 11.4.279 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 84% on the A560 Stockport Road (east) approach with an associated queue length of 10 PCU."

10.3.298 Table 11-119 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-119 below replaces Table 11-119 of the main TA.

Table 11-119: Future baseline performance at M60 junction 2/A560 Stockport Road/Heathside Park Road/Carrs Road/Cheadle Point junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
M60	996	56%	0	1,047	64%	1

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Heathside Park Road*	-	-	-	-	-	-
A560 Stockport Road (east)	1,039	61%	8	1,098	64%	8
Carrs Road*	-	-	-	-	-	-
Cheadle Point*	-	-	-	-	-	-
A560 Stockport Road (west)	1,116	82%	2	1,180	88%	2
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
M60	194	11%	0	143	9%	0
Heathside Park Road*	-	-	-	-	-	-
A560 Stockport Road (east)	1,197	96%	11	1,253	101%	12
Carrs Road*	-	-	-	-	-	-
Cheadle Point*	-	-	-	-	-	-
A560 Stockport Road (west)	1,312	83%	1	1,418	89%	2

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

10.3.299 The conclusions drawn in paragraphs 11.4.281 to 11.4.282 of the main TA are replaced by:

"In the 2039 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 82% on the A560 Stockport Road (west) approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 96% on the A560 Stockport Road (east) approach with an associated queue length of 11 PCU.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 88% on the A560 Stockport Road (west) approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 101% on the A560 Stockport Road (east) approach with an associated queue length of 12 PCU."

A560/Greenwood Road

10.3.300 Table 11-120 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-120 below replaces Table 11-120 of the main TA.

Table 11-120: 2018 baseline performance at A560/Greenwood Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A560 Altrincham Road (west)	1,154	53%	0
A560 Altrincham Road (south-east)	1,315	61%	0
Greenwood Road	423	43%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A560 Altrincham Road (west)	1,113	54%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
A560 Altrincham Road (south-east)	1,378	67%	0
Greenwood Road	391	48%	1

10.3.301 The conclusions drawn in 11.4.284 of the main TA remain unchanged.

10.3.302 Table 11-121 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-121 below replaces Table 11-121 of the main TA.

Table 11-121: Future baseline performance at A560/Greenwood Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
A560 Altrincham Road (west)	1,225	57%	0	575	27%	0
A560 Altrincham Road (south-east)	1,315	64%	0	1,136	64%	0
Greenwood Road	488	48%	1	498	40%	0
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A560 Altrincham Road (west)	1,085	56%	0	1,118	62%	0
A560 Altrincham Road (south-east)	1,225	61%	0	1,311	67%	0
Greenwood Road	521	47%	0	590	56%	1

10.3.303 The conclusions drawn in paragraph 11.4.286 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2039 and 2051 future baselines."

M60 junction 3

10.3.304 Table 11-122 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-122 below replaces Table 11-122 of the main TA.

Table 11-122: 2018 baseline performance at M60 junction 3

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A34 Kingsway	784	104%	15
M60 off-slip	1,897	64%	22
	2018 PM peak hour (17:00–18:00) baseline results		
A34 Kingsway	1,082	65%	20
M60 off-slip	1,986	76%	27

10.3.305 The conclusions drawn in paragraph 11.4.288 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 104% on the A34 Kingsway approach with an associated queue length of 15 PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 76% on the M60 off-slip approach with an associated queue length of 27 PCU."

10.3.306 Table 11-123 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-123 below replaces Table 11-123 of the main TA.

Table 11-123: Future baseline performance at M60 junction 3

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A34 Kingsway	797	106%	15	786	104%	15	808	107%	15
M60 off-slip	2,355	80%	27	2,470	84%	29	2,573	87%	30
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A34 Kingsway	1,144	68%	21	1,178	70%	22	1,172	70%	22
M60 off-slip	2,277	88%	31	2,367	91%	32	2,461	95%	33

10.3.307 The conclusions drawn in paragraphs 11.4.290 to 11.4.292 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 106% on the A34 Kingsway approach with an associated queue length of 15 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 88% on the M60 off-slip approach with an associated queue length of 31 PCU.

In the 2039 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 104% on the A34 Kingsway approach with an associated queue length of 15 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 91% on the M60 off-slip approach with an associated queue length of 32 PCU.

In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 107% on the A34 Kingsway approach with an associated queue length of 15 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 95% on the M60 off-slip approach with an associated queue length of 33 PCU.

The junction analysis indicates that the junction will be operating over its capacity in the 2031, 2039 and 2051 future baseline. However, as the signals timings are determined by the baseline traffic flow, it is possible that the delays could to a degree be reduced by signal optimisation."

M56 junction 3a/A560 Altrincham Road

10.3.308 Table 15-124 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-124 below replaces Table 11-124 of the main TA.

Table 11-124: 2018 baseline performance at M56 junction 3a/A560 Altrincham Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5103 Princess Parkway	1,287	96%	5
A560 Altrincham Road (east)	1,253	101%	9
M56 northbound off-slip	621	82%	2
A560 Altrincham Road (west)	1,386	101%	10
	2018 PM peak hour (17:00–18:00) baseline results		
A5103 Princess Parkway	1,254	89%	2
A560 Altrincham Road (east)	1,336	102%	9
M56 northbound off-slip	337	41%	0
A560 Altrincham Road (west)	1,288	79%	1

10.3.309 The conclusions drawn in paragraph 11.4.295 of the main TA are replaced by:

"The junction operates over capacity in the 2018 baseline with a maximum VoC of 101% on both the A560 Altrincham Road (east) and the A560 Altrincham Road approaches in the AM peak hour with associated queue lengths of nine PCU and 10 PCU respectively. In the PM peak hour, the maximum VoC of 102% is on the A560 Altrincham Road (east) approach with an associated queue length of nine PCU."

10.3.310 Table 11-125 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-125 below replaces Table 11-125 of the main TA.

Table 11-125: Future baseline performance at M56 junction 3a/A560 Altrincham Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A5103 Princess Parkway	1,237	101%	9	1,176	103%	9	1,383	101%	9
A560 Altrincham Road (east)	1,201	104%	9	1,262	105%	9	897	108%	9
M56 northbound off-slip	787	91%	3	934	99%	8	886	102%	9
A560 Altrincham Road (west)	1,466	103%	10	1,473	103%	10	1,421	106%	10
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A5103 Princess Parkway	1,251	100%	9	1,026	103%	9	987	106%	9

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A560 Altrincham Road (east)	1,175	103%	9	1,111	105%	9	1,117	106%	9
M56 northbound off-slip	490	50%	1	789	71%	1	893	81%	2
A560 Altrincham Road (west)	1,424	78%	1	1,547	92%	3	1,622	100%	9

10.3.311 The conclusions drawn in paragraphs 11.4.297 to 11.4.299 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum VoC of 104% on the A560 Altrincham Road (east) approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 103% is on the A560 Altrincham Road (east) approach with an associated queue length of nine PCU.

This junction operates over capacity in the 2039 future baseline with a maximum VoC of 105% on the A560 Altrincham Road (east) approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 105% is on the A560 Altrincham Road (east) approach with an associated queue length of nine PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 108% on the A560 Altrincham Road (east) approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 106% is on both the A5103 Princess Parkway and the A560 Altrincham Road (east) approaches with an associated queue length of nine PCU."

A5103 Princess Parkway/B5167 Palatine Road

10.3.312 Table 11-126 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-126 below replaces Table 11-126 of the main TA.

Table 11-126: 2018 baseline performance at A5103 Princess Parkway/B5167 Palatine Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5103 Princess Parkway southbound off-slip	394	37%	8
B5167 Palatine Road	1,000	60%	15
A5103 Princess Parkway northbound off-slip	770	73%	15
B5167 Wythenshawe Road	879	33%	13
	2018 PM peak hour (17:00–18:00) baseline results		
A5103 Princess Parkway southbound off-slip	634	77%	13
B5167 Palatine Road	847	45%	12
A5103 Princess Parkway northbound off-slip	466	57%	10
B5167 Wythenshawe Road	999	34%	14

10.3.313 The conclusions drawn in paragraph 11.4.301 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 77% on the A5103 Princess Parkway southbound off-slip approach with an associated queue length of 13 PCU."

10.3.314 Table 11-127 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-127 below replaces Table 11-127 of the main TA.

Table 11-127: Future baseline performance at A5103 Princess Road/B5167 Palatine Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A5103 Princess Parkway southbound off-slip	421	40%	8	472	44%	9	518	49%	10
B5167 Palatine Road	1,100	66%	17	1,130	68%	17	1,160	70%	18
A5103 Princess Parkway northbound off-slip	798	75%	15	798	75%	15	916	87%	17
B5167 Wythenshawe Road	1,114	42%	17	1,156	44%	18	1,238	47%	19
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A5103 Princess Parkway southbound off-slip	705	86%	15	753	92%	16	794	97%	17
B5167 Palatine Road	948	50%	13	1,011	54%	14	1,033	55%	14
A5103 Princess Parkway northbound off-slip	641	78%	14	656	80%	14	776	93%	16
B5167 Wythenshawe Road	1,125	39%	16	1,155	40%	16	1,266	43%	18

10.3.315 The conclusions drawn in paragraphs 11.4.303 to 11.4.305 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 75% on the A5103 Princess Parkway northbound off-slip approach with an associated queue length of 15 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 86% on the A5103 Princess Parkway southbound off-slip approach with an associated queue length of 15 PCU.

In the 2039 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 75% on the A5103 Princess Parkway northbound off-slip approach in the AM peak hour with an associated queue length of 15 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the

2039 future baseline with a maximum VoC of 92% on the A5103 Princess Parkway southbound off-slip approach with an associated queue length of 16 PCU.

The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 87% on the A5103 Princess Parkway northbound off-slip approach in the AM peak hour with an associated queue length of 17 PCU. In the PM peak hour, the maximum VoC of 97% is on the A5103 Princess Parkway southbound off-slip approach with an associated queue length of 17 PCU."

M60 junction 27 (A560 Portwood Roundabout)

10.3.316 Table 11-128 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-128 below replaces Table 11-128 of the main TA.

Table 11-128: 2018 baseline performance at M60 junction 27 (A560 Portwood Roundabout) junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6188 Tiviot Way	1,181	76%	13
Circulatory at A6188 Tiviot Way	1,482	39%	9
A560 Crookilley Way	1,044	51%	11
Circulatory at A560 Crookilley Way	1,977	82%	21
B6104 Carrington Road	1,165	97%	13
Circulatory at B6104 Carrington Road	3,021	44%	26
A6188 St Marys Way	868	72%	11
Circulatory at A6188 St Marys Way	2,526	71%	14
A560 Great Portwood Street	187	22%	3
Circulatory at A560 Great Portwood Street	2,853	52%	10
M60 eastbound off-slip	1,396	57%	16
Circulatory at M60 eastbound off-slip	1,240	32%	7
	2018 PM peak hour (17:00–18:00) baseline results		
A6188 Tiviot Way	1,173	101%	14
Circulatory at A6188 Tiviot Way	2,358	55%	12
A560 Crookilley Way	1,067	100%	14
Circulatory at A560 Crookilley Way	1,732	49%	13
B6104 Carrington Road	706	59%	9
Circulatory at B6104 Carrington Road	2,799	41%	15
A6188 St Marys Way	1,123	65%	12
Circulatory at A6188 St Marys Way	1,641	53%	12
A560 Great Portwood Street	639	53%	9
Circulatory at A560 Great Portwood Street	2,279	45%	8
M60 eastbound off-slip	1,694	77%	19
Circulatory at M60 eastbound off-slip	1,751	43%	11

10.3.317 The conclusions drawn in paragraph 11.4.307 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the B6104 Carrington Road approach with an associated queue length of 13 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2018 baseline with maximum VoC of 101% on the A6188 Tiviot Way approach with an associated queue length of 14 PCU."

10.3.318 Table 11-129 of the main TA summarises the operation of the future year baseline performance and the results for the AM and PM peak hours. Table 11-129 below replaces Table 11-129 of the main TA.

Table 11-129: Future baseline performance at M60 junction 27 (A560 Portwood Roundabout) junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A6188 Tiviot Way	1,328	86%	15	1,366	88%	16	1,452	94%	17
Circulatory at A6188 Tiviot Way	1,621	43%	10	1,616	43%	10	1,767	47%	11
A560 Crookilley Way	1,304	64%	13	1,418	70%	15	1,483	73%	15
Circulatory at A560 Crookilley Way	2,163	90%	23	2,137	88%	23	2,190	91%	24
B6104 Carrington Road	1,213	101%	12	1,216	102%	12	1,226	102%	12
Circulatory at B6104 Carrington Road	3,467	50%	26	3,554	52%	26	3,673	53%	26
A6188 St Marys Way	1,044	87%	13	1,067	88%	13	1,012	84%	12
Circulatory at A6188 St Marys Way	2,903	81%	19	2,929	81%	19	2,809	78%	18
A560 Great Portwood Street	234	28%	4	270	32%	4	157	19%	3
Circulatory at A560 Great Portwood Street	2,967	54%	9	2,999	55%	10	2,788	51%	8
M60 eastbound off-slip	1,545	63%	17	1,523	62%	17	1,574	64%	17
Circulatory at M60 eastbound off-slip	1,395	37%	8	1,456	38%	9	1,621	42%	9
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A6188 Tiviot Way	1,223	105%	14	1,225	105%	14	1,225	105%	14
Circulatory at A6188 Tiviot Way	2,596	61%	12	2,627	62%	13	2,664	63%	14
A560 Crookilley Way	1,091	102%	14	1,102	103%	14	1,114	104%	14

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Circulatory at A560 Crookilley Way	1,950	55%	15	1,979	56%	15	1,988	56%	16
B6104 Carrington Road	828	69%	10	921	77%	10	1,013	85%	10
Circulatory at B6104 Carrington Road	3,017	44%	18	3,046	44%	19	3,055	44%	19
A6188 St Marys Way	1,669	97%	19	1,687	98%	19	1,720	100%	19
Circulatory at A6188 St Marys Way	1,834	59%	13	1,919	61%	13	1,989	64%	12
A560 Great Portwood Street	729	61%	10	776	65%	10	836	70%	11
Circulatory at A560 Great Portwood Street	2,841	56%	8	2,913	58%	8	3,023	60%	8
M60 eastbound off-slip	1,763	81%	20	1,762	80%	20	1,752	80%	20
Circulatory at M60 eastbound off-slip	2,148	53%	12	2,201	54%	13	2,273	56%	13

10.3.319 The conclusions drawn in paragraphs 11.4.309 to 11.4.310 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum VoC of 101% on the B6104 Carrington Road approach in the AM peak hour with an associated queue length of 12 PCU. In the PM peak hour, the maximum VoC of 105% is on the A6188 Tiviot Way approach with a queue length of 14 PCU.

The junction analysis indicates that the junction will be operating over its capacity in the 2031 future baseline. However, as the signals timings are determined by the baseline traffic flow, it is possible that the delays could to a degree be reduced by signal optimisation.

This junction operates over capacity in the 2039 future baseline with a maximum VoC of 102% on the B6104 Carrington Road approach in the AM peak hour with an associated queue length of 12 PCU. In the PM peak hour, the maximum VoC of 105% is on the A6188 Tiviot Way approach with an associated queue length of 14 PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 102% on the B6104 Carrington Road approach in the AM peak hour with an associated queue length of 12 PCU. In the PM peak hour, the maximum VoC of 105% is on the A6188 Tiviot Way approach with an associated queue length of 14 PCU".

M60 junction 24/A57 Manchester Road

10.3.320 Table 11-130 the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-130 below replaces Table 11-130 of the main TA.

Table 11-130: 2018 baseline performance at M60 junction 24/A57 Manchester Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
M60 (north)	1,886	52%	26
M67	1,916	79%	21
A57 Manchester Road South (east)	630	83%	9
M60 (south)	1,255	53%	17
A57 Manchester Road (west)	1,077	70%	15
	2018 PM peak hour (17:00–18:00) baseline results		
M60 (north)	2,330	64%	32
M67	1,608	88%	25
A57 Manchester Road South (east)	914	99%	14
M60 (south)	1,374	46%	18
A57 Manchester Road (west)	1,912	101%	25

10.3.321 The conclusions drawn in paragraph 11.4.312 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 83% on the A57 Manchester Road South (east) approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2018 baseline with a maximum VoC of 101% on the A57 Manchester Road (west) approach with an associated queue length of 25 PCU."

10.3.322 Table 11-131 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-131 below replaces Table 11-131 of the main TA.

Table 11-131: Future baseline performance at M60 junction 24/A57 Manchester Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
M60 (north)	2,085	57%	29
M67	2,224	92%	25
A57 Manchester Road South (east)	665	88%	10
M60 (south)	1,374	58%	18
A57 Manchester Road (west)	1,164	76%	16
	2031 PM peak hour (17:00–18:00)		
M60 (north)	2,330	64%	32
M67	1,748	96%	27
A57 Manchester Road South (east)	957	104%	14
M60 (south)	1,539	51%	21
A57 Manchester Road (west)	1,931	102%	25

10.3.323 The conclusions drawn in paragraph 11.4.314 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 92% on the M67 approach with an associated queue length of 25 PCU. In the PM peak hour, the assessment shows that this junction is over capacity with a maximum VoC of 104% on the A57 Manchester Road South (east) approach with an associated queue length of 14 PCU."

M60 junction 23/A6140 Moss Way

10.3.324 Table 11-132 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-132 below replaces Table 11-132 of the main TA.

Table 11-132: 2018 baseline performance at M60 junction 23/A6140 Moss Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6140 Moss Way (north)	330	22%	3
A6140 Moss Way (south)	732	28%	3
M60 northbound off-slip	813	45%	8
	2018 PM peak hour (17:00–18:00) baseline results		
A6140 Moss Way (north)	535	32%	5
A6140 Moss Way (south)	682	32%	3
M60 northbound off-slip	1,030	67%	11

10.3.325 The conclusions drawn in paragraph 11.4.94 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2018 baseline."

10.3.326 Table 11-133 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-133 below replaces Table 11-133 of the main TA.

Table 11-133: Future baseline performance at M60 junction 23/A6140 Moss Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A6140 Moss Way (north)	390	26%	4	406	27%	4	397	27%	4
A6140 Moss Way (south)	775	30%	3	796	30%	3	817	31%	4
M60 northbound off-slip	943	52%	10	987	55%	10	1,045	58%	11
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A6140 Moss Way (north)	553	33%	5	547	33%	5	570	34%	5
A6140 Moss Way (south)	738	34%	4	755	35%	4	813	38%	5

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
M60 northbound off-slip	1,172	76%	13	1,240	81%	14	1,370	89%	15

10.3.327 The conclusions drawn in paragraph 11.4.318 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that the junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity with a maximum VoC of 76% on the M60 northbound off-slip approach with an associated queue length of 13 PCU.

In the 2039 future baseline, the assessment shows that the junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2039 future baseline with a maximum VoC of 81% on the M60 northbound off-slip approach with an associated queue length of 14 PCU.

In the 2051 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 89% on the M60 northbound off-slip approach with an associated queue length of 15 PCU."

M60 junction 23/A635 Manchester Road

10.3.328 Table 11-134 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-134 below replaces Table 11-134 of the main TA.

Table 11-134: 2018 baseline performance at M60 junction 23/A635 Manchester Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
M60 southbound off-slip	1,655	77%	37
A635 Manchester Road (east)	1,896	39%	15
A635 Manchester Road (west)	1,647	38%	38
	2018 PM peak hour (17:00–18:00) baseline results		
M60 southbound off-slip	1,318	93%	33
A635 Manchester Road (east)	1,884	34%	13
A635 Manchester Road (west)	1,811	52%	33

10.3.329 The conclusions drawn in paragraph 11.4.322 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates within capacity with a maximum VoC of 77% on the M60 southbound off-slip in the AM peak hour with an associated queue length of 37 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 93% on the M60 southbound off-slip approach with an associated queue length of 33 PCU."

10.3.330 Table 11-135 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-135 below replaces Table 11-135 of the main TA.

Table 11-135: Future baseline performance at M60 junction 23/A635 Manchester Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
M60 southbound off-slip	1,809	84%	40	1,938	90%	43	2,078	96%	46
A635 Manchester Road (east)	2,182	45%	15	2,329	48%	15	2,591	53%	15
A635 Manchester Road (west)	1,738	40%	40	1,795	41%	42	1,896	43%	43
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
M60 southbound off-slip	1,421	100%	35	1,442	102%	35	1,471	104%	35
A635 Manchester Road (east)	2,007	36%	13	2,077	38%	14	2,236	41%	14
A635 Manchester Road (west)	1,883	54%	34	1,933	56%	34	2,035	59%	34

10.3.331 The conclusions drawn in paragraphs 11.4.324 to 11.4.327 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 84% on the M60 southbound off-slip approach with an associated queue length of 40 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2031 future baseline with a maximum VoC of 100% on the M60 southbound off-slip approach with an associated queue length of 35 PCU.

In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 90% on the M60 southbound off-slip approach with an associated queue length of 43 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 102% on the M60 southbound off-slip approach with an associated queue length of 35 PCU.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 96% on the M60 southbound off-slip approach with an associated queue length of 46 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 104% on the M60 southbound off-slip approach with an associated queue length of 35 PCU.

The junction analysis indicates that the junction will be operating over its capacity in the PM peak hour in the 2031, 2039 and 2051 future baseline. However, as the signals timings are determined by the baseline traffic flow, it is possible that the delays could to a degree be reduced by signal optimisation."

A555 Ringway Road/B5166 Styal Road

10.3.332 Table 11-136 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-136 below replaces Table 11-136 of the main TA.

Table 11-136: Future baseline performance at A555 Ringway Road/B5166 Styal Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
B5166 Styal Road (north)	981	69%	23	1,189	83%	26	1,421	100%	29
A555 (east)	1,904	81%	31	2,254	96%	36	2,427	103%	38
B5166 Styal Road (south)	591	71%	12	801	97%	16	856	103%	17
A555 Ringway Road	2000	79%	33	2,052	81%	34	2,006	80%	34
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
B5166 Styal Road (north)	936	66%	21	981	69%	22	1,032	72%	23
A555 (east)	1,395	59%	24	1,450	61%	25	1,638	69%	28
B5166 Styal Road (south)	860	103%	17	875	103%	17	890	103%	18
A555 Ringway Road	2,256	90%	37	2,403	95%	39	2,444	97%	39

10.3.333 The conclusions drawn in paragraphs 11.4.330 to 11.4.332 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 81% on the A555 (east) approach with an associated queue length of 31 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2031 future baseline with a maximum VoC of 103% on the B5166 Styal Road (south) approach with an associated queue length of 17 PCU.

In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the B5166 Styal Road (south) approach with an associated queue length of 16 PCU. In the PM peak hour, the assessment shows tha this junction is over capacity in the 2039 future baseline with a maximum VoC of 103% on the B5166 Styal Road (south) approach with an associated queue length of 17 PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 103% on both the A555 (east) and the B5166 Styal Road (south) approaches with associated queue lengths of 38 PCU and 17 PCU respectively. In the PM peak hour, the maximum VoC of 103% is on the B5166 Styal Road (south) approach with an associated queue length of 18 PCU."

A555 Ringway Road West/Enterprise Way

10.3.334 Table 11-137 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-137 below replaces Table 11-137 of the main TA.

Table 11-137: 2018 baseline performance at A555 Ringway Road West/Enterprise Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Enterprise Way	40	3%	1
A555 Ringway Road West (east)	785	22%	7
A555 Ringway Road West (west)	1,036	50%	22
	2018 PM peak hour (17:00–18:00) baseline results		
Enterprise Way	361	18%	6
A555 Ringway Road West (east)	836	32%	13
A555 Ringway Road West (west)	719	96%	21

10.3.335 The conclusions drawn in paragraph 11.4.334 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2018 baseline."

10.3.336 Table 11-138 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-138 below replaces Table 11-138 of the main TA.

Table 11-138: Future baseline performance at A555 Ringway Road West/Enterprise Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
Enterprise Way	994	65%	12	1,174	77%	14
A555 Ringway Road West (east)	1,379	51%	16	1,394	52%	16
A555 Ringway Road West (west)	2,382	108%	28	2,169	98%	26
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
Enterprise Way	1,561	103%	18	1,539	101%	18
A555 Ringway Road West (east)	966	36%	10	1,058	39%	11
A555 Ringway Road West (west)	1,899	86%	27	2,011	91%	27

10.3.337 The conclusions drawn in paragraph 11.4.336 of the main TA are replaced by:

"This junction operates over capacity in the 2039 future baseline with a maximum VoC of 108% on the A555 Ringway Road West (west) approach with an associated queue length of 28 PCU. In the PM peak hour, the maximum VoC of 103% is on the Enterprise Way approach with a queue length of 18 PCU.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 98% on the A555 Ringway Road West (west) approach with an associated queue length of 26 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 101% on the Enterprise Way approach with an associated queue length of 18 PCU."

B5166 Styal Road/Finney Lane/Simonsway

10.3.338 Table 11-139 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-139 below replaces Table 11-139 of the main TA.

Table 11-139: 2018 baseline performance at B5166 Styal Road/Finney Lane/Simonsway junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5166 Styal Road (north)	295	29%	6
Finney Lane	1,142	45%	15
B5166 Styal Road (south)	561	49%	10
Simonsway	663	66%	13
	2018 PM peak hour (17:00–18:00) baseline results		
B5166 Styal Road (north)	462	103%	10
Finney Lane	955	26%	7
B5166 Styal Road (south)	669	98%	13
Simonsway	290	113%	6

10.3.339 The conclusions drawn in paragraph 11.4.339 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is over capacity in the 2018 baseline with a maximum VoC of 113% on the Simonsway approach with an associated queue length of six PCU."

10.3.340 Table 11-140 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 14-31 below replaces Table 11-140 of the main TA.

10.3.341 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 11-140. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 11-140: Future baseline performance at B5166 Styal Road/Finney Lane/Simonsway junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
B5166 Styal Road (north)	568	57%	12	705	71%	15	807	81%	17

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Finney Lane	689	28%	10	681	28%	10	759	31%	12
B5166 Styal Road (south)	431	39%	7	448	40%	7	432	39%	7
Simonsway	669	71%	14	799	85%	16	885	95%	18
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
B5166 Styal Road (north)	452	97%	10	446	99%	10	459	102%	10
Finney Lane	568	16%	5	796	22%	7	936	26%	8
B5166 Styal Road (south)	582	86%	11	647	95%	13	675	99%	13
Simonsway	240	97%	6	245	103%	6	243	108%	5

10.3.342 The conclusions drawn in paragraph 11.4.341 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 97% on both the B5166 Styal Road (north) approach and the Simonsway approach with an associated queue length of 10 PCU and six PCU respectively.

In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 85% on the Simonsway approach with an associated queue length of 16 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 103% on the Simonsway approach with an associated queue length of six PCU.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 95% on the Simonsway approach with an associated queue length of 18 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 108% on the Simonsway approach with an associated queue length of five PCU. "

Simonsway/Poundswick Lane

10.3.343 Table 11-141 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-141 below replaces Table 11-141 of the main TA.

Table 11-141: 2018 baseline performance at Simonsway/Poundswick Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Poundswick Lane	71	38%	2
Simonsway (east)	564	33%	6
Simonsway (west)	561	58%	8

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
Poundswick Lane	227	61%	5
Simonsway (east)	588	44%	3
Simonsway (west)	546	72%	9

10.3.344 The conclusions drawn in paragraph 11.4.343 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2018 baseline."

10.3.345 Table 11-142 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-142 below replaces Table 11-142 of the main TA.

Table 11-142: Future baseline performance at Simonsway/Poundswick Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Poundswick Lane	73	39%	2	113	61%	3	163	88%	4
Simonsway (east)	668	43%	7	782	53%	8	921	64%	10
Simonsway (west)	741	76%	10	832	85%	11	912	93%	12
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Poundswick Lane	263	71%	6	273	74%	6	291	78%	6
Simonsway (east)	882	71%	4	964	80%	4	1,000	84%	4
Simonsway (west)	662	88%	11	720	95%	12	737	97%	12

10.3.346 The conclusions drawn in paragraphs 11.4.345 to 11.4.346 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 76% on the Simonsway (west) approach with a queue length of 10 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 88% on the Simonsway (west) approach with a queue length of 11 PCU.

The assessment shows that this junction operates close to capacity in the 2039 baseline with a maximum VoC of 85% on the Simonsway (west) approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 95% is on the Simonsway (west) approach with an associated queue length of 12 PCU.

The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 93% on the Simonsway (west) approach in the AM peak hour with an associated queue length of 12 PCU. In the PM peak hour, the maximum VoC of 97% is on the Simonsway (west) approach with an associated queue length of 12 PCU."

Greenbrow Road/Newall Road

10.3.347 Table 11-143 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-143 below replaces Table 11-143 of the main TA.

Table 11-143: 2018 baseline performance at Greenbrow Road/Newall Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Greenbrow Road (north)	203	64%	1
Greenbrow Road (south)	840	49%	0
Newall Road	486	78%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Greenbrow Road (north)	150	40%	0
Greenbrow Road (south)	747	43%	0
Newall Road	621	100%	2

10.3.348 The conclusions drawn in paragraph 11.4.348 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 78% on the Newall Road approach with no queue. In the PM peak hour, the assessment shows that this junction is over capacity in the 2018 baseline with a maximum VoC of 100% on the Newall Road approach with an associated queue length of two PCU."

10.3.349 Table 11-144 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-144 below replaces Table 11-144 of the main TA.

Table 11-144: Future baseline performance at Greenbrow Road/Newall Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Greenbrow Road (north)	217	73%	1	197	79%	2	165	80%	2
Greenbrow Road (south)	864	50%	0	966	56%	0	1,072	62%	0
Newall Road	529	84%	0	591	100%	2	594	103%	3
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Greenbrow Road (north)	128	61%	1	146	65%	1	148	63%	1
Greenbrow Road (south)	1,079	62%	0	1,037	60%	0	1,016	59%	0
Newall Road	447	73%	0	632	104%	2	648	105%	2

10.3.350 The conclusions drawn in paragraphs 11.4.350 to 11.4.352 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 84% on the Newall Road approach

with no queue. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline.

This junction operates over capacity in the 2039 future baseline with a maximum VoC of 100% on the Newall Road approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 104% is on the Newall Road approach with an associated queue length of two PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 103% on the Newall Road approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 105% is on the Newall Road approach with an associated queue length of two PCU."

Barnacre Avenue/Newall Road/Whitecarr Lane

10.3.351 Table 11-145 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-145 below replaces Table 11-145 of the main TA.

Table 11-145: 2018 baseline performance at Barnacre Avenue/Newall Road/Whitecarr Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Barnacre Avenue	140	52%	0
Newall Road	999	67%	0
Whitecarr Lane	388	19%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Barnacre Avenue	190	78%	1
Newall Road	864	69%	0
Whitecarr Lane	502	25%	0

10.3.352 The conclusions drawn in paragraph 11.4.354 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 78% on the Barnacre Avenue approach with an associated queue length of one PCU."

10.3.353 Table 11-146 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-146 below replaces Table 11-146 of the main TA.

Table 11-146: Future baseline performance at Barnacre Avenue/Newall Road/Whitecarr Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Barnacre Avenue	169	87%	2	147	47%	0	171	63%	1

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Newall Road	1,049	75%	0	1,131	79%	0	1,206	97%	1
Whitecarr Lane	441	22%	0	487	25%	0	456	23%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Barnacre Avenue	159	100%	5	128	56%	1	73	19%	0
Newall Road	1,176	87%	0	1,152	94%	0	1,133	99%	1
Whitecarr Lane	468	24%	0	610	31%	0	620	31%	0

10.3.354 The conclusions drawn in paragraphs 11.4.356 to 11.4.357 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 87% on the Barnacre Avenue approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2031 future baseline with a maximum VoC of 100% on the Barnacre Avenue approach with an associated queue length of five PCU.

In the 2039 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 79% on the Newall Road approach with no queue. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 94% on the Newall Road approach with no queue.

The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 97% on the Newall Road approach in the AM peak hour with an associated queue length of one PCU. In the PM peak hour, the maximum VoC of 99% is on the Newall Road approach with an associated queue length of one PCU."

A34 Kingsway/Broadway

10.3.355 Table 11-147 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-147 below replaces Table 11-147 of the main TA.

Table 11-147: 2018 baseline performance at A34 Kingsway/Broadway junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A34 Kingsway (north)	2,536	44%	0
Broadway	48	80%	2
A34 Kingsway (south)	2,844	71%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A34 Kingsway (north)	2,478	43%	0
Broadway	36	65%	1
A34 Kingsway (south)	2,444	61%	0

10.3.356 The conclusions drawn in paragraph 11.4.359 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 80% on the Broadway approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline."

10.3.357 Table 11-148 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-148 below replaces Table 11-148 of the main TA.

Table 11-148: 2031 future baseline performance at A34 Kingsway/Broadway junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A34 Kingsway (north)	2,925	51%	0
Broadway	8	27%	0
A34 Kingsway (south)	3,249	81%	0
	2031 PM peak hour (17:00–18:00)		
A34 Kingsway (north)	2,595	45%	0
Broadway	13	32%	0
A34 Kingsway (south)	2,577	64%	0

10.3.358 The conclusions drawn in paragraph 11.4.361 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 81% on the A34 Kingsway (south) approach with no queue. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline."

B5166 Styal Road/Hollyhedge Road

10.3.359 Table 11-149 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-149 below replaces Table 11-149 of the main TA.

Table 11-149: 2018 baseline performance at B5166 Styal Road/Hollyhedge Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5166 Styal Road (north)	601	58%	0
West Drive*	-	-	-
B5166 Styal Road (south)	421	22%	0
Hollyhedge Road	438	58%	1
	2018 PM peak hour (17:00–18:00) baseline results		
B5166 Styal Road (north)	576	53%	0
West Drive*	-	-	-
B5166 Styal Road (south)	436	23%	0
Hollyhedge Road	503	66%	2

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

10.3.360 The conclusions drawn in paragraph 11.4.363 of the main TA remain unchanged.

10.3.361 Table 11-150 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-150 below replaces Table 11-150 of the main TA.

Table 11-150: Future baseline performance at B5166 Styal Road/Hollyhedge Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
B5166 Styal Road (north)	882	78%	0	1,050	101%	1
West Drive*	-	-	-	-	-	-
B5166 Styal Road (south)	433	23%	0	412	22%	0
Hollyhedge Road	452	64%	3	486	70%	4
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
B5166 Styal Road (north)	692	72%	0	810	89%	1
West Drive*	-	-	-	-	-	-
B5166 Styal Road (south)	627	33%	0	778	41%	0
Hollyhedge Road	566	90%	6	515	96%	7

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

10.3.362 The conclusions drawn in paragraphs 11.4.365 to 11.4.366 of the main TA are replaced by:

"In the 2039 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 78% on the B5166 Styal Road (north) approach with no queue. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 90% on the Hollyhedge Road approach with an associated queue length of six PCU.

In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on the B5166 Styal Road (north) approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 96% on the Hollyhedge Road approach with an associated queue length of seven PCU."

Floats Road/Southmoor Road

10.3.363 Table 11-151 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-151 below replaces Table 11-151 of the main TA.

Table 11-151: 2018 baseline performance at Floats Road/Southmoor Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Floats Road (north)	197	10%	0
Southmoor Road	178	34%	0
Floats Road (south)	577	61%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
Floats Road (north)	255	13%	0
Southmoor Road	271	51%	0
Floats Road (south)	426	50%	0

10.3.364 The conclusions drawn in paragraph 11.4.368 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2018 baseline."

10.3.365 Table 11-152 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-152 below replaces Table 11-152 of the main TA.

Table 11-152: Future baseline performance at Floats Road/Southmoor Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Floats Road (north)	216	11%	0	245	12%	0	299	15%	0
Southmoor Road	198	39%	0	207	42%	0	308	63%	0
Floats Road (south)	699	77%	0	707	79%	0	872	95%	1
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Floats Road (north)	287	15%	0	280	14%	0	376	19%	0
Southmoor Road	270	54%	0	279	55%	0	295	63%	0
Floats Road (south)	582	73%	0	512	65%	0	544	53%	0

10.3.366 The conclusions drawn in paragraphs 11.4.370 to 11.4.371 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 77% on the Floats Road (south) approach with no queue. In the PM peak hour, the assessment shows that this junction operates well within capacity in the 2031 future baseline.

In the 2039 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 79% on the Floats Road (south) approach with no queue. In the PM peak hour, the assessment shows that this junction operates well within capacity in the 2039 future baseline.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 95% on the Floats Road (south) approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction operates well within capacity in the 2051 future baseline."

A34 Kingsway/A560 Gatley Road

10.3.367 Table 11-153 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-153 below replaces Table 11-153 of the main TA.

Table 11-153: 2018 baseline performance at A34 Kingsway/A560 Gatley Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A34 Kingsway (north)	2,650	84%	31
A560 Gatley Road (east)	145	38%	6
A34 Kingsway (south)	2,844	79%	56
A560 Gatley Road (west)	937	83%	31
	2018 PM peak hour (17:00–18:00) baseline results		
A34 Kingsway (north)	3,068	84%	36
A560 Gatley Road (east)	196	33%	8
A34 Kingsway (south)	2,444	95%	71
A560 Gatley Road (west)	1,003	58%	23

10.3.368 The conclusions drawn in paragraphs 11.4.373 to 11.4.374 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 84% on the A34 Kingsway (north) approach with an associated queue length of 31 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity with a maximum VoC of 95% on the A34 Kingsway (south) approach with an associated queue length of 71 PCU."

10.3.369 Table 11-154 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-154 below replaces Table 11-154 of the main TA.

Table 11-154: 2031 future baseline performance at A34 Kingsway/A560 Gatley Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A34 Kingsway (north)	3,108	98%	37
A560 Gatley Road (east)	136	38%	5
A34 Kingsway (south)	3,250	90%	64
A560 Gatley Road (west)	965	87%	31
	2031 PM peak hour (17:00–18:00)		
A34 Kingsway (north)	3,421	93%	40
A560 Gatley Road (east)	256	44%	10
A34 Kingsway (south)	2,577	100%	75
A560 Gatley Road (west)	1,045	61%	24

10.3.370 The conclusions drawn in paragraphs 11.4.375 to 11.4.376 of the main TA are replaced by:

"In the 2031 baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 98% on the A34 Kingsway (north) approach with an associated queue length of 37 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2031 baseline with a maximum VoC of 100% on the A34 Kingsway (south) approach with an associated queue length of 75 PCU."

10.3.371 The junction analysis indicates that the junction will be operating over its capacity in the PM peak hour in the 2031 future baseline. However, as the signals timings are determined by the baseline traffic flow, it is possible that the delays could to a degree be reduced by signal optimisation.

Southmoor Road/Ledson Road

10.3.372 Table 11-155 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-155 below replaces Table 11-155 of the main TA.

Table 11-155: 2018 baseline performance at Southmoor Road/Ledson Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Southmoor Road (north)	267	11%	0
Southmoor Road (south)	385	22%	0
Ledson Road	153	27%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Southmoor Road (north)	198	8%	0
Southmoor Road (south)	183	10%	0
Ledson Road	247	54%	0

10.3.373 The conclusions drawn in paragraph 11.4.378 of the main TA remain unchanged.

10.3.374 Table 11-156 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-156 below replaces Table 11-156 of the main TA.

Table 11-156: Future baseline performance at Southmoor Road/Ledson Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
Southmoor Road (north)	439	18%	0	784	32%	0
Southmoor Road (south)	462	26%	0	566	31%	0
Ledson Road	206	44%	0	254	53%	0
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
Southmoor Road (north)	227	9%	0	539	21%	0
Southmoor Road (south)	278	15%	0	386	21%	0
Ledson Road	279	62%	0	219	56%	0

10.3.375 The conclusions drawn in paragraph 11.4.380 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2039 and 2051 future baselines."

Greenwood Road/Royalthorn Road

10.3.376 Table 11-157 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-157 below replaces Table 11-157 of the main TA.

Table 11-157: 2018 baseline performance at Greenwood Road/Royalthorn Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Greenwood Road (east)	488	25%	0
Royalthorn Road	301	91%	2
Greenwood Road (west)	128	7%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Greenwood Road (east)	457	24%	0
Royalthorn Road	226	61%	0
Greenwood Road (west)	173	9%	0

10.3.377 The conclusions drawn in paragraph 11.4.382 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 91% on the Royalthorn Road approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline."

10.3.378 Table 11-158 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-158 below replaces Table 11-158 of the main TA.

Table 11-158: Future baseline performance at Greenwood Road/Royalthorn Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Greenwood Road (east)	524	27%	0	594	30%	0	768	40%	0
Royalthorn Road	300	96%	3	259	94%	3	247	93%	3
Greenwood Road (west)	180	11%	0	249	14%	0	271	16%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Greenwood Road (east)	504	27%	0	605	32%	0	663	35%	0
Royalthorn Road	230	71%	1	228	80%	1	222	90%	2
Greenwood Road (west)	287	16%	0	317	18%	0	415	28%	0

10.3.379 The conclusions drawn in paragraphs 11.4.384 to 11.4.385 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 96% on the Royalthorn Road approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction operates well within capacity in the 2031 future baseline.

In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 94% on the Royalthorn Road approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction operates within capacity in the 2039 future baseline with a maximum VoC of 80% on the Royalthorn Road approach with an associated queue length of one PCU.

The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 93% on the Royalthorn Road approach with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 90% is on the Royalthorn Road approach with an associated queue length of two PCU."

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

10.3.380 Table 11-159 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-159 below replaces Table 11-159 of the main TA.

Table 11-159: 2018 baseline performance at A560 Altrincham Road/A560 Shaftesbury Avenue/B5165 Stockport Road/Brooklands Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Brooklands Road	833	104%	7
A560 Altrincham Road	1,176	41%	0
Brooks Drive*	-	-	-
A560 Shaftesbury Avenue	1,298	68%	0
B5165 Stockport Road	693	96%	4
	2018 PM peak hour (17:00–18:00) baseline results		
Brooklands Road	841	95%	3
A560 Altrincham Road	1,227	43%	0
Brooks Drive*	-	-	-
A560 Shaftesbury Avenue	1,083	59%	0
B5165 Stockport Road	469	59%	0

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

10.3.381 The conclusions drawn in paragraphs 11.4.46 to 11.4.48 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 104% on the Brooklands Road approach with an associated queue length of seven PCU. In the PM peak hour, the assessment shows that this

junction is close to capacity in the 2018 baseline with a maximum VoC of 95% on the Brooklands Road approach with an associated queue length of three PCU."

10.3.382 Table 11-160 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-160 below replaces Table 11-160 of the main TA.

Table 11-160: Future baseline performance at A560 Altrincham Road/A560 Shaftesbury Avenue/B5165 Stockport Road/Brooklands Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Brooklands Road	817	105%	7	819	106%	7	812	108%	8
A560 Altrincham Road	1,218	42%	0	1,282	45%	0	1,344	47%	0
Brooks Drive*	-	-	-	-	-	-	-	-	-
A560 Shaftesbury Avenue	1,364	73%	1	1,380	74%	1	1,430	77%	1
B5165 Stockport Road	688	101%	7	679	101%	7	689	102%	7
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Brooklands Road	852	100%	6	851	102%	7	827	104%	7
A560 Altrincham Road	1,269	44%	0	1,259	44%	0	1,321	45%	0
Brooks Drive*	-	-	-	-	-	-	-	-	-
A560 Shaftesbury Avenue	1,133	62%	0	1,159	64%	0	1,247	69%	1
B5165 Stockport Road	568	73%	1	617	80%	1	664	91%	2

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

10.3.383 The conclusions drawn in paragraphs 11.4.389 to 11.4.391 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum VoC of 105% on the Brooklands Road approach in the AM peak hour with an associated queue length of seven PCU. In the PM peak hour, the maximum VoC of 100% is on the Brooklands Road approach with an associated queue length of six PCU.

This junction operates over capacity in the 2039 future baseline with a maximum VoC of 106% on the Brooklands Road approach in the AM peak hour with an associated queue length of seven PCU. In the PM peak hour, the maximum VoC of 102% is on the Brooklands Road approach with a queue length of seven PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 108% on the Brooklands Road approach in the AM peak hour with an associated queue

length of eight PCU. In the PM peak hour, the maximum VoC of 104% is on the Brooklands Road approach with an associated queue length of seven PCU."

A560 Stockport Road/B5465 Edgeley Road

10.3.384 Table 11-161 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-161 below replaces Table 11-161 of the main TA.

Table 11-161: 2018 baseline performance at A560 Stockport Road/B5465 Edgeley Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A560 Stockport Road (north)	746	81%	11
B5465 Edgeley Road	597	47%	5
A560 Stockport Road (south)	816	38%	5
	2018 PM peak hour (17:00–18:00) baseline results		
A560 Stockport Road (north)	788	98%	10
B5465 Edgeley Road	870	66%	6
A560 Stockport Road (south)	752	39%	9

10.3.385 The conclusions drawn in paragraph 11.4.393 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 81% on the A560 Stockport Road (north) approach with an associated queue length of 11 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 98% on the A560 Stockport Road (north) approach with an associated queue length of 10 PCU."

10.3.386 Table 11-162 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-162 below replaces 11-162 of the main TA.

Table 11-162: Future baseline performance at A560 Stockport Road/B5465 Edgeley Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A560 Stockport Road (north)	854	92%	13
B5465 Edgeley Road	802	64%	7
A560 Stockport Road (south)	838	40%	5
	2031 PM peak hour (17:00–18:00)		
A560 Stockport Road (north)	789	99%	10
B5465 Edgeley Road	1,043	79%	7
A560 Stockport Road (south)	821	42%	9

10.3.387 The conclusions drawn in paragraph 11.4.395 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 92% on the A560 Stockport Road (north) approach in the AM peak hour with an associated queue length of 13 PCU. In the PM peak hour, the

maximum VoC of 99% is on the A560 Stockport Road (north) approach with a queue length of 10 PCU."

A560 Stockport Road/St Lesmo Road/Essex Avenue

10.3.388 Table 11-163 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-163 below replaces Table 11-163 of the main TA.

Table 11-163: 2018 baseline performance at A560 Stockport Road/St Lesmo Road/Essex Avenue junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A560 Stockport Road (north)	829	41%	0
St Lesmo Road	115	93%	3
A560 Stockport Road (south)	726	63%	0
Essex Avenue*	-	-	-
	2018 PM peak hour (17:00–18:00) baseline results		
A560 Stockport Road (north)	761	38%	0
St Lesmo Road	93	30%	0
A560 Stockport Road (south)	928	59%	0
Essex Avenue*	-	-	-

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

10.3.389 The conclusions drawn in paragraph 11.4.397 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 93% on the St Lesmo Road approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline."

10.3.390 Table 11-164 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-164 below replaces Table 11-164 of the main TA.

Table 11-164: Future baseline performance at A560 Stockport Road/St Lesmo Road/Essex Avenue junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A560 Stockport Road (north)	1,009	50%	0
St Lesmo Road	81	101%	4
A560 Stockport Road (south)	791	80%	0
Essex Avenue*	-	-	-
	2031 PM peak hour (17:00–18:00)		
A560 Stockport Road (north)	860	43%	0
St Lesmo Road	55	72%	1

Approach	Flow, PCU/hr	VoC	Q, PCU
A560 Stockport Road (south)	1,106	71%	0
Essex Avenue*	-	-	-

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

10.3.391 The conclusions drawn in paragraph 11.4.399 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on the St Lesmo Road approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline."

B5167 Palatine Road/Longley Lane/Greenpark Road

10.3.392 Table 11-165 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-165 below replaces Table 11-165 of the main TA.

Table 11-165: 2018 baseline performance at B5167 Palatine Road/Longley Lane/Greenpark Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Greenpark Road*	-	-	-
B5167 Palatine Road (east)	629	31%	0
Longley Lane	446	81%	6
B5167 Palatine Road (west)	529	26%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Greenpark Road*	-	-	-
B5167 Palatine Road (east)	382	19%	0
Longley Lane	507	81%	3
B5167 Palatine Road (west)	942	47%	0

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

10.3.393 The conclusions drawn in paragraph 11.4.401 of the main TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 81% on the Longley Lane approach in the AM peak hour with an associated queue length of six PCU. In the PM peak hour, the maximum VoC of 81% is on the Longley Lane approach with an associated queue length of three PCU."

10.3.394 Table 11-166 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-166 below replaces Table 11-166 of the main TA.

Table 11-166: Future baseline performance at B5167 Palatine Road/Longley Lane/Greenpark Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Greenpark Road*	-	-	-
B5167 Palatine Road (east)	806	40%	0
Longley Lane	351	83%	6
B5167 Palatine Road (west)	614	31%	0
	2031 PM peak hour (17:00–18:00)		
Greenpark Road*	-	-	-
B5167 Palatine Road (east)	533	27%	0
Longley Lane	418	83%	5
B5167 Palatine Road (west)	1,070	54%	0

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

10.3.395 The conclusions drawn in paragraph 11.4.403 of the main TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2031 future baseline with a maximum VoC of 83% on the Longley Lane approach in the AM peak hour with an associated queue length of six PCU. In the PM peak hour, the maximum VoC of 83% is on the Longley Lane approach with an associated queue length of five PCU."

B5167 Wythenshawe Road/Moor Road

10.3.396 Table 11-167 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-167 below replaces Table 11-167 of the main TA.

Table 11-167: 2018 baseline performance at B5167 Wythenshawe Road/Moor Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5167 Wythenshawe Road (east)	425	25%	6
Moor Road	147	32%	3
B5167 Wythenshawe Road (west)	423	44%	6
	2018 PM peak hour (17:00–18:00) baseline results		
B5167 Wythenshawe Road (east)	410	24%	6
Moor Road	196	42%	5
B5167 Wythenshawe Road (west)	339	36%	5

10.3.397 The conclusions drawn in paragraph 11.4.405 of the main TA remain unchanged.

10.3.398 Table 11-168 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-168 below replaces Table 11-168 of the main TA.

Table 11-168: Future baseline performance at B5167 Wythenshawe Road/Moor Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
B5167 Wythenshawe Road (east)	505	29%	7	473	27%	7
Moor Road	187	40%	4	248	54%	6
B5167 Wythenshawe Road (west)	599	70%	9	721	87%	11
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
B5167 Wythenshawe Road (east)	490	28%	7	472	27%	7
Moor Road	253	54%	6	324	68%	7
B5167 Wythenshawe Road (west)	419	46%	6	539	64%	8

10.3.399 The conclusions drawn in paragraphs 11.4.407 to 11.4.408 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2039 future baseline.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 87% on the B5167 Wythenshawe Road (west) approach with an associated queue length of 11 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline."

A6 Wellington Road South/Wellington Street/Station Road

10.3.400 Table 11-169 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-169 below replaces Table 11-169 of the main TA.

Table 11-169: 2018 baseline performance at A6 Wellington Road South/Wellington Street/Station Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6 Wellington Road South (north)	1,129	38%	10
Wellington Street	25	16%	1
A6 Wellington Road South (south)	937	50%	17
Station Road*	-	-	-
	2018 PM peak hour (17:00–18:00) baseline results		
A6 Wellington Road South (north)	1,077	36%	7
Wellington Street	37	32%	1
A6 Wellington Road South (south)	1,055	55%	18
Station Road*	-	-	-

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

10.3.401 The conclusions drawn in paragraph 11.4.410 of the main TA remain unchanged.

10.3.402 Table 11-170 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-170 below replaces Table 11-170 of the main TA.

Table 11-170: Future baseline performance at A6 Wellington Road South/Wellington Street/Station Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			2051 AM peak hour (08:00–09:00)		
A6 Wellington Road South (north)	1,139	45%	13	1,170	45%	13
Wellington Street	267	77%	5	294	87%	6
A6 Wellington Road South (south)	783	48%	11	719	44%	10
Station Road*	-	-	-	-	-	-
	2039 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
A6 Wellington Road South (north)	1,104	44%	13	1,123	45%	13
Wellington Street	311	92%	6	282	82%	6
A6 Wellington Road South (south)	885	54%	13	960	59%	14
Station Road*	-	-	-	-	-	-

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

10.3.403 The conclusions drawn in paragraphs 11.4.412 to 11.4.413 of the main TA are replaced by:

"In the 2039 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour, with a maximum VoC of 77% on the Wellington Street approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 92% on the Wellington Street approach with an associated queue length of six PCU.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 87% on the Wellington Street approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2051 future baseline with a maximum VoC of 82% on the Wellington Street approach with an associated queue length of six PCU."

B5167 Wythenshawe Road/Moorcroft Road

10.3.404 Table 11-171 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-171 below replaces Table 11-171 of the main TA.

Table 11-171: 2018 baseline performance at B5167 Wythenshawe Road/Moorcroft Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Moorcroft Road	355	78%	1
B5167 Wythenshawe Road (east)	104	8%	0
B5167 Wythenshawe Road (west)	446	25%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
Moorcroft Road	201	49%	0
B5167 Wythenshawe Road (east)	250	17%	0
B5167 Wythenshawe Road (west)	401	22%	0

10.3.405 The conclusions drawn in paragraph 11.4.415 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 78% on the Moorcroft Road approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline."

10.3.406 Table 11-172 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-172 below replaces Table 11-172 of the main TA.

Table 11-172: Future baseline performance at B5167 Wythenshawe Road/Moorcroft Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Moorcroft Road	390	91%	1
B5167 Wythenshawe Road (east)	108	12%	0
B5167 Wythenshawe Road (west)	569	31%	0
	2031 PM peak hour (17:00–18:00)		
Moorcroft Road	214	52%	0
B5167 Wythenshawe Road (east)	242	17%	0
B5167 Wythenshawe Road (west)	443	25%	0

10.3.407 The conclusions drawn in paragraph 11.4.417 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 91% on the Moorcroft Road approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline."

A34 Kingsway/A5145 Parrs Wood Lane

10.3.408 Table 11-173 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-173 below replaces Table 11-173 of the main TA.

Table 11-173: 2018 baseline performance at A34 Kingsway/A5145 Parrs Wood Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A34 Kingsway (north)	499	65%	11
A5145 Parrs Wood Lane (east)	491	60%	10
A34 Kingsway (south)	1,406	55%	16

Approach	Flow, PCU/hr	VoC	Q, PCU
A5145 Parrs Wood Lane (west)	1,283	95%	34
	2018 PM peak hour (17:00–18:00) baseline results		
A34 Kingsway (north)	392	69%	9
A5145 Parrs Wood Lane (east)	559	56%	12
A34 Kingsway (south)	1,590	60%	11
A5145 Parrs Wood Lane (west)	1,432	68%	22

10.3.409 The conclusions drawn in paragraph 11.4.419 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 95% on the A5145 Parrs Wood Lane (west) approach with an associated queue length of 34 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity."

10.3.410 Table 11-174 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-174 below replaces Table 11-174 of the main TA.

Table 11-174: Future baseline performance at A34 Kingsway/A5145 Parrs Wood Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A34 Kingsway (north)	538	71%	11
A5145 Parrs Wood Lane (east)	499	66%	11
A34 Kingsway (south)	1,626	64%	19
A5145 Parrs Wood Lane (west)	1,316	100%	34
	2031 PM peak hour (17:00–18:00)		
A34 Kingsway (north)	459	81%	10
A5145 Parrs Wood Lane (east)	622	67%	14
A34 Kingsway (south)	1,830	69%	17
A5145 Parrs Wood Lane (west)	1,620	78%	26

10.3.411 The conclusions drawn in paragraph 11.4.421 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 100% on the A5145 Parrs Wood Lane (west) approach with an associated queue length of 34 PCU. In the PM peak hour, the assessment shows that this junction is within capacity with a maximum VoC of 81% on the A34 Kingsway (north) approach with an associated queue length of 10 PCU."

Brooklands Road/Norris Road

10.3.412 Table 11-175 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-175 below replaces Table 11-175 of the main TA.

Table 11-175: 2018 baseline performance at Brooklands Road/Norris Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Brooklands Road (north)	631	32%	0
Norris Road	224	58%	1
Brooklands Road (south)	999	101%	1
	2018 PM peak hour (17:00–18:00) baseline results		
Brooklands Road (north)	774	39%	0
Norris Road	217	70%	1
Brooklands Road (south)	836	97%	1

10.3.413 The conclusions drawn in paragraph 11.4.423 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on the Brooklands Road (south) approach with an associated queue length of one PCU. In the PM peak, the assessment shows that this junction is close to capacity with a maximum VoC of 97% on the Brooklands Road (south) approach with an associated queue length of one PCU."

10.3.414 Table 11-176 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-176 below replaces Table 11-176 of the main TA.

Table 11-176: Future baseline performance at Brooklands Road/Norris Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Brooklands Road (north)	660	33%	0
Norris Road	240	66%	1
Brooklands Road (south)	1,043	101%	1
	2031 PM peak hour (17:00–18:00)		
Brooklands Road (north)	804	40%	0
Norris Road	224	75%	1
Brooklands Road (south)	891	100%	1

10.3.415 The conclusions drawn in paragraph 11.4.425 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum VoC of 101% on the Brooklands Road (south) approach in the AM peak hour with an associated queue length of one PCU. In the PM peak, the maximum VoC of 100% is on the Brooklands Road (south) approach with an associated queue length of one PCU."

B5166 Northenden Road/Norris Road

10.3.416 Table 11-177 the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-177 below replaces Table 11-177 of the main TA.

Table 11-177: 2018 baseline performance at B5166 Northenden Road/Norris Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5166 Northenden Road (north)	452	19%	0
B5166 Northenden Road (south)	737	38%	0
Norris Road	168	90%	3
	2018 PM peak hour (17:00–18:00) baseline results		
B5166 Northenden Road (north)	730	31%	0
B5166 Northenden Road (south)	766	39%	0
Norris Road	136	99%	4

10.3.417 The conclusions drawn in paragraph 11.4.427 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2018 baseline with the maximum VoC of 90% on the Norris Road approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 99% is on the Norris Road approach with an associated queue length of four PCU."

10.3.418 Table 11-178 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-178 below replaces Table 11-178 of the main TA.

Table 11-178: Future baseline performance at B5166 Northenden Road/Norris Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5166 Northenden Road (north)	635	28%	0
B5166 Northenden Road (south)	870	44%	0
Norris Road	124	96%	3
	2031 PM peak hour (17:00–18:00)		
B5166 Northenden Road (north)	883	39%	0
B5166 Northenden Road (south)	986	51%	0
Norris Road	101	101%	4

10.3.419 The conclusions drawn in paragraph 11.4.429 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 96% on the Norris Road approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2031 future baseline with a maximum VoC of 101% on the Norris Road approach with an associated queue length of four PCU."

A6188 Tiviot Way/Water Street

10.3.420 Table 11-179 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-179 below replaces Table 11-179 of the main TA.

Table 11-179: 2018 baseline performance at A6188 Tiviot Way/Water Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6188 Tiviot Way (north)	1,015	44%	11
Reddish Vale Country Park access road*	-	-	-
A6188 Tiviot Way (south)	1,154	71%	16
Water Street	265	34%	5
	2018 PM peak hour (17:00–18:00) baseline results		
A6188 Tiviot Way (north)	1,063	47%	12
Reddish Vale Country Park access road*	-	-	-
A6188 Tiviot Way (south)	1,087	68%	15
Water Street	595	74%	9

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

10.3.421 The conclusions drawn in paragraph 11.4.431 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2018 baseline."

10.3.422 Table 11-180 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-180 below replaces Table 11-180 of the main TA.

Table 11-180: Future baseline performance at A6188 Tiviot Way/Water Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A6188 Tiviot Way (north)	1,169	51%	13
Reddish Vale Country Park access road*	-	-	-
A6188 Tiviot Way (south)	1,319	81%	18
Water Street	297	39%	5
	2031 PM peak hour (17:00–18:00)		
A6188 Tiviot Way (north)	1,102	49%	12
Reddish Vale Country Park access road*	-	-	-
A6188 Tiviot Way (south)	1,316	83%	18
Water Street	619	77%	9

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

10.3.423 The conclusions drawn in paragraph 11.4.433 of the main TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2031 future baseline with a maximum VoC of 81% on the A6188 Tiviot Way (south) approach in the AM peak hour with an associated queue length of 18 PCU. In the PM peak hour, the maximum VoC of 83% is on the A6188 Tiviot Way (south) approach with an associated queue length of 18 PCU."

A6144 Northenden Road/A6144 Old Hall Road

10.3.424 Table 11-181 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-181 below replaces Table 11-181 of the main TA.

Table 11-181: 2018 baseline performance at A6144 Northenden Road/A6144 Old Hall Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6144 Northenden Road (south)	425	60%	1
A6144 Northenden Road (west)	732	18%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A6144 Northenden Road (south)	425	86%	3
A6144 Northenden Road (west)	1,064	27%	0

10.3.425 The conclusions drawn in paragraph 11.4.435 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 86% on the A6144 Northenden Road (south) approach with an associated queue length of three PCU."

10.3.426 Table 11-182 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-182 below replaces Table 11-182 of the main TA.

Table 11-182: Future baseline performance at A6144 Northenden Road/A6144 Old Hall Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A6144 Northenden Road (south)	524	90%	3
A6144 Northenden Road (west)	924	23%	0
	2031 PM peak hour (17:00–18:00)		
A6144 Northenden Road (south)	406	99%	6
A6144 Northenden Road (west)	1,226	31%	0

10.3.427 The conclusions drawn in paragraph 11.4.437 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 90% on the A6144 Northenden Road (south) approach with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 99% is on the A6144 Northenden Road (south) approach with an associated queue length of six PCU."

A5145 Barlow Moor Road/B5167 Palatine Road

10.3.428 Table 11-183 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-183 below replaces Table 11-183 of the main TA.

Table 11-183: 2018 baseline performance at A5145 Barlow Moor Road/B5167 Palatine Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5167 Palatine Road (north)	512	40%	7
A5145 Barlow Moor Road (east)	445	48%	9
B5167 Palatine Road (south)	895	60%	12
A5145 Barlow Moor Road (west)	273	35%	6
	2018 PM peak hour (17:00–18:00) baseline results		
B5167 Palatine Road (north)	589	62%	10
A5145 Barlow Moor Road (east)	381	30%	6
B5167 Palatine Road (south)	880	86%	15
A5145 Barlow Moor Road (west)	417	31%	7

10.3.429 The conclusions drawn in paragraph 11.4.439 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2018 baseline in the AM peak hour. In the PM peak hour, the junction is close to capacity in the 2018 baseline with a maximum VoC of 86% on the B5167 Palatine Road (south) approach with an associated queue length of 15 PCU."

10.3.430 Table 11-184 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-184 below replaces Table 11-184 of the main TA.

Table 11-184: Future baseline performance at A5145 Barlow Moor Road/B5167 Palatine Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5167 Palatine Road (north)	650	52%	9
A5145 Barlow Moor Road (east)	497	56%	10
B5167 Palatine Road (south)	978	70%	13
A5145 Barlow Moor Road (west)	308	42%	6
	2031 PM peak hour (17:00–18:00)		
B5167 Palatine Road (north)	612	70%	11
A5145 Barlow Moor Road (east)	478	39%	8
B5167 Palatine Road (south)	960	97%	17
A5145 Barlow Moor Road (west)	480	39%	8

10.3.431 The conclusions drawn in paragraph 11.4.441 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the junction is close to capacity in the 2031 future baseline with the maximum VoC of 97% on the B5167 Palatine Road (south) approach with an associated queue length of 17 PCU."

B5093 Wilmslow Road/Fog Lane/Lapwing Lane

10.3.432 Table 11-185 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-185 below replaces Table 11-185 of the main TA.

Table 11-185: 2018 baseline performance at B5093 Wilmslow Road/Fog Lane/Lapwing Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5093 Wilmslow Road (north)	502	37%	5
Fog Lane	476	72%	6
B5093 Wilmslow Road (south)	355	25%	4
Lapwing Lane	473	67%	6
	2018 PM peak hour (17:00–18:00) baseline results		
B5093 Wilmslow Road (north)	499	53%	6
Fog Lane	458	52%	4
B5093 Wilmslow Road (south)	262	33%	3
Lapwing Lane	638	63%	5

10.3.433 The conclusions drawn in paragraph 11.4.443 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2018 baseline."

10.3.434 Table 11-186 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-186 below replaces Table 11-186 of the main TA.

Table 11-186: Future baseline performance at B5093 Wilmslow Road/Fog Lane/Lapwing Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5093 Wilmslow Road (north)	620	46%	7
Fog Lane	529	85%	7
B5093 Wilmslow Road (south)	364	27%	4
Lapwing Lane	524	75%	7
	2031 PM peak hour (17:00–18:00)		
B5093 Wilmslow Road (north)	524	56%	6
Fog Lane	491	57%	4
B5093 Wilmslow Road (south)	266	34%	3
Lapwing Lane	680	68%	6

10.3.435 The conclusions drawn in paragraph 11.4.445 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 85% on the Fog Lane approach with an associated queue length of seven PCU. In the PM peak hour, the assessment shows that this junction operates well within capacity in the 2031 future baseline."

A5145 Barlow Moor Road/A5103 Princess Road

10.3.436 Table 11-187 to Table 11-188 of the main TA summarise the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-187 to Table 11-188 below replace Table 11-187 to Table 11-188 of the main TA.

Table 11-187: 2018 baseline performance at A5145 Barlow Moor Road/A5103 Princess Road junction (southern junction)

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5145 Princess Road southbound slip road	768	21%	5
A5103 Princess Road northbound	2,754	48%	22
	2018 PM peak hour (17:00–18:00) baseline results		
A5145 Princess Road southbound slip road	608	16%	4
A5103 Princess Road northbound	2,904	56%	25

10.3.437 The conclusions drawn in paragraph 11.4.447 of the main TA remain unchanged.

Table 11-188: 2018 baseline performance at A5145 Barlow Moor Road/A5103 Princess Road junction (main junction)

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5103 Princess Road (north)	2,148	47%	23
A5145 Barlow Moor Road (east)	679	70%	15
Internal link eastbound at A5103 Princess Road (north)	438	42%	8
A5103 Princess Road (south)	2,351	69%	7
Internal link eastbound at A5103 Princess Road (south)	175	18%	4
Internal link eastbound at A5103 Princess Road (west)	396	33%	2
A5103 Princess Road (south) left turn slip	381	14%	3
A5145 Barlow Moor Road (west)	943	22%	2
	2018 PM peak hour (17:00–18:00) baseline results		
A5103 Princess Road (north)	2,551	58%	5
A5145 Barlow Moor Road (east)	662	53%	14
Internal link eastbound at A5103 Princess Road (north)	744	59%	17
A5103 Princess Road (south)	2,096	102%	25
Internal link eastbound at A5103 Princess Road (south)	288	13%	7

Approach	Flow, PCU/hr	VoC	Q, PCU
Internal link eastbound at A5103 Princess Road (west)	340	14%	5
A5103 Princess Road (south) left turn slip	788	30%	6
A5145 Barlow Moor Road (west)	900	21%	3

10.3.438 The conclusions drawn in paragraph 11.4.448 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is over capacity in the 2018 baseline with a maximum VoC of 102% on the A5103 Princess Road (south) approach with an associated queue length of 25 PCU."

10.3.439 Table 11-189 to Table 11-190 of the main TA summarise the future year baseline performance and the results for the AM and PM peak hours. Table 11-189 below replaces Table 11-189 and Table 11-190 of the main TA. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 11-189: Future baseline performance at A5145 Barlow Moor Road/A5103 Princess Road

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			2039 AM peak hour (08:00–09:00)			2051 AM peak hour (08:00–09:00)		
A5103 Princess Road (north)	2,264	49%	25	2,382	52%	26	2,444	53%	26
A5145 Barlow Moor Road (east)	733	75%	16	770	79%	17	927	95%	20
Internal link eastbound at A5103 Princess Road (north)	720	70%	12	778	76%	14	867	85%	15
A5103 Princess Road (south)	2,699	80%	7	2,761	81%	7	2,850	84%	7
Internal link eastbound at A5103 Princess Road (south)	332	35%	8	360	38%	8	386	41%	9
Internal link eastbound at A5103	436	39%	3	465	41%	3	583	52%	2

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Princess Road (west)									
A5103 Princess Road (south) left turn slip	390	15%	3	413	16%	3	490	19%	4
A5145 Barlow Moor Road (west)	1,137	27%	2	1,175	28%	2	1,264	30%	2
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A5103 Princess Road (north)	2,576	59%	5	2,671	61%	5	2,697	62%	5
A5145 Barlow Moor Road (east)	696	55%	15	722	57%	15	798	63%	17
Internal link eastbound at A5103 Princess Road (north)	815	65%	17	839	67%	17	914	74%	18
A5103 Princess Road (south)	2,153	105%	25	2,178	106%	25	2,200	107%	23
Internal link eastbound at A5103 Princess Road (south)	357	16%	9	392	17%	9	491	21%	12
Internal link eastbound at A5103 Princess Road (west)	360	15%	6	378	16%	6	440	18%	8
A5103 Princess Road (south) left turn slip	919	35%	7	1,005	38%	8	1,230	47%	10
A5145 Barlow Moor Road (west)	1,066	25%	3	1,134	27%	4	1,351	32%	3

10.3.440 The conclusions drawn in paragraphs 11.4.450 to 11.4.452 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 80% on the A5103 Princess Road (south) with an associated queue length of seven PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2031 future baseline with a maximum VoC of

105% on the A5103 Princess Road (south) approach with an associated queue length of 25 PCU.

In the 2039 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 81% on the A5103 Princess Road (south) approach with an associated queue length of seven PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 106% on the A5103 Princess Road (south) approach with an associated queue length of 25 PCU.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 95% on the A5145 Barlow Moor Road (east) approach with an associated queue length of 20 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 107% on the A5103 Princess Road (south) approach with an associated queue length of 23 PCU."

Mauldeth Road West/Nell Lane

10.3.441 Table 11-191 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-191 below replaces Table 11-191 of the main TA.

Table 11-191: 2018 baseline performance at Mauldeth Road West/Nell Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Mauldeth Road West (north)	88	8%	2
Nell Lane (east)	579	74%	8
Mauldeth Road West (south)	28	2%	1
Nell Lane (west)	521	80%	7
	2018 PM peak hour (17:00–18:00) baseline results		
Mauldeth Road West (north)	159	12%	3
Nell Lane (east)	301	42%	5
Mauldeth Road West (south)	331	23%	6
Nell Lane (west)	416	60%	7

10.3.442 The conclusions drawn in paragraph 11.4.454 of the main TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 80% on the Nell Lane (west) approach with an associated queue length of seven PCU. In the PM peak hour, the assessment shows that this junction operates well within capacity in the 2018 baseline."

10.3.443 Table 11-192 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-192 below replaces Table 11-192 of the main TA.

Table 11-192: Future baseline performance at Mauldeth Road West/Nell Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Mauldeth Road West (north)	87	8%	2
Nell Lane (east)	702	90%	10
Mauldeth Road West (south)	56	5%	1
Nell Lane (west)	499	93%	7
	2031 PM peak hour (17:00–18:00)		
Mauldeth Road West (north)	231	17%	4
Nell Lane (east)	347	50%	6
Mauldeth Road West (south)	358	25%	6
Nell Lane (west)	438	67%	7

10.3.444 The conclusions drawn in paragraph 11.4.456 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 93% on the Nell Lane (west) approach with an associated queue length of seven PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline."

A5103 Princess Road/Whitchurch Road

10.3.445 Table 11-193 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-193 below replaces Table 11-193 of the main TA.

Table 11-193: 2018 baseline performance at A5103 Princess Road/Whitchurch Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5103 Princess Road (north)	1,704	43%	0
Whitchurch Road	142	93%	5
A5103 Princess Road (south)	2,367	57%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A5103 Princess Road (north)	2,514	63%	0
Whitchurch Road	9	16%	0
A5103 Princess Road (south)	1,729	43%	0

10.3.446 The conclusions drawn in paragraph 11.4.458 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 93% on the Whitchurch Road approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline."

10.3.447 Table 11-194 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-194 below replaces Table 11-194 of the main TA.

Table 11-194: Future baseline performance at A5103 Princess Road/Whitchurch Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
A5103 Princess Road (north)	1,963	49%	0	2,015	51%	0
Whitchurch Road	115	102%	6	118	111%	5
A5103 Princess Road (south)	2,660	65%	0	2,807	69%	1
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A5103 Princess Road (north)	2,606	65%	0	2,642	66%	0
Whitchurch Road	26	44%	1	38	63%	2
A5103 Princess Road (south)	1,761	44%	0	1,859	46%	0

10.3.448 The conclusions drawn in paragraphs 11.4.460 to 11.4.461 of the main TA are replaced by:

"In the 2039 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 102% on the Whitchurch Road approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 111% on the Whitchurch Road approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline."

A34 Kingsway/Grangethorpe Drive/Talbot Road

10.3.449 Table 11-195 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-195 below replaces Table 11-195 of the main TA.

Table 11-195: 2018 baseline performance at A34 Kingsway/Grangethorpe Drive/Talbot Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A34 Kingsway (north)	709	37%	11
Grangethorpe Drive	352	49%	8
A34 Kingsway (south)	641	33%	5
Talbot Road	335	80%	8
	2018 PM peak hour (17:00–18:00) baseline results		
A34 Kingsway (north)	1,322	53%	18
Grangethorpe Drive	291	58%	8
A34 Kingsway (south)	612	37%	18
Talbot Road	227	87%	6

10.3.450 The conclusions drawn in paragraph 11.4.463 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 80% on the Talbot Road approach with an associated queue length of eight PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 87% on the Talbot Road approach with an associated queue length of six PCU."

10.3.451 Table 11-196 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-196 below replaces Table 11-196 of the main TA.

Table 11-196: Future baseline performance at A34 Kingsway/Grangethorpe Drive/Talbot Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A34 Kingsway (north)	726	38%	12
Grangethorpe Drive	376	53%	9
A34 Kingsway (south)	750	38%	6
Talbot Road	343	84%	8
	2031 PM peak hour (17:00–18:00)		
A34 Kingsway (north)	1,420	57%	19
Grangethorpe Drive	313	63%	8
A34 Kingsway (south)	815	50%	23
Talbot Road	228	90%	6

10.3.452 The conclusions drawn in paragraph 11.4.465 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 84% on the Talbot Road approach with an associated queue length of eight PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 90% on the Talbot Road approach with an associated queue length of six PCU."

Yew Tree Road/Mauldeth Road West

10.3.453 Table 11-197 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-197 below replaces Table 11-197 of the main TA.

Table 11-197: 2018 baseline performance at Yew Tree Road/Mauldeth Road West junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Yew Tree Road (north)	346	60%	5
Mauldeth Road West (east)	604	44%	8
Yew Tree Road (south)	677	84%	10
Mauldeth Road West (west)	453	93%	8

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
Yew Tree Road (north)	423	87%	6
Mauldeth Road West (east)	607	38%	5
Yew Tree Road (south)	396	83%	6
Mauldeth Road West (west)	533	86%	7

10.3.454 The conclusions drawn in paragraph 11.4.467 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 93% on the Mauldeth Road West (west) approach in the AM peak hour with an associated queue length of eight PCU. In the PM peak hour, the maximum VoC of 87% is on the Yew Tree Road (north) approach with an associated queue length of six PCU."

10.3.455 Table 11-198 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-198 below replaces Table 11-198 of the main TA.

Table 11-198: Future baseline performance at Yew Tree Road/Mauldeth Road West junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Yew Tree Road (north)	390	69%	6	368	63%	5	409	68%	6
Mauldeth Road West (east)	650	47%	8	698	51%	9	765	57%	10
Yew Tree Road (south)	714	96%	10	727	97%	11	732	101%	10
Mauldeth Road West (west)	453	100%	8	451	100%	8	557	102%	9
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Yew Tree Road (north)	400	90%	6	396	90%	6	410	93%	6
Mauldeth Road West (east)	640	40%	6	661	42%	6	721	47%	6
Yew Tree Road (south)	427	91%	6	430	92%	6	446	97%	6
Mauldeth Road West (west)	548	98%	7	636	93%	8	656	99%	8

10.3.456 The conclusions drawn in paragraph 11.4.469 of the main TA are replaced by:

"In the 2031 future baseline, this junction operates over capacity in the AM peak hour with a maximum VoC of 100% on the Mauldeth Road West (west) approach with an associated queue length of eight PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 98% on the Mauldeth Road West (west) approach with an associated queue length of seven PCU.

In the 2039 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 100% on the Mauldeth Road West (west) approach with an associated queue length of eight PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 93% on the Mauldeth Road West (west) approach with an associated queue length of eight PCU.

In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 102% on the Mauldeth Road West (west) approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 99% on the Mauldeth Road West (west) approach with an associated queue length of eight PCU."

B5093 Wilmslow Road/Egerton Road

10.3.457 Table 11-199 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-199 below replaces Table 11-199 of the main TA.

Table 11-199: 2018 baseline performance at B5093 Wilmslow Road/Egerton Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5093 Wilmslow Road (north)	467	20%	4
Egerton Road	191	45%	4
B5093 Wilmslow Road (south)	255	21%	2
	2018 PM peak hour (17:00–18:00) baseline results		
B5093 Wilmslow Road (north)	922	37%	7
Egerton Road	97	27%	2
B5093 Wilmslow Road (south)	242	18%	2

10.3.458 The conclusions drawn in paragraph 11.4.471 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2018 baseline."

10.3.459 Table 11-200 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-200 below replaces Table 11-200 of the main TA.

Table 11-200: Future baseline performance at B5093 Wilmslow Road/Egerton Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5093 Wilmslow Road (north)	543	23%	5
Egerton Road	236	56%	5
B5093 Wilmslow Road (south)	304	24%	3
	2031 PM peak hour (17:00–18:00)		
B5093 Wilmslow Road (north)	941	38%	7

Approach	Flow, PCU/hr	VoC	Q, PCU
Egerton Road	170	48%	4
B5093 Wilmslow Road (south)	242	18%	2

10.3.460 The conclusions drawn in paragraph 11.4.473 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031 future baseline."

A34 Birchfields Road/A34 Moseley Road/B5093 Moseley Road

10.3.461 Table 11-201 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-201 below replaces Table 11-201 of the main TA.

Table 11-201: 2018 baseline performance at A34 Birchfields Road/A34 Moseley Road/B5093 Moseley Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A34 Birchfields Road	421	20%	0
A34 Moseley Road	1,131	45%	0
B5093 Moseley Road	771	54%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A34 Birchfields Road	779	39%	0
A34 Moseley Road	1,156	48%	0
B5093 Moseley Road	754	52%	0

10.3.462 The conclusions drawn in paragraph 11.4.475 of the main TA remain unchanged.

10.3.463 Table 11-202 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-202 below replaces Table 11-202 of the main TA.

Table 11-202: Future baseline performance at A34 Birchfields Road/A34 Moseley Road/B5093 Moseley Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A34 Birchfields Road	375	20%	0
A34 Moseley Road	1,289	52%	0
B5093 Moseley Road	960	74%	1
	2031 PM peak hour (17:00–18:00)		
A34 Birchfields Road	866	46%	0
A34 Moseley Road	1,320	58%	0
B5093 Moseley Road	833	62%	1

10.3.464 The conclusions drawn in paragraph 11.4.477 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031 future baseline."

A34 Kingsway/A34 Moseley Road/A5079 Kingsway

10.3.465 Table 11-203 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-203 below replaces Table 11-203 of the main TA.

Table 11-203: 2018 baseline performance at A34 Kingsway/A34 Moseley Road/A5079 Kingsway junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5079 Kingsway	766	31%	0
A34 Kingsway	848	35%	0
A34 Moseley Road	1,033	58%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A5079 Kingsway	1,105	52%	0
A34 Kingsway	652	28%	0
A34 Moseley Road	1,416	75%	0

10.3.466 The conclusions drawn in paragraph 11.4.479 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 75% on the A34 Moseley Road approach with no queue."

10.3.467 Table 11-204 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-204 below replaces Table 11-204 of the main TA.

Table 11-204: Future baseline performance at A34 Kingsway/A34 Moseley Road/A5079 Kingsway junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A5079 Kingsway	781	32%	0
A34 Kingsway	967	41%	0
A34 Moseley Road	1,148	64%	0
	2031 PM peak hour (17:00–18:00)		
A5079 Kingsway	1,221	59%	0
A34 Kingsway	861	38%	0
A34 Moseley Road	1,463	81%	0

10.3.468 The conclusions drawn in paragraph 11.4.481 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction

is within capacity in the 2031 future baseline with a maximum VoC of 81% on the A34 Moseley Road approach with no queue."

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

10.3.469 Table 11-205 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-205 below replaces Table 11-205 of the main TA.

Table 11-205: 2018 baseline performance at A6010 Edge Lane/A6010 Wilbraham Road/A5145 Edge Lane/Hampton Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5145 Edge Lane (north)	712	37%	9
Hampton Road*	-	-	-
A6010 Wilbraham Road	386	80%	7
A5145 Edge Lane (south)	500	73%	8
	2018 PM peak hour (17:00–18:00) baseline results		
A5145 Edge Lane (north)	697	36%	9
Hampton Road*	-	-	-
A6010 Wilbraham Road	348	65%	6
A5145 Edge Lane (south)	261	39%	4

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

10.3.470 The conclusions drawn in paragraph 11.4.483 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 80% on the A6010 Wilbraham Road approach with an associated queue length of seven PCU. In PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline."

10.3.471 Table 11-206 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-206 below replaces Table 11-206 of the main TA.

Table 11-206: Future baseline performance at A6010 Edge Lane/A6010 Wilbraham Road/A5145 Edge Lane/Hampton Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A5145 Edge Lane (north)	773	40%	10
Hampton Road*	-	-	-
A6010 Wilbraham Road	463	96%	9
A5145 Edge Lane (south)	581	85%	10
	2031 PM peak hour (17:00–18:00)		
A5145 Edge Lane (north)	797	41%	10

Approach	Flow, PCU/hr	VoC	Q, PCU
Hampton Road*	-	-	-
A6010 Wilbraham Road	478	89%	9
A5145 Edge Lane (south)	324	49%	5

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

10.3.472 The conclusions drawn in paragraph 11.4.485 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 96% on the A6010 Wilbraham Road approach with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 89% is on the A6010 Wilbraham Road with an associated queue length of nine PCU."

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

10.3.473 Table 11-207 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-207 below replaces Table 11-207 of the main TA.

Table 11-207: 2018 baseline performance at A6010 Wilmslow Road/A6010 Wilbraham Road/B5093 Moseley Road/B5093 Wilmslow Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6010 Wilmslow Road	488	44%	8
B5093 Moseley Road	864	90%	15
B5093 Wilmslow Road (south)	535	63%	8
A6010 Wilbraham Road	675	60%	10
	2018 PM peak hour (17:00–18:00) baseline results		
A6010 Wilmslow Road	846	64%	13
B5093 Moseley Road	695	86%	13
B5093 Wilmslow Road (south)	457	60%	7
A6010 Wilbraham Road	768	76%	13

10.3.474 The conclusions drawn in paragraph 11.4.487 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 90% on the B5093 Moseley Road approach in the AM peak hour with an associated queue length of 15 PCU. In the PM peak hour, the maximum VoC of 86% is on the B5093 Moseley Road approach with a queue length of 13 PCU."

10.3.475 Table 11-208 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-208 below replaces Table 11-208 of the main TA.

Table 11-208: Future baseline performance at A6010 Wilmslow Road/A6010 Wilbraham Road/B5093 Moseley Road/B5093 Wilmslow Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A6010 Wilmslow Road	517	49%	9
B5093 Moseley Road	801	96%	14
B5093 Wilmslow Road (south)	637	78%	10
A6010 Wilbraham Road	861	76%	13
	2031 PM peak hour (17:00–18:00)		
A6010 Wilmslow Road	848	68%	13
B5093 Moseley Road	697	90%	13
B5093 Wilmslow Road (south)	533	73%	8
A6010 Wilbraham Road	788	79%	13

10.3.476 The conclusions drawn in paragraph 11.4.489 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 96% on the B5093 Moseley Road approach with an associated queue length of 14 PCU. In the PM peak hour, the maximum VoC of 90% is on the B5093 Moseley Road approach with a queue length of 13 PCU."

A5103 Princess Road/A6010 Wilbraham Road

10.3.477 Table 11-209 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-209 below replaces Table 11-209 of the main TA.

Table 11-209: 2018 baseline performance at A5103 Princess Road/A6010 Wilbraham Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5103 Princess Road (north)	1,455	85%	22
A6010 Wilbraham Road (east)	590	102%	13
A5103 Princess Road (south)	2,467	93%	18
A6010 Wilbraham Road (west)	461	100%	10
	2018 PM peak hour (17:00–18:00) baseline results		
A5103 Princess Road (north)	1,843	90%	20
A6010 Wilbraham Road (east)	738	101%	16
A5103 Princess Road (south)	1,717	66%	31
A6010 Wilbraham Road (west)	470	102%	10

10.3.478 The conclusions drawn in paragraph 11.4.491 of the main TA are replaced by:

"This junction operates over capacity in the 2018 baseline, with a maximum VoC of 102% on the A6010 Wilbraham Road (east) approach with an associated queue length of 13 PCU. In

the PM peak hour, the maximum VoC of 102% is on the A6010 Wilbraham Road (west) approach with a queue length of 10 PCU."

10.3.479 Table 11-210 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-210 below replaces Table 11-210 of the main TA.

Table 11-210: Future baseline performance at A5103 Princess Road/A6010 Wilbraham Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
A5103 Princess Road (north)	1,587	94%	26	1,647	97%	28
A6010 Wilbraham Road (east)	690	103%	15	505	113%	10
A5103 Princess Road (south)	2,615	98%	19	2,665	100%	19
A6010 Wilbraham Road (west)	471	102%	10	484	105%	10
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A5103 Princess Road (north)	1,907	91%	19	1,935	92%	21
A6010 Wilbraham Road (east)	746	103%	16	748	102%	16
A5103 Princess Road (south)	1,658	63%	30	1,674	64%	31
A6010 Wilbraham Road (west)	467	102%	10	486	106%	10

10.3.480 The conclusions drawn in paragraphs 11.4.493 to 11.4.495 of the main TA are replaced by:

"This junction operates over capacity in the 2039 future baseline with a maximum VoC of 103% on the A6010 Wilbraham Road (east) approach in the AM peak hour with an associated queue length of 15 PCU. In the PM peak hour, the maximum VoC of 103% is on the A6010 Wilbraham Road (east) approach with an associated queue length of 16 PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 113% on the A6010 Wilbraham Road (east) approach in the AM peak hour with an associated queue length of 10 PCU. In the PM peak hour, the maximum VoC of 106% is on the A6010 Wilbraham Road (west) approach with an associated queue length of 10 PCU.

The junction analysis indicates that the junction will be operating over capacity in the 2039 and 2051 future baseline. However, as the signals timings are determined by the baseline traffic flow, it is possible that the delays could to a degree be reduced by signal optimisation."

A5181 Barton Road/A5145 Kingsway/B5213 Urmston Lane

10.3.481 Table 11-211 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-211 below replaces Table 11-211 of the main TA.

Table 11-211: 2018 baseline performance at A5181 Barton Road/A5145 Kingsway/B5213 Urmston Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5181 Barton Road (north)	554	32%	11
A5145 Kingsway	769	49%	12
A5181 Barton Road (south)	429	57%	11
B5213 Urmston Lane	550	40%	12
	2018 PM peak hour (17:00–18:00) baseline results		
A5181 Barton Road (north)	740	35%	12
A5145 Kingsway	799	57%	15
A5181 Barton Road (south)	400	44%	9
B5213 Urmston Lane	312	37%	8

10.3.482 The conclusions drawn in paragraph 11.4.497 of the main TA remain unchanged.

10.3.483 Table 11-212 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-212 below replaces Table 11-212 of the main TA.

Table 11-212: Future baseline performance at A5181 Barton Road/A5145 Kingsway/B5213 Urmston Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A5181 Barton Road (north)	647	37%	13	686	40%	14	753	43%	15
A5145 Kingsway	884	62%	14	895	64%	14	816	60%	13
A5181 Barton Road (south)	459	67%	11	438	67%	11	416	65%	10
B5213 Urmston Lane	813	61%	18	880	65%	19	1,028	74%	22
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A5181 Barton Road (north)	968	45%	15	1,034	49%	16	1,108	52%	18
A5145 Kingsway	973	74%	18	959	74%	18	969	79%	18
A5181 Barton Road (south)	563	67%	13	581	71%	13	646	81%	15
B5213 Urmston Lane	332	74%	9	378	84%	10	432	96%	12

10.3.484 The conclusions drawn in paragraphs 11.4.499 to 11.4.501 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031 future baseline.

In the 2039 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour with a maximum VoC of 67% on the A5181 Barton Road (south) approach with an associated queue length of 11 PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2039 future baseline with a maximum VoC of 84% on the B5213 Urmston Lane approach and an associated queue length of 10 PCU.

In the 2051 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour with a maximum VoC of 74% on the B5213 Urmston Lane approach with an associated queue length of 22 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 96% on the B5213 Urmston Lane approach and an associated queue length of 12 PCU."

A5103 Princess Road/Platt Lane/Parkway Access

10.3.485 Table 11-213 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-213 below replaces Table 11-213 of the main TA.

Table 11-213: 2018 baseline performance at A5103 Princess Road/Platt Lane/Parkway Access junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5103 Princess Road (north)	1,452	56%	13
Platt Lane	268	93%	6
A5103 Princess Road (south)	2,314	81%	10
Parkway Access*	-	-	-
	2018 PM peak hour (17:00–18:00) baseline results		
A5103 Princess Road (north)	1,852	77%	19
Platt Lane	213	59%	5
A5103 Princess Road (south)	1,568	61%	8
Parkway Access*	-	-	-

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

10.3.486 The conclusions drawn in paragraph 11.4.503 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 93% on the Platt Lane approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 77% on the A5103 Princess Road (north) approach with an associated queue length of 19 PCU."

10.3.487 Table 11-214 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-214 below replaces Table 11-214 of the main TA.

Table 11-214: Future baseline performance at A5103 Princess Road/Platt Lane/Parkway Access junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
A5103 Princess Road (north)	1,707	67%	16	1,776	69%	16
Platt Lane	277	96%	6	305	106%	7
A5103 Princess Road (south)	2,444	88%	13	2,473	89%	14
Parkway Access*	-	-	-	-	-	-
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A5103 Princess Road (north)	1,981	82%	20	2,063	86%	21
Platt Lane	201	56%	4	215	60%	5
A5103 Princess Road (south)	1,496	58%	7	1,504	59%	7
Parkway Access*	-	-	-	-	-	-

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

10.3.488 The conclusions drawn in paragraphs 11.4.505 to 11.4.506 of the main TA are replaced by:

"In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 96% on the Platt Lane approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2039 future baseline with a maximum VoC of 82% on the A5103 Princess Road (north) approach with an associated queue length of 20 PCU.

In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 106% on the Platt Lane approach with an associated queue length of seven PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 86% on the A5103 Princess Road (north) approach with an associated queue length of 21 PCU."

A56 Chester Road/A5145 Edge Lane/A5145 Kingsway

10.3.489 This junction is a signal-controlled crossroads with signal-controlled pedestrian facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-104.

Table 14-104: 2018 baseline performance at A56 Chester Road/A5145 Edge Lane/A5145 Kingsway junction.

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5145 Edge Lane	1,024	55%	24
A56 Chester Road (south)	2,662	64%	59
A5145 Kingsway	869	62%	24
A56 Chester Road (north)	1,148	68%	37

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
A5145 Edge Lane	910	74%	25
A56 Chester Road (south)	1,777	48%	43
A5145 Kingsway	844	69%	25
A56 Chester Road (north)	1,750	60%	45

10.3.490 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.491 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 14-105. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 14-105: Future baseline performance at A56 Chester Road/A5145 Edge Lane/A5145 Kingsway junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A5145 Edge Lane	1,213	68%	28
A56 Chester Road (south)	2,878	77%	64
A5145 Kingsway	1,010	74%	28
A56 Chester Road (north)	937	73%	30
	2031 PM peak hour (17:00–18:00)		
A5145 Edge Lane	1,137	92%	30
A56 Chester Road (south)	1,878	50%	45
A5145 Kingsway	991	81%	29
A56 Chester Road (north)	1,298	58%	33

10.3.492 In the 2031 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 77% on the A56 Chester Road (south) approach with an associated queue length of 64 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 92% on the A5145 Edge Lane approach with an associated queue length of 30 PCU.

A34 Birchfields Road/Old Hall Lane

10.3.493 Table 11-215 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-215 below replaces Table 11-215 of the main TA.

Table 11-215: 2018 baseline performance at A34 Birchfields Road/Old Hall Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A34 Birchfields Road (north)	819	102%	9
Old Hall Lane (east)*	-	-	-
A34 Birchfields Road (south)	816	70%	9
Old Hall Lane (west)	49	36%	1

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
A34 Birchfields Road (north)	1,088	100%	12
Old Hall Lane (east)*	-	-	-
A34 Birchfields Road (south)	760	65%	8
Old Hall Lane (west)	56	41%	1

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

10.3.494 The conclusions drawn in paragraph 11.4.508 of the main TA are replaced by:

"This junction operates over capacity in the 2018 baseline with a maximum VoC of 102% on the A34 Birchfields Road (north) approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 100% is on the A34 Birchfields Road (north) approach with a queue length of 12 PCU."

10.3.495 Table 11-216 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-216 below replaces Table 11-216 of the main TA.

Table 11-216: Future baseline performance at A34 Birchfields Road/Old Hall Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A34 Birchfields Road (north)	667	105%	7
Old Hall Lane (east)*	-	-	-
A34 Birchfields Road (south)	1,006	87%	11
Old Hall Lane (west)	99	72%	3
	2031 PM peak hour (17:00–18:00)		
A34 Birchfields Road (north)	1,106	101%	12
Old Hall Lane (east)*	-	-	-
A34 Birchfields Road (south)	871	75%	10
Old Hall Lane (west)	71	51%	2

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

10.3.496 The conclusions drawn in paragraphs 11.4.510 to 11.4.511 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum VoC of 105% on the A34 Birchfields Road (north) approach in the AM peak hour with an associated queue length of seven PCU. In the PM peak hour, the maximum VoC of 101% is on the A34 Birchfields Road (north) approach with a queue length of 12 PCU.

10.3.497 The junction analysis indicates that the junction will be operating over its capacity in the 2031 future baseline. However, as the signals timings are determined by the baseline traffic flow, it is possible that the delays could to a degree be reduced by signal optimisation."

A6010 Dickenson Road/A6010 Wilmslow Road/B5117 Wilmslow Road

10.3.498 Table 11-217 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-217 below replaces Table 11-217 of the main TA.

Table 11-217: 2018 baseline performance at A6010 Dickenson Road/A6010 Wilmslow Road/B5117 Wilmslow Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5117 Wilmslow Road	356	33%	6
A6010 Dickenson Road	460	49%	8
A6010 Wilmslow Road	851	78%	11
	2018 PM peak hour (17:00–18:00) baseline results		
B5117 Wilmslow Road	817	64%	14
A6010 Dickenson Road	451	66%	9
A6010 Wilmslow Road	488	47%	6

10.3.499 The conclusions drawn in paragraph 11.4.513 of the main TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 78% on the A6010 Wilmslow Road approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline."

10.3.500 Table 11-218 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-218 below replaces Table 11-218 of the main TA.

Table 11-218: Future baseline performance at A6010 Dickenson Road/A6010 Wilmslow Road/B5117 Wilmslow Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5117 Wilmslow Road	368	34%	7
A6010 Dickenson Road	608	64%	11
A6010 Wilmslow Road	850	78%	11
	2031 PM peak hour (17:00–18:00)		
B5117 Wilmslow Road	650	51%	11
A6010 Dickenson Road	538	79%	11
A6010 Wilmslow Road	528	49%	7

10.3.501 The conclusions drawn in paragraph 11.4.515 of the main TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2031 future baseline with a maximum VoC of 78% on the A6010 Wilmslow Road approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum

VoC of 79% is on the A6010 Dickenson Road approach with an associated queue length of 11 PCU."

Upper Lloyd Street/Claremont Road/Lloyd Street South

10.3.502 Table 11-219 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-219 below replaces Table 11-219 of the main TA.

Table 11-219: 2018 baseline performance at Upper Lloyd Street/Claremont Road/Lloyd Street South junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Upper Lloyd Street	153	22%	2
Claremont Road (east)	397	82%	7
Lloyd Street South	654	83%	9
Claremont Road (west)	243	80%	4
	2018 PM peak hour (17:00–18:00) baseline results		
Upper Lloyd Street	649	74%	5
Claremont Road (east)	199	40%	3
Lloyd Street South	196	24%	3
Claremont Road (west)	349	68%	6

10.3.503 The conclusions drawn in paragraph 11.4.517 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 83% on the Lloyd Street south approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline."

10.3.504 Table 11- 220 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-220 below replaces Table 11-220 of the main TA.

Table 11-220: Future baseline performance at Upper Lloyd Street/Claremont Road/Lloyd Street South junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
Upper Lloyd Street	244	37%	4	293	41%	5
Claremont Road (east)	424	91%	7	416	95%	7
Lloyd Street South	686	91%	9	717	98%	10
Claremont Road (west)	265	89%	4	317	95%	5
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
Upper Lloyd Street	741	89%	6	754	95%	6
Claremont Road (east)	226	46%	4	240	49%	4

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Lloyd Street South	202	24%	3	238	28%	3
Claremont Road (west)	415	85%	7	437	93%	8

10.3.505 The conclusions drawn in paragraphs 11.4.519 to 11.4.520 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 91% on both the Lloyd Street South and the Claremont Road (east) approaches with associated queue lengths of nine PCU and seven PCU respectively. In the PM peak hour, the maximum VoC of 89% is on the Upper Lloyd Street approach with an associated queue length of six PCU.

The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 98% on the Lloyd Street South approach with an associated queue length of 10 PCU. In the PM peak hour, the maximum VoC of 95% is on the Upper Lloyd Street approach with an associated queue length of six PCU."

A34 Birchfields Road/A34 Anson Road/A6010 Dickenson Road

10.3.506 Table 11-221 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-221 below replaces Table 11-221 of the main TA.

Table 11-221: 2018 baseline performance at A34 Birchfields Road/A34 Anson Road/A6010 Dickenson Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A34 Anson Road	483	56%	8
A6010 Dickenson Road (east)	678	94%	13
A34 Birchfields Road	810	74%	14
A6010 Dickenson Road (west)	481	74%	9
	2018 PM peak hour (17:00–18:00) baseline results		
A34 Anson Road	809	66%	12
A6010 Dickenson Road (east)	487	85%	10
A34 Birchfields Road	733	69%	11
A6010 Dickenson Road (west)	417	77%	9

10.3.507 The conclusions drawn in paragraph 11.4.522 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 94% on the A6010 Dickenson Road (east) approach in the AM peak hour with an associated queue length of 13 PCU. In the PM peak hour, the maximum VoC of 85% is on the A6010 Dickenson Road (east) approach with an associated queue length of 10 PCU."

10.3.508 Table 11-222 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-222 below replaces Table 11-222 of the main TA.

Table 11-222: Future baseline performance at A34 Birchfields Road/A34 Anson Road/A6010 Dickenson Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A34 Anson Road	411	49%	7
A6010 Dickenson Road (east)	669	99%	13
A34 Birchfields Road	978	84%	16
A6010 Dickenson Road (west)	544	85%	11
	2031 PM peak hour (17:00–18:00)		
A34 Anson Road	943	84%	14
A6010 Dickenson Road (east)	487	90%	10
A34 Birchfields Road	831	83%	12
A6010 Dickenson Road (west)	449	84%	9

10.3.509 The conclusions drawn in paragraph 11.4.524 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 99% on the A6010 Dickenson Road (east) approach in the AM peak hour with an associated queue length of 13 PCU. In the PM peak hour, the maximum VoC of 90% is on the A6010 Dickenson Road (east) approach with an associated queue length of 10 PCU."

B5217 Seymour Grove/Kings Road

10.3.510 Table 11-223 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-223 below replaces Table 11-223 of the main TA.

Table 11-223: 2018 baseline performance at B5217 Seymour Grove/Kings Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5217 Seymour Grove (north)	429	43%	7
Kings Road (east)	569	81%	9
B5217 Seymour Grove (south)	917	72%	15
Kings Road (west)	387	55%	6
	2018 PM peak hour (17:00–18:00) baseline results		
B5217 Seymour Grove (north)	550	46%	7
Kings Road (east)	594	96%	8
B5217 Seymour Grove (south)	564	49%	7
Kings Road (west)	612	95%	8

10.3.511 The conclusions drawn in paragraph 11.4.526 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 81% on the Kings Road (east) approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 96% on the Kings Road (east) approach with an associated queue length of eight PCU."

10.3.512 Table 11-224 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-224 below replaces Table 11-224 of the main TA.

Table 11-224: Future baseline performance at B5217 Seymour Grove/Kings Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5217 Seymour Grove (north)	473	50%	8
Kings Road (east)	589	87%	10
B5217 Seymour Grove (south)	982	80%	16
Kings Road (west)	409	63%	7
	2031 PM peak hour (17:00–18:00)		
B5217 Seymour Grove (north)	656	55%	8
Kings Road (east)	509	87%	7
B5217 Seymour Grove (south)	572	53%	7
Kings Road (west)	654	96%	8

10.3.513 The conclusions drawn in paragraph 11.4.528 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 87% on the Kings Road (east) approach in the AM peak hour with an associated queue length of 10 PCU. In the PM peak hour, the maximum VoC of 96% is on the Kings Road (west) approach with an associated queue length of eight PCU."

A57 Hyde Road/Lime Grove/Saxon Street

10.3.514 Table 11-225 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-225 below replaces Table 11-225 of the main TA.

Table 11-225: 2018 baseline performance at A57 Hyde Road/Lime Grove/Saxon Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Lime Grove*	-	-	-
A57 Hyde Road (east)	684	53%	11
Saxon Street	38	8%	1
A57 Hyde Road (west)	443	50%	3
	2018 PM peak hour (17:00–18:00) baseline results		
Lime Grove*	-	-	-
A57 Hyde Road (east)	380	44%	7

Approach	Flow, PCU/hr	VoC	Q, PCU
Saxon Street	103	23%	2
A57 Hyde Road (west)	626	73%	4

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

10.3.515 The conclusions drawn in paragraph 11.4.530 of the main TA remain unchanged.

10.3.516 Table 11-226 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-226 below replaces Table 11-226 of the main TA.

Table 11-226: Future baseline performance at A57 Hyde Road/Lime Grove/Saxon Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			2051 AM peak hour (08:00–09:00)		
Lime Grove*	-	-	-	-	-	-
A57 Hyde Road (east)	692	53%	11	747	57%	12
Saxon Street	64	14%	2	192	42%	5
A57 Hyde Road (west)	522	65%	3	499	70%	5
	2039 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
Lime Grove*	-	-	-	-	-	-
A57 Hyde Road (east)	415	48%	8	471	55%	9
Saxon Street	154	34%	2	179	39%	2
A57 Hyde Road (west)	645	75%	4	649	75%	4

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

10.3.517 The conclusions drawn in paragraphs 11.4.532 to 11.4.533 of the main TA are replaced by:

"In the 2039 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2039 future baseline with a maximum VoC of 75% on the A57 Hyde Road (west) approach with an associated queue length of four PCU.

In the 2051 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2051 future baseline with a maximum VoC of 75% on the A57 Hyde Road (west) approach with an associated queue length of four PCU."

A6 Stockport Road/A6010 Dickenson Road/Stanley Grove

10.3.518 Table 11-227 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-227 below replaces Table 11-227 of the main TA.

Table 11-227: 2018 baseline performance at A6 Stockport Road/A6010 Dickenson Road/Stanley Grove junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Stanley Grove	432	90%	10
A6 Stockport Road (south)	1,349	73%	24
A6010 Dickenson Road	303	70%	7
A6 Stockport Road (north)	700	38%	10
	2018 PM peak hour (17:00–18:00) baseline results		
Stanley Grove	322	64%	8
A6 Stockport Road (south)	625	32%	11
A6010 Dickenson Road	179	44%	4
A6 Stockport Road (north)	995	51%	14

10.3.519 The conclusions drawn in paragraph 11.4.535 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 90% on the Stanley Grove approach with an associated queue length of 10 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline."

10.3.520 Table 11-228 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-228 below replaces Table 11-228 of the main TA.

Table 11-228: 2031 future baseline performance at A6 Stockport Road/A6010 Dickenson Road/Stanley 8rove junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Stanley Grove	458	96%	10
A6 Stockport Road (south)	1,366	73%	24
A6010 Dickenson Road	307	73%	7
A6 Stockport Road (north)	754	41%	11
	2031 PM peak hour (17:00–18:00)		
Stanley Grove	368	76%	9
A6 Stockport Road (south)	732	38%	12
A6010 Dickenson Road	185	47%	4
A6 Stockport Road (north)	1,118	58%	15

10.3.521 The conclusions drawn in paragraph 11.4.537 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 96% on the Stanley Grove approach with an associated queue length of 10 PCU. In the PM peak hour, the assessment shows that

this junction is within capacity in the 2031 future baseline with a maximum VoC of 76% on the Stanley Grove approach with an associated queue length of nine PCU."

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

10.3.522 Table 11-229 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-229 below replaces Table 11-229 of the main TA.

Table 11-229: 2018 baseline performance at B5219 Moss Lane East/Upper Lloyd Street/Lloyd Street North junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Lloyd Street North	278	27%	3
B5219 Moss Lane East (east)	334	44%	5
Upper Lloyd Street	651	54%	3
B5219 Moss Lane East (west)	396	62%	6
	2018 PM peak hour (17:00–18:00) baseline results		
Lloyd Street North	715	60%	9
B5219 Moss Lane East (east)	407	52%	6
Upper Lloyd Street	255	24%	0
B5219 Moss Lane East (west)	348	54%	6

10.3.523 The conclusions drawn in paragraph 11.4.539 of the main TA remain unchanged.

10.3.524 Table 11-230 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-230 below replaces Table 11-230 of the main TA.

Table 11-230: Future baseline performance at B5219 Moss Lane East/Upper Lloyd Street/Lloyd Street North junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
Lloyd Street North	374	35%	4	386	33%	4
B5219 Moss Lane East (east)	415	60%	7	439	58%	7
Upper Lloyd Street	704	59%	4	633	53%	3
B5219 Moss Lane East (west)	486	78%	8	444	72%	7
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
Lloyd Street North	963	81%	14	1,041	89%	16
B5219 Moss Lane East (east)	354	47%	6	398	54%	6
Upper Lloyd Street	322	29%	1	328	30%	1
B5219 Moss Lane East (west)	414	64%	7	433	68%	7

10.3.525 The conclusions drawn in paragraphs 11.4.541 to 11.4.542 of the main TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2039 future baseline with a maximum VoC of 78% on the B5219 Moss Lane East (west) approach in the AM peak with an associated queue length of eight PCU. In the PM peak hour, the maximum VoC of 81% is on the Lloyd Street North approach with an associated queue length of 14 PCU.

In the 2051 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 89% on the Lloyd Street North approach with an associated queue length of 16 PCU."

A34 Upper Brook Street/Hathersage Road

10.3.526 Table 11-231 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-231 below replaces Table 11-231 of the main TA.

Table 11-231: 2018 baseline performance at A34 Upper Brook Street/Hathersage Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Hathersage Road (east)	388	84%	8
A34 Upper Brook Street (south)	835	39%	4
Hathersage Road (west)	150	13%	3
A34 Upper Brook Street (north)	535	39%	7
	2018 PM peak hour (17:00–18:00) baseline results		
Hathersage Road (east)	239	49%	5
A34 Upper Brook Street (south)	607	29%	8
Hathersage Road (west)	219	19%	4
A34 Upper Brook Street (north)	677	43%	9

10.3.527 The conclusions drawn in paragraph 11.4.544 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 84% on the Hathersage Road (east) approach with an associated queue length of eight PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline."

10.3.528 Table 11-232 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-232 below replaces Table 11-232 of the main TA.

Table 11-232: Future baseline performance at A34 Upper Brook Street/Hathersage Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Hathersage Road (east)	403	92%	9	401	92%	9	404	93%	9

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A34 Upper Brook Street (south)	1,004	47%	5	1,022	47%	5	1,108	51%	6
Hathersage Road (west)	219	20%	4	231	21%	4	245	22%	5
A34 Upper Brook Street (north)	493	39%	6	454	36%	6	520	42%	7
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Hathersage Road (east)	311	65%	7	314	65%	7	340	70%	7
A34 Upper Brook Street (south)	756	41%	10	828	50%	11	888	74%	11
Hathersage Road (west)	404	35%	8	422	37%	8	463	40%	9
A34 Upper Brook Street (north)	869	58%	11	881	61%	11	934	71%	12

10.3.529 The conclusions drawn in paragraphs 11.4.546 to 11.4.548 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 92% on the Hathersage Road (east) approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline.

In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 92% on the Hathersage Road (east) approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 93% on the Hathersage Road (east) approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline."

A57 Hyde Road/Tan Yard Brow/Willow Grove

10.3.530 Table 11-233 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-233 below replaces Table 11-233 of the main TA.

Table 11-233: 2018 baseline performance at A57 Hyde Road/Tan Yard Brow/Willow Grove junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Tan Yard Brow	370	83%	1
A57 Hyde Road (east)	1,978	66%	0
Willow Grove*	-	-	-

Approach	Flow, PCU/hr	VoC	Q, PCU
A57 Hyde Road (west)	557	19%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Tan Yard Brow	92	105%	4
A57 Hyde Road (east)	1,092	36%	0
Willow Grove*	-	-	-
A57 Hyde Road (west)	2,130	71%	0

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

10.3.531 The conclusions drawn in paragraph 11.4.550 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 83% on the Tan Yard Brow approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2018 baseline with a maximum VoC of 105% on the Tan Yard Brow approach with an associated queue length of four PCU."

10.3.532 Table 11-234 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-234 below replaces Table 11-234 of the main TA.

Table 11-234: Future baseline performance at A57 Hyde Road/Tan Yard Brow/Willow Grove junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Tan Yard Brow*	-	-	-	-	-	-	-	-	-
A57 Hyde Road (east)	2,176	73%	0	2,242	75%	0	2,329	78%	0
Willow Grove**	-	-	-	-	-	-	-	-	-
A57 Hyde Road (west)	983	33%	0	1,042	35%	0	1,180	39%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Tan Yard Brow*	-	-	-	-	-	-	-	-	-
A57 Hyde Road (east)	1,260	42%	0	1,336	45%	0	1,430	48%	0
Willow Grove**	-	-	-	-	-	-	-	-	-
A57 Hyde Road (west)	2,209	74%	0	2,223	74%	0	2,238	75%	0

** For the section of highway on the bridge across Gore Brook, Tan Yard Brow is pedestrian and cycle access only in a northbound direction. No through traffic is permitted in a northbound direction for motorised vehicles. In the future years, Tan Yard Brow will also become pedestrian and cycle access only in the southbound direction, with no through traffic permitted for motorised vehicles. The table therefore reflects this.*

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

10.3.533 The conclusions drawn in paragraphs 11.4.552 to 11.4.554 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031 future baseline.

In the 2039 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 75% on the A57 Hyde Road (east) approach with no queue. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

The assessment shows that this junction operates within capacity in the 2051 future baseline with a maximum VoC of 78% on the A57 Hyde Road (east) approach in the AM peak hour with no queue. In the PM peak hour, the maximum VoC of 75% is on the A57 Hyde Road (west) approach with no queue."

A57 Hyde Road/Chapman Street

10.3.534 Table 11-235 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-235 below replaces Table 11-235 of the main TA.

Table 11-235: 2018 baseline performance at A57 Hyde Road/Chapman Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Chapman Street	55	13%	0
A57 Hyde Road (east)	1,984	82%	1
A57 Hyde Road (west)	522	14%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Chapman Street	60	102%	3
A57 Hyde Road (east)	1,092	55%	3
A57 Hyde Road (west)	2,090	54%	0

10.3.535 The conclusions drawn in paragraph 11.4.556 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 82% on the A57 Hyde Road (east) approach in the AM peak hour with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2018 baseline with a maximum VoC of 102% on the Chapman Street approach with an associated queue length of three PCU."

10.3.536 Table 11-236 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-236 below replaces Table 11-236 of the main TA.

Table 11-236: Future baseline performance at A57 Hyde Road/Chapman Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Chapman Street	272	100%	6	273	100%	6	247	101%	6
A57 Hyde Road (east)	2,176	94%	4	2,242	98%	5	2,329	104%	5

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A57 Hyde Road (west)	741	19%	0	797	21%	0	962	25%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Chapman Street	52	103%	3	51	104%	3	51	107%	3
A57 Hyde Road (east)	1,260	63%	3	1,336	67%	3	1,430	72%	3
A57 Hyde Road (west)	2,197	57%	0	2,212	57%	0	2,212	57%	0

10.3.537 The conclusions drawn in paragraphs 11.4.558 to 11.4.560 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum VoC of 100% on the Chapman Street approach in the AM peak hour with an associated queue length of six PCU. In the PM peak hour, the maximum VoC of 103% is on the Chapman Street approach with an associated queue length of three PCU.

This junction operates over capacity in the 2039 future baseline with a maximum VoC of 100% on the Chapman Street approach in the AM peak hour with an associated queue length of six PCU. In the PM peak hour, the maximum VoC of 104% is on the Chapman Street approach with an associated queue length of three PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 104% on the A57 Hyde Road (east) approach with an associated queue length of five PCU. In the PM peak hour, the maximum VoC of 107% is on the Chapman Street approach with an associated queue length of three PCU."

A57 Hyde Road/Wellington Street/Hengist Street

10.3.538 Table 11-237 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-237 below replaces Table 11-237 of the main TA.

Table 11-237: 2018 baseline performance at A57 Hyde Road/Wellington Street/Hengist Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Wellington Street	11	9%	0
A57 Hyde Road (east)	1,600	67%	14
Hengist Street*	-	-	-
A57 Hyde Road (west)	521	35%	8
	2018 PM peak hour (17:00–18:00) baseline results		
Wellington Street	151	97%	4
A57 Hyde Road (east)	1,028	66%	11
Hengist Street*	-	-	-
A57 Hyde Road (west)	1,939	89%	17

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

10.3.539 The conclusions drawn in paragraph 11.4.562 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 97% on the Wellington Street approach with an associated queue length of four PCU."

10.3.540 Table 11-238 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-238 below replaces Table 11-238 of the main TA.

Table 11-238: Future baseline performance at A57 Hyde Road/Wellington Street/Hengist Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Wellington Street	57	48%	1	63	52%	2	70	58%	2
A57 Hyde Road (east)	1,823	80%	16	1,891	84%	17	1,945	90%	17
Hengist Street*	-	-	-	-	-	-	-	-	-
A57 Hyde Road (west)	685	46%	10	734	50%	10	892	61%	11
	2031 AM peak hour (08:00–09:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Wellington Street	156	101%	4	157	101%	4	162	105%	4
A57 Hyde Road (east)	1,205	79%	13	1,283	84%	14	1,377	90%	15
Hengist Street*	-	-	-	-	-	-	-	-	-
A57 Hyde Road (west)	2,042	94%	20	2,056	95%	20	2,056	95%	20

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

10.3.541 The conclusions drawn in paragraphs 11.4.564 to 11.4.565 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates within capacity in AM peak hour with a maximum VoC of 80% on the A57 Hyde Road (east) approach with an associated queue length of 16 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2031 future baseline with a maximum VoC of 101% on the Wellington Street approach with an associated queue length of four PCU.

In the 2039 future baseline, the assessment shows that this junction operates within capacity in AM peak hour with a maximum VoC of 84% on the A57 Hyde Road (east) approach with an associated queue length of 17 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 101% on the Wellington Street approach with an associated queue length of four PCU.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in AM peak hour with a maximum VoC of 90% on the A57 Hyde Road (east) approach with an associated queue length of 17 PCU. In the PM peak hour, the assessment shows that this junction is over capacity with a maximum VoC of 105% on the Wellington Street approach with an associated queue length of four PCU."

A57 Hyde Road/Knutsford Road/Whitwell Way

10.3.542 Table 11-239 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-239 below replaces Table 11-239 of the main TA.

Table 11-239: 2018 baseline performance at A57 Hyde Road/Knutsford Road/Whitwell Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Whitwell Way	273	42%	6
A57 Hyde Road (east)	1,301	48%	17
Knutsford Road	116	72%	3
A57 Hyde Road (west)	482	21%	6
	2018 PM peak hour (17:00–18:00) baseline results		
Whitwell Way	476	66%	10
A57 Hyde Road (east)	734	34%	10
Knutsford Road	129	93%	3
A57 Hyde Road (west)	1,724	68%	23

10.3.543 The conclusions drawn in paragraph 11.4.567 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 93% on the Knutsford Road approach with an associated queue length of three PCU."

10.3.544 Table 11-240 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-240 below replaces Table 11-240 of the main TA.

Table 11-240: Future baseline performance at A57 Hyde Road/Knutsford Road/Whitwell Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Whitwell Way	353	54%	8
A57 Hyde Road (east)	1,463	56%	19
Knutsford Road	137	85%	3
A57 Hyde Road (west)	576	25%	7
	2031 PM peak hour (17:00–18:00)		
Whitwell Way	542	75%	12

Approach	Flow, PCU/hr	VoC	Q, PCU
A57 Hyde Road (east)	929	43%	12
Knutsford Road	127	93%	3
A57 Hyde Road (west)	1,746	72%	23

10.3.545 The conclusions drawn in paragraph 11.4.569 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 85% on the Knutsford Road approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 93% is on the Knutsford Road approach with an associated queue length of three PCU."

A57 Hyde Road/B6178 Hyde Road/B6178 Mount Road

10.3.546 Table 11-241 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-241 below replaces Table 11-241 of the main TA.

Table 11-241: 2018 baseline performance at A57 Hyde Road/B6178 Hyde Road/B6178 Mount Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B6178 Hyde Road	54	11%	1
A57 Hyde Road (east)	1,478	77%	19
B6178 Mount Road	755	82%	13
A57 Hyde Road (west)	386	19%	5
	2018 PM peak hour (17:00–18:00) baseline results		
B6178 Hyde Road	169	19%	3
A57 Hyde Road (east)	908	69%	16
B6178 Mount Road	768	55%	13
A57 Hyde Road (west)	1,360	97%	20

10.3.547 The conclusions drawn in paragraph 11.4.571 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 82% on the B6178 Mount Road approach with an associated queue length of 13 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 97% on the A57 Hyde Road (west) approach with an associated queue length of 20 PCU."

10.3.548 Table 11-242 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-242 below replaces Table 11-242 of the main TA.

Table 11-242: Future baseline performance at A57 Hyde Road/B6178 Hyde Road/B6178 Mount Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			2039 AM peak hour (08:00–09:00)			2051 AM peak hour (08:00–09:00)		
B6178 Hyde Road	83	16%	2	92	18%	2	104	21%	2
A57 Hyde Road (east)	1,659	86%	22	1,713	88%	22	1,767	91%	23
B6178 Mount Road	789	86%	14	823	89%	15	905	98%	17
A57 Hyde Road (west)	477	24%	6	498	25%	7	580	29%	8
	2031 PM peak hour (17:00–18:00)			2039 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
B6178 Hyde Road	185	21%	4	189	21%	4	228	26%	5
A57 Hyde Road (east)	1,074	81%	19	1,140	85%	20	1,188	89%	21
B6178 Mount Road	796	57%	13	806	58%	13	832	59%	13
A57 Hyde Road (west)	1,373	98%	20	1,375	98%	20	1,392	100%	20

10.3.549 The conclusions drawn in paragraphs 11.4.573 to 11.4.575 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 86% on both the A57 Hyde Road (east) and the B6178 Mount Road approaches in the AM peak hour with associated queue lengths of 22 PCU and 14 PCU respectively. In the PM peak hour, the maximum VoC of 98% is on the A57 Hyde Road (west) approach with an associated queue length of 20 PCU.

The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 89% on the B6178 Mount Road approach in the AM peak hour with an associated queue length of 15 PCU. In the PM peak hour, the maximum VoC of 98% is on the A57 Hyde Road (west) approach with a queue length of 20 PCU.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 98% on the B6178 Mount Road approach with an associated queue length of 17 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 100% on the A57 Hyde Road (west) approach with an associated queue length of 20 PCU."

Wellington Street/Cross Lane/Garratt Way

10.3.550 Table 11-243 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-243 below replaces Table 11-243 of the main TA.

Table 11-243: 2018 baseline performance at Wellington Street/Cross Lane/Garratt Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Wellington Street (north)	69	9%	1
Cross Lane	319	64%	4

Approach	Flow, PCU/hr	VoC	Q, PCU
Wellington Street (south)	426	51%	4
Garratt Way	267	49%	3
	2018 PM peak hour (17:00–18:00) baseline results		
Wellington Street (north)	203	22%	2
Cross Lane	339	53%	3
Wellington Street (south)	287	37%	2
Garratt Way	249	39%	3

10.3.551 The conclusions drawn in paragraph 11.4.577 of the main TA remain unchanged.

10.3.552 Table 11-244 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-244 below replaces Table 11-244 of the main TA.

Table 11-244: Future baseline performance at Wellington Street/Cross Lane/Garratt Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
Wellington Street (north)	92	11%	1	103	12%	1
Cross Lane	372	76%	4	411	89%	5
Wellington Street (south)	486	54%	4	502	56%	5
Garratt Way	282	51%	3	310	57%	4
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
Wellington Street (north)	300	37%	3	341	39%	3
Cross Lane	423	66%	4	445	72%	5
Wellington Street (south)	249	35%	2	249	34%	2
Garratt Way	211	33%	2	224	35%	2

10.3.553 The conclusions drawn in paragraphs 11.4.579 to 11.4.580 of the main TA are replaced by:

"In the 2039 future baseline, the assessment shows that this junction operates within capacity in AM peak hour with a maximum VoC of 76% on the Cross Lane approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in AM peak hour with a maximum VoC of 89% on the Cross Lane approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline."

Chapman Street/Cross Lane

10.3.554 Table 11-245 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-245 below replaces Table 11-245 of the main TA.

Table 11-245: 2018 baseline performance at Chapman Street/Cross Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Chapman Street (north)	202	49%	3
Cross Lane (east)	129	24%	2
Chapman Street (south)	404	46%	5
Cross Lane (west)	308	60%	5
	2018 PM peak hour (17:00–18:00) baseline results		
Chapman Street (north)	318	45%	4
Cross Lane (east)	81	14%	1
Chapman Street (south)	81	9%	1
Cross Lane (west)	432	97%	6

10.3.555 The conclusions drawn in paragraph 11.4.582 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 97% on the Cross Lane (west) approach with an associated queue length of six PCU."

10.3.556 Table 11-246 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-246 below replaces Table 11-246 of the main TA.

Table 11-246: Future baseline performance at Chapman Street/Cross Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Chapman Street (north)	460	70%	5	461	71%	5	459	71%	5
Cross Lane (east)	172	33%	3	184	35%	3	199	38%	3
Chapman Street (south)	382	42%	4	377	41%	4	321	35%	4
Cross Lane (west)	276	56%	4	276	56%	4	300	62%	5
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Chapman Street (north)	357	53%	4	358	53%	4	367	53%	5
Cross Lane (east)	113	19%	2	116	20%	2	129	22%	2
Chapman Street (south)	90	11%	1	88	10%	1	71	8%	1
Cross Lane (west)	446	101%	7	450	101%	7	461	104%	7

10.3.557 The conclusions drawn in paragraphs 11.4.584 to 11.4.586 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is over capacity in the 2031 future baseline with a maximum VoC of 101% on the Cross Lane (west) approach with an associated queue length of seven PCU.

In the 2039 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is over capacity with a maximum VoC of 101% on the Cross Lane (west) approach with an associated queue length of seven PCU.

In the 2051 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is over capacity with a maximum VoC of 104% on the Cross Lane (west) approach with an associated queue length of seven PCU."

A57 Hyde Road/Birch Street

10.3.558 Table 11-247 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-247 below replaces Table 11-247 of the main TA.

Table 11-247: 2018 baseline performance at A57 Hyde Road/Birch Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Birch Street	2	1%	0
A57 Hyde Road (east)	1,287	34%	0
A57 Hyde Road (west)	365	9%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Birch Street	10	5%	0
A57 Hyde Road (east)	617	21%	0
A57 Hyde Road (west)	1,305	34%	0

10.3.559 The conclusions drawn in paragraph 11.4.588 of the main TA remain unchanged.

10.3.560 Table 11-248 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-248 below replaces Table 11-248 of the main TA.

Table 11-248: 2031 future baseline performance at A57 Hyde Road/Birch Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Birch Street	31	24%	0
A57 Hyde Road (east)	1,460	39%	0
A57 Hyde Road (west)	436	11%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 PM peak hour (17:00–18:00)		
Birch Street	14	8%	0
A57 Hyde Road (east)	766	26%	0
A57 Hyde Road (west)	1,356	35%	0

10.3.561 The conclusions drawn in paragraph 11.4.590 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031 future baseline."

A6010 Pottery Lane/A57 Hyde Road

10.3.562 Table 11-249 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-249 below replaces Table 11-249 of the main TA.

Table 11-249: 2018 baseline performance at A6010 Pottery Lane/A57 Hyde Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6010 Pottery Lane (north)	622	46%	13
A57 Hyde Road (east)	1,276	45%	21
A6010 Pottery Lane (south)	762	51%	15
A57 Hyde Road (west)	365	33%	8
	2018 PM peak hour (17:00–18:00) baseline results		
A6010 Pottery Lane (north)	668	49%	14
A57 Hyde Road (east)	594	23%	9
A6010 Pottery Lane (south)	811	57%	17
A57 Hyde Road (west)	1,305	57%	22

10.3.563 The conclusions drawn in paragraph 11.4.592 of the main TA remain unchanged.

10.3.564 Table 11-250 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-250 below replaces Table 11-250 of the main TA.

Table 11-250: Future baseline performance at A6010 Pottery Lane/A57 Hyde Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A6010 Pottery Lane (north)	709	57%	15
A57 Hyde Road (east)	1,465	52%	24
A6010 Pottery Lane (south)	831	57%	16
A57 Hyde Road (west)	433	39%	10
	2031 PM peak hour (17:00–18:00)		
A6010 Pottery Lane (north)	735	54%	16
A57 Hyde Road (east)	742	29%	12

Approach	Flow, PCU/hr	VoC	Q, PCU
A6010 Pottery Lane (south)	877	62%	19
A57 Hyde Road (west)	1,382	61%	23

10.3.565 The conclusions drawn in paragraph 11.4.594 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031 future baseline."

A57 Hyde Road/Clowes Street

10.3.566 Table 11-251 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-251 below replaces Table 11-251 of the main TA.

Table 11-251: 2018 baseline performance at A57 Hyde Road/Clowes Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Clowes Street	88	72%	1
A57 Hyde Road (east)	1,133	85%	0
A57 Hyde Road (west)	557	15%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Clowes Street	111	66%	1
A57 Hyde Road (east)	577	69%	0
A57 Hyde Road (west)	1,429	36%	0

10.3.567 The conclusions drawn in paragraph 11.4.596 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 85% on the A57 Hyde Road (east) approach in the AM peak hour with no queue. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline."

10.3.568 Table 11-252 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-252 below replaces Table 11-252 of the main TA.

Table 11-252: Future baseline performance at A57 Hyde Road/Clowes Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Clowes Street	70	93%	3	63	95%	3	52	102%	3
A57 Hyde Road (east)	1,327	97%	0	1,386	99%	0	1,479	101%	0
A57 Hyde Road (west)	631	17%	0	650	17%	0	684	18%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Clowes Street	114	84%	2	119	92%	3	103	96%	3

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A57 Hyde Road (east)	714	79%	0	765	80%	0	906	83%	0
A57 Hyde Road (west)	1,544	39%	0	1,558	40%	0	1,631	42%	0

10.3.569 The conclusions drawn in paragraphs 11.4.598 to 11.4.600 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the A57 Hyde Road (east) approach in the AM peak hour with no queue. In the PM peak hour, the assessment shows that this junction is within capacity in the 2031 future baseline with a maximum VoC of 84% is on the Clowes Street approach with an associated queue length of two PCU.

The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 99% on the A57 Hyde Road (east) approach in the AM peak hour with no queue. In the PM peak hour, the maximum VoC of 92% on the Clowes Street approach with an associated queue length of three PCU.

In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 102% on the Clowes Street approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is close to capacity with a maximum VoC of 96% on the Clowes Street approach with an associated queue length of three PCU."

A665 Devonshire Street/Coverdale Crescent/Hellidon Close

10.3.570 Table 11-253 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-253 below replaces Table 11-253 of the main TA.

Table 11-253: 2018 baseline performance at A665 Devonshire Street/Coverdale Crescent/Hellidon Close junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A665 Devonshire Street (north)	592	30%	0
Coverdale Crescent	185	82%	2
A665 Devonshire Street (south)	684	28%	0
Hellidon Close*	-	-	-
	2018 PM peak hour (17:00–18:00) baseline results		
A665 Devonshire Street (north)	449	23%	0
Coverdale Crescent	194	75%	1
A665 Devonshire Street (south)	674	27%	0
Hellidon Close*	-	-	-

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

10.3.571 The conclusions drawn in paragraph 11.4.602 of the main TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 82% on the Coverdale Crescent approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 75% is on the Coverdale Crescent approach with an associated queue length of one PCU."

10.3.572 Table 11-254 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-254 below replaces Table 11-254 of the main TA.

Table 11-254: Future baseline performance at A665 Devonshire Street/Coverdale Crescent/Hellidon Close junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A665 Devonshire Street (north)	700	36%	0
Coverdale Crescent	193	93%	3
A665 Devonshire Street (south)	778	33%	0
Hellidon Close*	-	-	-
	2031 PM peak hour (17:00–18:00)		
A665 Devonshire Street (north)	512	26%	0
Coverdale Crescent	162	87%	2
A665 Devonshire Street (south)	869	35%	0
Hellidon Close*	-	-	-

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

10.3.573 The conclusions drawn in paragraph 11.4.604 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 93% on the Coverdale Crescent approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 87% is on the Coverdale Crescent approach with an associated queue length of two PCU."

A57 Hyde Road/Bennett Street

10.3.574 Table 11-255 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-255 below replaces Table 11-255 of the main TA.

Table 11-255: 2018 baseline performance at A57 Hyde Road/Bennett Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Bennett Street	43	45%	1
A57 Hyde Road (east)	1,047	54%	0
A57 Hyde Road (west)	561	14%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Bennett Street	8	10%	0
A57 Hyde Road (east)	517	27%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
A57 Hyde Road (west)	1,437	37%	0

10.3.575 The conclusions drawn in paragraph 11.4.606 of the main TA remain unchanged.

10.3.576 Table 11-256 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-256 below replaces Table 11-256 of the main TA.

Table 11-256: Future baseline performance at A57 Hyde Road/Bennett Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Bennett Street	51	82%	2	45	86%	2	40	101%	2
A57 Hyde Road (east)	1,228	63%	0	1,290	66%	0	1,384	71%	0
A57 Hyde Road (west)	637	16%	0	655	17%	0	690	18%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Bennett Street	6	11%	0	6	13%	0	6	17%	0
A57 Hyde Road (east)	697	36%	0	760	39%	0	903	47%	0
A57 Hyde Road (west)	1,552	40%	0	1,566	40%	0	1,639	42%	0

10.3.577 The conclusions drawn in paragraphs 11.4.608 to 11.4.610 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 82% on the Bennett Street approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline.

In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 86% on the Bennett Street approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on the Bennett Street approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline."

Stamford Road/Corporation Road

10.3.578 Table 11-257 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-257 below replaces Table 11-257 of the main TA.

Table 11-257: 2018 baseline performance at Stamford Road/Corporation Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Stamford Road (west)	203	26%	0
Stamford Road (east)	380	40%	0
Corporation Road	556	68%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Stamford Road (west)	580	65%	0
Stamford Road (east)	326	37%	0
Corporation Road	340	39%	0

10.3.579 The conclusions drawn in paragraph 11.4.612 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2018 baseline."

10.3.580 Table 11-258 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-258 below replaces Table 11-258 of the main TA.

Table 11-258: Future baseline performance at Stamford Road/Corporation Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
Stamford Road (west)	246	34%	0	274	38%	0
Stamford Road (east)	426	46%	0	547	58%	0
Corporation Road	713	88%	1	740	96%	3
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
Stamford Road (west)	644	74%	0	651	76%	0
Stamford Road (east)	391	48%	0	469	59%	0
Corporation Road	459	54%	0	535	65%	0

10.3.581 The conclusions drawn in paragraphs 11.4.614 to 11.4.615 of the main TA are replaced by:

"In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 88% on the Corporation Road approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 96% on the Corporation Road approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2051 future baseline with a maximum VoC of 76% on the Stamford Road (west) approach with no queue."

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

10.3.582 Table 11-259 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-259 below replaces Table 11-259 of the main TA.

Table 11-259: 2018 baseline performance at A665 Devonshire Street North/A57 Hyde Road/A665 Devonshire Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A665 Devonshire Street North	543	74%	7
A57 Hyde Road (east)	1,117	45%	16
A665 Devonshire Street	737	73%	10
A57 Hyde Road (west)	383	66%	7
	2018 PM peak hour (17:00–18:00) baseline results		
A665 Devonshire Street North	600	79%	9
A57 Hyde Road (east)	547	21%	8
A665 Devonshire Street	690	68%	11
A57 Hyde Road (west)	1,085	65%	16

10.3.583 The conclusions drawn in paragraph 11.4.617 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates well within capacity in the AM peak. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 79% on the A665 Devonshire Street North approach with an associated queue length of nine PCU."

10.3.584 Table 11-260 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-260 below replaces Table 11-260 of the main TA.

Table 11-260: Future baseline performance at A665 Devonshire Street North/A57 Hyde Road/A665 Devonshire Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A665 Devonshire Street North	631	86%	9	654	89%	9	672	91%	9
A57 Hyde Road (east)	1,305	54%	18	1,361	56%	19	1,450	60%	21
A665 Devonshire Street	800	86%	11	806	88%	11	837	93%	11
A57 Hyde Road (west)	450	77%	8	472	81%	9	506	87%	10

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A665 Devonshire Street North	666	88%	10	699	92%	11	743	97%	11
A57 Hyde Road (east)	729	28%	11	793	30%	12	936	36%	14
A665 Devonshire Street	798	83%	12	794	86%	12	828	94%	13
A57 Hyde Road (west)	1,183	71%	17	1,219	73%	18	1,333	80%	20

10.3.585 The conclusions drawn in paragraphs 11.4.619 to 11.4.621 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 86% on both the A665 Devonshire Street and the A665 Devonshire Street North approaches with an associated queue length of 11 PCU and nine PCU respectively. In the PM peak hour, the maximum VoC of 88% is on the A665 Devonshire Street North approach with an associated queue length of 10 PCU.

In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 89% on the A665 Devonshire Street North approach with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 92% on the A665 Devonshire Street North approach with an associated queue length of 11 PCU.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 93% on the A665 Devonshire Street approach with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 97% is on the A665 Devonshire Street North approach with an associated queue length of 11 PCU."

Gorton Lane/Belle Vue Street

10.3.586 Table 11-261 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-261 below replaces Table 11-261 of the main TA.

Table 11-261: 2018 baseline performance at Gorton Lane/Belle Vue Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Gorton Lane (north)*	-	-	-
Gorton Lane (east)	792	40%	0
Belle Vue Street	24	5%	0
Gorton Lane (west)	448	44%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Gorton Lane (north)*	-	-	-

Approach	Flow, PCU/hr	VoC	Q, PCU
Gorton Lane (east)	357	18%	0
Belle Vue Street	83	11%	0
Gorton Lane (west)	638	60%	0

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

10.3.587 The conclusions drawn in paragraph 11.4.623 of the main TA remain unchanged.

10.3.588 Table 11-262 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-262 below replaces Table 11-262 of the main TA.

Table 11-262: Future baseline performance at Gorton Lane/Belle Vue Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Gorton Lane (north)*	-	-	-	-	-	-	-	-	-
Gorton Lane (east)	865	43%	0	891	45%	0	971	49%	0
Belle Vue Street	62	15%	0	82	20%	0	132	36%	1
Gorton Lane (west)	506	61%	0	529	66%	0	587	78%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Gorton Lane (north)*	-	-	-	-	-	-	-	-	-
Gorton Lane (east)	359	18%	0	381	19%	0	413	21%	0
Belle Vue Street	142	20%	0	141	20%	0	153	23%	0
Gorton Lane (west)	708	63%	0	760	66%	0	847	75%	0

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

10.3.589 The conclusions drawn in paragraphs 11.4.625 to 11.4.626 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031 and 2039 future baselines.

In the 2051 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 78% on the Gorton Lane (west) approach with no queue. In the PM peak hour, the maximum VoC of 75% is on the Gorton Lane (west) approach with no queue."

A6010 Pottery Lane/Gorton Lane/Wenlock Way

10.3.590 Table 11-263 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-263 below replaces Table 11-263 of the main TA.

Table 11-263: 2018 baseline performance at A6010 Pottery Lane/Gorton Lane/Wenlock Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6010 Pottery Lane (north)	1,164	77%	12
Gorton Lane	801	64%	14
A6010 Pottery Lane (south)	1,049	50%	18
Wenlock Way	73	23%	2
	2018 PM peak hour (17:00–18:00) baseline results		
A6010 Pottery Lane (north)	1,223	44%	10
Gorton Lane	394	53%	9
A6010 Pottery Lane (south)	911	31%	12
Wenlock Way	165	39%	4

10.3.591 The conclusions drawn in paragraph 11.4.629 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 77% on the A6010 Pottery Lane (north) approach with an associated queue length of 12 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline."

10.3.592 Table 11-264 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-264 below replaces Table 11-264 of the main TA.

Table 11-264: Future baseline performance at A6010 Pottery Lane/Gorton Lane/Wenlock Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A6010 Pottery Lane (north)	1,248	84%	13	1,253	85%	13	1,303	90%	14
Gorton Lane	894	72%	16	927	74%	17	1,024	82%	18
A6010 Pottery Lane (south)	1,141	54%	20	1,170	55%	20	1,256	61%	22
Wenlock Way	95	30%	2	99	31%	2	112	36%	3
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A6010 Pottery Lane (north)	1,290	48%	11	1,345	50%	12	1,444	54%	13
Gorton Lane	436	58%	10	452	60%	10	491	66%	11
A6010 Pottery Lane (south)	1,019	36%	14	1,042	38%	14	1,131	42%	15
Wenlock Way	238	56%	6	248	58%	6	257	61%	6

10.3.593 The conclusions drawn in paragraphs 11.4.631 to 11.4.633 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 84% on the A6010 Pottery Lane (north) approach with an associated queue length of 13 PCU. In the PM peak hour, the assessment shows that this junction operates well within capacity in the 2031 future baseline.

In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 85% on the A6010 Pottery Lane (north) approach with an associated queue length of 13 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 90% on the A6010 Pottery Lane (north) approach with an associated queue length of 14 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline."

A665 Chancellor Lane/A665 Devonshire Street North/Higher Ardwick

10.3.594 Table 11-265 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 11-265 below replaces Table 11-265 of the main TA.

Table 11-265: 2017 baseline performance at A665 Chancellor Lane/A665 Devonshire Street North/Higher Ardwick junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
Chancellor Lane (left, ahead and right)	1,432	92%	12
Blind Lane (left, ahead and right)	3	1%	0
Devonshire Street North (left, ahead and right)	954	51%	1
Higher Ardwick (left, ahead and right)	58	13%	0
Temperance Street (left, ahead and right)	3	0%	0
	2017 PM peak hour (17:00–18:00) baseline results		
Chancellor Lane (left, ahead and right)	800	29%	0
Blind Lane (left, ahead and right)	7	1%	0
Devonshire Street North (left, ahead and right)	1,018	54%	1
Higher Ardwick (left, ahead and right)	305	64%	1
Temperance Street (left, ahead and right)	7	1%	0

10.3.595 The conclusions drawn in paragraph 11.4.635 of the main TA are replaced by:

"In the 2017 baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum DoS of 92% on the Chancellor Lane (left, ahead and right) approach with an associated queue length of 12 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2017 baseline."

10.3.596 Table 11-266 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-266 below replaces Table 11-266 of the main TA.

Table 11-266: 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
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Chancellor Lane (left, ahead and right)	1,578	68%	2	1,617	62%	1	1,692	66%	6
Blind Lane (left, ahead and right)	7	1%	0	7	1%	0	7	1%	0
Devonshire Street North (left, ahead and right)	927	49%	1	948	50%	1	965	51%	1
Higher Ardwick (left, ahead and right)	199	58%	1	251	68%	1	351	90%	9
Temperance Street (left, ahead and right)	7	1%	0	7	1%	0	7	1%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Chancellor Lane (left, ahead and right)	861	34%	0	901	35%	0	1,002	39%	0
Blind Lane (left, ahead and right)	8	1%	0	8	1%	0	8	1%	0
Devonshire Street North (left, ahead and right)	1,151	61%	1	1,171	62%	1	1,233	65%	1
Higher Ardwick (left, ahead and right)	378	85%	3	373	85%	3	372	89%	6
Temperance Street (left, ahead and right)	8	1%	0	8	1%	0	8	1%	0

10.3.597 The conclusions drawn in paragraphs 11.4.637 to 11.4.639 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum DoS of 85% on the Higher Ardwick (left, ahead and right) approach with an associated queue length of three PCU.

In the 2039 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum DoS of 85% on the Higher Ardwick (left, ahead and right) approach with associated queue length of three PCU.

The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum DoS of 90% on the Higher Ardwick (left, ahead and right) approach

in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum DoS of 89% is on the Higher Ardwick (left, ahead and right) approach with an associated queue length of six PCU."

A635 Ashton Old Road/Vine Street

10.3.598 Table 11-267 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-267 below replaces Table 11-267 of the main TA.

Table 11-267: 2018 baseline performance at A635 Ashton Old Road/Vine Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A635 Ashton Old Road (east)	999	50%	0
Vine Street	85	39%	0
A635 Ashton Old Road (west)	386	42%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A635 Ashton Old Road (east)	564	28%	0
Vine Street	53	46%	1
A635 Ashton Old Road (west)	977	84%	0

10.3.599 The conclusions drawn in paragraph 11.4.641 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 84% on the A635 Ashton Old Road (west) approach with no queue."

10.3.600 Table 11-268 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-268 below replaces Table 11-268 of the main TA.

Table 11-268: 2031 future baseline performance at A635 Ashton Old Road/Vine Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A635 Ashton Old Road (east)	1,122	56%	0	1,219	61%	0	1,287	64%	0
Vine Street	92	52%	1	76	53%	1	70	56%	1
A635 Ashton Old Road (west)	428	36%	0	446	41%	0	492	47%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A635 Ashton Old Road (east)	646	32%	0	702	35%	0	805	40%	0
Vine Street	48	49%	1	42	51%	1	53	73%	1

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A635 Ashton Old Road (west)	1,018	75%	0	1,062	71%	0	1,137	72%	0

10.3.601 The conclusions drawn in paragraphs 11.4.643 to 11.4.645 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2031 future baseline with a maximum VoC of 75% on the A635 Ashton Old Road (west) approach with no queue.

The assessment shows that this junction operates well within capacity in the 2039 and 2051 future baseline."

A635 Ashton Old Road/Ogden Lane/Fairfield Road

10.3.602 Table 11-269 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-269 below replaces Table 11-269 of the main TA.

Table 11-269: 2018 baseline performance at A635 Ashton Old Road/Ogden Lane/Fairfield Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Fairfield Road	440	53%	9
A635 Ashton Old Road (east)	1,084	61%	17
Ogden Lane	386	63%	8
A635 Ashton Old Road (west)	367	22%	6
	2018 PM peak hour (17:00–18:00) baseline results		
Fairfield Road	364	42%	7
A635 Ashton Old Road (east)	565	48%	9
Ogden Lane	405	84%	8
A635 Ashton Old Road (west)	854	50%	13

10.3.603 The conclusions drawn in paragraph 11.4.647 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 84% on the Ogden Lane approach with an associated queue length of eight PCU."

10.3.604 Table 11-270 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-270 below replaces Table 11-270 of the main TA.

Table 11-270: Future baseline performance at A635 Ashton Old Road/Ogden Lane/Fairfield Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Fairfield Road	442	55%	9
A635 Ashton Old Road (east)	1,214	69%	19
Ogden Lane	423	70%	8
A635 Ashton Old Road (west)	438	28%	7
	2031 PM peak hour (17:00–18:00)		
Fairfield Road	368	42%	7
A635 Ashton Old Road (east)	649	53%	10
Ogden Lane	412	90%	8
A635 Ashton Old Road (west)	901	53%	14

10.3.605 The conclusions drawn in paragraph 11.4.649 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 90% on the Ogden Lane approach with an associated queue length of eight PCU."

A635 Manchester Road/Ashton Hill Lane

10.3.606 Table 11-271 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-271 below replaces Table 11-271 of the main TA.

Table 11-271: 2018 baseline performance at A635 Manchester Road/Ashton Hill Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Ashton Hill Lane	292	75%	8
A635 Manchester Road (east)	1,441	78%	22
A635 Manchester Road (west)	329	20%	6
	2018 PM peak hour (17:00–18:00) baseline results		
Ashton Hill Lane	251	76%	7
A635 Manchester Road (east)	923	60%	14
A635 Manchester Road (west)	984	59%	19

10.3.607 The conclusions drawn in paragraph 11.4.652 of the main TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 78% on the A635 Manchester Road (east) approach in the AM peak hour with an associated queue of 22 PCU. In the PM peak hour, the maximum VoC of 76% is on the Ashton Hill Lane approach with a queue length of seven PCU."

10.3.608 Table 11-272 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-272 below replaces Table 11-272 of the main TA.

Table 11-272: Future baseline performance at A635 Manchester Road/Ashton Hill Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Ashton Hill Lane	320	82%	8	329	85%	9	352	91%	9
A635 Manchester Road (east)	1,579	89%	25	1,674	94%	26	1,752	101%	27
A635 Manchester Road (west)	421	26%	8	440	27%	9	495	31%	10
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Ashton Hill Lane	277	84%	7	288	87%	8	295	89%	8
A635 Manchester Road (east)	1,031	68%	15	1,106	73%	16	1,262	85%	17
A635 Manchester Road (west)	1,055	63%	20	1,096	65%	21	1,179	70%	22

10.3.609 The conclusions drawn in paragraph 11.4.654 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 89% on the A635 Manchester Road (east) approach with an associated queue length of 25 PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2031 future baseline with a maximum VoC of 84% on the Ashton Hill Lane approach with an associated queue length of seven PCU

The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 94% on the A635 Manchester Road (east) approach in the AM peak hour with an associated queue length of 26 PCU. In the PM peak hour, the maximum VoC of 87% is on the Ashton Hill Lane approach with an associated queue length of eight PCU.

In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on the A635 Manchester Road (east) approach with an associated queue length of 27 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 89% on the Ashton Hill Lane approach with an associated queue length of eight PCU."

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

10.3.610 Table 11-273 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-273 below replaces Table 11-273 of the main TA.

Table 11-273: 2018 baseline performance at A635 Ashton Old Road/A6010 Alan Turing Way/A6010 Pottery Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6010 Alan Turing Way	988	52%	21
A635 Ashton Old Road (east)	1,271	62%	27
A6010 Pottery Lane	1,330	63%	27
A635 Ashton Old Road (west)	525	50%	13
	2018 PM peak hour (17:00–18:00) baseline results		
A6010 Alan Turing Way	1,096	53%	22
A635 Ashton Old Road (east)	686	40%	15
A6010 Pottery Lane	1,231	58%	25
A635 Ashton Old Road (west)	1,084	74%	26

10.3.611 The conclusions drawn in paragraph 11.4.656 of the main TA remain unchanged.

10.3.612 Table 11-274 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-274 below replaces Table 11-274 of the main TA.

Table 11-274: Future baseline performance at A635 Ashton Old Road/A6010 Alan Turing Way/A6010 Pottery Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A6010 Alan Turing Way	1,114	59%	23	1,149	60%	24	1,310	69%	27
A635 Ashton Old Road (east)	1,361	67%	29	1,432	71%	30	1,526	76%	32
A6010 Pottery Lane	1,394	66%	29	1,402	67%	29	1,466	70%	31
A635 Ashton Old Road (west)	612	58%	15	627	60%	16	672	64%	17
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A6010 Alan Turing Way	1,055	51%	21	1,084	53%	22	1,140	56%	23
A635 Ashton Old Road (east)	847	50%	19	910	53%	20	1,036	61%	23

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A6010 Pottery Lane	1,325	63%	28	1,328	63%	28	1,417	67%	30
A635 Ashton Old Road (west)	1,152	82%	27	1,147	82%	27	1,119	81%	26

10.3.613 The conclusions drawn in paragraphs 11.4.658 to 11.4.660 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2031 future baseline with a maximum VoC of 82% on the A635 Ashton Old Road (west) approach with an associated queue length of 27 PCU.

In the 2039 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2039 future baseline with a maximum VoC of 82% on the A635 Ashton Old Road (west) approach with an associated queue length of 27 PCU.

In the 2051 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum of VoC of 76% on the A635 Ashton Old Road (east) approach with an associated queue length of 32 PCU. In the PM peak hour, the maximum VoC of 81% is on the A635 Ashton Old Road (west) approach with an associated queue length of 26 PCU."

A635 Ashton Old Road/Stainforth Street

10.3.614 Table 11-275 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-275 below replaces Table 11-275 of the main TA.

Table 11-275: 2018 baseline performance at A635 Ashton Old Road/Stainforth Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A635 Ashton Old Road (east)	1,139	75%	19
A635 Ashton Old Road (west)	596	21%	2
	2018 PM peak hour (17:00–18:00) baseline results		
A635 Ashton Old Road (east)	501	35%	9
A635 Ashton Old Road (west)	1,093	39%	3

10.3.615 The conclusions drawn in paragraph 11.4.662 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 75% on the A635 Ashton Old Road (east) approach with an associated queue length of 19 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline."

10.3.616 Table 11-276 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-276 below replaces Table 11-276 of the main TA.

Table 11-276: Future baseline performance at A635 Ashton Old Road/Stainforth Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A635 Ashton Old Road (east)	1,211	80%	20
A635 Ashton Old Road (west)	687	24%	2
	2031 PM peak hour (17:00–18:00)		
A635 Ashton Old Road (east)	617	43%	11
A635 Ashton Old Road (west)	1,178	42%	3

10.3.617 The conclusions drawn in paragraph 11.4.664 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 80% on the A635 Ashton Old Road (east) approach with an associated queue length of 20 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline."

A635 Ashton Old Road/Gable Street

10.3.618 Table 11-277 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-277 below replaces Table 11-277 of the main TA.

Table 11-277: 2018 baseline performance at A635 Ashton Old Road/Gable Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A635 Ashton Old Road (east)	1,139	89%	9
Gable Street	312	25%	5
A635 Ashton Old Road (west)	596	31%	3
	2018 PM peak hour (17:00–18:00) baseline results		
A635 Ashton Old Road (east)	501	39%	2
Gable Street	76	6%	1
A635 Ashton Old Road (west)	1,093	58%	3

10.3.619 The conclusions drawn in paragraph 11.4.666 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 89% on the A635 Ashton Old Road (east) approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline."

10.3.620 Table 11-278 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-278 below replaces Table 11-278 of the main TA.

Table 11-278: Future baseline performance at A635 Ashton Old Road/Gable Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A635 Ashton Old Road (east)	1,211	95%	11	1,235	96%	12	1,270	99%	13
Gable Street	390	31%	7	432	34%	7	550	44%	9
A635 Ashton Old Road (west)	687	36%	3	701	37%	3	749	39%	3
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A635 Ashton Old Road (east)	617	48%	3	653	51%	3	739	58%	4
Gable Street	85	7%	1	90	7%	2	90	7%	2
A635 Ashton Old Road (west)	1,178	62%	4	1,181	62%	4	1,169	62%	4

10.3.621 The conclusions drawn in paragraph 11.4.668 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 95% on the A635 Ashton Old Road (east) approach with an associated queue length of 11 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline.

In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 96% on the A635 Ashton Old Road (east) approach with an associated queue length of 12 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 99% on the A635 Ashton Old Road (east) approach with an associated queue length of 13 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline."

A635 Ashton Old Road/Rondin Road

10.3.622 Table 11-280 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-280 below replaces Table 11-280 of the main TA.

Table 11-280: Future baseline performance at A635 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
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A635 Aston Old Road (west) (ahead and right)	904	43%	0	901	43%	0	948	46%	0
A635 Aston Old Road (east) (left and ahead)	1,449	0	0	1,502	0	0	1,602	0	0
Rondin Road (left and right)	10	3%	0	10	3%	0	19	3%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A635 Aston Old Road (west) (ahead and right)	769	33%	0	768	33%	0	775	32%	0
A635 Aston Old Road (east) (left and ahead)	866	0	0	913	0	0	1,008	0	0
Rondin Road (left and right)	45	8%	0	45	9%	0	94	10%	0

10.3.623 The conclusions drawn in paragraph 11.4.672 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031, 2039 and 2051 future baselines."

A635 Ashton Old Road/A665 Midland Street

10.3.624 Table 11-282 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-282 below replaces Table 11-282 of the main TA.

Table 11-282: 2031 future baseline performance at A635 Ashton Old Road/A665 Midland Street junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A635 Ashton Old Road (east) (nearside) (ahead)	622	40%	5
A635 Ashton Old Road (east) (offside) (ahead)	825	48%	6
A665 Midland Street (left and right)	47	29%	1
A635 Ashton Old Road (west) (ahead)	857	48%	2
	2031 PM peak hour (17:00–18:00)		
A635 Ashton Old Road (east) (nearside) (ahead)	369	25%	3
A635 Ashton Old Road (east) (offside) (ahead)	537	33%	4
A665 Midland Street (left and right)	145	54%	4

Approach	Flow, PCU/hr	DoS	Q, PCU
A635 Ashton Old Road (west) (ahead)	640	33%	2

10.3.625 The conclusions drawn in paragraphs 11.4.676 to 11.4.677 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031 future baseline."

A635 Manchester Road/A6140 Moss Way

10.3.626 Table 11-283 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-283 below replaces table 11-283 of the main TA.

Table 11-283: 2018 baseline performance at A635 Manchester Road/A6140 Moss Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6140 Moss Way (north)	145	47%	4
A635 Manchester Road (east)	1,213	45%	9
A6140 Moss Way (south)	1,110	57%	19
A635 Manchester Road (west)	1,266	41%	39
	2018 PM peak hour (17:00–18:00) baseline results		
A6140 Moss Way (north)	381	62%	10
A635 Manchester Road (east)	1,093	42%	24
A6140 Moss Way (south)	1,159	62%	19
A635 Manchester Road (west)	1,439	50%	24

10.3.627 The conclusions drawn in paragraph 11.4.679 of the main TA remain unchanged.

10.3.628 Table 11-284 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-284 below replaces Table 11-284 of the main TA.

Table 11-284: Future baseline performance at A635 Manchester Road/A6140 Moss Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A6140 Moss Way (north)	151	50%	5
A635 Manchester Road (east)	1,309	49%	9
A6140 Moss Way (south)	1,199	61%	20
A635 Manchester Road (west)	1,403	45%	43
	2031 PM peak hour (17:00–18:00)		
A6140 Moss Way (north)	386	63%	10
A635 Manchester Road (east)	1,168	45%	25
A6140 Moss Way (south)	1,268	68%	21
A635 Manchester Road (west)	1,531	53%	27

10.3.629 The conclusions drawn in paragraph 11.4.681 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031 future baseline."

A662 Ashton New Road/Hillkirk Street

10.3.630 Table 11-285 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-285 below replaces Table 11-285 of the main TA.

Table 11-285: 2018 baseline performance at A662 Ashton New Road/Hillkirk Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Hillkirk Street	174	76%	1
A662 Ashton New Road (east)	941	36%	0
A662 Ashton New Road (west)	254	13%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Hillkirk Street	225	81%	2
A662 Ashton New Road (east)	339	14%	0
A662 Ashton New Road (west)	695	35%	0

10.3.631 The conclusions drawn in paragraph 11.4.683 of the main TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 76% on the Hillkirk Street approach with an associated queue length of one PCU. In the PM peak hour, the maximum VoC of 81% is on the Hillkirk Street approach with an associated queue length of two PCU."

10.3.632 Table 11-286 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-286 below replaces Table 11-286 of the main TA.

Table 11-286: Future baseline performance at A662 Ashton New Road/Hillkirk Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Hillkirk Street	158	81%	2
A662 Ashton New Road (east)	989	38%	0
A662 Ashton New Road (west)	285	14%	0
	2031 PM peak hour (17:00–18:00)		
Hillkirk Street	198	87%	2
A662 Ashton New Road (east)	325	14%	0
A662 Ashton New Road (west)	756	38%	0

10.3.633 The conclusions drawn in paragraph 11.4.685 of the main TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2031 future baseline with a maximum VoC of 81% on the Hillkirk Street approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the assessment shows

that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 87% on the Hillkirk Street approach with an associated queue length of two PCU."

Millstream Lane/Edge Lane/Berry Brow

10.3.634 Table 11-287 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-287 below replaces Table 11-287 of the main TA.

Table 11-287: 2018 baseline performance at Millstream Lane/Edge Lane/Berry Brow junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Berry Brow	913	46%	0
Millstream Lane	249	102%	5
Edge Lane	648	71%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Berry Brow	616	31%	0
Millstream Lane	311	83%	2
Edge Lane	740	97%	1

10.3.635 The conclusions drawn in paragraph 11.4.687 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 102% on the Millstream Lane approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 97% on the Edge Lane approach with an associated queue length of one PCU."

10.3.636 Table 11-288 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-288 below replaces Table 11-288 of the main TA.

Table 11-288: Future baseline performance at Millstream Lane/Edge Lane/Berry Brow junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
Berry Brow	1,032	52%	0	1,149	58%	0
Millstream Lane	212	104%	5	185	109%	5
Edge Lane	677	91%	1	603	97%	1
	2039 PM peak hour (17:00-18:00)			**2051 PM peak hour (17:00-18:00)**		
Berry Brow	748	38%	0	951	48%	0
Millstream Lane	327	98%	5	246	97%	4
Edge Lane	726	99%	2	594	101%	2

10.3.637 The conclusions drawn in paragraphs 11.4.689 to 11.4.690 of the main TA are replaced by:

"In the 2039 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 104% on the Millstream Lane approach with an

associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 99% on the Edge Lane approach with an associated queue length of two PCU.

This junction operates over capacity in the 2051 baseline with a maximum VoC of 109% on the Millstream Lane approach in the AM peak hour with an associated queue length of five PCU. In the PM peak hour, the maximum VoC of 101% is on the Edge Lane approach with an associated queue length of two PCU."

Briscoe Lane/Grimshaw Lane

10.3.638 Table 11-289 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-289 below replaces Table 11-289 of the main TA.

Table 11-289: 2018 baseline performance at Briscoe Lane/Grimshaw Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Briscoe Lane (east)	1,129	92%	0
Briscoe Lane (west)	485	26%	0
Grimshaw Lane	242	77%	1
	2018 PM peak hour (17:00–18:00) baseline results		
Briscoe Lane (east)	621	59%	0
Briscoe Lane (west)	868	44%	0
Grimshaw Lane	272	81%	1

10.3.639 The conclusions drawn in paragraph 11.4.692 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 92% on the Briscoe Lane (east) approach with no queue. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 81% on the Grimshaw Lane approach with an associated queue length of one PCU."

10.3.640 Table 11-290 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-290 below replaces Table 11-290 of the main TA.

Table 11-290: Future baseline performance at Briscoe Lane/Grimshaw Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Briscoe Lane (east)	1,050	93%	1
Briscoe Lane (west)	515	27%	0
Grimshaw Lane	292	91%	2
	2031 PM peak hour (17:00–18:00)		
Briscoe Lane (east)	685	67%	0
Briscoe Lane (west)	913	47%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
Grimshaw Lane	242	82%	2

10.3.641 The conclusions drawn in paragraph 11.4.694 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 93% on the Briscoe Lane (east) approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2031 future baseline with a maximum VoC of 82% on the Grimshaw Lane approach with an associated queue length of two PCU."

Briscoe Lane/Ten Acres Lane

10.3.642 Table 11-291 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-291 below replaces Table 11-291 of the main TA.

Table 11-291: 2018 baseline performance at Briscoe Lane/Ten Acres Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Ten Acres Lane (north)	399	71%	6
Briscoe Lane (east)	959	99%	12
Ten Acres Lane (south)	269	45%	4
Briscoe Lane (west)	464	67%	6
	2018 PM peak hour (17:00–18:00) baseline results		
Ten Acres Lane (north)	337	58%	6
Briscoe Lane (east)	524	52%	7
Ten Acres Lane (south)	257	39%	4
Briscoe Lane (west)	948	92%	12

10.3.643 The conclusions drawn in paragraph 11.4.696 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 99% on the Briscoe Lane (east) approach with an associated queue length of 12 PCU. In the PM peak hour, the maximum VoC of 92% is on the Briscoe Lane (west) approach with an associated queue length of 12 PCU."

10.3.644 Table 11-292 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-292 below replaces Table 11-292 of the main TA.

Table 11-292: Future baseline performance at Briscoe Lane/Ten Acres Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Ten Acres Lane (north)	441	74%	7
Briscoe Lane (east)	951	99%	12
Ten Acres Lane (south)	279	42%	4

Approach	Flow, PCU/hr	VoC	Q, PCU
Briscoe Lane (west)	483	71%	6
	2031 PM peak hour (17:00–18:00)		
Ten Acres Lane (north)	378	63%	7
Briscoe Lane (east)	616	61%	8
Ten Acres Lane (south)	261	41%	5
Briscoe Lane (west)	942	90%	12

10.3.645 The conclusions drawn in paragraph 11.4.698 of the main TA are replaced by:

"In the AM peak hour, this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 99% on the Briscoe Lane (east) approach with an associated queue length of 12 PCU. In the PM peak hour, the maximum VoC of 90% is on the Briscoe Lane (west) approach with an associated queue length of 12 PCU."

Culcheth Lane/Briscoe Lane

10.3.646 Table 11-293 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-293 below replaces Table 11-293 of the main TA.

Table 11-293: 2018 baseline performance at Culcheth Lane/Briscoe Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Culcheth Lane (north)	504	81%	1
Culcheth Lane (south)	227	12%	0
Briscoe Lane	375	46%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Culcheth Lane (north)	650	77%	0
Culcheth Lane (south)	95	5%	0
Briscoe Lane	612	69%	1

10.3.647 The conclusions drawn in paragraph 11.4.700 of the main TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 81% on the Culcheth Lane (north) approach in the AM peak hour with an associated queue length of one PCU. In the PM peak hour, the maximum VoC of 77% is on the Culcheth Lane (north) approach with no queue."

10.3.648 Table 11-294 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-294 below replaces Table 11-294 of the main TA.

Table 11-294: Future baseline performance at Culcheth Lane/Briscoe Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
Culcheth Lane (north)	449	75%	1	339	57%	0
Culcheth Lane (south)	265	13%	0	267	14%	0
Briscoe Lane	353	43%	0	413	45%	0
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
Culcheth Lane (north)	738	89%	0	697	89%	1
Culcheth Lane (south)	82	4%	0	223	12%	0
Briscoe Lane	617	73%	1	660	75%	1

10.3.649 The conclusions drawn in paragraphs 11.4.702 to 11.4.703 of the main TA are replaced by:

"In the 2039 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 75% on the Culcheth Lane (north) approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 89% on the Culcheth Lane (north) approach with no queue.

In the 2051 future baseline, the assessment shows that this junction operates well within capacity in the AM peak. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 89% on the Culcheth Lane (north) approach with an associated queue length of one PCU."

A663 Broadway/Long Lane

10.3.650 Table 11-295 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-295 below replaces Table 11-295 of the main TA.

Table 11-295: 2018 baseline performance at A663 Broadway/Long Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A663 Broadway (north)	1,888	81%	29
Long Lane	235	66%	6
A663 Broadway (south)	1,374	90%	14
Costco Access Road*	-	-	-
	2018 PM peak hour (17:00–18:00) baseline results		
A663 Broadway (north)	2,183	89%	46
Long Lane	244	68%	6
A663 Broadway (south)	1,529	87%	17
Costco Access Road*	-	-	-

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

10.3.651 The conclusions drawn in paragraph 11.4.705 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 90% on the A663 Broadway (south) approach in the AM peak hour with an associated queue length of 14 PCU. In the PM peak hour, the maximum VoC of 89% is on the A663 Broadway (north) approach with an associated queue length of 46 PCU."

10.3.652 Table 11-296 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-296 below replaces Table 11-296 of the main TA.

Table 11-296: Future baseline performance at A663 Broadway/Long Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A663 Broadway (north)	1,913	82%	29
Long Lane	237	66%	6
A663 Broadway (south)	1,375	90%	15
Costco Access Road*	-	-	-
	2031 PM peak hour (17:00–18:00)		
A663 Broadway (north)	2,188	90%	46
Long Lane	248	69%	6
A663 Broadway (south)	1,514	86%	16
Costco Access Road*	-	-	-

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

10.3.653 The conclusions drawn in paragraph 11.4.707 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 90% on the A663 Broadway (south) approach with an associated queue length of 15 PCU. In the PM peak hour, the maximum VoC of 90% is on the A663 Broadway (north) approach with an associated queue length of 46 PCU."

M56 junction 4 southbound off-slip/Simonsway

10.3.654 This junction is a three-arm signal-controlled grade-separated half diamond junction with signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-186.

Table 14-186: 2018 baseline performance at M56 junction 4 southbound off-slip/Simonsway

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
M56	1,181	85%	13
Simonsway (east)	647	33%	6
Simonsway (west)	323	24%	3
	2018 PM peak hour (17:00–18:00) baseline results		
M56	1,012	73%	10

Approach	Flow, PCU/hr	VoC	Q, PCU
Simonsway (east)	877	42%	7
Simonsway (west)	449	41%	6

10.3.655 In the 2018 baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 85% on the M56 approach with an associated queue length of 13 PCU. In the PM peak hour, the assessment shows that the junction is within capacity in the 2018 baseline with a maximum VoC of 73% on the M56 approach with an associated queue length of 10 PCU.

10.3.656 The future baseline performance and the results for the AM and PM peak hours are shown in Table 14-187. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 14-187: Future baseline performance at M56 junction 4 southbound off-slip/Simonsway

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
M56	1,105	79%	12	946	68%	10	925	67%	10
Simonsway (east)	860	44%	8	1,014	52%	10	1,203	62%	12
Simonsway (west)	460	34%	4	568	42%	6	479	35%	5
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
M56	1,065	77%	10	1,046	76%	10	1,002	73%	10
Simonsway (east)	1,244	60%	10	1,315	63%	12	1,347	65%	12
Simonsway (west)	370	34%	4	431	40%	6	500	46%	7

10.3.657 The assessment shows that this junction operates within capacity in the 2031 future baseline with a maximum VoC of 79% on the M56 approach with an associated queue length of 12 PCU. In the PM peak hour, the maximum VoC of 77% is on the M56 approach with an associated queue length of 10 PCU.

10.3.658 In the 2039 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2039 future baseline with a maximum VoC of 76% on the M56 approach with an associated queue length of 10 PCU.

10.3.659 The assessment shows that this junction operates well within capacity in the 2051 future baseline.

Shadowmoss Road/Cornishway

10.3.660 This junction is a three-arm priority-controlled (give-way) T-junction with no signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-188.

Table 14-188: 2018 baseline performance at Shadowmoss Road/Cornishway

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Shadowmoss Road (north)	110	11%	0
Shadowmoss Road (south)	147	8%	0
Cornishway	144	25%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Shadowmoss Road (north)	182	17%	0
Shadowmoss Road (south)	178	10%	0
Cornishway	132	27%	0

10.3.661 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.662 The future baseline performance and the results for the AM and PM peak hours are shown in Table 14-189. As the junction is only affected by the operation of the AP2 revised scheme and not the construction, future baseline results are presented for 2039 and 2051 only.

Table 14-189: Future baseline performance at Shadowmoss Road/Cornishway

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
Shadowmoss Road (north)	141	13%	0	164	15%	0
Shadowmoss Road (south)	211	12%	0	207	12%	0
Cornishway	423	80%	0	494	95%	1
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
Shadowmoss Road (north)	247	20%	0	309	26%	0
Shadowmoss Road (south)	426	25%	0	513	29%	0
Cornishway	348	76%	1	350	86%	1

10.3.663 In the 2039 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 80% on the Cornishway approach with no queue. In the PM peak hour, the assessment shows that this junction is within capacity in the 2039 future baseline with a maximum VoC of 76% on the Cornishway approach with an associated queue length of one PCU.

10.3.664 In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 95% on the Cornishway approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that

this junction is close to capacity in the 2051 future baseline with a maximum VoC of 86% on the Cornishway approach with an associated queue length of one PCU.

Southmoor Road/Hollyhedge Road

10.3.665 This junction is a three-arm signal-controlled T-junction with signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-190.

Table 14-190: 2018 baseline performance at Southmoor Road/Hollyhedge Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Southmoor Road (north)	202	30%	2
Hollyhedge Road	852	71%	10
Southmoor Road (south)	312	19%	3
	2018 PM peak hour (17:00–18:00) baseline results		
Southmoor Road (north)	298	42%	3
Hollyhedge Road	463	58%	7
Southmoor Road (south)	527	27%	4

10.3.666 This assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.667 The future baseline performance and the results for the AM and PM peak hours are shown in Table 14-191. As the junction is only affected by the operation of the AP2 revised scheme and not the construction, future baseline results are presented for 2039 and 2051 only.

Table 14-191: Future baseline performance at Southmoor Road/Hollyhedge Road

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
Southmoor Road (north)	363	55%	4	598	93%	7
Hollyhedge Road	956	80%	12	1,105	92%	14
Southmoor Road (south)	372	26%	4	332	27%	3
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
Southmoor Road (north)	356	49%	4	560	78%	6
Hollyhedge Road	574	72%	8	690	86%	10
Southmoor Road (south)	682	37%	5	565	34%	4

10.3.668 In the 2039 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 80% on the Hollyhedge Road approach with an associated queue length of 12 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

10.3.669 In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 93% on the Southmoor Road (north) approach with an associated queue length of seven PCU. In the PM peak hour, the

assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 86% on the Hollyhedge Road approach with an associated queue length of 10 PCU.

Hall Lane/Nearcroft Road

10.3.670 This junction is a three-arm priority controlled (give-way) T-junction with no signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-192.

Table 14-192: 2018 baseline performance at Hall Lane/Nearcroft Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Hall Lane (north)	613	80%	1
Hall Lane (south)	366	19%	0
Nearcroft Road	232	56%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Hall Lane (north)	430	48%	0
Hall Lane (south)	253	13%	0
Nearcroft Road	286	52%	0

10.3.671 In the AM peak hour, the assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 80% on the Hall Lane (north) approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that the junction is well within capacity in the 2018 baseline.

10.3.672 The future baseline performance and the results for the AM and PM peak hours are shown in Table 14-193. As the junction is only affected by the operation of the AP2 revised scheme and not the construction, future baseline results are presented for 2039 and 2051 only.

Table 14-193: Future baseline performance at Hall Lane/Nearcroft Road

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
Hall Lane (north)	626	82%	1	629	89%	1
Hall Lane (south)	387	20%	0	599	31%	0
Nearcroft Road	262	72%	1	159	76%	1
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
Hall Lane (north)	488	56%	0	501	58%	0
Hall Lane (south)	286	15%	0	317	16%	0
Nearcroft Road	296	57%	0	303	63%	0

10.3.673 In the 2039 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 82% on the Hall Lane (north) approach

with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

10.3.674 In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 89% on the Hall Lane (north) approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline.

A6 Stockport Road/A5079 Slade Lane

10.3.675 This junction is a three-arm signal-controlled T-junction with signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-194.

Table 14-194: 2018 baseline performance at A6 Stockport Road/A5079 Slade Lane

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6 Stockport Road (north)	731	47%	17
A6 Stockport Road (south)	844	60%	15
A5079 Slade Lane	730	53%	15
	2018 PM peak hour (17:00–18:00) baseline results		
A6 Stockport Road (north)	1,112	68%	26
A6 Stockport Road (south)	410	28%	7
A5079 Slade Lane	508	40%	11

10.3.676 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.677 The future baseline performance and the results for the AM and PM peak hours are shown in Table 14-195. As the junction is only affected by the operation of the AP2 revised scheme and not the construction, future baseline results are presented for 2039 and 2051 only.

Table 14-195: Future baseline performance at A6 Stockport Road/A5079 Slade Lane

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
A6 Stockport Road (north)	824	53%	19	934	60%	22
A6 Stockport Road (south)	873	62%	15	874	62%	15
A5079 Slade Lane	776	56%	16	818	59%	17
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A6 Stockport Road (north)	1,385	85%	32	1,526	93%	35
A6 Stockport Road (south)	433	29%	7	442	30%	7
A5079 Slade Lane	590	46%	13	597	47%	13

10.3.678 In the 2039 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction

is close to capacity in the 2039 future baseline with a maximum VoC of 85% on the A6 Stockport Road (north) approach with an associated queue length of 32 PCU.

10.3.679 In the 2051 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 93% on the A6 Stockport Road (north) approach with an associated queue length of 35 PCU.

A5067 Stretford Road/A5068 Chorlton Road/B5218 Chorlton Road

10.3.680 This junction is a four-arm signal-controlled crossroads with signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-196.

Table 14-196: 2018 baseline performance at A5067 Stretford Road/A5068 Chorlton Road/B5218 Chorlton Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5067 Chorlton Road	351	19%	3
A5067 Stretford Road (east)	147	11%	2
B5218 Chorlton Road	799	50%	9
A5067 Stretford Road (west)	828	64%	12
	2018 PM peak hour (17:00–18:00) baseline results		
A5067 Chorlton Road	793	45%	12
A5067 Stretford Road (east)	435	30%	6
B5218 Chorlton Road	512	44%	6
A5067 Stretford Road (west)	423	31%	6

10.3.681 This assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.682 The future baseline performance and the results for the AM and PM peak hours are shown in Table 14-197. As the junction is only affected by the operation of the AP2 revised scheme and not the construction, future baseline results are presented for 2039 and 2051 only.

Table 14-197: 2018 Future baseline performance at A5067 Stretford Road/A5068 Chorlton Road/B5218 Chorlton Road

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
A5067 Chorlton Road	415	36%	4	515	45%	6
A5067 Stretford Road (east)	260	37%	4	419	59%	6
B5218 Chorlton Road	1,000	66%	11	1,006	71%	11
A5067 Stretford Road (west)	845	81%	12	812	90%	12
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A5067 Chorlton Road	947	77%	15	1,003	85%	15
A5067 Stretford Road (east)	422	54%	6	448	58%	6
B5218 Chorlton Road	677	62%	8	722	69%	8
A5067 Stretford Road (west)	505	50%	7	650	66%	9

10.3.683 The assessment shows that this junction operates within capacity in the 2039 future baseline, with a maximum VoC of 81% on the A5067 Stretford Road (west) approach in the AM peak hour with an associated queue length of 12 PCU. In the PM peak hour, the maximum VoC of 77% is on the A5067 Chorlton Road approach with an associated queue length of 15 PCU.

10.3.684 The assessment shows that this junction operates close to capacity in the 2051 future baseline, with a maximum VoC of 90% on the A5067 Stretford Road (west) approach in the AM peak hour with an associated queue length of 12 PCU. In the PM peak hour, the maximum VoC of 85% is on the A5067 Chorlton Road approach with an associated queue length of 15 PCU.

A662 Droylsden Road/A662 Lumb Lane

10.3.685 This junction is a four-arm signal-controlled junction with signal-controlled pedestrian crossing facilities. The A662 Droylsden Road (east) is a one-way exit arm from the junction and is therefore not reported in the results. Lumb Lane is a minor arm that is not included in the model. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-198.

Table 14-198: 2018 baseline performance at A662 Droylsden Road/A662 Lumb Lane

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A662 Droylsden Road (west)	1,130	95%	9
Lumb Lane*	-	-	-
A662 Droylsden Road (east)**	-	-	-
A662 Lumb Lane	888	38%	6
	2018 PM peak hour (17:00–18:00) baseline results		
A662 Droylsden Road (west)	1,005	75%	7
Lumb Lane*	-	-	-
A662 Droylsden Road (east)**	-	-	-
A662 Lumb Lane	1,090	43%	7

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

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

10.3.686 In the 2018 baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 95% on the A662 Droylsden Road approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 75% on the A662 Droylsden Road approach with an associated queue length of seven PCU.

10.3.687 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 14-199. As the junction is only affected by the operation of the AP2 revised scheme and not the construction, future baseline results are presented for 2039 and 2051 only.

Table 14-199: Future baseline performance at A662 Droylsden Road/A662 Lumb Lane

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
A662 Droylsden Road (west)	1,182	100%	9	1,209	102%	9
Lumb Lane*	-	-	-	-	-	-
A662 Droylsden Road (east)**	-	-	-	-	-	-
A662 Lumb Lane	1,109	48%	7	1,228	53%	8
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A662 Droylsden Road	1,110	83%	8	1,201	90%	8
Lumb Lane*	-	-	-	-	-	-
A662 Droylsden Road (east)**	-	-	-	-	-	-
A662 Lumb Lane	1,258	50%	8	1,357	54%	8

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

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

10.3.688 In the 2039 future baseline, the assessment shows that this junction is over capacity in the AM peak hour with a maximum VoC of 100% on the A662 Droylsden Road approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2039 future baseline with a maximum VoC of 83% on the A662 Droylsden Road approach with an associated queue length of eight PCU.

10.3.689 In the 2051 future baseline, the assessment shows that this junction is over capacity in the AM peak hour with a maximum VoC of 102% on the A662 Droylsden Road approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 90% on the A662 Droylsden Road approach with an associated queue length of eight PCU.

M60 junction 25/A6017 Ashton Road/A560 Crookilley Way/Oldmoor Road

10.3.690 This junction is a four-arm priority controlled (give-way) roundabout with controlled pedestrian crossing facilities across Oldmoor Road and Ashton Road. Oldmoor approach is a minor arm that is not included in the model. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-200.

Table 14-200: 2018 baseline performance at M60 junction 25/A6017 Ashton Road/A560 Crookilley Way/Oldmoor Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6017 Ashton Road	1,606	89%	2
A560 Ashton Road	985	102%	9
A560 Crookilley Way	959	46%	0
M60 junction 25 southbound off-slip	369	34%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A6017 Ashton Road	976	101%	10
A560 Ashton Road	868	55%	0
A560 Crookilley Way	1,671	84%	1
M60 junction 25 southbound off-slip	369	72%	2

10.3.691 This junction operates over capacity in the 2018 baseline with a maximum VoC of 102% on the A560 Ashton Road approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 101% is on the A6017 Ashton Road with an associated queue length of 10 PCU.

10.3.692 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 14-201. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 14-201: Future baseline performance at M60 junction 25/A6017 Ashton Road/A560 Crookilley Way/Oldmoor Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A6017 Ashton Road	1,726	97%	4
A560 Ashton Road	918	108%	9
A560 Crookilley Way	1,026	49%	0
M60 junction 25 southbound off-slip	399	38%	0
	2031 PM peak hour (17:00–18:00)		
A6017 Ashton Road	994	99%	8
A560 Ashton Road	921	58%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
A560 Crookilley Way	1,600	81%	1
M60 junction 25 southbound off-slip	472	85%	3

10.3.693 In the 2031 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 108% on the A560 Ashton Road approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 99% on the A6017 Ashton Road approach with an associated queue length of eight PCU.

A6010 Willbraham Road/Yew Tree Road

10.3.694 This junction is a four-arm signal-controlled crossroads with no controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-202.

Table 14-202: 2018 baseline performance at A6010 WIllbraham Road/Yew Tree Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6010 Wilbraham Road (west)	590	69%	6
Yew Tree Road (north)	278	29%	2
A6010 Wilbraham Road (east)	617	76%	6
Yew Tree Road (south)	875	96%	6
	2018 PM peak hour (17:00–18:00) baseline results		
A6010 Wilbraham Road (west)	545	32%	4
Yew Tree Road (north)	453	80%	4
A6010 Wilbraham Road (east)	665	39%	5
Yew Tree Road (south)	325	64%	3

10.3.695 In the 2018 baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 96% on the Yew Tree Road (south) approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 future baseline with a maximum VoC of 80% on the Yew Tree Road (north) approach with an associated queue length of four PCU.

10.3.696 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 14-203. As the junction is only affected by the construction of the revised scheme, future baseline results are presented for 2031 only.

Table 14-203: Future baseline performance at A6010 WIllbraham Road/Yew Tree Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00) baseline results		
A6010 Wilbraham Road (west)	614	74%	6
Yew Tree Road (north)	607	60%	4
A6010 Wilbraham Road (east)	731	92%	7

Approach	Flow, PCU/hr	VoC	Q, PCU
Yew Tree Road (south)	883	100%	6
	2031 PM peak hour (17:00–18:00) baseline results		
A6010 Wilbraham Road (west)	643	38%	5
Yew Tree Road (north)	473	91%	4
A6010 Wilbraham Road (east)	740	43%	6
Yew Tree Road (south)	366	72%	3

10.3.697 In the 2031 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 100% on the Yew Tree Road (south) approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 91% on the Yew Tree Road (north) approach with an associated queue length of four PCU.

Fairfield Road/Edge Lane

10.3.698 This junction is a three-arm priority controlled (give-way) T-junction with no controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-204.

Table 14-204: 2018 baseline performance at Fairfield Road/Edge Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Edge Lane	265	75%	1
Fairfield Road (east)	486	19%	0
Fairfield Road (south)	353	19%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Edge Lane	344	87%	2
Fairfield Road (east)	334	13%	0
Fairfield Road (south)	398	21%	0

10.3.699 In the 2018 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 75% on the Edge Lane approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 87% on Edge Lane approach with an associated queue length of two PCU.

10.3.700 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 14-205. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 14-205: Future baseline performance at Fairfield Road/Edge Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00) baseline results		
Edge Lane	231	72%	1
Fairfield Road (east)	530	21%	0
Fairfield Road (south)	368	19%	0
	2031 PM peak hour (17:00–18:00) baseline results		
Edge Lane	366	95%	3
Fairfield Road (east)	376	15%	0
Fairfield Road (south)	412	22%	0

10.3.701 In the 2031 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 95% on the Edge Lane approach with an associated queue length of three PCU.

A5103 Princess Road/Mauldeth Road West

10.3.702 This junction is a four-arm signal-controlled crossroads with controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-206.

Table 14-206: 2018 performance at A5103 Princess Road/Mauldeth Road West

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5103 Princess Road (north)	1,593	57%	23
Mauldeth Road West (east)	355	125%	7
A5103 Princess Road (south)	2,348	55%	22
Mauldeth Road West (west)	447	76%	11
	2018 PM peak hour (17:00–18:00) baseline results		
A5103 Princess Road (north)	2,163	86%	13
Mauldeth Road West (east)	643	89%	14
A5103 Princess Road (south)	1,738	50%	20
Mauldeth Road West (west)	482	47%	10

10.3.703 In the 2018 baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 125% on the Mauldeth Road West (east) approach with an associated queue length of seven PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 89% on the Mauldeth Road West (east) approach with an associated queue length of 14 PCU.

10.3.704 The future baseline performance and the results for the AM and PM peak hours are shown in Table 14-207. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 14-207: Future baseline performance at A5103 Princess Road/Mauldeth Road West

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A5103 Princess Road (north)	1,662	60%	23
Mauldeth Road West (east)	372	101%	9
A5103 Princess Road (south)	2,573	60%	24
Mauldeth Road West (west)	441	75%	10
	2031 PM peak hour (17:00–18:00)		
A5103 Princess Road (north)	2,096	83%	13
Mauldeth Road West (east)	688	93%	15
A5103 Princess Road (south)	1,752	51%	20
Mauldeth Road West (west)	518	51%	11

10.3.705 In the 2031 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on the Mauldeth Rod West (east) approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 93% on the Mauldeth Road West (east) approach with an associated queue length of 15 PCU.

A6 Stockport Road/A6010 Kirkmanshulme Lane/A6010 St John's Road

10.3.706 This junction is a four-arm signal-controlled crossroads with controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-208.

Table 14-208: 2018 performance at A6 Stockport Road/A6010 Kirkmanshulme Lane/A6010 St John's Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6 Stockport Road (north)	602	49%	13
A6010 Kirkmanshulme Lane	714	92%	13
A6 Stockport Road (south)	1,441	66%	22
A6010 St John's Road	403	86%	10
	2018 PM peak hour (17:00–18:00) baseline results		
A6 Stockport Road (north)	1,067	54%	13
A6010 Kirkmanshulme Lane	496	90%	10
A6 Stockport Road (south)	650	36%	11
A6010 St John's Road	217	36%	5

10.3.707 The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 92% on the A6010 Kirkmanshulme Lane approach in the AM peak hour

with a maximum queue length of 13 PCU. In the PM peak hour, the maximum VoC of 90% is on the A6010 Kirkmanshulme Lane approach with an associated queue length of 10 PCU.

10.3.708 The future baseline performance and the results for the AM and PM peak hours are shown in Table 14-209. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 14-209: Future baseline performance at A6 Stockport Road/A6010 Kirkmanshulme Lane/A6010 St John's Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A6 Stockport Road (north)	652	53%	13
A6010 Kirkmanshulme Lane	751	97%	14
A6 Stockport Road (south)	1,471	67%	22
A6010 St John's Road	411	88%	10
	2031 PM peak hour (17:00–18:00)		
A6 Stockport Road (north)	1,229	64%	16
A6010 Kirkmanshulme Lane	524	96%	11
A6 Stockport Road (south)	777	43%	13
A6010 St John's Road	213	35%	5

10.3.709 The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 97% on the A6010 Kirkmanshulme Lane approach in the AM peak hour with an associated queue length of 14 PCU. In the PM peak hour, the maximum VoC of 96% is on the A6010 Kirkmanshulme Lane approach with an associated queue length of 11 PCU.

Clayton Lane/Cycle Street

10.3.710 This junction is a three-arm priority controlled (give-way) T-junction with no controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-210.

Table 14-210: 2018 performance at Clayton Lane/Cycle Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Cycle Street	190	29%	0
Clayton Lane (north)	470	68%	0
Clayton Lane (south)	94	5%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Cycle Street	576	98%	1
Clayton Lane (north)	242	33%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
Clayton Lane (south)	20	1%	0

10.3.711 In the 2018 baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 98% on the Cycle Street approach with an associated queue length of one PCU.

10.3.712 The future baseline performance and the results for the AM and PM peak hours are shown in Table 14-211. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 14-211: Future baseline performance at Clayton Lane/Cycle Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Cycle Street	196	28%	0
Clayton Lane (north)	654	94%	1
Clayton Lane (south)	84	5%	0
	2031 PM peak hour (17:00–18:00)		
Cycle Street	509	85%	0
Clayton Lane (north)	263	36%	0
Clayton Lane (south)	37	2%	0

10.3.713 The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 94% on the Clayton Lane (north) approach with an associated queue length of one PCU. In the PM peak hour, the maximum VoC of 85% is on the Cycle Street approach with no queue.

A5184 Plymouth Grove/Plymouth Grove West/Hathersage Road

10.3.714 This junction is a four-arm signal-controlled crossroads with controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-212.

Table 14-212: 2018 performance at A5184 Plymouth Grove/Plymouth Grove West/Hathersage Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5184 Plymouth Grove (west)	210	19%	2
Plymouth Grove West	0	0%	0
A5184 Plymouth Grove (east)	670	54%	7
Hathersage Road	65	19%	2
	2018 PM peak hour (17:00–18:00) baseline results		
A5184 Plymouth Grove (west)	669	75%	7
Plymouth Grove West	9	3%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
A5184 Plymouth Grove (east)	264	29%	3
Hathersage Road	15	3%	0

10.3.715 In the 2018 baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 75% on the A5184 Plymouth Grove (west) approach with an associated queue length of seven PCU.

10.3.716 The future baseline performance and the results for the AM and PM peak hours are shown in Table 14-213. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 14-213: Future baseline performance at A5184 Plymouth Grove/Plymouth Grove West/Hathersage Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A5184 Plymouth Grove (west)	282	29%	3
Plymouth Grove West	2	1%	0
A5184 Plymouth Grove (east)	799	63%	9
Hathersage Road	60	17%	2
	2031 PM peak hour (17:00–18:00)		
A5184 Plymouth Grove (west)	749	89%	8
Plymouth Grove West	17	5%	0
A5184 Plymouth Grove (east)	347	50%	4
Hathersage Road	109	20%	2

10.3.717 In the 2031 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 89% on the A5184 Plymouth Grove (west) approach with an associated queue length of eight PCU.

A662 Ashton New Road/Grey Mare Lane

10.3.718 This junction is a three-arm priority controlled (give-way) T-junction with no controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-214.

Table 14-214: 2018 performance at A662 Ashton New Road/Grey Mare Lane

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A662 Ashton New Road (west)	316	14%	0
A662 Ashton New Road (east)	1,223	63%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
Grey Mare Lane	42	11%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A662 Ashton New Road (west)	789	32%	0
A662 Ashton New Road (east)	487	25%	0
Grey Mare Lane	25	4%	0

10.3.719 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.720 The future baseline performance and the results for the AM and PM peak hours are shown in Table 14-215. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 14-215: Future baseline performance at A662 Ashton New Road/Grey Mare Lane

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A662 Ashton New Road (west)	357	16%	0
A662 Ashton New Road (east)	936	47%	0
Grey Mare Lane	40	10%	0
	2031 PM peak hour (17:00–18:00)		
A662 Ashton New Road (west)	946	39%	0
A662 Ashton New Road (east)	563	28%	0
Grey Mare Lane	6	1%	0

10.3.721 The assessment shows that this junction operates well within capacity in the 2031 baseline.

Hollyhedge Road/Wendon Road

10.3.722 This junction is a three-arm signal-controlled T-junction with signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-216.

Table 14-216: 2018 performance at Hollyhedge Road/Wendon Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Hollyhedge Road (east)	1,032	75%	11
Hollyhedge Road (west)	622	44%	11
Wendon Road	35	12%	1
	2018 PM peak hour (17:00–18:00) baseline results		
Hollyhedge Road (east)	657	48%	7
Hollyhedge Road (west)	823	56%	15
Wendon Road	6	2%	0

10.3.723 In the 2018 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 75% on the Hollyhedge Road (east) approach with an associated queue length of 11 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline.

10.3.724 The future baseline performance and the results for the AM and PM peak hours are shown in Table 14-217. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 14-217: Future baseline performance at Hollyhedge Road/Wendon Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Hollyhedge Road (east)	1,069	78%	12
Hollyhedge Road (west)	667	47%	12
Wendon Road	67	22%	2
	2031 PM peak hour (17:00–18:00)		
Hollyhedge Road (east)	704	51%	8
Hollyhedge Road (west)	1,020	70%	19
Wendon Road	12	4%	0

10.3.725 In the 2031 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 78% on the Hollyhedge Road (east) approach with an associated queue length of 12 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline.

A6188 Tiviot Way/A6188 Manchester Road/B6167 Sandy Lane/B6167 Lancashire Hill/Belmont Way

10.3.726 This junction is a five-arm priority controlled (give-way) roundabout with pedestrian crossing facilities provided via an underpass. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-218.

Table 14-218: 2018 baseline performance at A6188 Tiviot Way/A6188 Manchester Road/B6167 Sandy Lane/B6167 Lancashire Hill/Belmont Way

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6188 Manchester Road	714	67%	3
B6167 Sandy Lane	1,039	79%	2
A6188 Tiviot Way	912	71%	1
B6167 Lancashire Hill	267	34%	0
Belmont Way	11	2%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A6188 Manchester Road	606	56%	2

Approach	Flow, PCU/hr	VoC	Q, PCU
B6167 Sandy Lane	860	64%	1
A6188 Tiviot Way	995	64%	0
B6167 Lancashire Hill	413	45%	0
Belmont Way	35	5%	0

10.3.727 In the 2018 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 79% on the B6167 Sandy Lane approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline.

10.3.728 The future baseline performance and the results for the AM and PM peak hours are shown in Table 14-219. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 14-219: Future baseline performance at A6188 Tiviot Way/A6188 Manchester Road/B6167 Sandy Lane/B6167 Lancashire Hill/Belmont Way

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A6188 Manchester Road	778	82%	4
B6167 Sandy Lane	1,048	83%	2
A6188 Tiviot Way	1,096	79%	1
B6167 Lancashire Hill	194	28%	0
Belmont Way	28	5%	0
	2031 PM peak hour (17:00–18:00)		
A6188 Manchester Road	566	56%	2
B6167 Sandy Lane	871	66%	1
A6188 Tiviot Way	1,215	77%	1
B6167 Lancashire Hill	325	40%	0
Belmont Way	37	6%	0

10.3.729 The assessment shows that this junction operates within capacity in the 2031 future baseline with a maximum VoC of 83% on the B6167 Sandy Lane approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 77% is on the A6188 Tiviot Way approach with an associated queue length of one PCU.

Sunnyside Road/Chappell Road

10.3.730 This junction is a three-arm priority controlled (give-way) T-junction with no pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-220.

Table 14-220: 2018 baseline performance at Sunnyside Road/Chappell Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Sunnyside Road (north)	225	30%	0
Sunnyside Road (south)	337	19%	0
Chappell Road	144	28%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Sunnyside Road (north)	135	15%	0
Sunnyside Road (south)	206	11%	0
Chappell Road	434	86%	1

10.3.731 In the 2018 baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 86% on the Chappell Road approach with an associated queue length of one PCU.

10.3.732 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 14-221. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 14-221: future baseline performance at Sunnyside Road/Chappell Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Sunnyside Road (north)	244	33%	0
Sunnyside Road (south)	370	21%	0
Chappell Road	167	34%	0
	2031 PM peak hour (17:00–18:00)		
Sunnyside Road (north)	152	17%	0
Sunnyside Road (south)	244	13%	0
Chappell Road	466	94%	1

10.3.733 In the 2031 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 94% on the Chappell Road approach with an associated queue length of one PCU.

A6010 Kirkmanshulme Lane/New Bank Street

10.3.734 This junction is a four-arm priority controlled (give-way) crossroads with controlled pedestrian crossing facilities. The fourth arm is a minor arm providing access to ASDA superstore parking and is not included in the model. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-222.

Table 14-222: 2018 baseline performance at A6010 Kirkmanshulme Lane/New Bank Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
New Bank Street	64	17%	0
A6010 Kirkmanshulme Lane (east)	811	55%	0
District Centre Car Park access*	-	-	-
A6010 Kirkmanshulme Lane (west)	552	23%	0
	2018 PM peak hour (17:00–18:00) baseline results		
New Bank Street	121	34%	0
A6010 Kirkmanshulme Lane (east)	625	41%	0
District Centre Car Park access*	-	-	-
A6010 Kirkmanshulme Lane (west)	574	24%	0

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

10.3.735 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.736 The future baseline performance and the results for the AM and PM peak hours are shown in Table 14-223. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 14-223: Future baseline performance at A6010 Kirkmanshulme Lane/New Bank Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
New Bank Street	95	27%	0
A6010 Kirkmanshulme Lane (east)	881	66%	0
District Centre Car Park access*	-	-	-
A6010 Kirkmanshulme Lane (west)	589	25%	0
	2031 PM peak hour (17:00–18:00)		
New Bank Street	144	45%	0
A6010 Kirkmanshulme Lane (east)	694	48%	0
District Centre Car Park access*	-	-	-
A6010 Kirkmanshulme Lane (west)	644	27%	0

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

10.3.737 The assessment shows that this junction operates well within capacity in the 2031 baseline.

Portway/Selstead Road

10.3.738 This junction is a three-arm priority (give-way) T-junction with no controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-224.

Table 14-224: 2018 baseline performance at Portway/Selstead Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Portway (west)	166	18%	0
Portway (east)	355	20%	0
Selstead Road	510	100%	3
	2018 PM peak hour (17:00–18:00) baseline results		
Portway (west)	105	18%	0
Portway (east)	344	20%	0
Selstead Road	650	111%	2

10.3.739 The junction operates over capacity in the 2018 baseline with a maximum VoC of 100% on the Selstead Road approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 111% is on the Selstead Road approach with an associated queue length of two PCU.

10.3.740 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 14-225. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 14-225: Future baseline performance at Portway/Selstead Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Portway (west)	124	16%	0	79	11%	0	44	6%	0
Portway (east)	185	11%	0	153	9%	0	190	11%	0
Selstead Road	520	99%	2	424	78%	0	385	68%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Portway (west)	19	2%	0	26	3%	0	33	4%	0
Portway (east)	92	5%	0	100	6%	0	110	6%	0
Selstead Road	675	111%	2	691	114%	2	700	115%	2

10.3.741 In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 99% on the Selstead Road approach with an associated queue length of two PCU. In the PM peak, the assessment shows that this junction is over capacity in the 2031 future baseline with a maximum VoC of 111% on the Selstead Road approach with an associated queue length of two PCU.

10.3.742 In the 2039 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 78% on the Selstead Road approach with no queue. In the PM peak hour, the assessment shows that this junction is over capacity

in the 2039 future baseline with a maximum VoC of 114% on the Selstead Road approach with an associated queue length of two PCU.

10.3.743 In the 2051 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 115% on the Selstead Road approach with an associated queue length of two PCU.

Greenbrow Road/Tuffley Road

10.3.744 This junction is a three-arm priority controlled (give-way) T-junction with a zebra crossing on Greenbrow Road and no controlled pedestrian crossing facilities on Tuffley Road. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-226.

Table 14-226: 2018 baseline performance at Greenbrow Road/Tuffley Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Greenbrow Road (north)	316	17%	0
Tuffley Road	109	32%	0
Greenbrow Road (south)	418	65%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Greenbrow Road (north)	412	23%	0
Tuffley Road	80	26%	0
Greenbrow Road (south)	479	89%	2

10.3.745 In the 2018 baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 89% on the Greenbrow Road (south) approach with an associated queue length of two PCU.

10.3.746 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 14-227. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 14-227: Future baseline performance at Greenbrow Road/Tuffley Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Greenbrow Road (north)	561	31%	0
Tuffley Road	133	44%	0
Greenbrow Road (south)	454	97%	3
	2031 PM peak hour (17:00–18:00)		
Greenbrow Road (north)	291	16%	0
Tuffley Road	108	27%	0
Greenbrow Road (south)	329	53%	0

10.3.747 In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the Greenbrow Road (south) approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline.

B6167 Gorton Road/Mill Lane/Gainford Road

10.3.748 This junction is a four-arm signal-controlled crossroads with signal-controlled pedestrian crossing facilities. Mill Lane is a one-way entry arm into the junction. Gainford Road approach is a minor arm that is not included within the SATURN model. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-228.

Table 14-228: 2018 baseline performance at B6167 Gorton Road/Mill Lane/Gainford Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B6167 Gorton Road (north)	723	72%	5
Mill Lane	421	65%	9
B6167 Gorton Road (south)	576	57%	7
Gainford Road*	-	-	-
	2018 PM peak hour (17:00–18:00) baseline results		
B6167 Gorton Road (north)	515	54%	3
Mill Lane	473	90%	12
B6167 Gorton Road (south)	887	93%	14
Gainford Road*	-	-	-

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

10.3.749 In the 2018 baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 93% on the B6167 Gorton Road (south) approach with an associated queue length of 14 PCU.

10.3.750 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 14-229. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 14-229: Future baseline performance at B6167 Gorton Road/Mill Lane/Gainford Road

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
B6167 Gorton Road (north)	733	73%	5	725	72%	5	734	73%	5
Mill Lane	453	70%	10	489	76%	11	556	86%	12

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
B6167 Gorton Road (south)	628	62%	8	643	64%	8	720	71%	9
Gainford Road*	-	-	-	-	-	-	-	-	-
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
B6167 Gorton Road (north)	519	54%	3	543	57%	3	544	57%	3
Mill Lane	480	91%	12	485	92%	12	506	96%	12
B6167 Gorton Road (south)	930	98%	14	950	100%	15	988	104%	14
Gainford Road*	-	-	-	-	-	-	-	-	-

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

10.3.751 In the 2031 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 98% on the B6167 Gorton Road (south) approach with an associated queue length of 14 PCU.

10.3.752 In the 2039 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 76% on the Mill Lane approach with an associated queue length of 11 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 100% on the B6167 Gorton Road (south) approach with an associated queue length of 15 PCU.

10.3.753 In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 86% on the Mill Lane approach with an associated queue length of 12 PCU. In the PM peak hour, the assessment shows that this junction operates over capacity in the 2051 future baseline with a maximum VoC of 104% on the B6167 Gorton Road (south) approach with an associated queue length of 14 PCU.

Moston Lane/Nuthurst Road

10.3.754 This junction is a three-arm priority-controlled T-junction with no pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-230.

Table 14-230: 2018 baseline performance at Moston Lane/Nuthurst Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Nuthurst Road	375	75%	3
Moston Lane (west)	499	22%	1
Moston Lane (north)	837	43%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Nuthurst Road	153	25%	0
Moston Lane (west)	667	28%	2
Moston Lane (north)	737	39%	0

10.3.755 In the 2018 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 75% on the Nuthurst Road approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline.

10.3.756 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 14-231. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 14-231: Future baseline performance at Moston Lane/Nuthurst Road

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Nuthurst Road	431	92%	6	427	94%	6	419	101%	8
Moston Lane (west)	494	21%	1	505	22%	1	576	25%	2
Moston Lane (north)	895	46%	0	926	47%	0	977	50%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Nuthurst Road	188	32%	1	218	40%	1	281	56%	2
Moston Lane (west)	647	28%	2	641	28%	2	650	28%	2
Moston Lane (north)	820	43%	0	863	45%	0	962	50%	0

10.3.757 In the 2031 future baseline, the assessment shows that this junction operates close to capacity in the AM Peak hour with a maximum VoC of 92% on the Nuthurst Road approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline.

10.3.758 In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM Peak hour with a maximum VoC of 94% on the Nuthurst Road approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

10.3.759 In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on the Nuthurst Road approach with an associated queue length of eight PCU. In the PM peak, the assessment shows that this junction is well within capacity in the 2051 future baseline.

B5117 Wilmslow Road/B5219 Moss Lane East

10.3.760 This junction is a three-arm signal-controlled T-junction with signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-232.

Table 14-232: 2018 baseline performance at B5117 Wilmslow Road/B5219 Moss Lane East

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5219 Moss Lane East	424	57%	7
B5117 Wilmslow Road (north)	493	29%	2
B5117 Wilmslow Road (south)	736	51%	15
	2018 PM peak hour (17:00–18:00) baseline results		
B5219 Moss Lane East	415	39%	7
B5117 Wilmslow Road (north)	929	52%	2
B5117 Wilmslow Road (south)	307	38%	5

10.3.761 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.762 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 14-233. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 14-233: Future baseline performance at B5117 Wilmslow Road/B5219 Moss Lane East

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5219 Moss Lane East	470	64%	9
B5117 Wilmslow Road (north)	439	33%	5
B5117 Wilmslow Road (south)	619	44%	12
	2031 PM peak hour (17:00–18:00)		
B5219 Moss Lane East	585	97%	10
B5117 Wilmslow Road (north)	604	41%	7
B5117 Wilmslow Road (south)	298	37%	5

10.3.763 In the 2031 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 97% on the B5219 Moss Lane East approach with an associated queue length of 10 PCU.

M60 junction 19/A576 Middleston Road (Rhodes Interchange)

10.3.764 This junction is four-arm priority-controlled (give-way) roundabout. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-234.

Table 14-234: 2018 baseline performance at M60 junction 19/A576 Middleston Road (Rhodes Interchange) junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A576 Manchester Old Road	974	67%	1
M60 junction 19 westbound off-slip	721	101%	9
A576 Middleton Road	615	37%	0
M60 junction 19 eastbound off-slip	1,331	58%	10
	2018 PM peak hour (17:00–18:00) baseline results		
A576 Manchester Old Road	790	49%	0
M60 junction 19 westbound off-slip	1,070	103%	9
A576 Middleton Road	1,330	95%	3
M60 junction 19 eastbound off-slip	765	41%	6

10.3.765 This junction operates over capacity in the 2018 baseline with a maximum VoC of 101% on the M60 junction 19 westbound off-slip approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 103% is on the M60 junction 19 westbound off-slip approach with an associated queue length of nine PCU.

10.3.766 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 14-235. As the junction is only affected by the construction of the AP2 revised scheme future baseline results are presented for 2031 only.

Table 14-235: Future baseline performance at M60 Junction 19/A576 Middleston Road (Rhodes Interchange)

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A576 Manchester Old Road	1,023	79%	2
M60 junction 19 westbound off-slip	681	104%	8
A576 Middleton Road	765	45%	0
M60 junction 19 eastbound off-slip	1,436	63%	10
	2031 PM peak hour (17:00–18:00)		
A576 Manchester Old Road	807	57%	1

Approach	Flow, PCU/hr	VoC	Q, PCU
M60 junction 19 westbound off-slip	958	106%	9
A576 Middleton Road	1,391	97%	4
M60 junction 19 eastbound off-slip	1,051	56%	9

10.3.767 This junction operates over capacity in the 2031 future baseline with a maximum VoC of 104% on the M60 junction 19 westbound off-slip approach in the AM peak hour with an associated queue length of eight PCU. In the PM peak hour, the maximum Voc of 106% is on the M60 junction 19 westbound off-slip approach with an associated queue length of nine PCU.

B5166 Longley Lane/B5168 Sharston Road/Longley Lane

10.3.768 This junction is a three-arm priority-controlled T-junction with no controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-236.

Table 14-236: 2018 baseline performance at B5166 Longley Lane/B5168 Sharston Road/Longley Lane

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5166 Longley Lane	460	23%	0
B5168 Sharston Lane	276	41%	1
Longley Lane	654	76%	1
	2018 PM peak hour (17:00–18:00) baseline results		
B5166 Longley Lane	464	23%	0
B5168 Sharston Lane	362	58%	1
Longley Lane	795	86%	1

10.3.769 In the 2018 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 76% on the Longley Lane approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 86% on the Longley Lane approach with an associated queue length of one PCU.

10.3.770 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 14-237. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 14-237: Future baseline performance at B5166 Longley Lane/B5168 Sharston Road/Longley Lane

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
B5166 Longley Lane	468	24%	0	507	26%	0	652	94%	2
B5168 Sharston Lane	283	44%	1	295	48%	1	334	133%	6
Longley Lane	757	91%	1	783	101%	3	926	84%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
B5166 Longley Lane	418	21%	0	484	24%	0	483	24%	0
B5168 Sharston Lane	468	73%	2	520	87%	4	574	97%	7
Longley Lane	836	87%	1	843	93%	1	902	98%	2

10.3.771 The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 91% on the Longley Lane approach in the AM peak hour with an associated queue length of one PCU. In the PM peak hour, the maximum VoC of 87% is on the Longley Lane approach with an associated queue length of one PCU.

10.3.772 In the 2039 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on the Longley Lane approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 93% on the Longley Lane approach with an associated queue length of one PCU.

10.3.773 In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 133% on the B5168 Sharston Lane approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 98% on the Longley Lane approach with an associated queue length of two PCU.

A662 Manchester Road/A662 Ashton Road/Market Street

10.3.774 This junction is a four-arm signal-controlled crossroads with signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-238.

Table 14-238: 2018 baseline performance at A662 Manchester Road/A662 Ashton Road/Market Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Market Street (south)	402	83%	9

Approach	Flow, PCU/hr	VoC	Q, PCU
A662 Manchester Road	708	75%	16
Market Street (north)	541	92%	11
A662 Ashton Road	786	76%	13
	2018 PM peak hour (17:00–18:00) baseline results		
Market Street (south)	450	92%	10
A662 Manchester Road	796	80%	18
Market Street (north)	495	86%	11
A662 Ashton Road	746	80%	13

10.3.775 The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 92% on the Market Street (north) approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 92% is on the Market Street (south) approach with an associated queue length of 10 PCU.

10.3.776 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 14-239. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 14-239: Future baseline performance at A662 Manchester Road/A662 Ashton Road/Market Street

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Market Street (south)	425	92%	9	429	92%	9	446	98%	10
A662 Manchester Road	829	87%	18	877	92%	20	947	100%	21
Market Street (north)	555	97%	11	565	100%	11	578	105%	11
A662 Ashton Road	851	82%	14	871	84%	14	915	88%	15
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Market Street (south)	463	97%	10	469	99%	10	471	99%	10
A662 Manchester Road	870	88%	19	892	90%	20	961	97%	22
Market Street (north)	514	93%	11	523	96%	11	537	98%	11
A662 Ashton Road	838	90%	15	870	94%	15	907	98%	16

10.3.777 The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 97% on the Market Street (north) approach in the AM peak

hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 97% is on the Market Street (south) approach with an associated queue length of 10 PCU.

10.3.778 In the 2039 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 100% on the Market Street (north) approach with an associated queue length of 11 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 99% on the Market Street (south) approach with an associated queue length of 10 PCU.

10.3.779 In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 105% on the Market Street (north) approach with an associated queue length of 11 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 99% on the Market Street (south) approach with an associated queue length of 10 PCU.

A662 Manchester Road/A662 Ashton New Road/Edge Lane

10.3.780 This junction is a four-arm signal-controlled crossroads with signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-240.

Table 14-240: 2018 baseline performance at A662 Manchester Road/A662 Ashton New Road/Edge Lane

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A662 Manchester Road	887	100%	14
Edge Lane (south)	306	97%	4
A662 Ashton New Road	324	20%	3
Edge Lane (north)	283	84%	4
	2018 PM peak hour (17:00–18:00) baseline results		
A662 Manchester Road	632	75%	10
Edge Lane (south)	310	88%	4
A662 Ashton New Road	861	53%	8
Edge Lane (north)	217	52%	3

10.3.781 In the 2018 baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 100% on the A662 Manchester Road approach with an associated queue length of 14 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 88% on the Edge Lane (south) approach with an associated queue length of four PCU.

10.3.782 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 14-241. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 14-241: Future baseline performance at A662 Manchester Road/A662 Ashton New Road/Edge Lane

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A662 Manchester Road	890	102%	14	906	103%	14	953	106%	14
Edge Lane (south)	302	100%	4	302	101%	4	302	103%	4
A662 Ashton New Road	369	23%	4	385	24%	4	419	26%	4
Edge Lane (north)	295	95%	4	301	98%	4	315	101%	4
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A662 Manchester Road	758	81%	12	806	88%	13	806	95%	13
Edge Lane (south)	313	95%	4	303	96%	4	288	98%	4
A662 Ashton New Road	923	57%	9	932	58%	9	854	53%	8
Edge Lane (north)	268	73%	4	281	81%	4	295	90%	4

10.3.783 In the 2031 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 102% on the A662 Manchester Road approach with an associated queue length of 14 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 95% on the Edge Lane (south) approach with an associated queue length of four PCU.

10.3.784 In the 2039 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 103% on the A662 Manchester Road approach with an associated queue length of 14 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 96% on the Edge Lane (south) approach with an associated queue length of four PCU.

10.3.785 In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 106% on the A662 Manchester Road approach with an associated queue length of 14 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 98% on the Edge Lane (south) approach with an associated queue length of four PCU.

A6 Wellington Road North/Crossley Road

10.3.786 This junction is a three-arm signal-controlled T-junction with signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-242.

Table 14-242: 2018 baseline performance at A6 Wellington Road North/Crossley Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Crossley Road	525	61%	13
A6 Wellington Road North (north)	1,108	43%	18
A6 Wellington Road North (south)	1,351	82%	26
	2018 PM peak hour (17:00–18:00) baseline results		
Crossley Road	690	75%	13
A6 Wellington Road North (north)	1,347	52%	17
A6 Wellington Road North (south)	1,204	100%	23

10.3.787 In the 2018 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 82% on the A6 Wellington Road North (south) approach with an associated queue length of 26 PCU. In the PM peak hour, the assessment shows that this junction is above capacity in the 2018 baseline with a maximum VoC of 100% on the A6 Wellington Road North (south) approach with an associated queue length of 23 PCU.

10.3.788 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 14-243. As the junction is only affected by the operation of the AP2 revised scheme and not the construction, future baseline results are presented for 2039 and 2051 only.

Table 14-243: Future baseline performance at A6 Wellington Road North/Crossley Road

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
Crossley Road	587	69%	15	731	85%	18
A6 Wellington Road North (north)	1,181	46%	20	1,303	51%	22
A6 Wellington Road North (south)	1,423	87%	27	1,487	91%	28
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
Crossley Road	808	87%	15	869	94%	16
A6 Wellington Road North (north)	1,472	57%	19	1,553	60%	21
A6 Wellington Road North (south)	1,225	102%	23	1,277	107%	23

10.3.789 In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 87% on the A6 Wellington Road North (south) approach with an associated queue length of 27 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 102% on the A6 Wellington Road North (south) approach with an associated queue length of 23 PCU.

10.3.790 In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 91% on the A6 Wellington Road North (south) approach with an associated queue length of 28 PCU. In the PM peak hour, the assessment shows that this junction operates over capacity in the 2051 future baseline with a maximum VoC of 107% on the A6 Wellington Road North (south) approach with an associated queue length of 23 PCU.

Westminster Road/Ashton Road East

10.3.791 This junction is a three-arm priority controlled (give-way) mini-roundabout with no controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-244.

Table 14-244: 2018 baseline performance at Westminster Road/Ashton Road East

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Westminster Road	152	18%	0
Ashton Road East (east)	685	69%	0
Ashton Road East (west)	269	32%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Westminster Road	393	51%	0
Ashton Road East (east)	452	45%	0
Ashton Road East (west)	532	58%	0

10.3.792 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.793 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 14-245. As the junction is only affected by the operation of the AP2 revised scheme and not the construction, future baseline results are presented for 2039 and 2051 only.

Table 14-245: Future baseline performance at Westminster Road/Ashton Road East

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
Westminster Road	171	21%	0	196	24%	0
Ashton Road East (east)	798	80%	0	903	92%	0

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Ashton Road East (west)	342	42%	0	413	51%	0
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
Westminster Road	485	63%	0	506	65%	0
Ashton Road East (east)	649	68%	0	765	87%	1
Ashton Road East (west)	636	71%	0	681	75%	0

10.3.794 In the 2039 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 80% on the Ashton Road East (east) approach with no queue. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

10.3.795 The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 92% on the Ashton Road East (east) approach in the AM peak hour with no queue. In the PM peak hour, the maximum VoC of 87% is on the Ashton Road East (east) approach with an associated queue length of one PCU.

A627 King Street/B6169 Astley Street

10.3.796 This junction is a four-arm signal-controlled crossroads with signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-246.

Table 14-246: 2018 baseline performance at A627 King Street/B6169 Astley Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A627 King Street (north)	440	54%	6
B6169 Astley Street (east)	232	44%	4
A627 King Street (south)	404	47%	5
B6169 Astley Street (west)	266	48%	4
	2018 PM peak hour (17:00–18:00) baseline results		
A627 King Street (north)	657	80%	9
B6169 Astley Street (east)	328	58%	6
A627 King Street (south)	417	55%	5
B6169 Astley Street (west)	326	58%	6

10.3.797 In the 2018 baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 80% on the A627 King Street (north) approach with an associated queue length of nine PCU.

10.3.798 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 14-247. As the junction is only affected by the operation of the AP2 revised

scheme and not the construction, future baseline results are presented for 2039 and 2051 only.

Table 14-247: Future baseline performance at A627 King Street/B6169 Astley Street

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
A627 King Street (north)	468	61%	6	493	66%	6
B6169 Astley Street (east)	297	55%	5	373	69%	6
A627 King Street (south)	468	55%	6	542	64%	7
B6169 Astley Street (west)	329	60%	6	346	64%	6
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A627 King Street (north)	740	85%	10	783	90%	10
B6169 Astley Street (east)	393	70%	7	414	75%	7
A627 King Street (south)	484	68%	6	474	71%	6
B6169 Astley Street (west)	349	63%	6	370	67%	6

10.3.799 In the 2039 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 85% on the A627 King Street (north) approach with an associated queue length of 10 PCU.

10.3.800 In the 2051 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 90% on the A627 King Street (north) approach with an associated queue length of 10 PCU.

A662 Ashton New Road/Bank Street

10.3.801 This junction is a three-arm priority-controlled T-junction with no pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 14-248.

Table 14-248: 2018 baseline performance at A662 Ashton New Road/Bank Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Bank Street	187	96%	3
A635 Ashton New Road (east)	1,081	43%	0
A635 Ashton New Road (west)	378	20%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Bank Street	99	79%	2
A635 Ashton New Road (east)	630	28%	1
A635 Ashton New Road (west)	1,056	55%	0

10.3.802 In the 2018 baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 96% on the Bank Street approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 79% on the Bank Street approach with an associated queue length of two PCU.

10.3.803 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 14-249. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 14-249: Future baseline performance at A662 Ashton New Road/Bank Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Bank Street	217	97%	3
A635 Ashton New Road (east)	1,078	43%	0
A635 Ashton New Road (west)	407	22%	0
	2031 PM peak hour (17:00–18:00)		
Bank Street	78	70%	1
A635 Ashton New Road (east)	726	33%	1
A635 Ashton New Road (west)	1,115	57%	0

10.3.804 In the 2031 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the Bank Street approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline.

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