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 6 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_F

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 6 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_F

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.

High Speed Two (HS2) Limited
Two Snowhill
Snow Hill Queensway
Birmingham B4 6GA

Telephone: 08081 434 434

General email enquiries: HS2enquiries@hs2.org.uk

Website: www.hs2.org.uk

A report prepared for High Speed Two (HS2) Limited:

ARUP+ ERM | FOSTER + PARTNERS | JACOBS
RAMBOLL | TYPSA | COSTAIN

MWJV
Mott MacDonald | WSP

High Speed Two (HS2) Limited has actively considered the needs of blind and partially sighted people in accessing this document. The text will be made available in full on the HS2 website. The text may be freely downloaded and translated by individuals or organisations for conversion into other accessible formats. If you have other needs in this regard please contact High Speed Two (HS2) Limited.

recycle

Printed in Great Britain on paper containing 100% recycled fibre.

Transport Assessment - Overall Structure

Transport Assessment Part 1 Addendum – Introduction	
Part 1: Introduction (TR-001-00000)	
Section 1	Introduction
Section 2	Policy and guidance
Section 3	Methodology
Section 4	Mitigation measures

Transport Assessment Part 2 Addendum – Existing and future baseline conditions	
Part 2: MA01 (TR-002-00001)	
Section 5	Hough to Walley's Green (MA01) *Section 5.1 Introduction* *Section 5.2 SES2 changes and AP2 amendments for MA01* *Section 5.3 Existing and future baseline*
Part 2: MA02 (TR-002-00002)	
Section 6	Wimboldsley to Lostock Gralam (MA02) *Section 6.1 Introduction* *Section 6.2 SES2 changes and AP2 amendments for MA02* *Section 6.3 Existing and future baseline*
Part 2: MA03 (TR-002-00003)	
Section 7	Pickmere to Agden and Hulseheath (MA03) *Section 7.1 Introduction* *Section 7.2 SES2 changes and AP2 amendments for MA03* *Section 7.3 Existing and future baseline*
Part 2: MA06, MA07 and MA08 (including MA04 and MA05) (TR-002-00006)	
Report 1 of 7	
Section 8	Broomedge to Glazebrook (MA04) *Section 8.1 Introduction* *Section 8.2 Existing and future baseline*
Report 2 of 7	
Section 9	Risley to Bamfurlong (MA05) *Section 9.1 Introduction* *Section 9.2 Existing and future baseline*
Report 3 of 7	
Section 10	Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08) *Section 10.1 Introduction* *Section 10.2 SES2 changes and AP2 amendments for MA06, MA07 and MA08* *Section 10.3 Existing and future baseline*

Report 4 of 7	
Section 10	Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08) *Section 10.3 Existing and future baseline - MA06 junction operation*
Report 5 of 7	
Section 10	Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08) *Section 10.3 Existing and future baseline - MA07 junction operation*
Report 6 of 7	
Section 10	Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08) *Section 10.3 Existing and future baseline - MA08 junction operation*
Report 7 of 7	
Section 10	Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08) *Section 10.3 Existing and future baseline*

Transport Assessment Part 3 Addendum – AP2 revised scheme assessment	
Part 3: MA01 (TR-003-00001)	
Report 1 of 2	
Section 11	Hough to Walley's Green (MA01) *11.1 AP2 revised scheme construction description* *11.2 AP2 revised scheme assessment of construction impacts*
Report 2 of 2	
Section 11	Hough to Walley's Green (MA01) *11.3 AP2 revised scheme operation description* *11.4 AP2 revised scheme assessment of operation impacts*
Part 3: MA02 (TR-003-00002)	
Report 1 of 2	
Section 12	Wimboldsley to Lostock Gralam (MA02) *12.1 AP2 revised scheme construction description* *12.2 AP2 revised scheme assessment of construction impacts*
Report 2 of 2	
Section 12	Wimboldsley to Lostock Gralam (MA02) *12.3 AP2 revised scheme operation description* *12.4 AP2 revised scheme assessment of operation impacts*
Part 3: MA03 (TR-003-00003)	
Report 1 of 2	
Section 13	Pickmere to Agden and Hulseheath (MA03) *13.1 AP2 revised scheme construction description* *13.2 AP2 revised scheme assessment of construction impacts*
Report 2 of 2	
Section 13	Pickmere to Agden and Hulseheath (MA03) *13.3 AP2 revised scheme operation description* *13.4 AP2 revised scheme assessment of operation impacts*

Part 3: MA06, MA07 and MA08 (including MA04 and MA05) (TR-003-00006)

Report 1 of 12

Section 14 Broomedge to Glazebrook (MA04)
14.1 AP2 revised scheme construction description
14.2 AP2 revised scheme assessment of construction impacts

Report 2 of 12

Section 15 Risley to Bamfurlong (MA05)
15.1 AP2 revised scheme construction description
15.2 AP2 revised scheme assessment of construction impacts

Report 3 of 12

Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)
16.1 Description of AP2 revised scheme
16.2 AP2 revised scheme construction description
16.3 AP2 revised scheme assessment of construction impacts

Report 4 of 12

Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)
16.3 AP2 revised scheme assessment of construction impacts – MA06 junction performance

Report 5 of 12

Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)
16.3 AP2 revised scheme assessment of construction impacts – MA07 junction performance

Report 6 of 12

Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)
16.3 AP2 revised scheme assessment of construction impacts – MA08 junction performance

Report 7 of 12

Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)
16.3 AP2 revised scheme assessment of construction impacts

Report 8 of 12

Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)
16.4 AP2 revised scheme operation description
16.5 AP2 revised scheme assessment of operation impacts

Report 9 of 12

Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)
16.5 AP2 revised scheme assessment of operation impacts – MA06 junction performance

Report 10 of 12

Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)
16.5 AP2 revised scheme assessment of operation impacts – MA07 junction performance

Report 11 of 12

Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)
16.5 AP2 revised scheme assessment of operation impacts – MA08 junction performance

Report 12 of 12

Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)
16.5 AP2 revised scheme assessment of operation impacts

Transport Assessment Part 4 Addendum – Route-wide and off-route assessment and TA Addendum Annexes

Part 4: Route-wide and off-route assessment (TR-005-00000)

TA Addendum Annexes C to G (TR-005-00000)

Contents

Tables

Junction operation

MA08

10.3.805 Junction operation is reported in Section 11.4 of the main TA. The year of collection for these baseline data at each junction is 2017 or 2018, as set out in the main TA.

10.3.806 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.

10.3.807 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.

10.3.808 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 Cambridge Street/Hulme Street junction (Table 21-164) onwards.

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

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

10.3.810 Table 11-297 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-297 below replaces Table 11-297 of the main TA.

Table 11-297: 2018 baseline performance at A57(M) Mancunian Way/A5067 Cambridge Street/Cambridge Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Cambridge Street	166	14%	0
A57(M) Mancunian Way westbound off-slip	1,319	101%	5
A5067 Cambridge Street (south)	347	32%	0
A5103 Mancunian Way	1,181	70%	1
	2018 PM peak hour (17:00–18:00) baseline results		
Cambridge Street	475	31%	0
A57(M) Mancunian Way westbound off-slip	1,187	96%	2
A5067 Cambridge Street (south)	291	19%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
A5103 Mancunian Way	1,138	52%	0

10.3.811 The conclusions drawn in paragraph 11.4.709 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 A57(M) Mancunian Way westbound off-slip 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 96% on the A57(M) Mancunian Way westbound off-slip approach with an associated queue length of two PCU."

10.3.812 Table 11-298 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-298 below replaces Table 11-298 of the main TA.

Table 11-298: Future baseline performance at A57(M) Mancunian Way/A5067 Cambridge Street/Cambridge 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)**		
Cambridge Street	381	31%	0	391	34%	0	537	47%	0
A57(M) Mancunian Way westbound off-slip	1,054	103%	7	1,021	104%	7	939	105%	8
A5067 Cambridge Street (south)	577	50%	1	628	54%	1	768	71%	1
A5103 Mancunian Way	1,013	62%	1	1,172	74%	1	1,256	84%	2
	2031 PM peak hour (17:00–18:00)			**(17:00–18:00) 2039 PM peak hour**			**2051 PM peak hour (17:00–18:00)**		
Cambridge Street	985	62%	1	1,009	65%	1	1,021	70%	1
A57(M) Mancunian Way westbound off-slip	1,074	103%	7	1,059	104%	7	1,041	105%	7
A5067 Cambridge Street (south)	521	36%	0	504	34%	0	564	39%	0

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A5103 Mancunian Way	840	41%	0	912	44%	0	1,007	49%	0

10.3.813 The conclusions drawn in paragraphs 11.4.711 to 11.4.713 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum VoC of 103% on the A57(M) Mancunian Way westbound off-slip approach in the AM peak hour with an associated queue length of seven PCU. In the PM peak hour, the maximum VoC of 103% is on the A57(M) Mancunian Way westbound off-slip approach with an associated queue length of seven PCU.

This junction operates over capacity in the 2039 future baseline with a maximum VoC of 104% on the A57(M) Mancunian Way westbound off-slip approach in the AM peak hour with an associated queue length of seven PCU. In the PM peak hour, the maximum VoC of 104% is on the A57(M) Mancunian Way westbound off-slip approach with an associated queue length of seven PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 105% on the A57(M) Mancunian Way 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 105% is on the A57(M) Mancunian Way westbound off-slip approach with an associated queue length of seven PCU."

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

10.3.814 Table 11-299 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-299 below replaces Table 11-299 of the main TA.

Table 11-299: 2018 baseline performance at A57 (M) Mancunian Way/A5103 Princess Road/A5103 Medlock Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5103 Medlock Street	492	53%	1
A5103 Mancunian Way	961	64%	1
A5103 Princess Road	2,406	84%	1
A57(M) Mancunian Way	534	103%	8
	2018 PM peak hour (17:00–18:00) baseline results		
A5103 Medlock Street	713	60%	1
A5103 Mancunian Way	943	63%	1
A5103 Princess Road	1,768	60%	0
A57(M) Mancunian Way	889	62%	1

10.3.815 The conclusions drawn in paragraph 11.4.715 of the main TA are replaced by:

"In the 2018 baseline this junction operates over capacity in AM peak hour with a maximum VoC of 103% on the A57(M) Mancunian Way approach with an associated queue length of eight PCU. In the PM peak hour, the assessment shows that this junction operates well within capacity in the 2018 baseline."

10.3.816 Table 11-300 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-300 below replaces Table 11-300 of the main TA.

Table 11-300: Future baseline performance at A57 (M) Mancunian Way/A5103 Princess Road/A5103 Medlock 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)**		
A5103 Medlock Street	452	55%	5	593	72%	7	700	85%	8
Circulatory at A5103 Medlock Street	1,313	65%	4	1,387	69%	4	1,445	71%	4
A57(M) Mancunian Way westbound off-slip	1,061	43%	9	1,067	43%	9	1,209	49%	11
Circulatory at A57(M) Mancunian Way westbound off-slip	752	55%	6	808	60%	7	888	66%	8
A5103 Princess Road (ring road west and city centre)	1,789	90%	15	1,842	100%	15	1,824	102%	14
A5103 Princess Road (ring road east)	405	29%	3	410	30%	4	427	39%	4
Circulatory at A5103 Princess Road (ring road west and city centre)	578	42%	7	585	43%	7	790	58%	9
A57(M) Mancunian Way eastbound off-slip	943	73%	8	952	74%	8	1,000	77%	9
Circulatory at A57(M) Mancunian Way eastbound off-slip	1,430	101%	16	1,419	101%	16	1,409	101%	15
Cut-through northbound (ring road east)	405	100%	5	410	101%	5	427	106%	5
Circulatory at Cut-through northbound (A5103 and ring road east)	909	70%	5	982	76%	6	1,041	80%	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)**		
A5103 Medlock Street	693	98%	9	717	102%	9	748	106%	9

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Circulatory at A5103 Medlock Street	1,142	52%	3	1,176	53%	3	1,270	57%	4
A57(M) Mancunian Way westbound off-slip	1,115	42%	11	1,082	41%	11	1,157	44%	12
Circulatory at A57(M) Mancunian Way westbound off-slip	987	69%	11	968	67%	11	967	66%	11
A5103 Princess Road (ring road west and city centre)	1,152	57%	12	1,222	61%	12	1,327	66%	13
A5103 Princess Road (ring road east)	224	16%	2	244	18%	2	283	20%	3
Circulatory at A5103 Princess Road (ring road west and city centre)	533	35%	7	481	32%	7	499	33%	8
A57(M) Mancunian Way eastbound off-slip	926	67%	9	999	72%	10	1,082	78%	11
Circulatory at A57(M) Mancunian Way eastbound off-slip	926	67%	9	999	72%	10	1,082	78%	11
Cut-through northbound (ring road east)	891	62%	11	947	66%	12	1,020	71%	13
Circulatory at Cut-through northbound (A5103 and ring road east)	224	54%	3	244	59%	4	283	68%	4
A5103 Medlock Street	918	66%	5	932	67%	5	987	71%	6

10.3.817 The conclusions drawn in paragraphs 11.4.717 to 11.4.720 of the main TA are replaced by:

"The assessment shows that this junction operates over capacity in the 2031 future baseline with a maximum VoC of 101% on the circulatory at A57(M) Mancunian Way eastbound off-slip in the AM peak hour with an associated queue length of 16 PCU. In the PM peak hour the junction operates close to capacity with a maximum VoC of 98% on the A5103 Medlock Street approach with an associated queue length of nine PCU.

The assessment shows that this junction operates over capacity in the 2031 future baseline with a maximum VoC of 101% on both the circulatory at A57(M) Mancunian Way eastbound off-slip and the cut-through northbound (ring road east) in the AM peak hour with an associated queue length of 16 PCU and five PCU respectively. In the PM peak hour the maximum VoC of 102% on the A5103 Medlock Street approach with an associated queue length of nine PCU.

The assessment shows this junction operates over capacity in the 2051 future baseline with a maximum VoC of 106% on the cut-through northbound (ring road east) approach in the AM peak hour with an associated queue length of five PCU. In the PM peak hour, the maximum VoC of 106% is on the A5103 Medlock Street approach with an associated queue length of nine PCU."

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

10.3.818 Table 11-301 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-301 below replaces Table 11-301 of the main TA.

Table 11-301: 2018 baseline performance at A57(M) Mancunian Way/A56 Chester Road/A5067 Chorlton Road (Deansgate Interchange) junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A56 Chester Road (east)	732	46%	12
A57(M) Mancunian Way off-slip	720	40%	0
A5067 Chorlton Road	900	62%	1
A56 Chester Road (west)	1,785	75%	23
A57 Egerton Street off-slip	593	38%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A56 Chester Road (east)	1,547	94%	24
A57(M) Mancunian Way off-slip	575	40%	0
A5067 Chorlton Road	460	26%	0
A56 Chester Road (west)	1,412	58%	18
A57 Egerton Street off-slip	593	33%	0

10.3.819 The conclusions drawn in paragraph 11.4.722 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 A56 Chester Road (west) approach with an associated queue length of 23 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with the maximum VoC of 94% on the A56 Chester Road (east) approach with an associated queue length of 24 PCU."

10.3.820 Table 11-302 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-302 below replaces Table 11-302 of the main TA.

Table 11-302: Future baseline performance at A57(M) Mancunian Way/A56 Chester Road/A5067 Chorlton Road (Deansgate Interchange) 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)**		
A56 Chester Road (east)	983	62%	16	1,016	64%	16	980	62%	15
A57(M) Mancunian Way off-slip	904	46%	0	925	47%	0	972	51%	0
A5067 Chorlton Road	1,301	81%	12	1,340	83%	12	1,325	102%	12
A56 Chester Road (west)	1,791	77%	23	1,791	77%	23	1,791	78%	23
A57 Egerton Street off-slip	625	51%	0	625	54%	1	669	57%	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)**		
A56 Chester Road (east)	1,614	99%	24	1,732	106%	25	1,770	109%	25
A57(M) Mancunian Way off-slip	628	55%	1	645	60%	1	777	73%	1
A5067 Chorlton Road	746	46%	7	761	47%	7	838	52%	8
A56 Chester Road (west)	1,635	71%	21	1,670	72%	21	1,727	75%	22
A57 Egerton Street off-slip	854	59%	1	879	61%	1	862	61%	1

10.3.821 The conclusions drawn in paragraphs 11.4.724 to 11.4.726 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 A5067 Chorlton Road approach with an associated queue length of 12 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 A56 Chester Road (east) approach with an associated queue length of 24 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 83% on the A5067 Chorlton Road approach with an associated queue length of 12 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 A56 Chester Road (east) approach with an associated queue length of 25 PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 102% on the A5067 Chorlton Road in the AM peak hour with an associated queue length of 12 PCU. In the PM peak hour, the maximum VoC of 109% is on the A56 Chester Road (east) approach with an associated queue length of 25 PCU."

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

10.3.822 Table 11-303 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-303 below replaces Table 11-303 of the main TA.

Table 11-303: 2018 baseline performance at A57(M) Mancunian Way/A6 London Road/A6 Downing Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6 London Road (north)	760	35%	7
A635 Mancunian Way westbound off-slip	11	1%	0
A6 Downing Street	1,103	34%	7
A57(M) Mancunian Way eastbound off-slip	658	54%	9
A6 London Road southbound central link	1,231	50%	12
A6 London Road northbound central link	634	50%	2
	2018 PM peak hour (17:00–18:00) baseline results		
A6 London Road (north)	1,036	56%	12
A635 Mancunian Way westbound off-slip	1	0	0
A6 Downing Street	604	25%	4
A57(M) Mancunian Way eastbound off-slip	680	38%	10
A6 London Road southbound central link	1,648	69%	15
A6 London Road northbound central link	257	41%	1

10.3.823 The conclusions drawn in paragraph 11.4.728 of the main TA remain unchanged.

10.3.824 Table 11-304 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-304 below replaces Table 11-304 of the main TA.

Table 11-304: Future baseline performance at A57(M) Mancunian Way/A6 London Road/A6 Downing 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)**		
A6 London Road (north)	768	35%	7	781	36%	8	785	36%	8
A635 Mancunian Way westbound off-slip	100	9%	0	92	8%	0	103	10%	0
A6 Downing Street	1,114	34%	7	1,077	33%	7	1,320	40%	8
A67(M) Mancunian Way eastbound off-slip	635	52%	9	643	53%	9	497	41%	9

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A6 London Road southbound central link	1,244	50%	12	1,261	51%	12	1,282	52%	12
A6 London Road northbound central link	600	48%	1	560	44%	1	604	48%	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)**		
A6 London Road (north)	945	51%	11	937	51%	11	992	54%	11
A635 Mancunian Way westbound off-slip	82	8%	1	95	9%	1	115	11%	1
A6 Downing Street	723	30%	5	806	34%	6	872	36%	6
A67(M) Mancunian Way eastbound off-slip	743	42%	12	751	42%	13	757	42%	13
A6 London Road southbound central link	1,688	71%	18	1,688	71%	18	1,749	73%	18
A6 London Road northbound central link	304	48%	2	354	56%	2	427	68%	3

10.3.825 The conclusions drawn in paragraphs 11.4.730 to 11.4.732 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."

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

10.3.826 Table 11-305 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-305 below replaces Table 11-305 of the main TA.

Table 11-305: 2018 baseline performance at M602 junction 3/A57 Regent Road/A57 Eccles New Road/A5063 Albion Way/A5063 Trafford Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5063 Albion Way	1,006	52%	13
A57 Regent Road	2,186	72%	30
A5063 Trafford Road	817	49%	12
A57 Eccles New Road	753	33%	10
M602	2,868	91%	43

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
A5063 Albion Way	1,248	52%	14
A57 Regent Road	2,019	88%	31
A5063 Trafford Road	1,347	53%	14
A57 Eccles New Road	1,786	49%	14
M602	1,867	60%	28

10.3.827 The conclusions drawn in paragraph 11.4.734 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 91% on the M602 approach in the AM peak hour with an associated queue length of 43 PCU. In the PM peak hour, the maximum VoC of 88% is on the A57 Regent Road approach with an associated queue length of 31 PCU."

10.3.828 Table 11-306 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-306 below replaces Table 11-306 of the main TA.

Table 11-306: Future baseline performance at M602 junction 3/A57 Regent Road/A57 Eccles New Road/A5063 Albion Way/A5063 Trafford 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)**		
A5063 Albion Way	1,132	58%	15	1,181	61%	15	1,215	63%	16
A57 Regent Road	2,388	79%	33	2,459	81%	34	2,514	83%	35
A5063 Trafford Road	893	54%	13	909	55%	13	808	49%	11
A57 Eccles New Road	804	36%	10	831	37%	11	749	33%	10
M602	3,058	98%	46	3,107	99%	47	3,196	102%	46
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A5063 Albion Way	1,248	52%	14	1,248	52%	14	1,248	52%	14
A57 Regent Road	2,328	101%	35	2,370	103%	35	2,419	105%	35
A5063 Trafford Road	1,370	54%	14	1,449	57%	15	1,548	61%	16
A57 Eccles New Road	2,012	55%	16	2,064	57%	16	2,140	59%	17
M602	2,316	74%	34	2,475	79%	37	2,734	87%	40

10.3.829 The conclusions drawn in paragraphs 11.4.736 to 11.4.738 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 98% on the M602 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 2031 future baseline with a maximum VoC of 101% on the A57 Regent Road 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 99% on the M602 approach with an associated queue length of 47 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 A57 Regent Road approach with an associated queue length of 35 PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 102% on the M602 approach in the AM peak hour with an associated queue length of 46 PCU. In the PM peak hour, the maximum VoC of 105% is on the A57 Regent Road approach with an associated queue length of 35 PCU."

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

10.3.830 Table 11-307 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-307 below replaces Table 11-307 of the main TA.

Table 11-307: 2018 baseline performance at M62 junction 18/M66 junction 4/M60 junction 18/Simister Island junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
M66 southbound off-slip	1,102	83%	12
M62 westbound off-slip	508	85%	7
M60 northbound off-slip	454	52%	6
M60 eastbound off-slip	1,625	79%	13
	2018 PM peak hour (17:00–18:00) baseline results		
M66 southbound off-slip	1,214	101%	16
M62 westbound off-slip	663	83%	10
M60 northbound off-slip	802	74%	11
M60 eastbound off-slip	1,931	91%	18

10.3.831 The conclusions drawn in paragraph 11.4.740 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 85% on the M62 westbound off-slip 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 2018 baseline with a maximum VoC of 101% on the M66 southbound off-slip approach with an associated queue length of 16 PCU."

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

10.3.833 Table 11-308 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-308 below replaces Table 11-308 of the main TA.

Table 11-308: Future baseline performance at M62 junction 18/M66 junction 4/M60 junction 18/Simister Island 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)**		
M66 southbound off-slip	1,329	100%	15	1,354	102%	15	1,370	103%	15
M62 westbound off-slip	540	90%	8	566	94%	8	599	100%	8
M60 northbound off-slip	600	69%	8	716	83%	9	774	89%	10
M60 eastbound off-slip*	-	-	-	-	-	-	-	-	-
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
M66 southbound off-slip	1,248	104%	16	1,251	104%	16	1,252	104%	16
M62 westbound off-slip	682	85%	10	712	89%	10	739	92%	11
M60 northbound off-slip	966	89%	13	1,035	95%	14	1,085	100%	15
M60 eastbound off-slip*	-	-	-	-	-	-	-	-	-

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

10.3.834 The conclusions drawn in paragraph 11.4.742 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 M66 southbound off-slip approach in the AM peak hour with an associated queue length of 15 PCU. In the PM peak hour, the maximum VoC of 104% is on the M66 southbound off-slip approach with an associated queue length of 16 PCU.

This junction operates over capacity in the 2039 future baseline with a maximum VoC of 102% on the M66 southbound off-slip approach in the AM peak hour with an associated queue length of 15 PCU. In the PM peak hour, the maximum VoC of 104% is on the M66 southbound off-slip approach with an associated queue length of 16 PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 103% on the M66 southbound off-slip approach in the AM peak hour with an associated

queue length of 15 PCU. In the PM peak hour, the maximum VoC of 104% is on the M66 southbound off-slip approach with an associated queue length of 16 PCU."

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

10.3.835 Table 11-309 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-309 below replaces Table 11-309 of the main TA.

Table 11-309: 2018 baseline performance at A6 Stockport Road/A6 Ardwick Green South/A57 Hyde Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Higher Ardwick	407	27%	0
A57 Hyde Road	755	49%	0
A6 Stockport Road	666	53%	0
Brunswick Street	358	29%	0
A6 Ardwick Green South	685	39%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Higher Ardwick	441	41%	0
A57 Hyde Road	365	25%	0
A6 Stockport Road	495	31%	0
Brunswick Street	765	51%	0
A6 Ardwick Green South	1,074	74%	1

10.3.836 The conclusions drawn in paragraph 11.4.744 of the main TA are replaced by:

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

10.3.837 Table 11-310 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-310 below replaces Table 11-310 of the main TA.

Table 11-310: Future baseline performance at A6 Stockport Road/A6 Ardwick Green South/A57 Hyde 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)**		
Higher Ardwick	484	33%	0	531	37%	0	629	46%	0
A57 Hyde Road	912	61%	0	977	67%	1	1,070	78%	1
A6 Stockport Road	669	61%	1	732	70%	1	854	92%	4
Brunswick Street	468	38%	0	447	38%	0	637	61%	1
A6 Ardwick Green South	728	45%	0	735	46%	0	771	52%	0

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)**		
Higher Ardwick	502	52%	1	529	56%	1	596	69%	1
A57 Hyde Road	525	38%	0	596	44%	0	730	56%	0
A6 Stockport Road	509	35%	0	545	38%	0	583	45%	0
Brunswick Street	951	69%	1	983	75%	1	999	80%	1
A6 Ardwick Green South	1,161	88%	2	1,162	89%	2	1,186	93%	3

10.3.838 The conclusions drawn in paragraphs 11.4.746 to 11.4.748 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 88% on the A6 Ardwick Green South approach with an associated queue length of two 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 operates close to capacity in the 2039 future baseline with a maximum VoC of 89% on the A6 Ardwick Green South approach with an associated queue length of two 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 92% on the A6 Stockport Road approach with an associated queue length of four PCU. In the PM peak hour, the maximum VoC of 93% is on the A6 Ardwick Green South approach with an associated queue length of three PCU."

A34 Princess Street/A34 Brook Street/Sackville Street

10.3.839 Table 11-311 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-311 below replaces Table 11-311 of the main TA.

Table 11-311: 2018 baseline performance at A34 Princess Street/A34 Brook Street/Sackville Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A34 Princess Street	605	11%	0
Sackville Street	560	100%	5
A34 Brook Street*	-	-	-
	2018 PM peak hour (17:00–18:00) baseline results		
A34 Princess Street	928	16%	0
Sackville Street	242	60%	1
A34 Brook Street*	-	-	-

**In the baseline, the approach formed part of a priority controlled T-junction. In the future baseline, the junction is a three-arm signal controlled T-junction.*

10.3.840 The conclusions drawn in paragraph 11.4.750 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 100% on the Sackville Street 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."

10.3.841 Table 11-312 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-312 below replaces Table 11-312 of the main TA.

Table 11-312: Future baseline performance at A34 Princess Street/A34 Brook Street/Sackville 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)**		
A34 Princess Street	372	20%	4	378	20%	4	442	23%	5
Sackville Street	539	43%	8	532	43%	8	548	44%	8
A34 Brook Street	699	44%	8	820	52%	9	903	59%	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)**		
A34 Princess Street	1,169	60%	13	1,217	62%	14	1,252	64%	14
Sackville Street	228	19%	3	212	18%	3	225	19%	3
A34 Brook Street	570	46%	6	630	52%	7	696	58%	8

10.3.842 The conclusions drawn in paragraph 11.4.752 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."

A6 Downing Street/Grosvenor Street

10.3.843 Table 11-313 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-313 below replaces Table 11-313 of the main TA.

Table 11-313: 2018 baseline performance at A6 Downing Street/Grosvenor Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6 Downing Street (north)	1,176	49%	9
A6 Downing Street (south)	949	72%	17
Grosvenor Street*	-	-	-

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
A6 Downing Street (north)	680	46%	9
A6 Downing Street (south)	1,124	45%	1
Grosvenor Street*	-	-	-

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

10.3.844 The conclusions drawn in paragraph 11.4.754 of the main TA remain unchanged.

10.3.845 Table 11-314 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-314 below replaces Table 11-314 of the main TA.

Table 11-314: Future baseline performance at A6 Downing Street/Grosvenor Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A6 Downing Street (north)	1,117	46%	8
A6 Downing Street (south)	1,043	79%	19
Grosvenor Street*	-	-	-
	2031 PM peak hour (17:00–18:00)		
A6 Downing Street (north)	860	58%	11
A6 Downing Street (south)	1,252	50%	2
Grosvenor Street*	-	-	-

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

10.3.846 The conclusions drawn in paragraph 11.4.756 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 79% on the A6 Downing Street (south) 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 2031 future baseline."

A5103 Albion Street/A5103 Medlock Street/City Road East

10.3.847 Table 11-315 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-315 below replaces Table 11-315 of the main TA.

Table 11-315: 2018 baseline performance at A5103 Albion Street/A5103 Medlock Street/City Road East junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5103 Albion Street	584	26%	0
A5103 Medlock Street	1,035	27%	0
City Road East	157	35%	1
	2018 PM peak hour (17:00–18:00) baseline results		
A5103 Albion Street	690	28%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
A5103 Medlock Street	500	13%	0
City Road East	265	38%	1

10.3.848 The conclusions drawn in paragraph 11.4.758 of the main TA remain unchanged.

10.3.849 Table 11-316 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-316 below replaces Table 11-316 of the main TA.

Table 11-316: Future baseline performance at A5103 Albion Street/A5103 Medlock Street/City Road East junction

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	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 Albion Street	464	21%	0	465	21%	0	462	20%	1
A5103 Medlock Street	1,305	33%	0	1,184	31%	0	1,009	101%	0
City Road East	220	62%	3	251	58%	4	249	106%	6
	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 Albion Street	725	31%	0	736	32%	0	841	37%	0
A5103 Medlock Street	853	22%	0	962	25%	0	1,064	28%	0
City Road East	325	58%	2	377	72%	3	429	92%	6

10.3.850 The conclusions drawn in paragraphs 11.4.760 to 11.4.762 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 over capacity in the AM peak hour with a maximum RFC of 106% on the City Road East 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 92% on the City Road East approach with an associated queue length of six PCU."

A635/A665 Pin Mill Brow network

Existing layout

10.3.851 The A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street/A635 Mancunian Way/A665 Pin Mill Brow network incorporates the following four junctions:

- A665 Pin Mill Brow/A635 Mancunian Way is a three-arm signal-controlled junction to the north;

- A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street is a four-arm signal-controlled junction to the east;
- A665 Chancellor Lane/A665 Midland Street/North Western Street is a four-arm priority controlled (give way) staggered junction approximately 260m to the south. The North Western Street approach is a minor arm that is not included within the LinSig model; and
- A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street is a four-arm signal-controlled junction to the west.

10.3.852 Table 11-317 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours, while the results for each lane of the individual junctions are included in Table 11-318 to Table 11-321. Table 11-317 to Table 11-321 below replace Table 11-317 to Table 11-321 of the main TA.

Table 11-317: 2017 baseline performance of key approaches at A635/A665 Pin Mill Brow network

Junction	Approach	Total flow, PCU/hr	Max DoS	Total Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results			
A665 Pin Mill Brow/A665 Mancunian Way	A665 Pin Mill Brow (north)	1,834	67%	24
	A665 Pin Mill Brow (south)	1,141	92%	17
	A635 Mancunian Way	1,432	95%	43
A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street	A665 Pin Mill Brow	1,123	50%	13
	A635 Ashton Old Road	1,427	108%	56
	A665 Chancellor Lane	957	103%	48
	A635 Fairfield Street	697	120%	46
A665 Chancellor Lane/A665 Midland Street/North Western Street	A665 Chancellor Lane (north)	97	49%	1
	A665 Midland Street	2	1%	0
	A665 Chancellor Lane (south)	891	49%	1
	North Western Street*	-	-	-
A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street	A635 Mancunian Way (north)	711	49%	18
	A635 Fairfield Street	853	91%	11
	A635 Mancunian Way (south)	2,055	117%	148
	B6469 Fairfield Street	206	89%	9
	2017 PM peak hour (17:00–18:00) baseline results			
	A665 Pin Mill Brow (north)	2,139	127%	123

Junction	Approach	Total flow, PCU/hr	Max DoS	Total Q, PCU
A665 Pin Mill Brow/A665 Mancunian Way	A665 Pin Mill Brow (south)	1,560	98%	22
	A635 Mancunian Way	1,047	98%	27
A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street	A665 Pin Mill Brow	1,230	48%	11
	A635 Ashton Old Road	779	51%	12
	A665 Chancellor Lane	1,307	116%	127
	A635 Fairfield Street	101	11%	1
A665 Chancellor Lane/A665 Midland Street/North Western Street	A665 Chancellor Lane (north)	204	65%	1
	A665 Midland Street	15	8%	0
	A665 Chancellor Lane (south)	1,103	65%	1
	North Western Street*	-	-	-
A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street	A635 Mancunian Way (north)	909	104%	39
	A635 Fairfield Street	526	21%	11
	A635 Mancunian Way (south)	1,307	120%	141
	B6469 Fairfield Street	288	40%	6

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

10.3.853 The conclusions drawn in paragraphs 11.4.765 to 11.4.768 of the main TA are replaced by:

"In the 2017 baseline, the assessment shows that the A665 Pin Mill Brow/A635 Mancunian Way junction operates close to capacity in the AM peak with a maximum DoS of 95% on the A635 Mancunian Way approach hour with an associated queue length of 43 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2017 baseline with a maximum DoS of 127% on the A665 Pin Mill Brow (north) approach with an associated queue length of 123 PCU.

The A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street junction operates over capacity in the 2017 baseline with a maximum DoS of 120% on the A635 Fairfield Street approach in the AM peak hour with an associated queue length of 46 PCU. In the PM peak hour, the maximum DoS of 116% is on the A665 Chancellor Lane approach with an associated queue length of 127 PCU.

The A665 Chancellor Lane/Midland Street/North Western Street junction operates well within capacity in the 2017 baseline.

The A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street junction operates over capacity in the 2017 baseline with a maximum DoS of 117% on the A635 Mancunian Way

(south) approach in the AM peak hour with an associated queue length of 148 PCU. In the PM peak hour, the maximum DoS of 120% is on the A635 Mancunian Way (south) approach with an associated queue length of 141 PCU."

Table 11-318: 2017 baseline performance at A665 Pin Mill Brow/A635 Mancunian Way junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
A665 Pin Mill Brow (north) (nearside) (ahead)	1,123	51%	6
A665 Pin Mill Brow (north) (centre) (right)	351	61%	9
A665 Pin Mill Brow (north) (offside) (right)	360	67%	9
A665 Pin Mill Brow (south) (nearside and centre) (left and ahead)	1,059	92%	17
A665 Pin Mill Brow (south) (offside) (ahead)	82	7%	0
A635 Mancunian Way (nearside) (left)	617	84%	18
A635 Mancunian Way (offside) (left)	815	95%	26
	2017 PM peak hour (17:00–18:00) baseline results		
A665 Pin Mill Brow (north) (nearside) (ahead)	1,230	53%	6
A665 Pin Mill Brow (north) (centre) (right)	453	118%	51
A665 Pin Mill Brow (north) (offside) (right)	456	127%	66
A665 Pin Mill Brow (south) (nearside and centre) (left and ahead)	1,444	98%	22
A665 Pin Mill Brow (south) (offside) (ahead)	116	8%	1
A635 Mancunian Way (nearside) (left)	421	72%	4
A635 Mancunian Way (offside) (left)	626	98%	23

Table 11-319: 2017 baseline performance at A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street junction

Approach	Flow, PCU/hr	DoS	Q, PCU
2017 AM peak hour (08:00–09:00) baseline results			
A665 Pin Mill Brow (nearside) (left and ahead)	479	40%	5
A665 Pin Mill Brow (offside) (ahead)	644	50%	7
A635 Ashton Old Road (nearside) (east) (left)	389	108%	38
A635 Ashton Old Road (centre 1) (ahead)	102	108%	38
A635 Ashton Old Road (centre 2) (ahead)	732	90%	17
A635 Ashton Old Road (offside) (right)	204	90%	17
A665 Chancellor Lane (nearside) (left and ahead)	885	103%	47
A665 Chancellor Lane (offside) (ahead)	72	8%	1
A635 Fairfield Street (nearside) (ahead)	498	98%	22
A635 Fairfield Street (offside) (ahead and right)	199	120%	23
2017 PM peak hour (17:00–18:00) baseline results			
A665 Pin Mill Brow (nearside) (left and ahead)	731	48%	7
A665 Pin Mill Brow (offside) (ahead)	499	30%	4
A635 Ashton Old Road (nearside) (east) (left)	0	0	6

Approach	Flow, PCU/hr	DoS	Q, PCU
A635 Ashton Old Road (centre 1) (ahead)	287	43%	6
A635 Ashton Old Road (centre 2) (ahead)	239	51%	6
A635 Ashton Old Road (offside) (right)	253	51%	6
A665 Chancellor Lane (nearside) (left and ahead)	1,210	116%	126
A665 Chancellor Lane (offside) (ahead)	97	9%	1
A635 Fairfield Street (nearside) (ahead)	52	11%	0
A635 Fairfield Street (offside) (ahead and right)	49	10%	1

Table 11-320: 2017 baseline performance at A665 Chancellor Lane/A665 Midland Street/North Western Street junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
A665 Chancellor Lane (north) (left and ahead)	988	49%	1
A665 Midland Street (left and right)	2	1%	0
A665 Chancellor Lane (south) (ahead and right)	891	49%	1
North Western Street*	-	-	-
	2017 PM peak hour (17:00–18:00) baseline results		
A665 Chancellor Lane (north) (left and ahead)	204	65%	1
A665 Midland Street (left and right)	15	8%	0
A665 Chancellor Lane (south) (ahead and right)	1,103	65%	1
North Western Street*	-	-	-

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

Table 11-321: 2017 baseline performance at A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
A635 Mancunian Way (north) (nearside) (ahead)	351	49%	9
A635 Mancunian Way (north) (offside) (ahead and right)	360	46%	9
A635 Fairfield Street (nearside) (ahead)	102	9%	2
A635 Fairfield Street (centre) (ahead)	528	60%	11
A635 Fairfield Street (offside) (ahead and right)	223	91%	
A635 Mancunian Way (south) (nearside and centre 1) (left and ahead)	700	107%	49
A635 Mancunian Way (south) (centre 2) (ahead)	815	117%	88
A635 Mancunian Way (south) (centre 3 and offside) (right)	540	72%	12
B6469 Fairfield Street (left, ahead and right)	206	89%	9
	2017 PM peak hour (17:00–18:00) baseline results		
A635 Mancunian Way (north) (nearside) (ahead)	453	104%	25
A635 Mancunian Way (north) (offside) (ahead and right)	456	90%	13

Approach	Flow, PCU/hr	DoS	Q, PCU
A635 Fairfield Street (nearside) (ahead)	287	21%	7
A635 Fairfield Street (centre) (ahead)	239	16%	5
A635 Fairfield Street (offside) (ahead and right)	0	0	
A635 Mancunian Way (south) (nearside and centre 1) (left and ahead)	597	117%	65
A635 Mancunian Way (south) (centre 2) (ahead)	626	120%	74
A635 Mancunian Way (south) (centre 3 and offside) (right)	84	13%	1
B6469 Fairfield Street (left, ahead and right)	288	40%	6

10.3.854 Table 11-322 to Table 11-323 of the main TA summarise the future year baseline performance and the results for the AM and PM peak hours. Table 11-322 to Table 11-323 below replace Table 11-322 to Table 11-323 of the main TA. This summarises performance for the main approaches, while the results for each lane of the individual junctions are included in Table 11-324 to Table 11-327. As the junction is affected by both construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 11-322: Future baseline performance of key approaches at A635/A665 Pin Mill Brow network (AM peak)

Junction/approach		Total flow, PCU/hr	Max DoS	Total Q, PCU	Total flow, PCU/hr	Max DoS	Total Q, PCU	Total flow, PCU/hr	Max DoS	Total Q, PCU
		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 Pin Mill Brow/A665 Mancunian Way	A665 Pin Mill Brow (north)	2,548	73%	30	2,578	74%	35	2,643	76%	36
	A665 Pin Mill Brow (south)	1,380	111%	82	1,418	86%	12	1,483	88%	10
	A635 Mancunian Way	1,262	74%	2	1,272	85%	4	1,316	87%	8
A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street	A665 Pin Mill Brow	1,574	73%	25	1,604	89%	35	1,665	85%	30
	A635 Ashton Old Road	1,445	100%	21	1,500	83%	21	2,123	131%	59
	A665 Chancellor Lane	1,144	91%	32	1,194	109%	68	1,291	127%	142
	A635 Fairfield Street	855	85%	21	864	72%	9	935	84%	13
A665 Chancellor Lane/A665 Midland Street/North Western Street	A665 Chancellor Lane (north)	1023	53%	1	1088	57%	1	64	62%	1
	A665 Midland Street	7	2%	0	7	2%	0	6	1%	0
	A665 Chancellor Lane (south)	54	53%	1	62	57%	1	1,264	62%	1
	North Western Street*	-	-	-	-	-	-	-	-	-

Junction/approach		Total flow, PCU/hr	Max DoS	Total Q, PCU	Total flow, PCU/hr	Max DoS	Total Q, PCU	Total flow, PCU/hr	Max DoS	Total Q, PCU
A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street	A635 Mancunian Way (north)	970	79%	26	974	75%	26	978	87%	28
	A635 Fairfield Street	1,021	57%	13	1,063	55%	11	1,356	67%	11
	A635 Mancunian Way (south)	1,963	112%	94	1,972	124%	132	2,052	90%	53
	B6469 Fairfield Street	218	67%	6	231	66%	7	256	88%	10

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

Table 11-323: Future baseline performance of key approaches at A635/A665 Pin Mill Brow network (PM peak)

Junction/approach		Total flow, PCU/hr	Max DoS	Total Q, PCU	Total flow, PCU/hr	Max DoS	Total Q, PCU	Total flow, PCU/hr	Max DoS	Total Q, PCU
		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 Pin Mill Brow/A665 Mancunian Way	A665 Pin Mill Brow (north)	2,251	83%	36	2,326	87%	38	2,519	80%	36
	A665 Pin Mill Brow (south)	1,808	113%	122	1,825	114%	128	1,794	112%	106
	A635 Mancunian Way	1,183	83%	5	1,180	77%	5	1,221	71%	3
A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street	A665 Pin Mill Brow	1,274	56%	14	1,311	50%	11	1,423	59%	14
	A635 Ashton Old Road	914	65%	15	968	84%	19	1,407	69%	19
	A665 Chancellor Lane	1,685	111%	104	1,679	92%	40	1,716	106%	81

Junction/approach		Total flow, PCU/hr	Max DoS	Total Q, PCU	Total flow, PCU/hr	Max DoS	Total Q, PCU	Total flow, PCU/hr	Max DoS	Total Q, PCU
	A635 Fairfield Street	356	50%	6	345	79%	8	329	81%	8
A665 Chancellor Lane/A665 Midland Street/North Western Street	A665 Chancellor Lane (north)	1499	74%	1	1401	74%	1	1574	77%	2
	A665 Midland Street	5	1%	0	7	1%	0	8	2%	0
	A665 Chancellor Lane (south)	122	74%	1	112	74%	1	75	77%	2
	North Western Street*	-	-	-	-	-	-	-	-	-
A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street	A635 Mancunian Way (north)	975	88%	31	1,015	89%	34	1,096	94%	36
	A635 Fairfield Street	740	31%	4	765	33%	4	1,045	32%	7
	A635 Mancunian Way (south)	1,531	112%	89	1,521	122%	123	1,545	123%	126
	B6469 Fairfield Street	291	90%	11	322	93%	13	340	95%	15

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

10.3.855 The conclusions drawn in paragraph 11.4.770 to 11.4.781 of the main TA are replaced by:

"The A665 Pin Mill Brow/A635 Mancunian Way junction operates over capacity in the 2031 future baseline with a maximum DoS of 111% on the A665 Pin Mill Brow (south) approach in the AM peak hour with an associated queue length of 82 PCU. In the PM peak hour, the maximum DoS of 113% is on the A665 Pin Mill Brow (south) approach with an associated queue length of 122 PCU.

The A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street junction operates over capacity in the 2031 future baseline with a maximum DoS of 110% on the A635 Ashton Old Road (offside) (right) approach in the AM peak hour with a queue length of 24 PCU. The assessment shows that this junction is at capacity in the 2031 future baseline with a maximum DoS of 90% on both the A665 Chancellor Lane (nearside) (left and ahead) approach and the A635 Ashton Old Road (offside) (right) approach with a queue length of 29 PCU and eight PCU respectively.

In the 2031 future baseline, the assessment shows that the A665 Chancellor Lane/A665 Midland Street/North Western Street junction operates well within capacity.

The A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street junction operates over capacity in the 2031 future baseline with a maximum DoS of 112% on the A635 Mancunian Way (south) approach in the AM peak hour with an associated queue length of 94 PCU. In the PM peak hour, the maximum DoS of 112% is on the A635 Mancunian Way (south) approach with an associated queue length of 89 PCU.

In the 2039 future baseline, the assessment shows that the A665 Pin Mill Brow/A635 Mancunian Way junction operates close to capacity in the AM peak hour with a maximum DoS of 86% on the A635 Pin Mill Brow (south) approach with an associated queue length of 12 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum DoS of 114% on the A665 Pin Mill Brow (south) approach with an associated queue length of 128 PCU.

In the 2039 future baseline, the assessment shows that the A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street junction operates over capacity in the AM peak hour with a maximum DoS of 109% on the A665 Chancellor Lane approach with an associated queue length of 68 PCU. 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 92% on the A665 Chancellor Lane approach with an associated queue length of 40 PCU.

In the 2039 future baseline, the assessment shows that the A665 Chancellor Lane/A665 Midland Street/North Western Street junction operates well within capacity.

The A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street junction operates over capacity in the 2039 future baseline with a maximum DoS of 124% on the A635 Mancunian Way (south) approach in the AM peak hour with an associated queue length of 132 PCU. In the PM peak hour, the maximum DoS of 122% is on the A635 Mancunian Way (south) approach with an associated queue length of 123 PCU.

In the 2051 future baseline, the assessment shows that the A665 Pin Mill Brow/A635 Mancunian Way junction operates close to capacity with a maximum DoS of 88% on the A665 Pin Mill Brow (south) approach in the AM peak hour with an associated queue length of 10 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum DoS of 112% on the A665 Pin Mill Brow (south) approach with an associated queue length of 106 PCU.

The A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street junction operates over capacity in the 2051 future baseline with a maximum DoS of 131% on the A635 Ashton Old Road approach in the AM peak hour with an associated queue length of 59 PCU. In the PM peak hour, the maximum DoS of 106% is on the A665 Chancellor Lane approach with an associated queue length of 81 PCU.

In the 2051 future baseline, the assessment shows that the A665 Chancellor Lane/A665 Midland Street/North Western Street junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction operates within capacity in the 2051 future baseline with a maximum DoS of 77% on both the A665 Chancellor Lane (north) and the A665 Chancellor Lane (south) approaches with associated queue lengths of two PCU.

The assessment shows that the A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street junction operates close to capacity in the 2051 future baseline with a maximum DoS of 90% on the A635 Mancunian Way (south) approach in the AM peak hour with an associated queue length of 53 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum DoS of 123% on the A635 Mancunian Way (south) approach with an associated queue length of 126 PCU."

Table 11-324: Future baseline performance at A665 Pin Mill Brow/A635 Mancunian Way 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)**		
A665 Pin Mill Brow (north) (nearside) (ahead)	1,581	73%	13	1,604	74%	14	1,665	76%	15
A665 Pin Mill Brow (north) (centre)(right)	462	47%	8	467	61%	10	499	63%	11
A665 Pin Mill Brow (north) (offside) (right)	505	55%	9	507	70%	12	479	65%	10
A665 Pin Mill Brow (south) (nearside and centre) (left and ahead)	971	111%	81	934	86%	11	1,124	88%	10
A665 Pin Mill Brow (south) (offside) (ahead)	409	44%	1	484	44%	1	359	33%	0
A635 Mancunian Way (nearside) (left)	819	74%	2	831	85%	4	706	87%	5
A635 Mancunian Way (offside) (left)	443	43%	1	441	52%	1	610	71%	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)**		
A665 Pin Mill Brow (north) (nearside) (ahead)	1,277	60%	8	1,311	61%	9	1,423	65%	10
A665 Pin Mill Brow (north) (centre) (right)	478	75%	13	494	77%	13	532	70%	12
A665 Pin Mill Brow (north) (offside) (right)	496	83%	15	521	87%	16	564	80%	14
A665 Pin Mill Brow (south) (nearside and centre) (left and ahead)	1,198	113%	111	1,209	114%	117	1,195	112%	103
A665 Pin Mill Brow (south) (offside) (ahead)	610	53%	11	616	54%	11	599	54%	3
A635 Mancunian Way (nearside) (left)	727	83%	4	707	77%	3	685	71%	2
A635 Mancunian Way (offside) (left)	456	57%	1	473	59%	2	536	64%	1

Table 11-325 Future baseline performance at A665 Pin Mill Brow/A635 Ashton Old Road/A665 Chancellor Lane/A635 Fairfield Street 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)**		
A665 Pin Mill Brow (nearside) (left and ahead)	785	71%	12	799	89%	18	872	85%	18
A665 Pin Mill Brow (offside) (ahead)	796	67%	11	805	83%	16	793	72%	13
A635 Ashton Old Road (nearside) (east) (left)	189	66%	11	208	64%	12	262	75%	16
A635 Ashton Old Road (centre 1) (ahead)	433	66%	11	487	64%	12	757	75%	16
A635 Ashton Old Road (centre 2) (ahead)	532	67%	24	521	58%	9	844	69%	43
A635 Ashton Old Road (offside) (right)	293	110%	24	284	83%	9	260	131%	43
A665 Chancellor Lane (nearside) (left and ahead)	736	93%	24	712	109%	55	932	127%	134
A665 Chancellor Lane (offside) (ahead)	403	48%	8	482	69%	12	359	46%	8
A635 Fairfield Street (nearside) (ahead)	429	61%	5	393	45%	3	660	84%	8
A635 Fairfield Street (offside) (ahead and right)	422	82%	7	471	72%	6	275	81%	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)**		
A665 Pin Mill Brow (nearside) (left and ahead)	764	49%	8	786	50%	7	864	59%	9
A665 Pin Mill Brow (offside) (ahead)	513	30%	4	525	30%	4	559	35%	5
A635 Ashton Old Road (nearside) (east) (left)	42	70%	10	57	71%	11	78	67%	11
A635 Ashton Old Road (centre 1) (ahead)	374	70%	10	339	71%	11	447	67%	11

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A635 Ashton Old Road (centre 2) (ahead)	548	60%	8	332	61%	9	618	59%	8
A635 Ashton Old Road (offside) (right)	231	90%	8	240	84%	9	264	69%	8
A665 Chancellor Lane (nearside) (left and ahead)	1,067	90%	29	1,063	92%	30	1,117	106%	71
A665 Chancellor Lane (offside) (ahead)	610	48%	9	616	50%	10	599	53%	11
A635 Fairfield Street (nearside) (ahead)	246	72%	4	229	63%	4	208	47%	3
A635 Fairfield Street (offside) (ahead and right)	99	67%	4	116	79%	5	121	81%	5

Table 11-326: Future baseline performance at A665 Chancellor Lane/A665 Midland Street/North Western Street 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)**		
A665 Chancellor Lane (north) (left and ahead)	1,023	53%	1	1,088	57%	1	1,264	62%	1
A665 Midland Street (left and right)	7	2%	0	7	2%	0	6	1%	0
A665 Chancellor Lane (south) (ahead and right)	54	53%	1	62	57%	1	64	62%	1
North Western Street*	-	-	-	-	-	-	-	-	-
	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 Chancellor Lane (north) (left and ahead)	1,499	74%	1	1,401	74%	1	1,574	77%	2
A665 Midland Street (left and right)	5	1%	0	7	1%	0	8	2%	0
A665 Chancellor Lane (south) (ahead and right)	122	74%	1	112	74%	1	75	77%	2
North Western Street*	-	-	-	-	-	-	-	-	-

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

Table 11-327: Future baseline performance at A635 Mancunian Way/A635 Fairfield Street/B6469 Fairfield Street 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 Mancunian Way (north) (nearside) (ahead)	462	78%	12	467	75%	13	499	87%	15
A635 Mancunian Way (north) (offside) (ahead and right)	505	79%	13	507	75%	13	479	77%	13
A635 Fairfield Street (nearside) (ahead)	433	35%	5	487	40%	6	495	40%	5
A635 Fairfield Street (centre) (ahead)	380	54%	6	371	55%	6	652	67%	6
A635 Fairfield Street (offside) (ahead and right)	204	54%	6	205	54%	6	209	62%	6
A635 Mancunian Way (south) (nearside and centre 1) (left and ahead)	840	116%	86	848	124%	111	711	90%	22
A635 Mancunian Way (south) (centre 2) (ahead)	443	57%	10	441	60%	10	610	72%	15
A635 Mancunian Way (south) (centre 3 and offside) (right)	677	70%	10	683	75%	12	731	81%	17
B6469 Fairfield Street (left, ahead and right)	218	61%	6	231	66%	7	256	88%	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)**		
A635 Mancunian Way (north) (nearside) (ahead)	478	86%	16	494	89%	17	532	94%	18
A635 Mancunian Way (north) (offside) (ahead and right)	496	83%	16	521	87%	17	564	92%	18
A635 Fairfield Street (nearside) (ahead)	377	31%	2	395	33%	3	405	32%	4
A635 Fairfield Street (centre) (ahead)	372	27%	2	328	27%	1	504	32%	3
A635 Fairfield Street (offside) (ahead and right)	37	27%	2	42	27%	1	136	31%	3

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A635 Mancunian Way (south) (nearside and centre 1) (left and ahead)	844	118%	92	859	122%	108	864	123%	109
A635 Mancunian Way (south) (centre 2) (ahead)	456	60%	11	473	64%	11	536	73%	14
A635 Mancunian Way (south) (centre 3 and offside) (right)	218	29%	4	189	26%	4	145	20%	3
B6469 Fairfield Street (left, ahead and right)	288	90%	11	322	93%	13	340	95%	15

A665 Chancellor Lane/Dark Lane

10.3.856 Table 11-328 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 11-328 below replaces Table 11-328 of the main TA.

Table 11-328: 2017 baseline performance at A665 Chancellor Lane/Dark Lane junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
A665 Chancellor Lane (north) (ahead and right)	1,567	69%	6
A665 Chancellor Lane (south) (left and ahead)	891	0	0
Dark Lane	66	12%	0
	2017 PM peak hour (17:00–18:00) baseline results		
A665 Chancellor Lane (north) (ahead and right)	853	33%	0
A665 Chancellor Lane (south) (left and ahead)	1,117	0	0
Dark Lane	199	38%	0

10.3.857 The conclusions drawn in paragraph 11.4.783 of the main TA remain unchanged.

10.3.858 Table 11-329 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-329 below replaces Table 11-329 of the main TA.

Table 11-329: Future baseline performance at A665 Chancellor Lane/Dark Lane junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A665 Chancellor Lane (north) (ahead and right)	1,764	94%	36
A665 Chancellor Lane (south) (left and ahead)	1,023	0	0
Dark Lane	116	20%	0
	2031 PM peak hour (17:00–18:00)		
A665 Chancellor Lane (north) (ahead and right)	1,024	71%	20
A665 Chancellor Lane (south) (left and ahead)	1,377	0	0
Dark Lane	308	62%	1

10.3.859 In the 2031 future baseline, the assessment shows that this junction is close to capacity in the AM peak hour with a maximum DoS of 94% on the A665 Chancellor Lane (north) (ahead and right) approach with an associated queue length of 36 PCU. In the PM peak hour, the assessment shows that this junction operates well within capacity in the 2031 future baseline.

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

10.3.860 Table 11-330 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-330 below replaces Table 11-330 of the main TA.

Table 11-330: 2018 baseline performance at A34 Oxford Street/B6469 Whitworth Street West/B6469 Whitworth Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B6469 Whitworth Street	470	29%	4
A34 Oxford Street (south)	1,338	74%	14
B6469 Whitworth Street West	291	33%	5
	2018 PM peak hour (17:00–18:00) baseline results		
B6469 Whitworth Street	733	46%	6
A34 Oxford Street (south)	973	52%	9
B6469 Whitworth Street West	141	17%	3

10.3.861 The conclusions drawn in paragraph 11.4.787 of the main TA remain unchanged.

10.3.862 The future baseline modelling takes account of the changes made to the A34 Oxford Street/B6469 Whitworth Street West/B6469 Whitworth Street junction layout with the A34 Oxford Street approach becoming two-way.

10.3.863 Table 11-331 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-331 below replaces Table 11-331 of the main TA.

Table 11-331: Future baseline performance at A34 Oxford Street/B6469 Whitworth Street West/B6469 Whitworth 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)**		
A34 Oxford Road (north)	88	14%	1	80	13%	1	94	15%	1
B6469 Whitworth Street	540	59%	9	576	65%	10	618	70%	10
A34 Oxford Street (south)	524	88%	3	538	90%	3	579	98%	4
B6469 Whitworth Street West	385	44%	7	325	37%	4	297	34%	3

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)		
A34 Oxford Road (north)	389	61%	6	394	62%	6	388	62%	6
B6469 Whitworth Street	635	77%	11	648	79%	11	663	80%	11
A34 Oxford Street (south)	346	55%	3	427	69%	4	548	90%	6
B6469 Whitworth Street West	308	37%	5	391	47%	6	427	52%	7

10.3.864 The conclusions drawn in paragraphs 11.4.790 to 11.4.793 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 88% on the A34 Oxford Street (south) 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 2031 future baseline with a maximum VoC of 77%% on the B6469 Whitworth Street approach with an associated queue length of 11 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 A34 Oxford Street (south) 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 2039 future baseline with a maximum VoC of 79% on the B6469 Whitworth Street approach with an associated queue length of 11 PCU.

The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 98% on the A34 Oxford Street (south) approach in the AM peak hour with an associated queue length of four PCU. In the PM peak hour, the maximum VoC of 90% is on the A34 Oxford Street (south) approach with an associated queue length of six PCU."

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

10.3.865 Table 11-332 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-332 below replaces Table 11-332 of the main TA.

Table 11-332: 2018 baseline performance at A5103 Albion Street/A5103 Lower Mosley Street/Great Bridgewater Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5103 Lower Mosley Street	0	0	0
Great Bridgewater Street (east)	650	41%	8
A5103 Albion Street	791	45%	14
Great Bridgewater Street (west)	428	80%	4
	2018 PM peak hour (17:00–18:00) baseline results		
A5103 Lower Mosley Street	0	0	0
Great Bridgewater Street (east)	1,065	60%	14
A5103 Albion Street	544	27%	9
Great Bridgewater Street (west)	188	95%	4

10.3.866 The conclusions drawn in paragraph 11.4.795 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 Great Bridgewater Street (west) approach with an associated queue length of four 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 Great Bridgewater Street (west) approach with an associated queue length of four PCU."

10.3.867 Table 11-333 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-333 below replaces Table 11-333 of the main TA.

Table 11-333: Future baseline performance at A5103 Albion Street/A5103 Lower Mosley Street/Great Bridgewater Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A5103 Lower Mosley Street	0	0	0
Great Bridgewater Street (east)	481	25%	6
A5103 Albion Street	1,415	81%	23
Great Bridgewater Street (west)	706	106%	6
	2031 PM peak hour (17:00–18:00)		
A5103 Lower Mosley Street	3	0	0
Great Bridgewater Street (east)	1,637	96%	21
A5103 Albion Street	761	38%	12
Great Bridgewater Street (west)	173	100%	2

10.3.868 The conclusions drawn in paragraphs 11.4.797 to 11.4.798 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum VoC of 106% on the Great Bridgewater Street (west) approach in the AM peak hour with an associated queue length of six PCU. In the PM peak hour, the maximum VoC of 100% is on the Great Bridgewater Street (west) approach with an associated queue length of two PCU."

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

10.3.869 Table 11-334 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-334 below replaces Table 11-334 of the main TA.

Table 11-334: 2018 baseline performance at A57 Regent Road/A57 Dawson Street/A6042 Trinity Way/Water Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A642 Trinity Way	976	49%	21
A57 Dawson Street	2,836	79%	33
Water Street*	-	-	-
A57 Regent Road	1,956	84%	31
	2018 PM peak hour (17:00–18:00) baseline results		
A642 Trinity Way	1,558	82%	31
A57 Dawson Street	2,539	84%	31
Water Street*	-	-	-
A57 Regent Road	1,710	64%	25

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

10.3.870 The conclusions drawn in paragraph 11.4.800 of the main TA remain unchanged.

10.3.871 Table 11-335 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-335 below replaces Table 11-335 of the main TA.

Table 11-335: Future baseline performance at A57 Regent Road/A57 Dawson Street/A6042 Trinity Way/Water 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)**		
A642 Trinity Way	1,048	60%	23	988	57%	22	993	57%	22
A57 Dawson Street	3,406	72%	53	3,491	74%	54	3,520	75%	54
Water Street*	-	-	-	-	-	-	-	-	-
A57 Regent Road	2,077	90%	42	2,089	90%	42	2,123	92%	42

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)		
A642 Trinity Way	1,509	100%	35	1,522	100%	35	1,551	102%	35
A57 Dawson Street	2,904	66%	46	3,014	69%	48	3,161	72%	50
Water Street*	-	-	-	-	-	-	-	-	-
A57 Regent Road	1,951	75%	36	1,994	76%	37	1,980	76%	36

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

10.3.872 The conclusions drawn in paragraphs 11.4.802 to 11.4.804 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 A57 Regent Road approach with an associated queue length of 42 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 A642 Trinity Way 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 A57 Regent Road approach with an associated queue length of 42 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 A642 Trinity Way 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 92% on the A57 Regent Road approach with an associated queue length of 42 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 102% on the A642 Trinity way approach with a queue length of 35 PCU."

A56 Deansgate/A6143 Liverpool Road/Great Bridgewater Street

10.3.873 Table 11-336 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-336 below replaces Table 11-336 of the main TA.

Table 11-336: 2018 baseline performance at A56 Deansgate/A6143 Liverpool Road/Great Bridgewater Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A56 Deansgate (north)	357	25%	8
Great Bridgewater Street	134	30%	1
A56 Deansgate (south)	1,227	87%	15
A6143 Liverpool Road	513	83%	10

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
A56 Deansgate (north)	834	107%	9
Great Bridgewater Street	551	75%	1
A56 Deansgate (south)	469	58%	10
A6143 Liverpool Road	519	60%	8

10.3.874 The conclusions drawn in paragraph 11.4.806 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 87% on the A56 Deansgate (south) approach with an associated queue length of 15 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2018 baseline with a maximum VoC of 107% on the A56 Deansgate (north) approach with an associated queue length of nine PCU."

10.3.875 Table 11-337 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-337 below replaces Table 11-337 of the main TA.

Table 11-337: Future baseline performance at A56 Deansgate/A6143 Liverpool Road/Great Bridgewater Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A56 Deansgate (north)	286	20%	6
Great Bridgewater Street	227	80%	3
A56 Deansgate (south)	1,286	100%	15
A6143 Liverpool Road	475	78%	10
	2031 PM peak hour (17:00–18:00)		
A56 Deansgate (north)	829	107%	13
Great Bridgewater Street	598	88%	1
A56 Deansgate (south)	479	62%	10
A6143 Liverpool Road	324	40%	5

10.3.876 The conclusions drawn in paragraph 11.4.808 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 A56 Deansgate (south) approach in the AM peak hour with an associated queue length of 15 PCU. In the PM peak hour, the maximum VoC of 107% on the A56 Deansgate (north) approach with an associated queue length of 13 PCU."

B6469 Fairfield Street/Travis Street

10.3.877 Table 11-338 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 11-338 below replaces Table 11-338 of the main TA.

Table 11-338: 2017 baseline performance at B6469 Fairfield Street/Travis Street junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
Travis Street (north) (left, ahead and right)	488	85%	13
B6469 Fairfield Street (east) (nearside) (left and ahead)	358	53%	7
B6469 Fairfield Street (east) (offside) (right)	39	12%	1
Neild Street (left, ahead and right)*	-	-	-
Travis Street (south) (left, ahead and right)	15	3%	0
Fairfield Street (west) (left, ahead and right)	427	83%	8
	2017 PM peak hour (17:00–18:00) baseline results		
Travis Street (north) (left, ahead and right)	410	71%	9
B6469 Fairfield Street (east) (nearside) (left and ahead)	290	43%	5
B6469 Fairfield Street (east) (offside) (right)	35	17%	1
Neild Street (left, ahead and right)*	-	-	-
Travis Street (south) (left, ahead and right)	37	10%	1
Fairfield Street (west) (left, ahead and right)	519	68%	6

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

10.3.878 The conclusions drawn in paragraph 11.4.810 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 85% on the Travis Street (north) (left, ahead and right) 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 2017 baseline."

10.3.879 Table 11-339 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-339 below replaces Table 11-339 of the main TA.

Table 11-339: Future baseline performance at B6469 Fairfield Street/Travis Street 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)**		
Travis Street (north) (left, ahead and right)	624	116%	62	624	116 %	61	630	115 %	60
B6469 Fairfield Street (east) (nearside) (left and ahead)	285	42%	5	286	42%	5	286	42%	5
B6469 Fairfield Street (east) (offside) (right)	39	16%	1	39	17%	1	39	20%	1

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
Neild Street (left, ahead and right)*	-	-	-	-	-	-	-	-	-
Travis Street (south) (left, ahead and right)	15	3%	0	15	3%	0	15	3%	0
Fairfield Street (west) (left, ahead and right)	538	77%	7	558	78%	7	635	81%	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)**		
Travis Street (north) (left, ahead and right)	512	89%	14	566	101 %	26	655	119 %	72
B6469 Fairfield Street (east) (left and ahead)	450	66%	9	461	68%	10	495	73%	11
B6469 Fairfield Street (east) (right)	35	21%	1	35	16%	1	35	11%	1
Neild Street (left, ahead and right)*	-	-	-	-	-	-	-	-	-
Travis Street (south) (left, ahead and right)	37	10%	1	37	9%	1	37	8%	1
Fairfield Street (west) (left, ahead and right)	704	117%	66	786	144 %	142**	869	198 %	246**

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

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

10.3.880 The conclusions drawn in paragraphs 11.4.812 to 11.4.815 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum DoS of 116% on the Travis Street (north) (left, ahead and right) approach with an associated queue length of 62 PCU. In the PM peak hour, the maximum DoS of 117% is on the Fairfield Street (west) (left, ahead and right) approach with an associated queue length of 66 PCU.

This junction operates over capacity in the 2039 future baseline with a maximum DoS of 116% on the Travis Street (north) (left, ahead and right) approach with an associated queue length of 61 PCU. In the PM peak hour, the maximum DoS of 144% is on the Fairfield Street (west) (left, ahead and right) approach with an associated queue length of 142 PCU.

This junction operates over capacity in the 2051 future baseline with a maximum DoS of 115% on the Travis Street (north) (left, ahead and right) approach with an associated queue length of 60 PCU. In the PM peak hour, the maximum DoS of 198% is on the Fairfield Street (west) (left, ahead and right) approach with an associated queue length of 246 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."

B6469 Whitworth Street/Sackville Street

10.3.881 Table 11-340 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-340 below replaces Table 11-340 of the main TA.

Table 11-340: 2018 baseline performance at B6469 Whitworth Street/Sackville Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B6469 Whitworth Street (east)	694	63%	9
Sackville Street (south)	431	41%	7
B6469 Whitworth Street (west)	370	50%	3
Sackville Street (north)*	-	-	-
	2018 PM peak hour (17:00–18:00) baseline results		
B6469 Whitworth Street (east)	514	35%	5
Sackville Street (south)	474	66%	8
B6469 Whitworth Street (west)	395	33%	9
Sackville Street (north)*	-	-	-

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

10.3.882 The conclusions drawn in paragraph 11.4.817 of the main TA are replaced by:

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

10.3.883 Table 11-341 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-341 below replaces Table 11-341 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 11-341: Future baseline performance at B6469 Whitworth Street/Sackville 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)**		
B6469 Whitworth Street (east)	1,006	87%	15	874	96%	12	916	103%	12
Sackville Street (south)	568	55%	9	638	72%	10	752	86%	11
B6469 Whitworth Street (west)	302	38%	5	521	83%	9	583	92%	10

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Sackville Street (north)*	-	-	-	-	-	-	-	-	-
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
B6469 Whitworth Street (east)	887	64%	7	939	70%	7	990	77%	8
Sackville Street (south)	368	51%	7	336	46%	6	268	37%	5
B6469 Whitworth Street (west)	289	26%	5	366	38%	6	498	59%	8
Sackville Street (north)*	-	-	-	-	-	-	-	-	-

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

10.3.884 The conclusions drawn in paragraph 11.4.819 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 B6496 Whitworth Street (east) approach with an associated queue length of 15 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 B6469 Whitworth Street (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 over capacity in the AM peak hour with a maximum VoC of 103% on the B6469 Whitworth Street (east) approach with an associated queue length of 12 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 77% on the B6469 Whitworth Street (east) approach with an associated queue length of eight PCU."

A34 Oxford Street/A5103 Portland Street/A5103 Chepstow Street

10.3.885 Table 11-342 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-342 below replaces Table 11-342 of the main TA.

Table 11-342: 2018 baseline performance at A34 Oxford Street/A5103 Portland Street/A5103 Chepstow Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5103 Portland Street	685	82%	10
A34 Oxford Street (south)	888	58%	14
A5103 Chepstow Street	280	83%	6
	2018 PM peak hour (17:00–18:00) baseline results		
A5103 Portland Street	819	77%	11
A34 Oxford Street (south)	651	55%	11
A5103 Chepstow Street	323	95%	7

10.3.886 The conclusions drawn in paragraph 11.4.821 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 A5103 Chepstow Street 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 2018 baseline with a maximum VoC of 95% on the A5103 Chepstow Street approach with an associated queue length of seven PCU."

10.3.887 The future baseline modelling takes account of the changes made to the A34 Oxford Street/A5103 Portland Street/A5103 Chepstow Street junction layout with the A34 Oxford Street approach becoming two-way.

10.3.888 Table 11-343 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-343 below replaces Table 11-343 of the main TA.

Table 11-343: Future baseline performance at A34 Oxford Street/A5103 Portland Street/A5103 Chepstow 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)**		
A34 Oxford Street (north)	308	41%	5	304	40%	5	324	43%	6
A5103 Portland Street	558	51%	8	644	56%	9	721	65%	10
A34 Oxford Street (south)	293	89%	5	289	89%	5	277	91%	5
A5103 Chepstow Street	390	53%	7	291	40%	5	309	42%	5

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)		
A34 Oxford Street (north)	531	66%	9	507	63%	9	483	60%	9
A5103 Portland Street	552	54%	8	602	59%	8	565	56%	8
A34 Oxford Street (south)	253	56%	4	251	56%	4	246	54%	4
A5103 Chepstow Street	423	58%	7	529	72%	9	612	83%	10

10.3.889 The conclusions drawn in paragraphs 11.4.824 to 11.4.827 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 A34 Oxford Street (south) 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 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 89% on the A34 Oxford Street (south) 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 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 91% on the A34 Oxford Street (south) approach with an associated queue length of five 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 83% on the A5103 Chepstow Street approach with an associated queue length of 10 PCU."

A6 London Road/B6469 Fairfield Street

10.3.890 Table 11-344 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-344 below replaces Table 11-344 of the main TA.

Table 11-344: 2018 baseline performance at A6 London Road/B6469 Fairfield Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6 London Road (north)	608	58%	9
B6469 Fairfield Street (east)	571	77%	9
A6 London Road (south)	822	80%	13
B6469 Fairfield Street (west)	329	51%	5

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
A6 London Road (north)	679	65%	11
B6469 Fairfield Street (east)	423	68%	7
A6 London Road (south)	325	32%	5
B6469 Fairfield Street (west)	543	81%	9

10.3.891 The conclusions drawn in paragraph 11.4.829 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 A6 London Road (south) approach in the AM peak hour with an associated queue length of 13 PCU. In the PM peak hour, the maximum VoC of 81% is on the B6469 Fairfield Street (west) approach with an associated queue length of nine PCU."

10.3.892 Table 11-345 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-345 below replaces Table 11-345 of the main TA.

Table 11-345: Future baseline performance at A6 London Road/B6469 Fairfield 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)**		
A6 London Road (north)	847	70%	12	871	71%	12	881	69%	12
B6469 Fairfield Street (east)	684	100%	11	676	101%	11	644	102%	10
A6 London Road (south)	759	74%	12	723	70%	12	605	59%	10
B6469 Fairfield Street (west)	404	67%	7	423	71%	7	474	79%	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)**		
A6 London Road (north)	923	55%	14	927	56%	14	951	59%	14
B6469 Fairfield Street (east)	402	83%	7	421	86%	7	451	91%	8
A6 London Road (south)	304	24%	5	354	28%	5	427	35%	6
B6469 Fairfield Street (west)	550	103%	9	551	104%	9	544	106%	9

10.3.893 The conclusions drawn in paragraphs 11.4.832 to 11.4.835 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 B6469 Fairfield Street (east) approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 103% is on the B6469 Fairfield Street (west) approach with an associated queue length of nine PCU.

This junction operates over capacity in the 2039 future baseline with a maximum VoC of 101% on the B6469 Fairfield Street (east) approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 104% is on the B6469 Fairfield Street (west) approach with an associated queue length of nine PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 102% on the B6469 Fairfield Street (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 B6469 Fairfield Street (west) approach with an associated queue length of nine 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."

A34 Princess Street/Bloom Street

10.3.894 Table 11-346 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-346 below replaces Table 11-346 of the main TA.

Table 11-346: 2018 baseline performance at A34 Princess Street/Bloom Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A34 Princess Street (north)	752	19%	0
Bloom Street (east)	139	37%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A34 Princess Street (north)	1,101	28%	0
Bloom Street (east)	183	76%	1

10.3.895 The conclusions drawn in paragraph 11.4.837 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 76% on the Bloom Street (east) approach with an associated queue length of one PCU."

10.3.896 Table 11-347 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-347 below replaces Table 11-347 of the main TA.

Table 11-347: Future baseline performance at A34 Princess Street/Bloom 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)**		
A34 Princess Street (north)	283	15%	0	268	14%	0
Bloom Street (east)	186	35%	0	190	35%	0
A34 Princess Street (south)	326	56%	0	297	105%	2
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A34 Princess Street (north)	590	30%	0	604	31%	0
Bloom Street (east)	296	77%	1	322	82%	1
A34 Princess Street (south)	144	34%	0	151	36%	0

10.3.897 The conclusions drawn in paragraph 11.4.840 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 77% on the Bloom Street (east) approach with an associated queue length of one 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 105% on the A34 Princess Street (south) approach with an associated queue length of two 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 Bloom Street (east) approach with an associated queue length of one PCU."

A5066 Oldfield Road/A57 Regent Road

10.3.898 Table 11-348 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-348 below replaces Table 11-348 of the main TA.

Table 11-348: 2018 baseline performance at A5066 Oldfield Road/A57 Regent Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5066 Oldfield Road (north)	374	98%	9
A57 Regent Road (east)	2,099	85%	15
A5066 Oldfield Road (south)	574	98%	13
A57 Regent Road (west)	1,603	99%	27
	2018 PM peak hour (17:00–18:00) baseline results		
A5066 Oldfield Road (north)	403	88%	18
A57 Regent Road (east)	2,038	70%	41
A5066 Oldfield Road (south)	433	56%	19

Approach	Flow, PCU/hr	VoC	Q, PCU
A57 Regent Road (west)	1,451	75%	44

10.3.899 The conclusions drawn in paragraph 11.4.842 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 A57 Regent Road (west) approach in the AM peak hour with an associated queue length of 27 PCU. In the PM peak hour, the maximum VoC of 88% is on the A5066 Oldfield Road (north) approach with an associated queue length of 18 PCU."

10.3.900 Table 11-349 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-349 below replaces Table 11-349 of the main TA.

Table 11-349: Future baseline performance at A5066 Oldfield Road/A57 Regent Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A5066 Oldfield Road (north)	634	100%	17
A57 Regent Road (east)	2,115	94%	24
A5066 Oldfield Road (south)	459	102%	13
A57 Regent Road (west)	1,693	80%	31
	2031 PM peak hour (17:00–18:00)		
A5066 Oldfield Road (north)	627	100%	17
A57 Regent Road (east)	2,084	92%	46
A5066 Oldfield Road (south)	368	88%	11
A57 Regent Road (west)	1,726	78%	35

10.3.901 The conclusions drawn in paragraph 11.4.844 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum VoC of 102% on the A5066 Oldfield Road (south) approach in the AM peak hour with an associated queue length of 13 PCU. In the PM peak hour, the maximum VoC of 100% is on the A5066 Oldfield Road (north) approach with an associated queue length of 17 PCU."

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

10.3.902 Table 11-350 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-350 below replaces Table 11-350 of the main TA.

Table 11-350: 2018 baseline performance at A665 Great Ancoats Street/A665 Pin Mill Brow/Helmet Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A665 Great Ancoats Street (south) (left and ahead)	1,612	0	0
A665 Great Ancoats Street (south) (ahead)	778	0	0
Helmet Street (left)	3	1%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A665 Great Ancoats Street (south) (left and ahead)	1,640	0	0
A665 Great Ancoats Street (south) (ahead)	638	0	0
Helmet Street (left)	0	0	0

10.3.903 The conclusions drawn in paragraph 11.4.846 of the main TA are replaced by:

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

10.3.904 Table 11-351 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-351 below replaces Table 11-351 of the main TA.

Table 11-351: Future baseline performance at A665 Great Ancoats Street/A665 Pin Mill Brow/Helmet 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 Great Ancoats Street (south) (left and ahead)	1,561	0	0	1,552	0	0	1,830	0	0
A665 Great Ancoats Street (south) (ahead)	851	0	0	925	0	0	969	0	0
Helmet Street (left)	5	2%	0	5	2%	0	6	2%	0
	2031 PM peak hour (17:00–18:00)			**2039PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A665 Great Ancoats Street (south) (left and ahead)	1,925	0	0	1,638	0	0	1,880	0	0
A665 Great Ancoats Street (south) (ahead)	1,066	0	0	1,089	0	0	1,135	0	0
Helmet Street (left)	11	4%	0	11	4%	0	11	4%	0

10.3.905 The conclusions drawn in paragraph 11.4.848 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."

A665 Great Ancoats Street/Palmerston Street

10.3.906 Table 11-352 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 11-352 below replaces Table 11-352 of the main TA.

Table 11-352: 2017 baseline performance at A665 Great Ancoats Street/Palmerston Street junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
A665 Great Ancoats Street (north) (left and ahead)	1,136	41%	0
A665 Great Ancoats Street (north) (ahead)	647	31%	0
Palmerston Street (left)	67	12%	0
	2017 PM peak hour (17:00–18:00) baseline results		
A665 Great Ancoats Street (north) (left and ahead)	1,373	47%	0
A665 Great Ancoats Street (north) (ahead)	593	28%	0
Palmerston Street (left)	325	57%	1

10.3.907 The conclusions drawn in paragraph 11.4.850 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2017 baseline."

10.3.908 Table 11-353 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-353 below replaces Table 11-353 of the main TA.

Table 11-353: Future baseline performance at A665 Great Ancoats Street/Palmerston Street 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)**		
A665 Great Ancoats Street (north) (left and ahead)	1,556	56%	1	1,577	57%	1	1,634	59%	1
A665 Great Ancoats Street (north) (ahead)	899	36%	0	910	38%	0	915	38%	0
Palmerston Street (left)	96	17%	0	94	17%	0	97	18%	0
	2031 PM peak hour (17:00–18:00)			**2039PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A665 Great Ancoats Street (north) (left and ahead)	1,291	48%	1	1,323	49%	1	1,423	51%	1
A665 Great Ancoats Street (north) (ahead)	624	29%	0	661	31%	0	780	32%	0
Palmerston Street (left)	354	63%	1	360	64%	1	334	60%	1

10.3.909 The conclusions drawn in paragraph 11.4.852 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."

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

10.3.910 Table 11-355 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-355 below replaces Table 11-355 of the main TA.

Table 11-355: Future baseline performance at A6 London Road/A6 Whitworth Street/Store Street/Tram Crossing 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)**		
A6 London Road (north) (nearside) (ahead)	438	56%	8	450	57%	8	457	58%	9
A6 London Road (north) (offside) (ahead)	470	57%	9	482	58%	9	489	59%	9
Store Street (left)	403	68%	1	431	72%	1	433	73%	1
Whitworth Street (south) (nearside) bus lane) (left)	0	0	0	0	0	0	0	0	0
Whitworth Street (south) (offside) (left)	644	49%	7	697	53%	8	545	42%	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)**		
A6 London Road (north) (nearside) (ahead)	463	59%	9	465	59%	9	484	62%	9
A6 London Road (north) (offside) (ahead)	496	60%	9	499	60%	10	518	63%	10
Store Street (left)	290	50%	1	288	50%	1	280	49%	1
Whitworth Street (south) (nearside) bus lane) (left)	0	0	0	0	0	0	0	0	0
Whitworth Street (south) (offside) (left)	537	41%	5	590	45%	6	637	49%	7

10.3.911 The conclusions drawn in paragraphs 11.4.856 to 11.4.858 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."

A6 Aytoun Street/Minshull Street

10.3.912 Table 11-356 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-356 below replaces Table 11-356 of the main TA.

Table 11-356: 2018 baseline performance at A6 Aytoun Street/Minshull Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6 Aytoun Street (south)	593	16%	0
Minshull Street	128	21%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A6 Aytoun Street (south)	307	8%	0
Minshull Street	297	48%	0

10.3.913 The conclusions drawn in paragraph 11.4.860 of the main TA remain unchanged.

10.3.914 Table 11-357 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-357 below replaces Table 11-357 of the main TA.

Table 11-357: Future baseline performance at A6 Aytoun Street/Minshull Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A6 Aytoun Street (south)	689	19%	0
Minshull Street	97	15%	0
	2031 PM peak hour (17:00–18:00)		
A6 Aytoun Street (south)	266	7%	0
Minshull Street	369	50%	0

10.3.915 The conclusions drawn in paragraph 11.4.862 of the main TA are replaced by:

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

A34 Peter Street/A6042 Mount Street/Mount Street

10.3.916 Table 11-358 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table below replaces Table 11-358 of the main TA.

Table 11-358: 2018 baseline performance at A34 Peter Street/A6042 Mount Street/Mount Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A34 Peter Street (east)	635	79%	7

Approach	Flow, PCU/hr	VoC	Q, PCU
Mount Street	71	24%	1
A34 Peter Street (west)	305	47%	4
	2018 PM peak hour (17:00–18:00) baseline results		
A34 Peter Street (east)	472	68%	5
Mount Street	26	12%	1
A34 Peter Street (west)	376	58%	6

10.3.917 The conclusions drawn in paragraph 11.4.864 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 79% on the A34 Peter Street (east) 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 2018 baseline."

10.3.918 Table 11-359 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-359 below replaces Table 11-359 of the main TA.

Table 11-359: Future baseline performance at A34 Peter Street/A6042 Mount Street/Mount Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A34 Peter Street (east)	310	53%	3
Mount Street	236	94%	4
A34 Peter Street (west)	634	97%	9
	2031 PM peak hour (17:00–18:00)		
A34 Peter Street (east)	172	38%	2
Mount Street	119	56%	2
A34 Peter Street (west)	608	93%	9

10.3.919 The conclusions drawn in paragraph 11.4.866 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 97% on the A34 Peter Street (west) approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 93% is on the A34 Peter Street (west) approach with an associated queue length of nine PCU."

A665 Great Ancoats Street/Every Street

10.3.920 Table 11-360 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 11-360 below replaces Table 11-360 of the main TA.

Table 11-360: 2017 baseline performance at A665 Great Ancoats Street/Every Street junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
Every Street (left and right)	372	69%	5
A665 Great Ancoats Street (east) (nearside) (ahead)	1,663	108%	108
A665 Great Ancoats Street (east) (centre and offside) (ahead and right)	900	125%	104
A665 Great Ancoats Street (west) (nearside) (left and ahead)	1,070	141%	192
A665 Great Ancoats Street (west) (offside) (ahead)	490	60%	10
	2017 PM peak hour (17:00–18:00) baseline results		
Every Street (left and right)	551	62%	10
A665 Great Ancoats Street (east) (nearside) (ahead)	1,859	110%	126
A665 Great Ancoats Street (east) (centre and offside) (ahead and right)	742	148%	93
A665 Great Ancoats Street (west) (nearside) (left and ahead)	1,350	148%	268
A665 Great Ancoats Street (west) (offside) (ahead)	159	16%	2

10.3.921 The conclusions drawn in paragraph 11.4.868 of the main TA are replaced by:

"This junction operates over capacity in the 2017 baseline with a maximum DoS of 141% on the A665 Great Ancoats Street (west) (nearside) (left and ahead) approach in the AM peak with an associated queue length of 192 PCU. In the PM peak hour, the maximum DoS of 148% is on both the A665 Great Ancoats Street (west) (nearside) (left and ahead) and the A665 Great Ancoats Street (east) (centre and offside) (ahead and right) approaches with associated queue lengths of 268 PCU and 93 PCU respectively."

10.3.922 Table 11-361 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-361 below replaces Table 11-361 of the main TA.

Table 11-361: Future baseline performance at A665 Great Ancoats Street/Every Street 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)**		
Every Street (left and right)	1,140	137%	192	1,158	131%	175	1,190	134%	194
A665 Great Ancoats Street (east) (nearside) (ahead)	1,784	108%	106	1,759	109%	112	1,824	112%	131

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
A665 Great Ancoats Street (east) (centre and offside) (ahead and right)	857	136%	138	930	136%	151	975	139%	166
A665 Great Ancoats Street (west) (nearside) (left and ahead)	1,308	137%	218*	1,288	138%	219*	1,293	138%	221*
A665 Great Ancoats Street (west) (offside) (ahead)	414	40%	7	455	45%	8	489	49%	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)**		
Every Street (left and right)	719	94%	22	726	96%	23	876	120%	101
A665 Great Ancoats Street (east) (nearside) (ahead)	1,850	109%	116	1,833	106%	92	1,876	106%	96
A665 Great Ancoats Street (east) (centre and offside) (ahead and right)	1,077	134%	178	1,100	133%	168	1,146	139%	189
A665 Great Ancoats Street (west) (nearside) (left and ahead)	1,379	135%	225*	1,401	137%	235*	1,463	140%	257*
A665 Great Ancoats Street (west) (offside) (ahead)	72	7%	1	110	10%	1	126	11%	2

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

10.3.923 The conclusions drawn in paragraphs 11.4.870 to 11.4.872 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum DoS of 137% on both the A665 Great Ancoats Street (west) and the (nearside) (left and head) and Every Street (left and right) approaches in the AM peak hour with associated queue lengths of 218 PCU and 192 PCU respectively. In the PM peak hour, the maximum DoS of 135% is on the A665 Great Ancoats Street (west) (nearside) (left and ahead) approach with an associated queue length of 225 PCU.

This junction operates over capacity in the 2039 future baseline with a maximum DoS of 138% on the A665 Great Ancoats Street (west) (nearside) (left and ahead) approach in the AM peak hour with an associated queue length of 219 PCU. In the PM peak hour, the

maximum DoS of 137% is on the A665 Great Ancoats Street (west) (nearside) (left and ahead) approach with an associated queue length of 235 PCU.

This junction operates over capacity in the 2051 future baseline with a maximum DoS of 139% on the A665 Great Ancoats Street (east) (centre and offside) (ahead and right) approach in the AM peak hour with an associated queue length of 166 PCU. In the PM peak hour, the maximum DoS of 140% is on the A665 Great Ancoats Street (west) (nearside) (left and ahead) approach with an associated queue length of 257 PCU."

A5103 Portland Street/Sackville Street/Nicholas Street

10.3.924 Table 11-362 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-362 below replaces Table 11-362 of the main TA.

Table 11-362: 2018 baseline performance at A5103 Portland Street/Sackville Street/Nicholas Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5103 Portland Street (north)	830	79%	12
Sackville Street	271	55%	5
A5103 Portland Street (south)	227	28%	2
Nicholas Street*	-	-	-
	2018 PM peak hour (17:00–18:00) baseline results		
A5103 Portland Street (north)	792	62%	12
Sackville Street	203	35%	4
A5103 Portland Street (south)	532	60%	7
Nicholas Street*	-	-	-

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

10.3.925 The conclusions drawn in paragraph 11.4.874 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 79% on the A5103 Portland Street (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."

10.3.926 Table 11-363 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-363 below replaces Table 11-363 of the main TA.

Table 11-363: Future baseline performance at A5103 Portland Street/Sackville Street/Nicholas 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)**		
A5103 Portland Street (north)	504	52%	8	556	50%	9	583	53%	9
Sackville Street	612	106%	11	611	107%	11	611	107%	11
A5103 Portland Street (south)	288	34%	2	262	30%	2	339	40%	3
Nicholas Street*	-	-	-	-	-	-	-	-	-
	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 Portland Street (north)	539	55%	8	614	66%	9	499	38%	7
Sackville Street	544	94%	10	571	99%	11	589	102%	11
A5103 Portland Street (south)	410	43%	4	469	53%	5	539	56%	6
Nicholas Street*	-	-	-	-	-	-	-	-	-

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

10.3.927 The conclusions drawn in paragraphs 11.4.876 to 11.4.877 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 Sackville Street approach with an associated queue length of 11 PCU. In the PM peak hour, the junction is close to capacity in the 2031 future baseline with a maximum VoC of 94% on the Sackville Street approach with an associated queue length of 10 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 107% on the Sackville Street approach with an associated queue length of 11 PCU. In the PM peak hour, the junction is close to capacity in the 2039 future baseline with a maximum VoC of 99% on the Sackville Street approach with an associated queue length of 11 PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 107% on the Sackville Street approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 102% is on the Sackville Street approach with an associated queue length of 11 PCU."

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

10.3.928 Table 11-364 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 11-364 below replaces Table 11-364 of the main TA.

Table 11-364: 2017 baseline performance at A665 Great Ancoats Street/A662 Pollard Street/Adair Street/Chapeltown Street junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
A665 Great Ancoats Street (west) (nearside) (left and ahead)	860	92%	25
A665 Great Ancoats Street (west) (offside) (ahead)	566	56%	10
A662 Pollard Street (left and right)	589	90%	14
A665 Great Ancoats Street (east) (nearside) (left and ahead)	920	76%	17
A665 Great Ancoats Street (east) (offside) (ahead)	300	23%	3
Adair Street (left)	235	46%	5
Adair Street (right)*	-	-	-
Chapeltown Street (left)	13	3%	0
A665 Great Ancoats Street (internal eastbound) (nearside) (ahead)	779	41%	0
A665 Great Ancoats Street (internal eastbound) (centre and offside) (ahead and right)	905	73%	14
A665 Great Ancoats Street (internal westbound) (nearside) (ahead)	907	73%	2
A665 Great Ancoats Street (internal westbound) (centre and offside) (ahead and right)	494	47%	7
	2017 PM peak hour (17:00–18:00) baseline results		
A665 Great Ancoats Street (west) (nearside) (left and ahead)	859	87%	22
A665 Great Ancoats Street (west) (offside) (ahead)	726	67%	14
A662 Pollard Street (left and right)	192	31%	3
A665 Great Ancoats Street (east) (nearside) (left and ahead)	706	55%	10
A665 Great Ancoats Street (east) (offside) (ahead)	472	34%	5
Adair Street (left)	393	89%	13
Adair Street (right)*	-	-	-
Chapeltown Street (left)	93	20%	0
A665 Great Ancoats Street (internal eastbound) (nearside) (ahead)	600	32%	0
A665 Great Ancoats Street (internal eastbound) (centre and offside) (ahead and right)	879	44%	18

Approach	Flow, PCU/hr	DoS	Q, PCU
A665 Great Ancoats Street (internal westbound) (nearside) (ahead)	805	58%	13
A665 Great Ancoats Street (internal westbound) (centre and offside) (ahead and right)	730	89%	13

** One-way left turn only and therefore not reported in the results.*

10.3.929 The conclusions drawn in paragraph 11.4.879 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2017 baseline with a maximum DoS of 92% on the A665 Great Ancoats Street (west) (nearside) (left and ahead) approach in the AM peak hour with an associated queue length of 25 PCU. In the PM peak hour, the maximum DoS of 89% is on both the Adair Street (left) and the A665 Great Ancoats Street (internal westbound) (centre and offside) (ahead and right) approaches with associated queue lengths of 13 PCU."

10.3.930 Table 11-365 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-365 below replaces Table 11-365 of the main TA.

Table 11-365: Future baseline performance at A665 Great Ancoats Street/A662 Pollard Street/Adair Street/Chapeltown Street 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)**		
A665 Great Ancoats Street (west) (nearside) (left and ahead)	867	118%	96	882	120%	104	918	125%	123
A665 Great Ancoats Street (west) (offside) (ahead)	946	118%	103	966	120%	114	1,004	125%	135
A662 Pollard Street (left and right)	677	111%	35	691	113%	36	689	116%	39
A665 Great Ancoats Street (east) (nearside) (left and ahead)	797	71%	16	815	73%	17	852	76%	18
A665 Great Ancoats Street (east) (offside) (ahead)	837	69%	16	869	71%	18	904	74%	19
Adair Street (left)	306	50%	7	334	55%	8	341	56%	8
Adair Street (right)*	-	-	-	-	-	-	-	-	-
Chapeltown Street (left)	13	4%	0	13	4%	0	13	4%	0
A665 Great Ancoats Street (internal eastbound) (nearside) (ahead)	811	36%	0	798	35%	0	809	34%	0
A665 Great Ancoats Street (internal eastbound) (centre and offside) (ahead and right)	1,324	110%	49	1,379	113%	60	1,424	115%	64
A665 Great Ancoats Street (internal westbound) (nearside) (ahead)	792	77%	17	891	87%	22	925	91%	23
A665 Great Ancoats Street (internal westbound) (centre and offside) (ahead and right)	1,071	96%	21	1,043	94%	20	1,084	97%	21
	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 Great Ancoats Street (west) (nearside) (left and ahead)	774	99%	33	824	106%	53	902	116%	92
A665 Great Ancoats Street (west) (offside) (ahead)	868	100%	38	919	106%	58	1,007	116%	103
A662 Pollard Street (left and right)	309	62%	7	338	70%	8	374	77%	10

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A665 Great Ancoats Street (east) (nearside) (left and ahead)	794	67%	15	802	67%	15	835	70%	16
A665 Great Ancoats Street (east) (offside) (ahead)	864	67%	16	855	67%	16	908	71%	18
Adair Street (left)	485	88%	16	506	92%	18	514	94%	19
Adair Street (right)*	-	-	-	-	-	-	-	-	-
Chapeltown Street (left)	108	31%	2	111	32%	2	104	33%	2
A665 Great Ancoats Street (internal eastbound) (nearside) (ahead)	612	32%	0	562	28%	0	622	28%	0
A665 Great Ancoats Street (internal eastbound) (centre and offside) (ahead and right)	995	81%	8	1,163	94%	9	1,262	104%	22
A665 Great Ancoats Street (internal westbound) (nearside) (ahead)	916	85%	22	941	87%	23	1,033	95%	27
A665 Great Ancoats Street (internal westbound) (centre and offside) (ahead and right)	1,192	100%	23	1187	100%	24	1,189	100%	25

** One-way left turn only and therefore not reported in the results.*

10.3.931 The conclusions drawn in paragraphs 11.4.881 to 11.4.884 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum DoS of 118% on both the A665 Great Ancoats Street (west) (offside) (ahead) and the A665 Great Ancoats Street (west) (nearside) (left and ahead) approaches with associated queue lengths of 103 PCU and 96 PCU respectively. In the PM peak hour, the maximum DoS of 100% is on both the A665 Great Ancoats Street (west) (offside) (ahead) and the A665 Great Ancoats Street (internal westbound) (centre and offside) (ahead and right) approaches with associated queue lengths of 38 PCU and 23 PCU respectively.

This junction operates over capacity in the 2039 future baseline with a maximum DoS of 120% on both the A665 Great Ancoats Street (west) (offside) (ahead) and the A665 Great Ancoats Street (west) (nearside) (left and ahead) approaches with associated queue lengths of 114 PCU and 104 PCU respectively. In the PM peak hour, the maximum DoS of 106% is on both the A665 Great Ancoats Street (west) (offside) (ahead) and the A665 Great Ancoats Street (west) (nearside) (left and ahead) approaches with associated queue lengths of 58 PCU and 53 PCU respectively.

This junction operates over capacity in the 2051 future baseline with a maximum DoS of 125% on both the A665 Great Ancoats Street (west) (offside) (ahead) and the A665 Great Ancoats Street (west) (nearside) (left and ahead) approaches with associated queue lengths of 135 PCU and 123 PCU respectively. In the PM peak hour, the maximum DoS of 116% is on both the A665 Great Ancoats Street (west) (offside) (ahead) and the A665 Great Ancoats Street (west) (nearside) (left and ahead) approaches with associated queue lengths of 103 PCU and 92 PCU respectively."

A34 Quay Street/Lower Byrom Street/Gartside Street

10.3.932 Table 11-366 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-366 below replaces Table 11-366 of the main TA.

Table 11-366: 2018 baseline performance at A34 Quay Street/Lower Byrom Street/Gartside Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Gartside Street*	-	-	-
A34 Quay Street (east)	600	31%	0
Lower Byrom Street	267	93%	3
A34 Quay Street (west)	696	91%	1
	2018 PM peak hour (17:00–18:00) baseline results		
Gartside Street*	-	-	-
A34 Quay Street (east)	267	14%	0
Lower Byrom Street	388	85%	1
A34 Quay Street (west)	512	57%	0

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

10.3.933 The conclusions drawn in paragraph 11.4.886 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 Lower Byrom Street approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 85% is on the Lower Byrom Street approach with an associated queue length of one PCU."

10.3.934 Table 11-367 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-367 below replaces Table 11-367 of the main TA.

Table 11-367: Future baseline performance at A34 Quay Street/Lower Byrom Street/Gartside 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)**		
Gartside Street*	-	-	-	-	-	-	-	-	-
A34 Quay Street (east)	721	37%	0	734	38%	0	689	96%	0
Lower Byrom Street	205	94%	4	217	95%	4	166	104%	4
A34 Quay Street (west)	610	32%	0	504	26%	0	514	27%	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)**		
Gartside Street*	-	-	-	-	-	-	-	-	-
A34 Quay Street (east)	717	37%	0	825	43%	0	853	44%	0
Lower Byrom Street	154	72%	1	104	63%	1	126	72%	1
A34 Quay Street (west)	700	79%	0	688	81%	0	652	73%	0

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

10.3.935 The conclusions drawn in paragraph 11.4.888 to 11.4.890 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 94% on the Lower Byrom Street approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction operates within capacity in the 2031 future baseline with a maximum VoC of 79% on the A34 Quay Street (west) approach with no queue.

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 95% on the Lower Byrom Street approach with an associated queue length of four PCU. In the PM peak hour, the maximum VoC of 81% is on the A34 Quay Street (west) approach with no queue.

In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 104% on the Lower Byrom Street 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 2051 future baseline."

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

10.3.936 Table 11-368 of the main TA summarises the operation of the junction for the 2019 existing baseline AM and PM peak hours. Table 11-367 below replaces Table 11-368 of the main TA.

Table 11-367: 2019 baseline performance at A6 Piccadilly/A6 London Road/B6181 Ducie Street/Auburn Street junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2019 AM peak hour (08:00–09:00) baseline results		
A6 Piccadilly (north) (nearside bus lane) (ahead)	140	33%	3
A6 Piccadilly (north) (offside) (ahead)	255	62%	6
B6181 Ducie Street (left)	153	84%	6
Station Approach (left, ahead and right)	31	14%	1
A6 London Road (ahead)	0	0	0
Auburn Street (left and ahead)	272	78%	7
Auburn Street (right)	86	39%	2
	2019 PM peak hour (17:00–18:00) baseline results		
A6 Piccadilly (north) (nearside bus lane) (ahead)	168	39%	4
A6 Piccadilly (north) (offside) (ahead)	265	64%	6
B6181 Ducie Street (left)	145	80%	5
Station Approach (left, ahead and right)	32	14%	1
A6 London Road (ahead)	3	1%	0
Auburn Street (left and ahead)	361	103%	21
Auburn Street (right)	99	45%	2

10.3.937 The conclusions drawn in paragraph 11.4.892 of the main TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2019 baseline with a maximum DoS of 84% on the B6181 Ducie Street (left) approach in the AM peak hour with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction operates over capacity in the 2019 baseline with a maximum DoS of 103% on the Auburn Street (left and ahead) approach with an associated queue length of 21 PCU."

10.3.938 Table 11-369 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-369 below replaces Table 11-369 of the main TA.

Table 11-369: Future baseline performance at A6 Piccadilly/A6 London Road/B6181 Ducie Street/Auburn Street 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)**		
A6 Piccadilly (north) (nearside bus lane) (ahead)	153	61%	4	153	61%	4	153	61%	4
A6 Piccadilly (north) (offside) (ahead)	106	43%	2	108	44%	2	115	47%	3
B6181 Ducie Street (left)*	-	-	-	-	-	-	-	-	-
Station Approach (left, ahead and right)	28	15%	1	28	15%	1	28	15%	1
A6 London Road (ahead)	0	0	0	0	0	0	0	0	0
Auburn Street (left and ahead)	27	8%	1	27	8%	1	26	7%	1
Auburn Street (right)	396	115%	41	419	121%	54	338	98%	14
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A6 Piccadilly (north) (nearside bus lane) (ahead)	178	42%	4	178	42%	4	178	42%	4
A6 Piccadilly (north) (offside) (ahead)	217	52%	5	223	54%	5	240	58%	6
B6181 Ducie Street (left)*	-	-	-	-	-	-	-	-	-
Station Approach (left, ahead and right)	29	18%	1	29	18%	1	29	18%	1
A6 London Road (ahead)	0	0	0	0	0	0	0	0	0
Auburn Street (left and ahead)	28	9%	1	28	9%	1	27	9%	1
Auburn Street (right)	375	121%	49	383	123%	53	386	124%	55

** B6181 Ducie Street arm closed to traffic in the future baseline.*

10.3.939 The conclusions drawn in paragraphs 11.4.894 to 11.4.897 of the main TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with the maximum DoS of 115% on the Auburn Street (right) approach in the AM peak hour with an associated queue length of 41 PCU. In the PM peak hour, the maximum DoS of 121% is on the Auburn Street (right) approach with an associated queue length of 49 PCU.

This junction operates over capacity in the 2039 future baseline with a maximum DoS of 121% on the Auburn Street (right) approach in the AM peak hour with an associated queue

length of 54 PCU. In the PM peak hour, the maximum DoS of 123% is on the Auburn Street (right) approach with an associated queue length of 53 PCU.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum DoS of 98% on the Auburn Street (right) approach with an associated queue length of 14 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum DoS of 124% on the Auburn Street (right) approach with a queue length of 55 PCU."

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

10.3.940 Table 11-370 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-370 below replaces Table 11-370 of the main TA.

Table 11-370: 2018 baseline performance at A34 New Quay Street/A34 Quay Street/B5225 Quay Street/Gartside Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Gartside Street	197	85%	4
A34 Quay Street	781	48%	8
B5225 Quay Street	92	41%	2
A34 New Quay Street	613	40%	3
	2018 PM peak hour (17:00–18:00) baseline results		
Gartside Street	242	100%	5
A34 Quay Street	523	33%	6
B5225 Quay Street	53	21%	1
A34 New Quay Street	408	31%	2

10.3.941 The conclusions drawn in paragraph 11.4.899 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 85% on the Gartside Street approach with an associated queue length of four PCU. 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 Gartside Street approach with an associated queue length of five PCU."

10.3.942 Table 11-371 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-371 below replaces Table 11-371 of the main TA.

Table 11-371: Future baseline performance at A34 New Quay Street/A34 Quay Street/B5225 Quay Street/Gartside 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)		
Gartside Street	175	100%	4	105	108%	2	106	114%	2
A34 Quay Street	814	58%	9	824	59%	9	759	54%	9
B5225 Quay Street	174	104%	4	179	107%	4	185	110%	4
A34 New Quay Street	885	62%	6	968	69%	6	917	62%	5
	2031 AM peak hour (08:00–09:00)			2039 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
Gartside Street	344	119%	7	320	121%	6	247	130%	4
A34 Quay Street	717	76%	14	762	81%	15	812	101%	16
B5225 Quay Street	379	54%	8	408	58%	8	463	67%	10
A34 New Quay Street	667	75%	14	684	80%	15	755	98%	16

10.3.943 The conclusions drawn in paragraphs 11.4.901 to 11.4.902 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 B5255 Quay Street approach in the AM peak hour with an associated queue length of four PCU. In the PM peak hour, the maximum VoC of 119% is on the Gartside Street approach with an associated queue length of seven PCU.

This junction operates over capacity in the 2039 future baseline with a maximum VoC of 108% on the Gartside Street approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 121% is on the Gartside Street approach with an associated queue length of six PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 114% on the Gartside Street approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 130% is on the Gartside Street approach with an associated queue length of four PCU."

B6181 Dale Street/B6181 Ducie Street

10.3.944 Table 11-372 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-372 below replaces Table 11-372 of the main TA.

Table 11-372: 2018 baseline performance at B6181 Dale Street/B6181 Ducie Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Ducie Street (east)	191	33%	0
B6181 Ducie Street (west)	297	17%	0
B6181 Dale Street	184	40%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
Ducie Street (east)	55	10%	0
B6181 Ducie Street (west)	294	17%	0
B6181 Dale Street	221	40%	0

10.3.945 The conclusions drawn in paragraph 11.4.905 of the main TA remain unchanged.

10.3.946 Table 11-373 of the main TA summarises the future baseline AM and PM peak hours. Table 11-373 below replaces Table 11-373 of the main TA.

Table 11-373: Future baseline performance at B6181 Dale Street/B6181 Ducie 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)**		
Ducie Street (east)	275	14%	0	276	14%	0	286	14%	0
B6181 Ducie Street (west)*	-	-	-	-	-	-	-	-	-
B6181 Dale Street	44	2%	0	60	3%	0	69	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)**		
Ducie Street (east)	205	10%	0	219	11%	0	230	12%	0
B6181 Ducie Street (west)*	-	-	-	-	-	-	-	-	-
B6181 Dale Street	139	7%	0	145	7%	0	155	8%	0

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

10.3.947 The conclusions drawn in paragraphs 11.4.907 to 11.4.909 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."

A5066 Oldfield Road/Liverpool Street/Middlewood Street

10.3.948 Table 11-374 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-374 below replaces Table 11-374 of the main TA.

Table 11-374: 2018 baseline performance at A5066 Oldfield Road/Liverpool Street/Middlewood Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5066 Oldfield Road (north)	426	54%	7
Middlewood Street	241	29%	3
A5066 Oldfield Road (south)	546	61%	10
Liverpool Street	925	76%	14

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
A5066 Oldfield Road (north)	713	46%	9
Middlewood Street	259	72%	5
A5066 Oldfield Road (south)	649	43%	8
Liverpool Street	393	105%	8

10.3.949 The conclusions drawn in paragraph 11.4.911 of the main TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates within capacity in the in the AM peak hour with a maximum VoC of 76% on the Liverpool Street approach with an associated queue length of 14 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 Liverpool Street approach with an associated queue length of eight PCU."

10.3.950 Table 11-375 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-375 below replaces Table 11-375 of the main TA.

Table 11-375: Future baseline performance at A5066 Oldfield Road/Liverpool Street/Middlewood 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)**		
A5066 Oldfield Road (north)	658	98%	12	671	102%	11	680	105%	11
Middlewood Street	420	51%	4	502	61%	6	542	67%	7
A5066 Oldfield Road (south)	564	88%	10	602	94%	11	629	98%	11
Liverpool Street	961	91%	15	940	94%	15	965	99%	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)**		
A5066 Oldfield Road (north)	718	53%	9	669	51%	8	688	53%	8
Middlewood Street	345	96%	7	343	97%	7	356	102%	7
A5066 Oldfield Road (south)	706	54%	9	776	59%	9	880	68%	11
Liverpool Street	394	109%	8	394	109%	8	394	109%	8

10.3.951 The conclusions drawn in paragraphs 11.4.913 to 11.4.916 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 98% on the A5066 Oldfield Road (north) approach with an associated queue length of 12 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 109% on the Liverpool Street approach with an associated queue length of eight PCU.

This junction operates over capacity in the 2039 future baseline with a maximum VoC of 102% on the A5066 Oldfield Road (north) approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 109% is on the Liverpool Street approach with an associated queue length of eight PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 105% on the A5066 Oldfield Road (north) approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 109% is on the Liverpool Street approach with an associated queue length of eight 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."

A6 Piccadilly/Paton Street

10.3.952 Table 11-376 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-376 below replaces Table 11-376 of the main TA.

Table 11-376: 2018 baseline performance at A6 Piccadilly/Paton Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6 Piccadilly (north)	68	3%	0
Paton Street	0	0%	0
A6 Piccadilly (south)	18	1%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A6 Piccadilly (north)	72	4%	0
Paton Street	33	5%	0
A6 Piccadilly (south)	16	1%	0

10.3.953 The conclusions drawn in paragraph 11.4.918 remain unchanged.

10.3.954 Table 11-377 of the main TA summarises the future baseline performance and results for the AM and PM peak hours. Table 11-377 below replaces Table 11-377 of the main TA.

Table 11-377: Future baseline performance at A6 Piccadilly/Paton 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)**		
A6 Piccadilly (north)	74	4%	0	74	4%	0	74	4%	0
Paton Street	177	27%	0	178	27%	0	185	28%	0

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A6 Piccadilly (south)	18	1%	0	17	1%	0	16	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)**		
A6 Piccadilly (north)	75	4%	0	75	4%	0	75	4%	0
Paton Street	309	47%	0	315	48%	0	331	51%	0
A6 Piccadilly (south)	16	1%	0	16	1%	0	14	1%	0

10.3.955 The conclusions drawn in paragraph 11.4.920 are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031, 2039 and 2051 future baselines."

A665 Great Ancoats Street/Old Mill Street/Store Street

10.3.956 Table 11-378 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-378 below replaces Table 11-378 of the main TA.

Table 11-378: 2018 baseline performance at A665 Great Ancoats Street/Old Mill Street/Store Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Old Mill Street	581	62%	12
A665 Great Ancoats Street (south)	1,332	49%	15
Store Street	86	13%	2
A665 Great Ancoats Street (north)	1,277	56%	17
	2018 PM peak hour (17:00–18:00) baseline results		
Old Mill Street	147	45%	3
A665 Great Ancoats Street (south)	1,455	44%	10
Store Street	222	56%	5
A665 Great Ancoats Street (north)	1,527	53%	14

10.3.957 The conclusions drawn in paragraph 11.4.922 remain unchanged.

10.3.958 Table 11-379 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-379 below replaces Table 11-379 of the main TA.

Table 11-379: Future baseline performance at A665 Great Ancoats Street/Old Mill Street/Store Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Old Mill Street	589	86%	12
A665 Great Ancoats Street (south)	1,780	69%	20

Approach	Flow, PCU/hr	VoC	Q, PCU
Store Street	382	68%	8
A665 Great Ancoats Street (north)	1,777	84%	24
	2031 PM peak hour (17:00–18:00)		
Old Mill Street	226	81%	5
A665 Great Ancoats Street (south)	2,129	64%	14
Store Street	284	95%	7
A665 Great Ancoats Street (north)	1,597	60%	15

10.3.959 The conclusions drawn in paragraph 11.4.924 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 the Old Mill Street approach in the AM peak hour with an associated queue length of 12 PCU. In the PM peak hour, the maximum VoC of 95% is on the Store Street approach with an associated queue length of seven PCU."

Every Street/Carruthers Street

10.3.960 Table 11-380 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-380 below replaces Table 11-380 of the main TA.

Table 11-380: 2018 baseline performance at Every Street/Carruthers Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Every Street (north)	731	39%	0
Every Street (south)	161	8%	0
Carruthers Street	91	38%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Every Street (north)	221	24%	0
Every Street (south)	381	19%	0
Carruthers Street	240	74%	1

10.3.961 The conclusions drawn in paragraph 11.4.926 are replaced by:

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

10.3.962 Table 11-381 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-381 below replaces Table 11-381 of the main TA.

Table 11-381: Future baseline performance at Every Street/Carruthers Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Every Street (north)	855	46%	0
Every Street (south)	126	6%	0
Carruthers Street	36	18%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 PM peak hour (17:00–18:00)		
Every Street (north)	279	24%	0
Every Street (south)	351	18%	0
Carruthers Street	216	69%	1

10.3.963 The conclusions drawn in paragraph 11.4.928 are replaced by the following:

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

A34 Bridge Street/St Mary's Parsonage

10.3.964 Table 11-382 of the main TA summarises the 2018 existing baseline performance and the results for the AM and PM peak hours. Table 11-382 replaces Table 11-382 of the main TA.

Table 11-382: 2018 baseline performance at A34 Bridge Street/St Mary's Parsonage junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
St Mary's Parsonage	40	24%	1
A34 Bridge Street (east)	360	21%	5
A34 Bridge Street (west)	449	36%	5
	2018 PM peak hour (17:00–18:00) baseline results		
St Mary's Parsonage	14	5%	0
A34 Bridge Street (east)	423	27%	8
A34 Bridge Street (west)	383	36%	6

10.3.965 The conclusions drawn in paragraph 11.4.930 of the main TA remain unchanged.

10.3.966 Table 11-383 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-383 below replaces Table 11-383 of the main TA. The northern arm of this junction, St Mary's Parsonage, is closed off in the future baseline for the AP2 revised scheme and therefore no results are reported for this approach.

Table 11-383: Future baseline performance at A34 Bridge Street/St Mary's Parsonage 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)**		
St Mary's Parsonage	0	0%	0	0	0	0	0	0	0
A34 Bridge Street (east)	470	31%	5	461	30%	5	457	30%	5
A34 Bridge Street (west)	1,024	81%	12	1,114	88%	14	1,156	92%	15

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)**		
St Mary's Parsonage	0	0%	0	0	0	0	0	0	0
A34 Bridge Street (east)	442	31%	6	420	30%	5	402	29%	5
A34 Bridge Street (west)	916	86%	16	944	89%	16	900	85%	15

10.3.967 The conclusions drawn in paragraphs 11.4.932 to 11.4.933 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 Bridge Street (west) approach with an associated queue length of 12 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 A34 Bridge Street (west) approach with an associated queue length of 16 PCU.

The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 88% on the A34 Bridge Street (west) 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 A34 Bridge Street (west) 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 92% on the A34 Bridge Street (west) approach in the AM peak hour with an associated queue length of 15 PCU. In the PM peak hour, the maximum VoC of 85% is on the A34 Bridge Street (west) approach with an associated queue length of 15 PCU."

A6 Dale Street/A62 Lever Street

10.3.968 Table 11-384 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-384 below replaces Table 11-384 of the main TA.

Table 11-384: 2018 baseline performance at A6 Dale Street/A62 Lever Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A62 Lever Street (south)	241	22%	3
A6 Dale Street (west)	474	72%	5
	2018 PM peak hour (17:00–18:00) baseline results		
A62 Lever Street (south)	251	29%	4
A6 Dale Street (west)	500	67%	3

10.3.969 The conclusions drawn in paragraph 11.4.935 of the main TA are replaced by:

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

10.3.970 Table 11-385 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-385 below replaces Table 11-385 of the main TA.

Table 11-385: Future baseline performance at A6 Dale Street/A62 Lever 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)**		
A62 Lever Street (south)	223	20%	3	222	20%	3	221	20%	3
A6 Dale Street (west)	399	63%	4	426	67%	4	472	75%	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)**		
A62 Lever Street (south)	238	27%	3	237	27%	3	234	27%	3
A6 Dale Street (west)	524	71%	3	541	73%	3	551	75%	3

10.3.971 The conclusions drawn in paragraphs 11.4.937 to 11.4.939 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031 and 2039 future baselines.

The assessment shows that this junction operates within capacity in the 2051 future baseline with a maximum VoC of 75% on the A6 Dale Street (west) approach in the AM peak hour with an associated queue length of four PCU. In the PM peak hour, the maximum VoC of 75% is on the A6 Dale Street (west) approach with an associated queue length of three PCU."

A664 High Street/A6 Church Street

10.3.972 Table 11-386 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-386 below replaces Table 11-386 of the main TA.

Table 11-386: 2018 baseline performance at A664 High Street/A6 Church Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A664 High Street (north)	485	94%	7
A6 Church Street	112	22%	2
A664 High Street (south)	454	92%	7
	2018 PM peak hour (17:00–18:00) baseline results		
A664 High Street (north)	463	107%	7
A6 Church Street	128	30%	2
A664 High Street (south)	550	93%	8

10.3.973 The conclusions drawn in paragraph 11.4.941 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 94% on the A664 High Street (north) 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 2018 baseline with a maximum VoC of 107% on the A664 High Street (north) approach with a queue length of seven PCU."

10.3.974 Table 11-387 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-387 below replaces Table 11-387 of the main TA.

Table 11-387: Future baseline performance at A664 High Street/A6 Church 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)**		
A664 High Street (north)	440	85%	7	465	90%	7	514	99%	8
A6 Church Street	107	21%	2	107	21%	2	107	21%	2
A664 High Street (south)	368	73%	6	333	66%	5	356	70%	6
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A664 High Street (north)	506	107%	7	506	107%	7	506	107%	7
A6 Church Street	124	27%	2	123	27%	2	122	26%	2
A664 High Street (south)	550	100%	8	550	100%	8	550	100%	8

10.3.975 The conclusions drawn in paragraph 11.4.943 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 A664 High Street (north) 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 2031 future baseline with a maximum VoC of 107% on the A664 High Street (north) approach with an associated queue length of seven 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 A664 High Street (north) 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 107% on the A664 High Street (north) approach with an associated queue length of seven 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 99% on the A664 High Street (north) approach with an associated queue length of eight 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 A664 High Street (north) approach with an associated queue length of seven PCU."

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

10.3.976 Table 11-388 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-388 below replaces Table 11-388 of the main TA.

Table 11-388: 2018 baseline performance at A6 Crescent/A5066 Adelphi Street/A5066 Oldfield Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5066 Adelphi Street	179	56%	4
A6 Crescent (east)	906	57%	13
A5066 Oldfield Road	259	50%	5
A6 Crescent (west)	970	59%	14
	2018 PM peak hour (17:00–18:00) baseline results		
A5066 Adelphi Street	187	57%	5
A6 Crescent (east)	1,351	85%	21
A5066 Oldfield Road	70	12%	2
A6 Crescent (west)	877	53%	14

10.3.977 The conclusions drawn in paragraph 11.4.945 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 operates close to capacity in the 2018 baseline with a maximum VoC of 85% on the A6 Crescent (east) approach with an associated queue length of 21 PCU."

10.3.978 Table 11-389 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-389 below replaces Table 11-389 of the main TA.

Table 11-389: Future baseline performance at A6 Crescent/A5066 Adelphi Street/A5066 Oldfield 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)**		
A5066 Adelphi Street	279	87%	6	305	95%	7	328	102%	7
A6 Crescent (east)	1,056	68%	15	1,143	73%	17	1,220	78%	18
A5066 Oldfield Road	389	76%	8	390	76%	8	417	81%	9
A6 Crescent (west)	1,338	82%	19	1,430	88%	21	1,481	91%	21

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)**		
A5066 Adelphi Street	250	77%	6	289	89%	7	323	99%	8
A6 Crescent (east)	1,429	90%	22	1,429	89%	22	1,429	89%	22
A5066 Oldfield Road	333	56%	7	439	74%	10	485	82%	11
A6 Crescent (west)	881	53%	14	937	56%	14	1,019	61%	16

10.3.979 The conclusions drawn in paragraphs 11.4.947 to 11.4.949 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 A5066 Adelphi Street approach in the AM peak hour with an associated queue length of six PCU. In the PM peak hour, the maximum VoC of 90% is on the A6 Crescent (east) approach with an associated queue length of 22 PCU.

The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 95% on the A5066 Adelphi Street approach in the AM peak hour with an associated queue length of seven PCU. In the PM peak hour, the maximum VoC of 89% is on both the A5066 Adelphi Street and the A6 Crescent (east) approach with an associated queue length of seven PCU and 22 PCU respectively.

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 A5066 Adelphi Street 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 99% on the A5066 Adelphi Street approach with an associated queue length of eight PCU."

A6 Chapel Street/St Stephen Street

10.3.980 Table 11-390 of the main TA summarises the operation of the junction for the 2018 baseline AM and PM peak hours. Table 11-390 below replaces Table 11-390 of the main TA.

Table 11-390: 2018 baseline performance at A6 Chapel Street/St Stephen Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
St Stephen Street	376	96%	4
A6 Chapel Street (east)	859	21%	0
A6 Chapel Street (west)	1,056	18%	0
	2018 PM peak hour (17:00–18:00) baseline results		
St Stephen Street	50	12%	0
A6 Chapel Street (east)	626	16%	0
A6 Chapel Street (west)	1,055	18%	0

10.3.981 The conclusions drawn in paragraph 11.4.951 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 96% on the St Stephen Street 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 2018 baseline."

10.3.982 Table 11-391 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-391 below replaces Table 11-391 of the main TA.

Table 11-391: Future baseline performance at A6 Chapel Street/St Stephen 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)**		
St Stephen Street	224	109%	4	83	116%	2	88	125%	2
A6 Chapel Street (east)	974	24%	0	990	25%	0	1,045	26%	0
A6 Chapel Street (west)	1,577	35%	0	1,597	100%	0	1,658	99%	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)**		
St Stephen Street	162	40%	0	129	34%	0	79	103%	2
A6 Chapel Street (east)	688	17%	0	670	17%	0	699	17%	0
A6 Chapel Street (west)	1,197	20%	0	1,295	22%	0	1,377	97%	0

10.3.983 The conclusions drawn in paragraphs 11.4.953 to 11.4.955 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 109% on the St Stephen Street 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.

In the 2039 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 116% on the St Stephen 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 well within capacity in the 2039 future baseline.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 125% on the St Stephen Street approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 103% is on the St Stephen Street approach with an associated queue length of two PCU."

A6042 Trinity Way/A6 Chapel Street/A34 Trinity Way

10.3.984 Table 11-392 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-392 below replaces Table 11-392 of the main TA.

Table 11-392: 2018 baseline performance at A6042 Trinity Way/A6 Chapel Street/A34 Trinity Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6042 Trinity Way (north)	642	57%	13
A6 Chapel Street (east)	336	97%	8
A34 Trinity Way (south)	1,426	61%	23
A6 Chapel Street (west)	1,432	63%	21
	2018 PM peak hour (17:00–18:00) baseline results		
A6042 Trinity Way (north)	606	52%	12
A6 Chapel Street (east)	495	46%	7
A34 Trinity Way (south)	1,059	52%	19
A6 Chapel Street (west)	1,086	57%	17

10.3.985 The conclusions drawn in paragraph 11.4.957 of the main TA remain unchanged.

10.3.986 Table 11-393 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-393 below replaces Table 11-393 of the main TA.

Table 11-393: Future baseline performance at A6042 Trinity Way/A6 Chapel Street/A34 Trinity 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)**		
A6042 Trinity Way (north)	1,177	105%	22	1,263	113%	22	1,344	120%	22
A6 Chapel Street (east)	345	99%	8	395	115%	9	407	121%	8
A34 Trinity Way (south)	1,586	71%	26	1,620	72%	27	1,653	74%	27
A6 Chapel Street (west)	1,783	78%	26	1,662	72%	24	1,729	76%	25
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A6042 Trinity Way (north)	853	73%	17	844	73%	17	897	77%	18
A6 Chapel Street (east)	576	58%	7	676	70%	9	704	76%	10
A34 Trinity Way (south)	1,487	76%	27	1,518	78%	28	1,576	81%	29
A6 Chapel Street (west)	1,193	64%	18	1,218	67%	19	1,256	71%	19

10.3.987 The conclusions drawn in paragraphs 11.4.959 to 11.4.961 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 105% on the A6042 Trinity Way (north) approach with an associated queue length of 22 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 A34 Trinity Way (south) with an associated queue length of 27 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 115% on the A6 Chapel Street (east) 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 2031 future baseline with a maximum VoC of 78% on the A34 Trinity Way (south) with an associated queue length of 28 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 121% on the A6 Chapel Street (east) approach with an associated queue length of eight PCU. In the PM peak hour, the assessment shows that junction is within capacity in the 2051 future baseline with a maximum VoC of 81% on the A34 Trinity Way (south) with an associated queue length of 29 PCU."

A6 Chapel Street/New Bailey Street

10.3.988 Table 11-394 of the main TA summarises the operation of the junction for the 2016 existing baseline AM and PM peak hours. Table 11-394 below replaces Table 11-394 of the main TA.

Table 11-394: 2016 baseline performance at A6 Chapel Street/New Bailey Street junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2016 AM peak hour (08:00–09:00) baseline results		
Bloom Street (left, ahead and right)	56	39%	2
A6 Chapel Street (east) (nearside) (left and ahead)	121	58%	4
A6 Chapel Street (east) (offside) (left and ahead)	144	59%	4
New Bailey Street (left, ahead and right)	217	60%	5
A6 Chapel Street (west) (nearside) (left and ahead)	328	57%	8
A6 Chapel Street (west) (offside) (ahead and right)	332	60%	8
	2016 PM peak hour (17:00–18:00) baseline results		
Bloom Street (left, ahead and right)	43	13%	1
A6 Chapel Street (east) (nearside) (left and ahead)	138	54%	4
A6 Chapel Street (east) (offside) (left and ahead)	164	58%	5
New Bailey Street (left, ahead and right)	394	56%	7
A6 Chapel Street (west) (nearside) (left and ahead)	140	47%	4
A6 Chapel Street (west) (offside) (ahead and right)	170	58%	5

10.3.989 The conclusions drawn in paragraph 11.4.963 of the main TA remain unchanged.

10.3.990 Table 11-395 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-395 below replaces Table 11-395 of the main TA.

Table 11-395: Future baseline performance at A6 Chapel Street/New Bailey Street junction

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
Bloom Street (left, ahead and right)	71	68%	3	79	78%	4
A6 Chapel Street (east) (nearside) (left and ahead)	385	117%	42	412	125%	57
A6 Chapel Street (east) (offside) (left and ahead)	241	62%	7	265	69%	8
New Bailey Street (left, ahead and right)	185	79%	4	174	79%	4
A6 Chapel Street (west) (nearside) (left and ahead)	581	100%	28	538	93%	19
A6 Chapel Street (west) (offside) (ahead and right)	594	108%	43	617	112%	55
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
Bloom Street (left, ahead and right)	56	42%	2	63	43%	2
A6 Chapel Street (east) (nearside) (left and ahead)	325	73%	9	367	83%	12
A6 Chapel Street (east) (offside) (left and ahead)	357	73%	10	407	83%	13
New Bailey Street (left, ahead and right)	138	52%	3	125	42%	2
A6 Chapel Street (west) (nearside) (left and ahead)	293	64%	8	289	63%	8
A6 Chapel Street (west) (offside) (ahead and right)	282	64%	8	283	63%	8

10.3.991 The conclusions drawn in paragraphs 11.4.965 to 11.4.966 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 DoS of 117% on the A6 Chapel Street (east) (nearside) (left and ahead) approach with an associated queue length of 42 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 DoS of 125% on the A6 Chapel Street (east) (nearside) (left and ahead) approach with an associated queue length of 57 PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2051 future baseline with a maximum DoS of 83% on both the A6 Chapel Street (east) (nearside) (left and ahead) and A6 Chapel Street (east) (offside) (left and ahead) approaches with associated queue lengths of 12 PCU and 13 PCU respectively."

A6 Blackfriars Street/Parsonage

10.3.992 Table 11-396 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-396 below replaces Table 11-396 of the main TA.

Table 11-396: 2018 baseline performance at A6 Blackfriars Street/Parsonage junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6 Blackfriars Street (east)	329	18%	0
Parsonage	124	20%	0
A6 Blackfriars Street (west)	323	51%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A6 Blackfriars Street (east)	306	17%	0
Parsonage	208	33%	0
A6 Blackfriars Street (west)	297	46%	0

10.3.993 The conclusions drawn in paragraph 11.4.968 of the main TA remain unchanged.

10.3.994 Table 11-397 of the main TA summarises the future year baseline performance and results for the AM and PM peak hours. Table 11-397 below replaces Table 11-397 of the main TA.

Table 11-397: Future baseline performance at A6 Blackfriars Street/Parsonage 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)**		
A6 Blackfriars Street (east)	107	5%	0	107	5%	0	148	7%	0
Parsonage*	-	-	-	-	-	-	-	-	-
A6 Blackfriars Street (west)*	-	-	-	-	-	-	-	-	-

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)**		
A6 Blackfriars Street (east)	145	7%	0	149	7%	0	161	8%	0
Parsonage*	-	-	-	-	-	-	-	-	-
A6 Blackfriars Street (west)*	-	-	-	-	-	-	-	-	-

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

10.3.995 The conclusions drawn in paragraphs 11.4.970 to 11.4.972 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."

A6 Crescent/Irwell Place

10.3.996 Table 11-398 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-398 below replaces Table 11-398 of the main TA.

Table 11-398: 2018 baseline performance at A6 Crescent/Irwell Place junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6 Crescent (east)	602	52%	7
Irwell Place*	-	-	-
A6 Crescent (west)	878	61%	6
	2018 PM peak hour (17:00–18:00) baseline results		
A6 Crescent (east)	768	67%	9
Irwell Place*	-	-	-
A6 Crescent (west)	795	57%	6

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

10.3.997 The conclusions drawn in paragraph 11.4.974 of the main TA remain unchanged.

10.3.998 Table 11-399 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-399 below replaces Table 11-399 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 11-399: Future baseline performance at A6 Crescent/Irwell Place 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)**		
A6 Crescent (east)	639	55%	7	716	62%	8	798	69%	9

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Irwell Place*	-	-	-	-	-	-	-	-	-
A6 Crescent (west)	1,226	85%	9	1,318	91%	10	1,369	95%	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)**		
A6 Crescent (east)	957	83%	11	1,067	93%	12	1,124	98%	13
Irwell Place*	-	-	-	-	-	-	-	-	-
A6 Crescent (west)	779	56%	6	835	60%	7	917	66%	7

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

10.3.999 The conclusions drawn in paragraph 11.4.976 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 A6 Crescent (west) 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 2031 future baseline with a maximum VoC of 83% on the A6 Crescent (east) approach with an associated queue length of 11 PCU.

The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 91% on the A6 Crescent (west) approach in the AM peak hour with an associated queue length of 10 PCU. In the PM peak hour, the maximum VoC of 93% is on the A6 Crescent (east) 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 95% on the A6 Crescent (west) approach in the AM peak hour with an associated queue length of 10 PCU. In the PM peak hour, the maximum VoC of 98% is on the A6 Crescent (east) approach with an associated queue length of 13 PCU."

A5186 Langworthy Road/Liverpool Street

10.3.1000 Table 11-400 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-400 below replaces Table 11-400 of the main TA.

Table 11-400: 2018 baseline performance at A5186 Langworthy Road/Liverpool Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5186 Langworthy Road (north)	384	61%	7
Liverpool Street (east)	360	30%	6
A5186 Langworthy Road (south)	191	40%	3
Liverpool Street (west)	174	50%	3
	2018 PM peak hour (17:00–18:00) baseline results		
A5186 Langworthy Road (north)	233	40%	4
Liverpool Street (east)	515	40%	8
A5186 Langworthy Road (south)	301	54%	6
Liverpool Street (west)	90	33%	2

10.3.1001 The conclusions drawn in paragraph 11.4.978 of the main TA remain unchanged.

10.3.1002 Table 11-401 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-401 below replaces Table 11-401 of the main TA.

Table 11-401: Future baseline performance at A5186 Langworthy Road/Liverpool Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A5186 Langworthy Road (north)	459	76%	8
Liverpool Street (east)	469	41%	8
A5186 Langworthy Road (south)	215	47%	4
Liverpool Street (west)	130	30%	2
	2031 PM peak hour (17:00–18:00)		
A5186 Langworthy Road (north)	358	61%	7
Liverpool Street (east)	541	42%	9
A5186 Langworthy Road (south)	327	62%	6
Liverpool Street (west)	101	47%	2

10.3.1003 The conclusions drawn in paragraph 11.4.980 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 A5186 Langworthy Road (north) 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 2031 future baseline."

A665 Great Ancoats Street/Lever Street/George Leigh Street

10.3.1004 Table 11-402 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-402 below replaces Table 11-402.

Table 11-402: 2018 baseline performance at A665 Great Ancoats Street/Lever Street/George Leigh Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A665 Great Ancoats Street (north)	1,331	33%	11
A665 Great Ancoats Street (south)	1,003	30%	12
Lever Street	231	30%	5
	2018 PM peak hour (17:00–18:00) baseline results		
A665 Great Ancoats Street (north)	1,304	36%	13
A665 Great Ancoats Street (south)	1,239	43%	14
Lever Street	522	46%	11

10.3.1005 The conclusions drawn in paragraph 11.4.982 of the main TA remain unchanged.

10.3.1006 Table 11-403 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-403 below replaces Table 11-403.

Table 11-403: Future baseline performance at A665 Great Ancoats Street/Lever Street/George Leigh Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A665 Great Ancoats Street (north)	1,351	47%	20
A665 Great Ancoats Street (south)	932	49%	4
Lever Street	264	57%	6
	2031 PM peak hour (17:00–18:00)		
A665 Great Ancoats Street (north)	1,174	46%	15
A665 Great Ancoats Street (south)	1,173	69%	2
Lever Street	409	64%	9

10.3.1007 The conclusions drawn in paragraph 11.4.984 of the main TA are replaced by:

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

A5185 Stott Lane/A57 Eccles New Road

10.3.1008 Table 11-404 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-404 below replaces Table 11-404 of the main TA.

Table 11-404: 2018 baseline performance at A5185 Stott Lane/A57 Eccles New Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5185 Stott Lane	178	51%	4
A57 Eccles New Road (east)	76	5%	1
A57 Eccles New Road (west)	484	25%	6
	2018 PM peak hour (17:00–18:00) baseline results		
A5185 Stott Lane	195	50%	4
A57 Eccles New Road (east)	284	21%	2
A57 Eccles New Road (west)	165	10%	2

10.3.1009 The conclusions drawn in paragraph 11.4.986 of the main TA remain unchanged.

10.3.1010 Table 11-405 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-405 below replaces Table 11-405 of the main TA.

Table 11-405: Future baseline performance at A5185 Stott Lane/A57 Eccles New Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A5185 Stott Lane	262	74%	6
A57 Eccles New Road (east)	104	7%	1
A57 Eccles New Road (west)	643	33%	7

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 PM peak hour (17:00–18:00)		
A5185 Stott Lane	237	61%	5
A57 Eccles New Road (east)	332	25%	3
A57 Eccles New Road (west)	254	15%	3

10.3.1011 The conclusions drawn in paragraph 11.4.988 of the main TA are replaced by:

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

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

10.3.1012 Table 11-406 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 11-406 below replaces Table 11-406 of the main TA.

Table 11-406: 2017 baseline performance at A6041 Chapel Street/A6 Blackfriars Street/A6 Chapel Street/A6041 Blackfriars Road junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
Blackfriars Road (ahead, left and right)	454	62%	9
Salford Approach (ahead, right and left)	3	2%	0
Chapel Street (east) (ahead and right)	150	20%	2
Blackfriars Street (ahead, left and right)	242	37%	5
Chapel Street (west) (ahead, left and right)	209	29%	3
	2017 PM peak hour (17:00–18:00) baseline results		
Blackfriars Road (ahead, left and right)	311	41%	5
Salford Approach (ahead, right and left)	24	18%	1
Chapel Street (east) (ahead and right)	133	26%	2
Blackfriars Street (ahead, left and right)	283	39%	6
Chapel Street (west) (ahead, left and right)	266	42%	4

10.3.1013 The conclusions drawn in paragraph 11.4.990 of the main TA remain unchanged.

10.3.1014 Table 11-407 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-407 below replaces Table 11-407 of the main TA.

Table 11-407: Future baseline performance at A6041 Chapel Street/A6 Blackfriars Street/A6 Chapel Street/A6041 Blackfriars 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)**		
Blackfriars Road (ahead, left and right)	496	108%	41	548	122%	73	552	136%	99
Salford Approach (ahead, right and left)	4	3%	0	4	3%	0	5	4%	0
Chapel Street (east) (ahead and right)	159	91%	6	162	113%	15	171	114%	16
Blackfriars Street (ahead, left and right)	114	19%	3	115	20%	3	169	29%	4
Chapel Street (west) (ahead, left and right)	468	94%	19	531	108%	43	603	119%	75
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Blackfriars Road (ahead, left and right)	185	35%	4	212	37%	5	271	50%	6
Salford Approach (ahead, right and left)	26	21%	1	27	21%	1	31	24%	1
Chapel Street (east) (ahead and right)	129	25%	2	129	29%	2	132	36%	2
Blackfriars Street (ahead, left and right)	128	19%	3	134	19%	3	147	20%	3
Chapel Street (west) (ahead, left and right)	162	34%	4	161	38%	4	198	49%	5

10.3.1015 The conclusions drawn in paragraphs 11.4.992 to 11.4.993 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 DoS of 108% on the Blackfriars Road (ahead, left and right) approach with an associated queue length of 41 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 over capacity in the AM peak hour with a maximum DoS of 122% on the Blackfriars Road (ahead, left and right) approach with an associated queue length of 73 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 DoS of 136% on the Blackfriars Road (ahead, left and right) approach with an associated queue length of 99 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline."

A56 Chapel Street/A56 Victoria Bridge Street

10.3.1016 Table 11-408 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-408 replaces Table 11-408 of the main TA.

Table 11-408: 2018 baseline performance at A56 Chapel Street/A56 Victoria Bridge Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A56 Chapel Street (east)	555	100%	9
A56 Victoria Bridge Street	93	38%	2
A56 Chapel Street (west)	88	51%	2
	2018 PM peak hour (17:00–18:00) baseline results		
A56 Chapel Street (east)	264	92%	5
A56 Victoria Bridge Street	83	20%	0
A56 Chapel Street (west)	222	79%	5

10.3.1017 The conclusions drawn in paragraph 11.4.995 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 100% on the A56 Chapel Street (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 92% on the A56 Chapel Street (east) approach with an associated queue length of five PCU."

10.3.1018 Table 11-409 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-409 below replaces Table 11-409 of the main TA.

Table 11-409: Future baseline performance at A56 Chapel Street/A56 Victoria Bridge 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)**		
A56 Chapel Street (east)	291	53%	5	416	76%	7
A56 Victoria Bridge Street	31	13%	1	30	12%	1
A56 Chapel Street (west)	58	34%	1	97	60%	2
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A56 Chapel Street (east)	103	36%	2	105	37%	2
A56 Victoria Bridge Street	32	8%	1	28	7%	1
A56 Chapel Street (west)	47	17%	1	47	17%	1

10.3.1019 The conclusions drawn in paragraphs 11.4.997 to 11.4.999 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 within capacity in the AM peak hour with a maximum VoC of 76% on the A56 Chapel Street (east) 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 2051 future baseline."

A6042 Trinity Way/A6041 Blackfriars Road

10.3.1020 Table 11-410 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-410 below replaces Table 11-410 of the main TA.

Table 11-410: 2018 baseline performance at A6042 Trinity Way/A6041 Blackfriars Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6042 Trinity Way (north)	595	36%	8
A6041 Blackfriars Road (east)	275	26%	5
A6042 Trinity Way (south)	1,008	56%	14
A6041 Blackfriars Road (west)	521	27%	9
	2018 PM peak hour (17:00–18:00) baseline results		
A6042 Trinity Way (north)	545	26%	8
A6041 Blackfriars Road (east)	311	48%	6
A6042 Trinity Way (south)	1,115	67%	18
A6041 Blackfriars Road (west)	825	62%	15

10.3.1021 The conclusions drawn in paragraph 11.4.1001 of the main TA are replaced by:

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

10.3.1022 Table 11-411 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-411 below replaces Table 11-411 of the main TA.

Table 11-411: Future baseline performance at A6042 Trinity Way/A6041 Blackfriars 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)**		
A6042 Trinity Way (north)	954	57%	13	1,011	61%	14	1,087	65%	15
A6041 Blackfriars Road (east)	552	57%	9	553	64%	9	592	76%	9
A6042 Trinity Way (south)	1,051	59%	14	929	52%	13	967	54%	13
A6041 Blackfriars Road (west)	738	46%	12	944	59%	16	1,051	71%	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)**		
A6042 Trinity Way (north)	694	33%	10	663	32%	10	737	36%	11
A6041 Blackfriars Road (east)	361	60%	6	368	62%	6	475	81%	8
A6042 Trinity Way (south)	1,324	79%	20	1,353	81%	20	1,433	86%	21
A6041 Blackfriars Road (west)	890	71%	16	908	73%	16	937	81%	16

10.3.1023 The conclusions drawn in paragraphs 11.4.1003 to 11.4.1005 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 79% on the A6042 Trinity Way (south) approach with an associated queue length of 20 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 81% on the A6042 Trinity Way (south) approach with an associated queue length of 20 PCU.

In the 2051 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 76% on the A6041 Blackfriars 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 2051 future baseline with a maximum VoC of 86% on the A6042 Trinity Way (south) approach with an associated queue length of 21 PCU."

A665 Miller Street/A664 Corporation Street/Corporation Street

10.3.1024 Table 11-412 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-412 below replaces Table 11-412 of the main TA.

Table 11-412: 2018 baseline performance at A665 Miller Street/A664 Corporation Street/Corporation Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A665 Miller Street	925	34%	11
A6042 Corporation Street	118	19%	3
A665 Cheetham Hill Road	1,280	55%	10
	2018 PM peak hour (17:00–18:00) baseline results		
A665 Miller Street	1,158	50%	14
A6042 Corporation Street	211	31%	5
A665 Cheetham Hill Road	1,624	77%	13

10.3.1025 The conclusions drawn in paragraph 11.4.1007 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 A665 Cheetham Hill Road approach with an associated queue length of 13 PCU."

10.3.1026 Table 11-413 of the main TA summarises the future baseline performance and results for the AM and PM peak hours. Table 11-413 below replaces Table 11-413 of the main TA.

Table 11-413: Future baseline performance at A665 Miller Street/A664 Corporation Street/Corporation 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 Miller Street	1,163	43%	14	1,386	52%	17	1,474	56%	18
A6042 Corporation Street	84	14%	2	96	16%	2	115	19%	3
A665 Cheetham Hill Road	1,319	58%	10	1,368	63%	10	1,420	68%	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)**		
A665 Miller Street	1,242	55%	16	1,241	56%	16	1,388	64%	17
A6042 Corporation Street	194	29%	4	196	29%	4	180	27%	4
A665 Cheetham Hill Road	1,829	86%	15	1,917	90%	15	1,899	99%	15

10.3.1027 The conclusions drawn in paragraphs 11.4.1009 to 11.4.1011 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 86% on the A665 Cheetham Hill Road approach with an associated queue length of 15 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 VoC of 90% on the A665 Cheetham Hill Road approach with an associated queue length of 15 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 99% on the A665 Cheetham Hill Road approach with an associated queue length of 15 PCU."

A6 Broad Street/B6186 Frederick Road

10.3.1028 Table 11-414 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-414 below replaces Table 11-414 of the main TA.

Table 11-414: 2018 baseline performance at A6 Broad Street/B6186 Frederick Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6 Broad Street (north)	2,101	64%	30
B6186 Frederick Road	309	27%	6
A6 Broad Street (south)	1,030	32%	6
	2018 PM peak hour (17:00–18:00) baseline results		
A6 Broad Street (north)	1,132	51%	19
B6186 Frederick Road	997	60%	19
A6 Broad Street (south)	1,877	61%	9

10.3.1029 The conclusions drawn in paragraph 11.4.1013 of the main TA remain unchanged.

10.3.1030 Table 11-415 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-415 below replaces Table 11-415 of the main TA.

Table 11-415: Future baseline performance at A6 Broad Street/B6186 Frederick 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 Broad Street (north)	2,193	67%	31	2,188	67%	31
B6186 Frederick Road	841	74%	17	1,042	92%	21
A6 Broad Street (south)	1,170	37%	7	1,209	38%	8
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A6 Broad Street (north)	1,345	61%	22	1,433	65%	24
B6186 Frederick Road	907	54%	17	1,038	62%	19
A6 Broad Street (south)	2,237	72%	12	2,381	77%	15

10.3.1031 The conclusions drawn in paragraphs 11.4.1015 to 11.4.1016 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 92% on the B6186 Frederick Road approach with an associated queue length of 21 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 77% on the A6 Broad Street (south) approach with an associated queue length of 15 PCU."

A6041 Blackfriars Road/A5066 Silk Street/St Simon Street

10.3.1032 Table 11-416 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-416 below replaces Table 11-416 of the main TA.

Table 11-416: 2018 baseline performance at A6041 Blackfriars Road/A5066 Silk Street/St Simon Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6041 Blackfriars Road (north)	1,112	56%	10
St Simon Street*	-	-	-
A6041 Blackfriars Road (south)	175	27%	2
A5066 Silk Street	290	55%	5
	2018 PM peak hour (17:00–18:00) baseline results		
A6041 Blackfriars Road (north)	861	54%	9
St Simon Street*	-	-	-
A6041 Blackfriars Road (south)	510	59%	6
A5066 Silk Street	646	81%	11

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

10.3.1033 The conclusions drawn in paragraph 11.4.1018 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 81% on the A5066 Silk Street approach with an associated queue length of 11 PCU."

10.3.1034 Table 11-417 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-417 below replaces Table 11.417 of the main TA.

Table 11-417: Future baseline performance at A6041 Blackfriars Road/A5066 Silk Street/St Simon 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)**		
A6041 Blackfriars Road (north)	1,149	64%	10	1,144	65%	10	1,267	74%	11
St Simon Street*	-	-	-	-	-	-	-	-	-
A6041 Blackfriars Road (south)	371	57%	5	412	63%	5	477	73%	6
A5066 Silk Street	333	63%	6	438	83%	7	415	79%	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)**		
A6041 Blackfriars Road (north)	939	65%	9	919	64%	9	863	63%	9
St Simon Street*	-	-	-	-	-	-	-	-	-
A6041 Blackfriars Road (south)	709	83%	9	741	87%	9	814	95%	10
A5066 Silk Street	731	92%	13	752	94%	13	771	97%	13

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

10.3.1035 The conclusions drawn in paragraph 11.4.1020 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 92% on the A5066 Silk Street approach with an associated queue length of 13 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 83% on the A5066 Silk Street 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 2039 future baseline with a maximum VoC of 94% on the A5066 Silk Street approach with an associated queue length of 13 PCU.

In the 2051 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 79% on the A5066 Silk Street 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 97% on the A5066 Silk Street approach with an associated queue length of 13 PCU."

A5186 Langworthy Road/Seedley Road

10.3.1036 Table 11-418 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-418 below replaces Table 11-418 of the main TA.

Table 11-418: 2018 baseline performance at Seedley Road/A5186 Langworthy Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5186 Langworthy Road (north)	841	89%	11
Seedley Road (east)	184	85%	4
A5186 Langworthy Road (south)	236	30%	3
Seedley Road (west)	198	71%	4
	2018 PM peak hour (17:00–18:00) baseline results		
A5186 Langworthy Road (north)	590	75%	7
Seedley Road (east)	246	95%	5
A5186 Langworthy Road (south)	274	33%	3
Seedley Road (west)	151	49%	3

10.3.1037 The conclusions drawn in paragraph 11.4.1022 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 89% on the A5186 Langworthy Road (north) 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 Seedley Road (east) approach with an associated queue length of five PCU."

10.3.1038 Table 11-419 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-419 below replaces Table 11-419 of the main TA.

Table 11-419: Future baseline performance at Seedley Road/A5186 Langworthy Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A5186 Langworthy Road (north)	811	92%	12
Seedley Road (east)	192	80%	4
A5186 Langworthy Road (south)	229	33%	3
Seedley Road (west)	221	54%	5
	2031 PM peak hour (17:00–18:00)		
A5186 Langworthy Road (north)	534	87%	8

Approach	Flow, PCU/hr	VoC	Q, PCU
Seedley Road (east)	461	70%	10
A5186 Langworthy Road (south)	203	33%	3
Seedley Road (west)	203	52%	4

10.3.1039 The conclusions drawn in paragraph 11.4.1024 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 A5186 Langworthy Road (north) approach in the AM peak hour with an associated queue length of 12 PCU. In the PM peak hour, the maximum VoC of 87% is on the A5186 Langworthy Road (north) approach with an associated queue length of eight PCU."

A576 Eccles Old Road/A5186 Langworthy Road

10.3.1040 Table 11-420 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-420 below replaces Table 11-420 of the main TA.

Table 11-420: 2018 baseline performance at B5186 Langworthy Road/A576 Eccles Old Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5186 Langworthy Road (north)	668	47%	8
A576 Eccles Old Road (east)	370	74%	6
A5186 Langworthy Road (south)	392	88%	5
A576 Eccles Old Road (west)	673	76%	9
	2018 PM peak hour (17:00–18:00) baseline results		
A5186 Langworthy Road (north)	576	32%	6
A576 Eccles Old Road (east)	383	50%	6
A5186 Langworthy Road (south)	412	65%	4
A576 Eccles Old Road (west)	219	37%	3

10.3.1041 The conclusions drawn in paragraph 11.4.1026 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 88% on the A5186 Langworthy Road (south) 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."

10.3.1042 Table 11-421 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-421 below replaces Table 11-421 of the main TA.

Table 11-421: Future baseline performance at B5186 Langworthy Road/A576 Eccles Old 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)**		
A5186 Langworthy Road (north)	545	53%	13	537	52%	12	625	60%	14
A576 Eccles Old Road (east)	492	43%	10	519	46%	11	544	47%	12
A5186 Langworthy Road (south)	380	69%	7	375	68%	7	343	63%	6
A576 Eccles Old Road (west)	832	59%	12	836	60%	13	928	67%	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)**		
A5186 Langworthy Road (north)	408	38%	8	426	40%	8	433	39%	8
A576 Eccles Old Road (east)	465	40%	10	476	41%	10	484	42%	10
A5186 Langworthy Road (south)	258	76%	5	244	82%	5	172	84%	5
A576 Eccles Old Road (west)	456	32%	7	509	36%	7	691	49%	10

10.3.1043 The conclusions drawn in paragraphs 11.4.1028 to 11.4.1030 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 76% on the A5186 Langworthy Road (south) approach with an associated queue length of five 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 A5186 Langworthy Road (south) approach with an associated queue length of five 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 84% on the A5186 Langworthy Road (south) approach with an associated queue length of five PCU."

A56 Bury New Road/Sherborne Street

10.3.1044 Table 11-422 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-422 below replaces table 11-422 of the main TA.

Table 11-422: 2018 baseline performance at A56 Bury New Road/Sherborne Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A56 Bury New Road	1,152	79%	0
Sherborne Street (east)*	-	-	-
A56 Great Ducie Street	451	23%	0
Sherborne Street (west)	102	95%	3
	2018 PM peak hour (17:00–18:00) baseline results		
A56 Bury New Road	674	73%	0
Sherborne Street (east)*	-	-	-
A56 Great Ducie Street	1,323	68%	0
Sherborne Street (west)	76	96%	3

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

10.3.1045 The conclusions drawn in paragraph 11.4.1032 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 95% on the Sherborne Street (west) approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 96% is on the Sherborne Street (west) approach with an associated queue length of three PCU."

10.3.1046 Table 11-423 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-423 below replaces table 11-423 of the main TA.

Table 11-423: Future baseline performance at A56 Bury New Road/Sherborne 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)**		
A56 Bury New Road	1,222	86%	0	1,273	90%	0	1,305	95%	0
Sherborne Street (east)*	-	-	-	-	-	-	-	-	-
A56 Great Ducie Street	694	36%	0	770	40%	0	909	46%	0
Sherborne Street (west)	69	91%	2	59	94%	2	45	94%	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)**		
A56 Bury New Road	784	74%	0	810	74%	0	808	40%	0
Sherborne Street (east)*	-	-	-	-	-	-	-	-	-
A56 Great Ducie Street	1,337	68%	0	1,338	68%	0	1,467	74%	0
Sherborne Street (west)	61	102%	3	52	101%	3	31	104%	2

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

10.3.1047 The conclusions drawn in paragraphs 11.4.1034 to 11.4.1036 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 Sherborne Street (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 2031 future baseline with a maximum VoC of 102% on the Sherborne Street (west) approach with an associated queue length of three 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 94% on the A56 Sherborne Street (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 2039 future baseline with a maximum VoC of 101% on the Sherborne Street (west) approach with an associated queue length of three 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 A56 Bury New Road approach with no queue. 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 Sherborne Street (west) approach with an associated queue length of two PCU."

B6186 Frederick Road/Seaford Road/Broughton Road East

10.3.1048 Table 11-424 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-424 below replaces Table 11-424 of the main TA.

Table 11-424: 2018 baseline performance at B6186 Frederick Road/Seaford Road/Broughton Road East junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Seaford Road	154	74%	3
B6186 Fredrick Road (east)	450	52%	6
B6186 Frederick Road (west)	532	67%	8
Broughton Road East	132	21%	3
	2018 PM peak hour (17:00–18:00) baseline results		
Seaford Road	59	77%	1
B6186 Fredrick Road (east)	864	87%	7
B6186 Frederick Road (west)	522	68%	6
Broughton Road East	21	7%	0

10.3.1049 The conclusions drawn in paragraph 11.4.1038 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 87% on the B6186 Fredrick Road (east) approach with an associated queue length of seven PCU."

10.3.1050 Table 11-425 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-425 below replaces Table 11-425 of the main TA.

Table 11-425: Future baseline performance at B6186 Frederick Road/Seaford Road/Broughton Road East 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)**		
Seaford Road	170	82%	4	176	85%	4	191	92%	4
B6186 Fredrick Road (east)	695	75%	8	778	81%	10	877	93%	11
B6186 Frederick Road (west)	622	78%	9	672	85%	10	734	93%	11
Broughton Road East	24	39%	5	276	43%	6	319	50%	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)**		
Seaford Road	58	70%	1	58	75%	1	64	84%	1
B6186 Fredrick Road (east)	785	96%	7	765	99%	6	778	101%	6
B6186 Frederick Road (west)	602	78%	7	660	86%	7	733	96%	8
Broughton Road East	44	14%	1	58	18%	1	85	26%	1

10.3.1051 The conclusions drawn in paragraphs 11.4.1040 to 11.4.1043 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 Seaford Road approach with an associated queue length of four 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 96% on the B6186 Fredrick Road (east) 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 85% on both the Seaford Road and the B6186 Frederick Road (west) approaches in the AM peak hour with an associated queue length of four PCU and 10 PCU respectively. In the PM peak hour, the maximum VoC of 99% is on the B6186 Fredrick Road (east) 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 93% on both the B6186 Frederick Road (east) and the B6186 Frederick Road (west) approaches with an associated queue length of 11 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 B6186 Fredrick Road (east) approach with an associated queue length of six PCU.

The junction analysis indicates that the junction will be operating over its capacity in the 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."

A576 Broughton Road/A576 Cromwell Road/Lissadel Street

10.3.1052 Table 11-426 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-426 below replaces Table 11-426 of the main TA.

Table 11-426: 2018 baseline performance at A576 Broughton Road/A576 Cromwell Road/Lissadel Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A576 Cromwell Road (north)	1,022	72%	0
Lissadel Street (east)	88	17%	2
A576 Broughton Road (south)	1,000	57%	7
	2018 PM peak hour (17:00–18:00) baseline results		
A576 Cromwell Road (north)	720	50%	2
Lissadel Street (east)	298	64%	6
A576 Broughton Road (south)	807	39%	5

10.3.1053 The conclusions drawn in paragraph 11.4.1045 of the main TA remain unchanged.

10.3.1054 Table 11-427 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-427 below replaces Table 11-427 of the main TA.

Table 11-427: Future baseline performance at A576 Broughton Road/A576 Cromwell Road/Lissadel Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A576 Cromwell Road (north)	1,111	79%	1
Lissadel Street (east)	93	19%	2
A576 Broughton Road (south)	1,063	64%	7
	2031 PM peak hour (17:00–18:00)		
	912	64%	2
Lissadel Street (east)	320	69%	7
A576 Broughton Road (south)	969	51%	6

10.3.1055 The conclusions drawn in paragraph 11.4.1047 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 79% on the A576 Cromwell Road (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 2031 future baseline."

A56 Bury New Road/B6180 Waterloo Road

10.3.1056 Table 11-428 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-428 below replaces Table 11-428 of the main TA.

Table 11-428: 2018 baseline performance at A56 Bury New Road/B6180 Waterloo Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
		2018 AM peak hour (08:00–09:00) baseline results	
A56 Bury Road (north)	758	19%	0
B6180 Waterloo Road	397	96%	3
A56 Bury Road (south)	360	15%	0
		2018 PM peak hour (17:00–18:00) baseline results	
A56 Bury Road (north)	513	13%	0
B6180 Waterloo Road	226	67%	1
A56 Bury Road (south)	1,080	43%	0

10.3.1057 The conclusions drawn in paragraph 11.4.1049 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 96% on the B6180 Waterloo 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."

10.3.1058 Table 11-429 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-429 below replaces Table 11-429 of the main TA.

Table 11-429: Future baseline performance at A56 Bury New Road/B6180 Waterloo 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)**		
A56 Bury Road (north)	850	21%	0	920	23%	0	1,000	25%	0
B6180 Waterloo Road	372	96%	4	353	96%	4	314	94%	3
A56 Bury Road (south)	555	23%	0	625	26%	0	783	33%	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)**		
A56 Bury Road (north)	636	16%	0	662	17%	0	731	18%	0
B6180 Waterloo Road	190	89%	1	186	58%	1	155	84%	2
A56 Bury Road (south)	1,145	46%	0	1,203	48%	0	1,432	52%	0

10.3.1059 The conclusions drawn in paragraphs 11.4.1051 to 11.4.1053 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 B6180 Waterloo Road approach with an associated queue length of four PCU in the AM peak hour. In the PM peak hour, the maximum RFC of 89% is on the B6180 approach with an associated queue of one 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 96% on the B6180 Waterloo 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 2039 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 94% on the B6180 Waterloo 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 84% on the B6180 Waterloo Road approach with an associated queue length of two PCU."

A576 Cromwell Road/Langley Road South

10.3.1060 Table 11-430 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-430 below replaces Table 11-430 of the main TA.

Table 11-430: 2018 baseline performance at A576 Cromwell Road/Langley Road South junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Langley Road South	44	4%	1
A576 Cromwell Road (east)	978	88%	11
A576 Cromwell Road (west)	903	86%	8
	2018 PM peak hour (17:00–18:00) baseline results		
Langley Road South	11	1%	0
A576 Cromwell Road (east)	709	59%	7
A576 Cromwell Road (west)	859	77%	7

10.3.1061 The conclusions drawn in paragraph 11.4.1055 of the main TA remain unchanged.

10.3.1062 Table 11-431 of the main TA summarises the future baseline performance and results for the AM and PM peak hours. Table 11-431 below replaces Table 11-431 of the main TA.

Table 11-431: Future baseline performance at A576 Cromwell Road/Langley Road South 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)**		
Langley Road South	127	11%	2	175	16%	3	243	22%	4
A576 Cromwell Road (east)	984	88%	11	957	84%	11	906	79%	10
A576 Cromwell Road (west)	965	91%	9	984	93%	9	1,036	98%	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)**		
Langley Road South	9	1%	0	25	2%	0	25	2%	0
A576 Cromwell Road (east)	903	75%	9	912	76%	9	912	76%	9

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A576 Cromwell Road (west)	1,034	92%	8	1,128	101%	9	1,128	101%	9

10.3.1063 The conclusions drawn in paragraph 11.4.1057 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 91% on the A576 Cromwell Road (west) approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 92% is on the A576 Cromwell Road (west) approach with an associated queue length of eight PCU.

The assessment shows that this junction operates close to capacity in the 2039 baseline with a maximum VoC of 93% on the A576 Cromwell Road (west) approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 96% is on the A576 Cromwell Road (west) approach with an associated queue length of eight 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 A576 Cromwell Road (west) approach with an associated queue length of 10 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 A576 Cromwell Road (west) approach with an associated queue length of nine PCU."

A56 Bury New Road/Waterloo Road/Broughton Lane

10.3.1064 Table 11-432 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-432 below replaces Table 11-432 of the main TA.

Table 11-432: 2018 baseline performance at A56 Bury New Road/Waterloo Road/Broughton Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A56 Bury New Road (north)	899	26%	8
Waterloo Road	354	69%	8
A56 Bury New Road (south)	215	6%	2
Broughton Lane	152	65%	3
	2018 PM peak hour (17:00–18:00) baseline results		
A56 Bury New Road (north)	601	22%	6
Waterloo Road	55	8%	1
A56 Bury New Road (south)	883	26%	9
Broughton Lane	320	100%	7

10.3.1065 The conclusions drawn in paragraph 11.4.1059 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 100% on the Broughton Lane approach with an associated queue length of seven PCU."

10.3.1066 Table 11-433 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-433 below replaces Table 11-433 of the main TA.

Table 11-433: Future baseline performance at A56 Bury New Road/Waterloo Road/Broughton 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)**		
A56 Bury New Road (north)	986	30%	8	1,053	32%	9	1,139	36%	10
Waterloo Road	368	71%	8	336	66%	7	375	78%	8
A56 Bury New Road (south)	388	11%	3	488	13%	4	589	16%	5
Broughton Lane	192	83%	4	212	92%	5	233	101%	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)**		
A56 Bury New Road (north)	741	27%	7	772	28%	8	851	33%	8
Waterloo Road	90	13%	2	104	15%	2	234	58%	5
A56 Bury New Road (south)	946	28%	9	1,018	30%	10	1,313	38%	13
Broughton Lane	336	105%	7	343	107%	7	359	112%	7

10.3.1067 The conclusions drawn in paragraphs 11.4.1061 to 11.4.1064 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 83% on the Broughton Lane approach with an associated queue length of four 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 Broughton Lane approach with an associated queue length of seven 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 92% on the Broughton Lane approach with an associated queue length of five 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 107% on the Broughton Lane approach and an associated queue length of seven PCU.

The junction operates over capacity in 2051 future baseline with a maximum VoC of 101% on the Broughton Lane approach in the AM peak with an associated queue length of five PCU. In the PM peak hour, the maximum VoC of 112% is on the Broughton Lane approach with an associated queue length of seven PCU."

B6186 Camp Street/B6186 Fredrick Road/Lower Broughton Road

10.3.1068 Table 11-434 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-434 below replaces Table 11-434 of the main TA.

Table 11-434: 2018 baseline performance at B6186 Camp Street/B6186 Fredrick Road/Lower Broughton Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Lower Broughton Road (north)	199	20%	3
B6186 Camp Street	311	40%	5
Lower Broughton Road (south)	217	42%	4
B6186 Frederick Road	498	25%	5
	2018 PM peak hour (17:00–18:00) baseline results		
Lower Broughton Road (north)	59	3%	1
B6186 Camp Street	290	53%	6
Lower Broughton Road (south)	800	80%	11
B6186 Frederick Road	342	30%	6

10.3.1069 The conclusions drawn in paragraph 11.4.1066 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 80% on the Lower Broughton Road (south) approach in the PM peak hour with an associated queue length of 11 PCU."

10.3.1070 Table 11-435 of the main TA summarises the future baseline performance and results of the AM and PM peak hours. Table 11-435 below replaces Table 11-435 of the main TA.

Table 11-435: Future baseline performance at B6186 Camp Street/B6186 Fredrick Road/Lower Broughton 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)**		
Lower Broughton Road (north)	127	13%	2	134	14%	2	215	22%	4
B6186 Camp Street	411	53%	6	486	62%	7	626	81%	9
Lower Broughton Road (south)	386	79%	7	418	93%	7	430	97%	8
B6186 Frederick Road	576	31%	6	610	34%	6	655	39%	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)**		
Lower Broughton Road (north)	62	3%	1	65	3%	1	79	4%	1
B6186 Camp Street	232	43%	5	242	45%	5	293	54%	6

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Lower Broughton Road (south)	949	100%	13	962	101%	13	995	104%	13
B6186 Frederick Road	377	32%	6	406	35%	7	421	38%	7

10.3.1071 The conclusions drawn in paragraphs 11.4.1068 to 11.4.1071 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 79% on the Lower Broughton 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 2031 future baseline with a maximum VoC of 100% on the Lower Broughton Road (south) approach with an associated queue length of 13 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 93% on the Lower Broughton 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 with a maximum VoC of 101% on the Lower Broughton Road (south) approach with an associated queue length of 13 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 97% on the Lower Broughton Road (south) approach with an associated queue length of eight PCU. In the PM peak hour, the assessment shows that this junction is over capacity with a maximum VoC of 104% on the Lower Broughton Road (south) approach with an associated queue length of 13 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."

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

10.3.1072 Table 11-436 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-436 below replaces Table 11-436 of the main TA.

Table 11-436: 2018 baseline performance at A5066 Great Clowes Street/B6186 Camp Street/B6187 Great Clowes Street/B6186 Upper Camp Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5066 Great Clowes Street (north)	758	48%	11
B6186 Upper Camp Street	256	40%	5
A5066 Great Clowes Street (south)	244	41%	6
B6186 Camp Street	81	17%	2

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
A5066 Great Clowes Street (north)	432	36%	6
B6186 Upper Camp Street	137	30%	3
A5066 Great Clowes Street (south)	744	102%	14
B6186 Camp Street	218	46%	4

10.3.1073 The conclusions drawn in paragraph 11.4.1073 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 A5066 Great Clowes Street (south) approach with an associated queue length of 14 PCU."

10.3.1074 Table 11-437 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-437 below replaces Table 11-437 of the main TA. As the junction is affected by both construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 11-437: Future baseline performance at A5066 Great Clowes Street/B6186 Camp Street/B6187 Great Clowes Street/B6186 Upper Camp 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)**		
A5066 Great Clowes Street (north)	842	53%	12	850	53%	12	949	63%	13
B6186 Upper Camp Street	256	41%	5	252	39%	5	294	65%	6
A5066 Great Clowes Street (south)	198	33%	5	203	34%	5	205	101%	5
B6186 Camp Street	100	21%	2	84	17%	2	86	37%	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)**		
A5066 Great Clowes Street (north)	405	33%	6	393	32%	5	369	31%	5
B6186 Upper Camp Street	96	21%	2	131	28%	3	202	43%	4
A5066 Great Clowes Street (south)	745	108%	14	767	109%	14	839	115%	15
B6186 Camp Street	199	40%	4	200	42%	4	217	52%	4

10.3.1075 The conclusions drawn in paragraphs 11.4.1075 to 11.4.1076 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 108% on the A5066 Great Clowes Street (south) approach with an associated queue length of 14 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 in the 2039 future baseline with a maximum VoC of 109% on the A5066 Great Clowes Street (south) approach with an associated queue length of 14 PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 101% on the A5066 Great Clowes Street (south) approach in the AM peak hour with an associated queue length of five PCU. In the PM peak hour, the maximum VoC of 115% is on the A5066 Great Clowes Street (south) approach with an associated queue length of 15 PCU."

A5066 Great Clowes Street/Fenney Street

10.3.1076 Table 11-438 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-438 below replaces Table 11-438 of the main TA.

Table 11-438: 2018 baseline performance at A5066 Great Clowes Street/Fenney Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5066 Great Clowes Street (north)	889	45%	0
A5066 Great Clowes Street (south)	320	103%	5
	2018 PM peak hour (17:00–18:00) baseline results		
A5066 Great Clowes Street (north)	443	23%	0
A5066 Great Clowes Street (south)	922	102%	2

10.3.1077 The conclusions drawn in paragraph 11.4.1078 of the main TA are replaced by:

"This junction operates over capacity in the 2018 baseline with a maximum VoC of 103% on the A5066 Great Clowes Street (south) approach in the AM peak hour with an associated queue length of five PCU. In the PM peak hour, the maximum VoC of 102% is on the A5066 Great Clowes Street (south) approach with an associated queue length of two PCU."

10.3.1078 Table 11-439 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-439 below replaces Table 11-439 of the main TA.

Table 11-439: Future baseline performance at A5066 Great Clowes Street/Fenney 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)**		
A5066 Great Clowes Street (north)	951	48%	0	520	27%	0	520	27%	0
A5066 Great Clowes Street (south)	291	104%	5	883	102%	2	883	102%	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)**		
A5066 Great Clowes Street (north)	520	27%	0	520	27%	0	496	26%	0

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A5066 Great Clowes Street (south)	883	102%	2	897	102%	2	932	102%	2

10.3.1079 The conclusions drawn in paragraph 11.4.1080 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 A5066 Great Clowes Street (south) approach in the AM peak hour with an associated queue length of five PCU. In the PM peak hour, the maximum VoC of 102% is on the A5066 Great Clowes Street (south) approach with an associated queue length of two PCU.

This junction operates over capacity in the 2039 future baseline with a maximum VoC of 102% on the A5066 Great Clowes Street (south) approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 102% is on the A5066 Great Clowes Street (south) approach with an associated queue length of two PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 102% on the A5066 Great Clowes Street (south) approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 102% is on the A5066 Great Clowes Street (south) approach with an associated queue length of two PCU."

A56 Bury Road/Fenney Street/Appian Way

10.3.1080 Table 11-440 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-440 below replaces Table 11-440 of the main TA.

Table 11-440: 2018 baseline performance at A56 Bury Road/Fenney Street/Appian Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A56 Bury Road (north)	885	22%	0
Appian Way*	-	-	-
A56 Bury Road (south)	224	6%	0
Fenney Street (west)	271	94%	3
	2018 PM peak hour (17:00–18:00) baseline results		
A56 Bury Road (north)	425	11%	0
Appian Way*	-	-	-
A56 Bury Road (south)	775	19%	0
Fenney Street (west)	256	94%	3

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

10.3.1081 The conclusions drawn in paragraph 11.4.1082 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 Fenney Street (west) approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 94% is on the Fenney Street (west) approach with an associated queue length of three PCU."

10.3.1082 Table 11-441 of the main TA summarises the future baseline performance and results for the AM and PM peak hours. Table 11-441 below replaces Table 11-441 of the main TA.

Table 11-441: Future baseline performance at A56 Bury Road/Fenney Street/Appian 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)**		
A56 Bury Road (north)	998	25%	0	1,071	27%	0	1,092	27%	0
Appian Way*	-	-	-	-	-	-	-	-	-
A56 Bury Road (south)	402	10%	0	471	12%	0	484	12%	0
Fenney Street (west)	215	91%	3	196	89%	2	190	89%	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)**		
A56 Bury Road (north)	508	13%	0	545	14%	0	693	17%	0
Appian Way*	-	-	-	-	-	-	-	-	-
A56 Bury Road (south)	818	20%	0	843	21%	0	1,200	30%	0
Fenney Street (west)	236	95%	3	226	96%	3	157	96%	3

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

10.3.1083 The conclusions drawn in paragraphs 11.4.1084 to 11.4.1086 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 91% on the Fenney Street (west) approach in the AM peak with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 95% is on the Fenney Street (west) approach with an associated queue length of three PCU.

The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 89% on the Fenney Street (west) approach in the AM peak with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 96% is on the Fenney Street (west) approach with an associated queue length of three PCU.

The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 89% on the Fenney Street (west) approach in the AM peak with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 96% is on the Fenney Street (west) approach with an associated queue length of three PCU."

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

10.3.1084 Table 11-442 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-442 below replaces Table 11-442 of the main TA.

Table 11-442: 2018 baseline performance at A576 Great Cheetham Street West/A5066 Great Clowes Street/B6187 Great Clowes Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B6187 Great Clowes Street	515	64%	10
A576 Great Cheetham Street West (east)	653	46%	10
A5066 Great Clowes Street	12	1%	0
A576 Great Cheetham Street West (west)	631	85%	11
	2018 PM peak hour (17:00–18:00) baseline results		
B6187 Great Clowes Street	137	44%	3
A576 Great Cheetham Street West (east)	706	57%	11
A5066 Great Clowes Street	571	32%	7
A576 Great Cheetham Street West (west)	349	144%	5

10.3.1085 The conclusions drawn in paragraph 11.4.1088 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 85% on the A576 Great Cheetham Street West (west) approach with an associated queue length of 11 PCU. In the PM peak hour, this junction operates over capacity in the 2018 baseline with a maximum VoC of 144% on the A576 Great Cheetham Street West (west) approach with an associated queue length of five PCU."

10.3.1086 Table 11-443 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-443 below replaces Table 11-443 of the main TA.

Table 11-443: Future baseline performance at A576 Great Cheetham Street West/A5066 Great Clowes Street/B6187 Great 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)**		
B6187 Great Clowes Street	576	72%	12	589	73%	12	629	79%	13
A576 Great Cheetham Street West (east)	715	50%	11	714	50%	11	793	55%	12
A5066 Great Clowes Street	10	1%	0	10	1%	0	25	3%	0
A576 Great Cheetham Street West (west)	680	95%	12	692	97%	12	674	102%	11

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)		
B6187 Great Clowes Street	419	42%	7	414	42%	7	381	39%	7
A576 Great Cheetham Street West (east)	701	44%	11	699	44%	11	716	45%	11
A5066 Great Clowes Street	522	35%	7	539	36%	7	575	38%	8
A576 Great Cheetham Street West (west)	737	101%	12	769	104%	12	778	113%	11

10.3.1087 The conclusions drawn in paragraphs 11.4.1090 to 11.4.1093 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 A576 Great Cheetham Street West (west) approach with an associated queue length of 12 PCU. In the PM peak hour, this junction is over capacity in the 2031 future baseline with a maximum VoC of 101% on the A576 Great Cheetham Street West (west) approach with an associated queue length of 12 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 A576 Great Cheetham Street West (west) approach with an associated queue length of 12 PCU. In the PM peak hour, this junction operates over capacity in the 2039 future baseline with a maximum VoC of 104% on the A576 Great Cheetham Street West (west) approach with an associated queue length of 12 PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 102% on the A576 Great Cheetham Street West (west) approach in the AM peak with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 113% is on the A576 Great Cheetham Street West (west) approach with an associated queue length of 11 PCU.

The junction analysis indicates that the junction will be operating over its capacity in 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."

A572 Worsley Road/B5231 Folly Lane

10.3.1088 Table 11-444 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-444 below replaces Table 11-444 of the main TA.

Table 11-444: 2018 baseline performance at A572 Worsley Road/B5231 Folly Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A572 Worsley Road (east)	745	20%	0
B5231 Folly Lane	391	42%	2
A572 Worsley Road (west)	360	14%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A572 Worsley Road (east)	861	23%	0
B5231 Folly Lane	367	47%	4
A572 Worsley Road (west)	576	16%	0

10.3.1089 The conclusions drawn in paragraph 11.4.1095 of the main TA remain unchanged.

10.3.1090 Table 11-445 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-445 below replaces Table 11-445 of the main TA.

Table 11-445: Future baseline performance at A572 Worsley Road/B5231 Folly 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)**		
A572 Worsley Road (east)	938	25%	0	1,061	28%	0
B5231 Folly Lane	378	42%	2	391	46%	4
A572 Worsley Road (west)	541	23%	0	799	34%	2
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A572 Worsley Road (east)	935	25%	0	1,003	27%	0
B5231 Folly Lane	412	54%	4	518	69%	4
A572 Worsley Road (west)	735	26%	0	877	31%	0

10.3.1091 The conclusions drawn in paragraphs 11.4.1097 to 11.4.1098 of the main TA are replaced by:

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

A580 East Lancashire Road/A572 Worsley Road

10.3.1092 Table 11-446 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-446 below replaces Table 11-446 of the main TA.

Table 11-446: 2018 baseline performance at A580 East Lancashire Road/A572 Worsley Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A580 East Lancashire Road (north)	2,421	98%	52
A572 Worsley Road (east)	673	74%	14
A580 East Lancashire Road (south)	1,414	55%	23

Approach	Flow, PCU/hr	VoC	Q, PCU
A572 Worsley Road (west)	636	68%	13
	2018 PM peak hour (17:00–18:00) baseline results		
A580 East Lancashire Road (north)	1,685	66%	25
A572 Worsley Road (east)	691	67%	16
A580 East Lancashire Road (south)	2,795	103%	28
A572 Worsley Road (west)	835	80%	20

10.3.1093 The conclusions drawn in paragraph 11.4.1100 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 98% on the A580 East Lancashire Road (north) approach with an associated queue length of 52 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2018 baseline with a maximum VoC of 103% on the A580 East Lancashire Road (south) approach with an associated queue length of 28 PCU."

10.3.1094 Table 11-447 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-447 below replaces Table 11-447 of the main TA.

Table 11-447: Future baseline performance at A580 East Lancashire Road/A572 Worsley Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A580 East Lancashire Road (north)	2,584	104%	55
A572 Worsley Road (east)	816	89%	17
A580 East Lancashire Road (south)	1,583	61%	27
A572 Worsley Road (west)	659	72%	13
	2031 PM peak hour (17:00–18:00)		
A580 East Lancashire Road (north)	1,972	77%	27
A572 Worsley Road (east)	745	72%	17
A580 East Lancashire Road (south)	2,860	106%	28
A572 Worsley Road (west)	862	83%	21

10.3.1095 The conclusions drawn in paragraph 11.4.1102 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 A580 East Lancashire Road (north) approach in the AM peak hour with an associated queue length of 55 PCU. In the PM peak hour, the maximum VoC of 106% is on the A580 East Lancashire Road (south) approach with an associated queue length of 28 PCU."

A665 Cheetham Hill Road/B6180 Waterloo Road/Greenhill Road

10.3.1096 Table 11-448 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-448 below replaces Table 11-448 of the main TA.

Table 11-448: 2018 baseline performance at A665 Cheetham Hill Road/B6180 Waterloo Road/Greenhill Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Greenhill Road	262	45%	6
A665 Cheetham Hill Road (south)	515	47%	10
B6180 Waterloo Road	153	36%	4
Halliwell Lane*	-	-	-
A665 Cheetham Hill Road (north)	1,181	52%	13
	2018 PM peak hour (17:00–18:00) baseline results		
Greenhill Road	80	15%	2
A665 Cheetham Hill Road (south)	1,341	72%	19
B6180 Waterloo Road	303	47%	7
Halliwell Lane*	-	-	-
A665 Cheetham Hill Road (north)	702	35%	8

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

10.3.1097 The conclusions drawn in paragraph 11.4.1104 of the main TA remain unchanged.

10.3.1098 Table 11-449 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 11-449 below replaces Table 11-449 of the main TA.

Table 11-449: Future baseline performance at A665 Cheetham Hill Road/B6180 Waterloo Road/Greenhill Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Greenhill Road	293	51%	7
A665 Cheetham Hill Road (south)	529	47%	10
B6180 Waterloo Road	177	42%	4
Halliwell Lane*	-	-	-
A665 Cheetham Hill Road (north)	1,198	53%	13
	2031 PM peak hour (17:00–18:00)		
Greenhill Road	76	14%	2
A665 Cheetham Hill Road (south)	1,418	78%	20
B6180 Waterloo Road	303	47%	7
Halliwell Lane*	-	-	-
A665 Cheetham Hill Road (north)	774	40%	9

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

10.3.1099 The conclusions drawn in paragraph 11.4.1106 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 78% on the A665 Cheetham Hill Road (south) approach with an associated queue length of 20 PCU."

Moor Lane/Littleton Road/Kersal Vale Road

10.3.1100 Table 11-450 of the main TA summarises the operation of the junction for the existing baseline AM and PM peak hours. Table 11-450 below replaces Table 11-450 of the main TA.

Table 11-450: 2018 baseline performance at Moor Lane/Littleton Road/Kersal Vale Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Kersal Vale Road	584	55%	0
Moor Lane	123	16%	0
Littleton Road	239	24%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Kersal Vale Road	269	26%	0
Moor Lane	146	15%	0
Littleton Road	553	56%	0

10.3.1101 The conclusions drawn in paragraph 11.4.1108 of the main TA remain unchanged.

10.3.1102 Table 11-451 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-451 below replaces Table 11-451 of the main TA.

Table 11-451: Future baseline performance at Moor Lane/Littleton Road/Kersal Vale 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)**		
Kersal Vale Road	510	48%	0	402	39%	0	301	29%	0
Moor Lane	160	20%	0	243	28%	0	335	37%	0
Littleton Road	301	30%	0	334	34%	0	380	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)**		
Kersal Vale Road	293	28%	0	338	33%	0	369	37%	0
Moor Lane	145	15%	0	175	19%	0	279	31%	0
Littleton Road	644	66%	0	729	76%	0	819	88%	1

10.3.1103 The conclusions drawn in paragraphs 11.4.1110 to 11.4.1112 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. 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 Littleton Road approach with no queue.

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 88% on the Littleton Road approach with an associated queue length of one PCU."

A56 Bury New Road/Singleton Road/Moor Lane

10.3.1104 Table 11-452 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-452 below replaces Table 11-452 of the main TA.

Table 11-452: 2018 baseline performance at A56 Bury New Road/Singleton Road/Moor Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A56 Bury New Road (north)	884	43%	14
Singleton Road	258	61%	8
A56 Bury New Road(south)	382	26%	6
Moor Lane	374	67%	10
	2018 PM peak hour (17:00–18:00) baseline results		
A56 Bury New Road (north)	716	43%	12
Singleton Road	296	52%	8
A56 Bury New Road(south)	867	62%	14
Moor Lane	394	78%	11

10.3.1105 The conclusions drawn in paragraph 11.4.1114 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 Moor Lane approach with an associated queue length of 11 PCU."

10.3.1106 Table 11-453 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-453 below replaces Table 11-453 of the main TA.

Table 11-453: Future baseline performance at A56 Bury New Road/Singleton Road/Moor Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A56 Bury New Road (north)	946	46%	14
Singleton Road	280	66%	8
A56 Bury New Road (south)	449	31%	7
Moor Lane	381	68%	11
	2031 PM peak hour (17:00–18:00)		
A56 Bury New Road (north)	818	55%	13
Singleton Road	314	55%	9
A56 Bury New Road(south)	925	69%	15

Approach	Flow, PCU/hr	VoC	Q, PCU
Moor Lane	431	86%	12

10.3.1107 The conclusions drawn in paragraph 11.4.1116 of the main TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates well within capacity in the in the AM peak hour. In the PM peak hour, the junction is close to capacity in the 2031 future baseline with a maximum VoC of 86% on the Moor Lane approach with an associated queue length of 12 PCU."

A6044 Hilton Lane/A6044 Rainsough Brow/Kersal Road

10.3.1108 Table 11-454 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 11-454 below replaces Table 11-454 of the main TA.

Table 11-454: 2018 baseline performance at A6044 Hilton Lane/A6044 Rainsough Brow/Kersal Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6044 Hilton Lane	520	26%	0
Kersal Road	254	63%	1
A6044 Rainsough Brow	597	55%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A6044 Hilton Lane	368	19%	0
Kersal Road	169	55%	0
A6044 Rainsough Brow	911	79%	0

10.3.1109 The conclusions drawn in paragraph 11.4.118 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 79% on the A6044 Rainsough Brow approach with no queue."

10.3.1110 Table 11-455 of the main TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 11-455 below replaces Table 11-455 of the main TA.

Table 11-455: Future baseline performance at A6044 Hilton Lane/A6044 Rainsough Brow/Kersal Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A6044 Hilton Lane	655	33%	0
Kersal Road	243	73%	1
A6044 Rainsough Brow	723	65%	0
	2031 PM peak hour (17:00–18:00)		
A6044 Hilton Lane	406	21%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
Kersal Road	175	60%	1
A6044 Rainsough Brow	1,054	87%	0

10.3.1111 The conclusions drawn in paragraph 11.4.1120 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 87% on the A6044 Rainsough Brow approach with no queue."

Cambridge Street/Hulme Street

10.3.1112 This junction is a four-arm priority controlled (give way) junction with no controlled pedestrian crossing facilities. Hulme Street (west) 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 21-164.

Table 21-164: 2018 baseline performance at Cambridge Street/Hulme Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Cambridge Street (north)	55	3%	0
Hulme Street (east)	132	20%	0
Cambridge Street (south)	631	23%	0
Hulme Street (west)*	-	-	-
	2018 PM peak hour (17:00–18:00) baseline results		
Cambridge Street (north)	68	3%	0
Hulme Street (east)	409	62%	0
Cambridge Street (south)	258	10%	0
Hulme Street (west)*	-	-	-

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

10.3.1113 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1114 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-165. 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 21-165: Future baseline performance at Cambridge Street/Hulme 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)**		
Cambridge Street (north)	172	9%	0	271	14%	0
Hulme Street (east)	229	38%	0	278	50%	0

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Cambridge Street (south)	700	27%	0	811	31%	0
Hulme Street (west)*	-	-	-	-	-	-
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
Cambridge Street (north)	655	33%	0	669	33%	0
Hulme Street (east)	373	103%	5	370	105%	5
Cambridge Street (south)	209	9%	0	208	9%	0
Hulme Street (west)*	-	-	-	-	-	-

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

10.3.1115 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 in the 2039 future baseline with a maximum VoC of 103% on the Hulme Street (east) approach with an associated queue length of five PCU.

10.3.1116 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 105% on the Hulme Street (east) approach with an associated queue length of five PCU.

A56 Chester Road/Great Jackson Street

10.3.1117 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 21-166.

Table 21-166: 2018 baseline performance at A56 Chester Road/Great Jackson Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A56 Bridgewater Viaduct	311	8%	0
Deansgate	325	54%	0
A56 Chester Road	1,398	31%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A56 Bridgewater Viaduct	1,242	31%	0
Deansgate	152	67%	1
A56 Chester Road	678	16%	1

10.3.1118 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1119 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-167. 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 21-167: Future baseline performance at A56 Chester Road/Great Jackson 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)**		
A56 Bridgewater Viaduct	311	8%	0	322	8%	0
Deansgate	349	58%	0	282	48%	0
A56 Chester Road	1,526	33%	0	1,486	33%	0
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A56 Bridgewater Viaduct	1,474	37%	0	1,516	38%	0
Deansgate	154	91%	3	161	101%	5
A56 Chester Road	644	15%	2	734	18%	2

10.3.1120 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 91% on the Deansgate approach with an associated queue length of three PCU.

10.3.1121 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 101% on the Deansgate approach with an associated queue length of five PCU.

A34 Oxford Road/Charles Street/Hulme Street

10.3.1122 This junction is a four-arm signal-controlled 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 21-168.

Table 21-168: 2018 baseline performance at A34 Oxford Road/Charles Street/Hulme Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A34 Oxford Road (north)	301	26%	2
Charles Street	117	45%	2
A34 Oxford Road (south)	886	49%	11
Hulme Street	267	66%	5
	2018 PM peak hour (17:00–18:00) baseline results		
A34 Oxford Road (north)	602	66%	6
Charles Street	232	36%	4
A34 Oxford Road (south)	608	46%	9
Hulme Street	271	43%	4

10.3.1123 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1124 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-169. 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 21-169: Future baseline performance at A34 Oxford Road/Charles Street/Hulme 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)**		
A34 Oxford Road (north)	254	31%	1	264	33%	1
Charles Street	355	98%	6	365	101%	7
A34 Oxford Road (south)	580	53%	7	644	56%	8
Hulme Street	90	20%	2	105	23%	2
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A34 Oxford Road (north)	524	89%	7	474	81%	7
Charles Street	498	72%	8	532	77%	8
A34 Oxford Road (south)	359	49%	5	373	50%	6
Hulme Street	121	18%	2	58	9%	1

10.3.1125 In the 2039 future baseline, the assessment shows that this junction operates close to capacity with a maximum VoC of 98% on the Charles Street approach in the AM peak hour with an associated queue length of six PCU. In the PM peak hour, the maximum VoC of 89% is on the A34 Oxford Road (north) approach with an associated queue length of seven PCU.

10.3.1126 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 Charles Street approach with an associated queue length of seven 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 81% on the A34 Oxford Road (north) approach with an associated queue length of seven PCU.

A34 Princess Street/Charles Street

10.3.1127 This junction is a four-arm signal-controlled intersection with signal-controlled pedestrian crossing facilities. The A34 Princess Street (south) approach is modelled as one-way exit arm in the baseline, and hence, there is no modelled data reported for this arm. 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 21-170.

Table 21-170: 2018 baseline performance at A34 Princess Street/Charles Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A34 Princess Street (north)	382	17%	6
Charles Street (east)	129	15%	2
A34 Princess Street (south)*	-	-	-
Charles Street (west)	99	11%	1
	2018 PM peak hour (17:00–18:00) baseline results		
A34 Princess Street (north)	847	49%	15
Charles Street (east)	193	20%	2
A34 Princess Street (south)*	-	-	-
Charles Street (west)	87	9%	1

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

10.3.1128 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1129 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-171. 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 21-171: Future baseline performance at A34 Princess Street/Charles 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)**		
A34 Princess Street (north)	329	29%	4	284	26%	4	332	32%	4
Charles Street (east)	228	27%	3	373	44%	5	469	58%	6
A34 Princess Street (south)	436	58%	6	482	64%	6	518	68%	7
Charles Street (west)	247	31%	3	206	29%	3	261	38%	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)**		
A34 Princess Street (north)	707	87%	11	733	94%	11	723	97%	11
Charles Street (east)	412	39%	4	511	48%	5	654	61%	7
A34 Princess Street (south)	441	74%	7	486	82%	7	530	90%	8
Charles Street (west)	512	81%	6	448	95%	5	344	104%	4

10.3.1130 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

operates close to capacity in the 2031 future baseline with a maximum VoC of 87% on the A34 Princess Street (north) approach with an associated queue length of 11 PCU.

10.3.1131 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 95% on the Charles Street (west) approach with an associated queue length of five PCU.

10.3.1132 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 104% on the Charles Street (west) approach with an associated queue length of four PCU.

A5103 Albion Street/B6469 Whitworth Street West

10.3.1133 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 21-172.

Table 21-172: 2018 baseline performance at A5103 Albion Street/B6469 Whitworth Street West

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5103 Albion Street (north)	491	45%	7
B6469 Whitworth Street West (east)	183	26%	3
A5103 Albion Street (south)	878	60%	14
B6469 Whitworth Street West (west)	513	72%	9
	2018 PM peak hour (17:00–18:00) baseline results		
A5103 Albion Street (north)	728	51%	10
B6469 Whitworth Street West (east)	83	13%	1
A5103 Albion Street (south)	524	33%	8
B6469 Whitworth Street West (west)	103	16%	2

10.3.1134 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1135 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-173. 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 21-173: Future baseline performance at A5103 Albion Street/B6469 Whitworth Street West

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 Albion Street (north)	426	42%	6	443	43%	6
B6469 Whitworth Street West (east)	615	92%	10	670	101%	11

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A5103 Albion Street (south)	1,015	103%	16	942	103%	15
B6469 Whitworth Street West (west)	513	95%	8	490	99%	7
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A5103 Albion Street (north)	1,026	84%	13	1,044	87%	14
B6469 Whitworth Street West (east)	202	32%	3	237	37%	4
A5103 Albion Street (south)	837	58%	13	971	73%	15
B6469 Whitworth Street West (west)	323	50%	5	307	48%	5

10.3.1136 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 A5103 Albion Street (south) approach with an associated queue length of 16 PCU 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 84% on the A5103 Albion Street (north) approach with an associated queue length of 13 PCU.

10.3.1137 In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 103% on the A5103 Albion Street (south) approach with an associated queue length of 15 PCU 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 87% on the A5103 Albion Street (north) approach with an associated queue length of 14 PCU.

A56 Bridgewater Viaduct/B6469 Whitworth Street West/Castle Street

10.3.1138 This junction is a four-arm signal-controlled crossroads with signal-controlled pedestrian crossing facilities only on the B6469 Whitworth Street approach. The Castle Street 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 21-174.

Table 21-174: 2018 baseline performance at A56 Bridgewater Viaduct/B6469 Whitworth Street West/Castle Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A56 Deansgate	451	31%	2
B6469 Whitworth Street West	333	47%	5
A56 Bridgewater Viaduct	1,267	84%	15

Approach	Flow, PCU/hr	VoC	Q, PCU
Castle Street*	-	-	-
	2018 PM peak hour (17:00–18:00) baseline results		
A56 Deansgate	1,205	82%	8
B6469 Whitworth Street West	76	11%	2
A56 Bridgewater Viaduct	534	41%	7
Castle Street*	-	-	-

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

10.3.1139 The assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 84% on the A56 Bridgewater Viaduct approach in the AM peak hour with an associated queue length of 15 PCU. In the PM peak hour, the maximum VoC of 82% is on the A56 Deansgate approach with an associated queue length of eight PCU.

10.3.1140 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-175. As the junction is affected by both construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 21-175: Future baseline performance at A56 Bridgewater Viaduct/B6469 Whitworth Street West/Castle 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)**		
A56 Deansgate	453	31%	2	433	30%	2	447	31%	2
B6469 Whitworth Street West	236	33%	6	305	43%	7	355	57%	9
A56 Bridgewater Viaduct	1,420	92%	17	1,444	93%	18	1,411	103%	17
Castle Street*	-	-	-	-	-	-	-	-	-
	2031 AM peak hour (08:00–09:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A56 Deansgate	1,397	96%	12	1,414	97%	12	1,415	97%	12
B6469 Whitworth Street West	293	41%	6	410	57%	9	400	56%	9
A56 Bridgewater Viaduct	455	37%	6	510	42%	6	610	50%	7
Castle Street*	-	-	-	-	-	-	-	-	-

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

10.3.1141 The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 92% on the A56 Bridgewater Viaduct approach in the AM peak hour with an associated queue length of 17 PCU. In the PM peak hour, the maximum VoC of 96% is on the A56 Deansgate approach with an associated queue length of 12 PCU.

10.3.1142 The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 93% on the A56 Bridgewater Viaduct approach in the AM

peak hour with an associated queue length of 18 PCU. In the PM peak hour, the maximum VoC of 97% is on the A56 Deansgate approach with an associated queue length of 12 PCU.

10.3.1143 In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 103% on the A56 Bridgewater Viaduct approach with an associated queue length of 17 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 97% on the A56 Deansgate approach with an associated queue length of 12 PCU.

A6 London Road/Travis Street

10.3.1144 This junction is a three-arm priority controlled (give way) T-junction with no controlled pedestrian crossing facilities. Traffic is not permitted to turn right from Travis Street to A6 London Road (north). 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 21-176.

Table 21-176: 2018 baseline performance at A6 London Road/Travis Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6 London Road (north)	570	14%	0
Travis Street	190	46%	0
A6 London Road (south)	822	21%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A6 London Road (north)	824	21%	0
Travis Street	212	66%	1
A6 London Road (south)	325	8%	0

10.3.1145 The assessment shows that this junction operates well within capacity in in the 2018 baseline.

10.3.1146 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-177. 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 21-177: Future baseline performance at A6 London Road/Travis 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)**		
A6 London Road (north)	626	16%	0	576	14%	0
Travis Street	155	39%	0	209	51%	0
A6 London Road (south)	723	18%	0	605	15%	0
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A6 London Road (north)	660	17%	0	681	17%	0
Travis Street	277	73%	1	311	83%	2

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A6 London Road (south)	354	9%	0	427	11%	0

10.3.1147 The assessment shows that this junction operates well within capacity in in the 2039 future baseline.

10.3.1148 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 83% on the Travis Street approach with a queue length of two PCU.

A6042 Trinity Way/A6143 Water Street

10.3.1149 This junction is a four-arm signal-controlled crossroads with signal-controlled pedestrian crossing facilities. The Car Park access 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 21-178.

Table 21-178: 2018 baseline performance at A6042 Trinity Way/A6143 Water Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6042 Trinity Way (north)	765	60%	14
A6143 Water Street	288	40%	6
A6042 Trinity Way (south)	1,014	32%	2
Car Park access*	-	-	-
	2018 PM peak hour (17:00–18:00) baseline results		
A6042 Trinity Way (north)	1,097	67%	18
A6143 Water Street	661	72%	13
A6042 Trinity Way (south)	588	22%	1
Car Park access*	-	-	-

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

10.3.1150 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1151 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-179. As the junction is affected by both construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 21-179: Future baseline performance at A6042 Trinity Way/A6143 Water 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)**			**2039 AM peak hour (08:00–09:00)**		
A6042 Trinity Way (north)	812	64%	15	729	57%	14	699	55%	13
A6143 Water Street	390	55%	9	458	64%	10	572	80%	13

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
A6042 Trinity Way (south)	1,176	37%	12	1,154	36%	12	1,143	35%	11
Car Park access*	-	-	-	-	-	-	-	-	-
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A6042 Trinity Way (north)	1,103	68%	18	1,161	72%	19	1,285	92%	21
A6143 Water Street	901	98%	18	930	101%	18	900	106%	17
A6042 Trinity Way (south)	702	26%	8	681	25%	8	690	26%	8
Car Park access*	-	-	-	-	-	-	-	-	-

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

10.3.1152 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 the capacity in the 2031 future baseline with a maximum VoC of 98% on the A6143 Water Street approach with an associated queue length of 18 PCU.

10.3.1153 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 the capacity in the 2039 future baseline with a maximum VoC of 101% on the A6143 Water Street approach with an associated queue length of 18 PCU.

10.3.1154 In the 2051 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 80% on the A6143 Water Street 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 2051 future baseline with a maximum VoC of 106% on the A6143 Water Street approach with an associated queue length of 17 PCU.

A6143 Water Street/A6143 Liverpool Road

10.3.1155 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 21-180.

Table 21-180: 2018 baseline performance at A6143 Water Street/A6143 Liverpool Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5225 Water Street	193	18%	2
A6143 Liverpool Road	203	22%	4
A6143 Water Street	552	61%	6
	2018 PM peak hour (17:00–18:00) baseline results		
B5225 Water Street	137	42%	2
A6143 Liverpool Road	552	26%	3
A6143 Water Street	142	46%	2

10.3.1156 This assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1157 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-181. 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 21-181: Future baseline performance at A6143 Water Street/A6143 Liverpool 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)**		
B5225 Water Street	623	60%	7	701	67%	8	726	70%	8
A6143 Liverpool Road	194	20%	3	272	29%	5	409	43%	7
A6143 Water Street	643	91%	7	596	101%	7	574	104%	6
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
B5225 Water Street	184	59%	3	204	66%	3	203	68%	3
A6143 Liverpool Road	1,057	49%	6	1,131	52%	7	1,162	54%	7
A6143 Water Street	338	86%	5	351	96%	5	360	100%	5

10.3.1158 The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 91% on the A6143 Water Street approach in the AM peak hour with an associated queue length of seven PCU. In the PM peak hour, the maximum VoC of 86% is on the A6143 Water Street approach with an associated queue length of five PCU.

10.3.1159 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 A6143 Water Street 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 2039 future baseline with a maximum VoC of 96% on the A6143 Water Street approach with an associated queue length of five PCU.

10.3.1160 The assessment shows that this junction operates over capacity in the 2051 future baseline with a maximum VoC of 104% on the A6143 Water Street approach in the AM peak hour with an associated queue length of six PCU. In the PM peak hour, the maximum VoC of 100% is on the A6143 Water Street approach with an associated queue length of five PCU.

Chorlton Street/Bloom Street

10.3.1161 This junction is a four-arm priority controlled (give way) crossroads with no controlled pedestrian crossing facilities. The Chorlton Street (east) approach is a one-way exit arm from the junction and is therefore not reported in the results. 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 21-182.

Table 21-182: 2018 baseline performance at Chorlton Street/Bloom Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Bloom Street (north)	82	14%	0
Chorlton Street (east)*	-	-	-
Bloom Street (south)	371	57%	0
Chorlton Street (west)	177	10%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Bloom Street (north)	0	0%	0
Chorlton Street (east)*	-	-	-
Bloom Street (south)	496	87%	1
Chorlton Street (west)	312	17%	0

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

10.3.1162 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 the junction operates close to capacity in the 2018 baseline with a maximum VoC of 87% on the Bloom Street (south) approach with an associated queue length of one PCU.

10.3.1163 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-183. 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 21-183: Future baseline performance at Chorlton Street/Bloom 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)**		
Bloom Street (north)	3	0%	0	0	0%	0
Chorlton Street (east)*	-	-	-	-	-	-
Bloom Street (south)	267	41%	0	271	41%	0
Chorlton Street (west)	73	4%	0	64	3%	0
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
Bloom Street (north)	0	0%	0	0	0%	0
Chorlton Street (east)*	-	-	-	-	-	-
Bloom Street (south)	340	63%	0	379	77%	1
Chorlton Street (west)	431	22%	0	352	18%	0

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

10.3.1164 This assessment shows that this junction operates well within capacity in the 2039 baseline.

10.3.1165 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 77% on the Bloom Street (south) approach with an associated queue length of one PCU.

A56 Deansgate/A34 Street/A34 Quay Street

10.3.1166 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 21-184.

Table 21-184: 2018 baseline performance at A56 Deansgate/A34 Peter Street/A34 Quay Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A56 Deansgate (north)	262	23%	5
A34 Peter Street	557	50%	9
A56 Deansgate (south)	887	95%	9
A34 Quay Street	311	49%	6
	2018 PM peak hour (17:00–18:00) baseline results		
A56 Deansgate (north)	680	60%	12
A34 Peter Street	472	44%	8
A56 Deansgate (south)	464	57%	10
A34 Quay Street	205	26%	4

10.3.1167 In the AM peak hour, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 95% on the A56 Deansgate (south) approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that the junction is well within capacity in the 2018 baseline.

10.3.1168 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-185. As the junction is affected by both construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 21-185: 2018 baseline performance at A56 Deansgate/A34 Peter Street/A34 Quay 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)**		
A56 Deansgate (north)	366	37%	7	429	42%	8	456	43%	8
A34 Peter Street	349	54%	6	362	56%	6	354	55%	6
A56 Deansgate (south)	734	93%	8	737	96%	7	714	94%	7
A34 Quay Street	471	64%	9	412	57%	8	428	59%	8

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)		
A56 Deansgate (north)	1,054	97%	19	1,077	101%	19	1,079	103%	19
A34 Peter Street	499	80%	8	578	93%	10	572	91%	9
A56 Deansgate (south)	159	28%	4	207	37%	5	283	51%	6
A34 Quay Street	396	63%	8	402	72%	8	423	75%	8

10.3.1169 The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 93% on the A56 Deansgate (south) approach in the AM peak hour with an associated queue length of eight PCU. In the PM peak hour, the maximum VoC of 97% is on the A56 Deansgate (north) approach with an associated queue length of 19 PCU.

10.3.1170 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 A56 Deansgate (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 101% on the A56 Deansgate (north) approach with an associated queue length of 19 PCU.

10.3.1171 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 94% on the A56 Deansgate (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 2051 future baseline with a maximum VoC of 103% on the A56 Deansgate (north) approach with an associated queue length of 19 PCU.

A6042 Trinity Way/Hampson Street

10.3.1172 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 21-186.

Table 21-186: 2018 baseline performance at A6042 Trinity Way/Hampson Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6042 Trinity Way (north)	642	36%	7
A6042 Trinity Way (south)	539	53%	10
B5225 Hampson Street	371	40%	6

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
A6042 Trinity Way (north)	874	49%	7
A6042 Trinity Way (south)	643	62%	11
B5225 Hampson Street	302	27%	6

10.3.1173 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1174 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-187. 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 21-187: Future baseline performance at A6042 Trinity Way/Hampson Street

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 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A6042 Trinity Way (north)	580	32%	7	503	28%	6	460	25%	5
A6042 Trinity Way (south)	687	67%	13	757	75%	14	847	84%	16
B5225 Hampson Street	690	74%	6	710	76%	6	730	78%	6
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A6042 Trinity Way (north)	917	51%	9	925	52%	9	975	55%	10
A6042 Trinity Way (south)	832	81%	15	867	84%	15	913	88%	16
B5225 Hampson Street	267	24%	4	349	31%	5	487	44%	8

10.3.1175 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 A6042 Trinity Way (south) approach with an associated queue length of 15 PCU.

10.3.1176 The assessment shows that this junction operates within capacity in the 2039 future baseline with a maximum VoC of 76% on the B5225 Hampson Street approach in the AM peak hour with an associated queue length of six PCU. In the PM peak hour, the maximum VoC of 84% is on the A6042 Trinity Way (south) approach with an associated queue length of 15 PCU.

10.3.1177 In the 2051 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 84% on the A6042 Trinity Way (south) approach with an associated queue length of 16 PCU 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 88% on the A6042 Trinity Way (south) approach with an associated queue length of 16 PCU.

A6 Portland Street/A62 Newton Street

10.3.1178 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 21-188.

Table 21-188: 2018 baseline performance at A6 Portland Street/A62 Newton Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A62 Newton Street	781	47%	5
A6 Piccadilly	70	36%	1
A6 Portland Street	430	30%	2
	2018 PM peak hour (17:00–18:00) baseline results		
A62 Newton Street	420	35%	4
A6 Piccadilly	64	16%	1
A6 Portland Street	606	38%	3

10.3.1179 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1180 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-189. 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 21-189: Future baseline performance at A6 Portland Street/A62 Newton 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)**		
A62 Newton Street	4	1%	0	4	1%	0	4	1%	0
A6 Piccadilly	66	14%	1	65	14%	1	64	14%	1
A6 Portland Street	30	6%	0	30	6%	0	30	6%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (08:00-09:00)**		
A62 Newton Street	5	1%	0	5	1%	0	4	1%	0
A6 Piccadilly	58	15%	1	58	15%	1	56	15%	1
A6 Portland Street	22	5%	0	22	5%	0	22	5%	0

10.3.1181 The assessment shows that this junction operates well within capacity in the 2031, 2039 and 2051 future baselines.

Spring Gardens/King Street

10.3.1182 This junction is a three-arm priority controlled (give way) T-junction with no controlled pedestrian crossing facilities. The Spring Gardens (north) approach is a one-way exit arm from the junction and is therefore not reported in the results. 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 21-190.

Table 21-190: 2018 baseline performance at Spring Gardens/King Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Spring Gardens (north)*	-	-	-
Spring Gardens (south)	585	35%	0
King Street	217	11%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Spring Gardens (north)*	-	-	-
Spring Gardens (south)	344	21%	0
King Street	745	37%	0

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

10.3.1183 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1184 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 21-191. 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 21-191: Future baseline performance at Spring Gardens/King 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)**		
Spring Gardens (north)*	-	-	-	-	-	-	-	-	-
Spring Gardens (south)	539	32%	0	471	28%	0	473	28%	0
King Street	409	20%	0	410	21%	0	444	22%	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)**		
Spring Gardens (north)*	-	-	-	-	-	-	-	-	-
Spring Gardens (south)	522	31%	0	543	32%	0	474	28%	0
King Street	1,106	55%	0	1,168	58%	0	993	103%	0

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

10.3.1185 The assessment shows that this junction operates well within capacity in the 2031 and 2039 future baseline.

10.3.1186 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 103% on the King Street approach with no queue.

Fountain Street/York Street

10.3.1187 This junction is a four-arm priority-controlled crossroads junction with no controlled pedestrian crossing facilities. The Fountain Street (north) and York Street (east) approaches are one-way exit arms from the junction and are therefore not reported in the results. 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 21-192.

Table 21-192: 2018 baseline performance at Fountain Street/York Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Fountain Street (north)*	-	-	-
York Street (east)*	-	-	-
Fountain Street (south)	362	18%	0
York Street (west)	217	16%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Fountain Street (north)*	-	-	-
York Street (east)*	-	-	-
Fountain Street (south)	370	19%	0
York Street (west)	745	55%	0

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

10.3.1188 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1189 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 21-193. 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 21-193: Future baseline performance at Fountain Street/York 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)**		
Fountain Street (north)*	-	-	-	-	-	-	-	-	-
York Street (east)*	-	-	-	-	-	-	-	-	-
Fountain Street (south)	145	7%	0	113	6%	0	119	6%	0
York Street (west)	409	26%	0	410	26%	0	444	28%	0

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)**		
Fountain Street (north)*	-	-	-	-	-	-	-	-	-
York Street (east)*	-	-	-	-	-	-	-	-	-
Fountain Street (south)	254	13%	0	242	12%	0	307	37%	0
York Street (west)	1,106	77%	0	1,168	80%	0	959	103%	4

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

10.3.1190 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 operates within capacity in the 2031 future baseline with a maximum VoC of 77% on the York Street (west) approach with no queue.

10.3.1191 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 80% on the York Street (west) approach with no queue.

10.3.1192 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 103% on the York Street (west) approach with an associated queue length of four PCU.

A576 Centenary Way/Coronet Way

10.3.1193 This junction is a four-arm priority controlled (give way) roundabout with no controlled pedestrian crossing facilities. The local access 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 21-194.

Table 21-194: 2018 baseline performance at A576 Centenary Way/Coronet Way

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Local access road*	-	-	-
Coronet Way	435	38%	0
A576 Centenary Way (south)	1,176	63%	0
A576 Centenary Way (west)	935	73%	1
	2018 PM peak hour (17:00–18:00) baseline results		
Local access road*	-	-	-

Approach	Flow, PCU/hr	VoC	Q, PCU
Coronet Way	933	56%	0
A576 Centenary Way (south)	1,547	82%	0
A576 Centenary Way (west)	344	23%	0

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

10.3.1194 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 the junction is within capacity in the 2018 baseline with a maximum VoC of 82% on the A576 Centenary Way (south) approach with no queue.

10.3.1195 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-195. 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 21-195: Future baseline performance at A576 Centenary Way/Coronet Way

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)**		
Local access road*	-	-	-	-	-	-
Coronet Way	466	42%	0	563	53%	1
A576 Centenary Way (south)	1,652	89%	1	1,854	101%	5
A576 Centenary Way (west)	982	89%	3	1,018	100%	9
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
Local access road*	-	-	-	-	-	-
Coronet Way	1,084	65%	0	1,190	78%	1
A576 Centenary Way (south)	1,566	85%	0	1,733	94%	1
A576 Centenary Way (west)	353	25%	0	496	36%	0

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

10.3.1196 The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 89% on both the A576 Centenary Way (south) approach and the A576 Centenary Way (west) approach in the AM peak hour with an associated queue length of one and three PCUs respectively. In the PM peak hour, the maximum VoC of 85% is on the A576 Centenary Way (south) with no queue.

10.3.1197 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 A576 Centenary Way (south) approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 94% on the A576 Centenary Way (south) approach with an associated queue length of one PCU.

A662 Merrill Street/A662 Pollard Street/Carruthers Street

10.3.1198 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 21-196.

Table 21-196: 2018 baseline performance at A662 Merrill Street/A662 Pollard Street/Carruthers Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Carruthers Street (north)	137	35%	2
A662 Merrill Street	113	18%	1
Carruthers Street (south)	20	5%	0
A662 Pollard Street	100	52%	2
	2018 PM peak hour (17:00–18:00) baseline results		
Carruthers Street (north)	308	72%	3
A662 Merrill Street	0	0%	0
Carruthers Street (south)	94	18%	1
A662 Pollard Street	242	54%	2

10.3.1199 This assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1200 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-197. 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 21-197: Future baseline performance at A662 Merrill Street/A662 Pollard Street/Carruthers 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)**		
Carruthers Street (north)	274	75%	4	290	79%	5
A662 Merrill Street	46	7%	1	54	9%	1
Carruthers Street (south)	55	13%	1	84	20%	1
A662 Pollard Street	121	62%	2	142	74%	2
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
Carruthers Street (north)	404	88%	4	423	93%	4
A662 Merrill Street	0	0%	0	0	0%	0
Carruthers Street (south)	90	18%	1	96	19%	1
A662 Pollard Street	324	74%	3	380	87%	4

10.3.1201 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 Carruthers Street (north) approach with an associated queue length of four 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 88% on the Carruthers Street (north) with an associated queue length of four PCU.

10.3.1202 In the 2051 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 79% on the Carruthers Street (north) 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 2051 future baseline with a maximum VoC of 93% on the Carruthers Street (north) approach with an associated queue length of four PCU.

A664 Rochdale Road/Osborne Street/Dalton Street

10.3.1203 This junction is a four-arm signal controlled crossroads with signal controlled pedestrian crossing facilities. Osborne Street 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 21-198.

Table 21-198: 2018 baseline performance at A664 Rochdale Road/Osborne Street/Dalton Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A664 Rochdale Road (north)	705	39%	0
Osborne Street*	-	-	-
A664 Rochdale Road (south)	142	7%	0
Dalton Street	149	24%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A664 Rochdale Road (north)	473	43%	0
Osborne Street*	-	-	-
A664 Rochdale Road (south)	576	30%	0
Dalton Street	342	78%	1

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

10.3.1204 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 Dalton Street approach with an associated queue length of one PCU.

10.3.1205 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-199. 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 21-199: Future baseline performance at A664 Rochdale Road/Osborne Street/Dalton 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)**		
A664 Rochdale Road (north)	827	47%	0	859	51%	0
Osborne Street*	-	-	-	-	-	-
A664 Rochdale Road (south)	224	11%	0	366	19%	0
Dalton Street	79	15%	0	125	33%	0
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A664 Rochdale Road (north)	542	53%	0	652	63%	0
Osborne Street*	-	-	-	-	-	-
A664 Rochdale Road (south)	628	32%	0	692	36%	0
Dalton Street	330	77%	1	343	93%	3

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

10.3.1206 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 77% on the Dalton Street with an associated queue length of one PCU.

10.3.1207 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 Dalton Street approach with an associated queue length of three PCU.

A576 Cromwell Road/Gerald Road/Littleton Road

10.3.1208 This junction is a five-arm priority controlled (give way) roundabout with uncontrolled 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 21-200.

Table 21-200: 2018 baseline performance at A576 Cromwell Road/Gerald Road/Littleton Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Littleton Road	860	99%	4
A576 Cromwell Road (north)	420	51%	0
Gerald Road (east)	72	10%	0
A576 Cromwell Road (south)	888	42%	0
Gerald Road (west)	194	24%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
Littleton Road	329	37%	0
A576 Cromwell Road (north)	640	74%	1
Gerald Road (east)	199	35%	0
A576 Cromwell Road (south)	837	52%	0
Gerald Road (west)	178	32%	0

10.3.1209 In the 2018 baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 99% on the Littleton 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 2018 baseline.

10.3.1210 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-201. As the junction is affected by both construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 21-201: Future baseline performance at A576 Cromwell Road/Gerald Road/Littleton 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)**		
Littleton Road	842	101%	6	836	101%	6	822	102%	6
A576 Cromwell Road (north)	486	61%	0	503	64%	0	553	70%	1
Gerald Road (east)	83	12%	0	62	9%	0	63	9%	0
A576 Cromwell Road (south)	945	46%	0	964	47%	0	1,013	50%	0
Gerald Road (west)	253	32%	0	286	37%	0	329	44%	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)**		
Littleton Road	368	46%	0	402	51%	0	468	59%	0
A576 Cromwell Road (north)	843	98%	4	852	101%	6	850	102%	6
Gerald Road (east)	324	68%	1	366	79%	2	452	98%	5
A576 Cromwell Road (south)	1,011	68%	1	1,046	74%	1	1,068	81%	1
Gerald Road (west)	165	38%	0	168	42%	0	157	43%	0

10.3.1211 In the 2031 future baseline, the assessment show that this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on the Littleton Road approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that the

junction operates over capacity with a maximum VoC of 94% on the A576 Cromwell Road (north) approach with an associated queue length of four PCU.

10.3.1212 This junction operates over capacity in the 2039 future baseline with a maximum VoC of 101% on the Littleton Road approach in the AM peak hour with an associated queue length of six PCU. In the PM peak hour, the maximum VoC of 101% is on the the A576 Cromwell Road (north) approach with an associated queue length of six PCU.

10.3.1213 This junction operates over capacity in the 2051 future baseline with a maximum VoC of 102% on the Littleton Road approach in the AM peak hour with an associated queue length of six PCU. In the PM peak hour, the maximum VoC of 102% is on the the A576 Cromwell Road (north) approach with an associated queue length of six PCU.

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

10.3.1214 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 Junctions 9 software and is shown in Table 21-202.

Table 21-202: 2018 baseline performance at A576 Cromwell Road/A576 Great Cheetham Street West/Seaford Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A576 Great Cheetham Street West	418	21%	0
Seaford Road	79	44%	0
A576 Cromwell Road	735	29%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A576 Great Cheetham Street West	638	32%	0
Seaford Road	126	55%	1
A576 Cromwell Road	282	12%	0

10.3.1215 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1216 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-203. 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 21-203: Future baseline performance at A576 Cromwell Road/A576 Great Cheetham Street West/Seaford 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)**		
A576 Great Cheetham Street West	513	26%	0	556	28%	0

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Seaford Road	91	55%	1	79	53%	1
A576 Cromwell Road	712	29%	0	759	31%	0
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A576 Great Cheetham Street West	901	45%	0	988	51%	0
Seaford Road	105	76%	2	118	89%	3
A576 Cromwell Road	496	22%	0	534	24%	0

10.3.1217 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 operates within capacity in the 2039 future baseline with a maximum VoC of 76% on the Seaford Road approach with an associated queue length of two PCU.

10.3.1218 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 operates close to capacity in the 2051 future baseline with a maximum VoC of 89% on the Seaford Road approach with an associated queue length of three PCU.

B6180 Waterloo Road/A6010 Elizabeth Street

10.3.1219 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 21-204.

Table 21-204: 2018 baseline performance at B6180 Waterloo Road/A6010 Elizabeth Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B6180 Waterloo Road (north)	265	26%	4
A6010 Elizabeth Street (east)	518	56%	6
B6180 Waterloo Road (south)	267	47%	4
A6010 Elizabeth Street (west)	485	79%	6
	2018 PM peak hour (17:00–18:00) baseline results		
B6180 Waterloo Road (north)	188	20%	3
A6010 Elizabeth Street (east)	789	86%	10
B6180 Waterloo Road (south)	545	75%	8
A6010 Elizabeth Street (west)	251	46%	3

10.3.1220 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 A6010 Elizabeth Street (west) 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 2018 baseline with a maximum VoC of 86% on the A6010 Elizabeth Street (east) approach with an associated queue length of 10 PCU.

10.3.1221 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-205. As the junction is affected by both construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 21-205: Future baseline performance at B6180 Waterloo Road/A6010 Elizabeth 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)**		
B6180 Waterloo Road (north)	294	29%	4	282	28%	4	264	27%	4
A6010 Elizabeth Street (east)	544	58%	7	528	56%	6	624	66%	7
B6180 Waterloo Road (south)	312	56%	5	304	54%	5	384	70%	6
A6010 Elizabeth Street (west)	499	74%	6	534	75%	6	606	84%	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)**		
B6180 Waterloo Road (north)	179	19%	3	177	19%	3	180	21%	3
A6010 Elizabeth Street (east)	800	89%	10	810	92%	10	834	98%	10
B6180 Waterloo Road (south)	535	75%	8	549	78%	8	633	87%	9
A6010 Elizabeth Street (west)	285	57%	4	311	63%	4	359	57%	4

10.3.1222 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 operates close to capacity in the 2031 future baseline with a maximum VoC of 89% on the A6010 Elizabeth Street (east) approach with an associated queue length of 10 PCU.

10.3.1223 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 A6010 Elizabeth Street (west) approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 92% on the A6010 Elizabeth Street (east) approach with an associated queue length of 10 PCU.

10.3.1224 In the 2051 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 Elizabeth Street (west) 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 98% on the A6010 Elizabeth Street (east) approach with an associated queue length of 10 PCU.

A6010 Queens Road/Smedley Road

10.3.1225 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 21-206.

Table 21-206: 2018 baseline performance at A6010 Queens Road/Smedley Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Smedley Road (north)	910	71%	11
A6010 Queens Road (east)	1,222	71%	12
Smedley Road (south)	94	16%	2
A6010 Queens Road (west)	484	37%	7
	2018 PM peak hour (17:00–18:00) baseline results		
Smedley Road (north)	805	74%	9
A6010 Queens Road (east)	1,012	63%	13
Smedley Road (south)	538	87%	10
A6010 Queens Road (west)	583	54%	11

10.3.1226 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 87% on the Smedley Road (south) approach with an associated queue length of 10 PCU.

10.3.1227 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-207. 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 21-207: Future baseline performance at A6010 Queens Road/Smedley 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)**		
Smedley Road (north)	871	73%	10	876	74%	10	923	82%	11
A6010 Queens Road (east)	1,396	84%	13	1,389	85%	13	1,433	90%	14
Smedley Road (south)	168	30%	3	182	33%	3	245	44%	4
A6010 Queens Road (west)	546	42%	8	573	44%	8	640	49%	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)**		
Smedley Road (north)	872	80%	10	934	86%	10	1,069	94%	12
A6010 Queens Road (east)	1,092	68%	14	1,138	71%	14	1,148	72%	14
Smedley Road (south)	539	90%	10	540	91%	10	526	95%	10

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A6010 Queens Road (west)	591	55%	11	595	55%	11	608	56%	11

10.3.1228 In the 2031 future basleine the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 84% on the A6010 Queens Road (east) 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 2031 future baseline with a maximum VoC of 90% on the Smedley Road (south) approach with an associated queue length of 10 PCU.

10.3.1229 The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 85% on the A6010 Queens 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 91% is on the Smedley Road (south) approach with an associated queue length of 10 PCU.

10.3.1230 The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 90% on the A6010 Queens Road (east) approach in the AM peak hour with an associated queue length of 14 PCU. In the PM peak hour, the maximum VoC of 95% is on the Smedley Road (south) approach with an associated queue length of 10 PCU.

A6010 St James Street/Great Cheetham Street East

10.3.1231 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 21-208.

Table 21-208: 2018 baseline performance at A6010 St James Street/Great Cheetham Street East

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Great Cheetham Street East (north)	371	78%	1
A6010 St James Road	279	30%	0
A6010 Great Cheetham Street East (south)	296	15%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Great Cheetham Street East (north)	186	83%	2
A6010 St James Road	975	68%	0
A6010 Great Cheetham Street East (south)	329	18%	0

10.3.1232 The assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 78% on the Great Cheetham Street East (north) approach in the AM peak hour with an associated queue length of one PCU. In the PM peak hour, the assessment

shows that the junction operates within capacity in the 2018 baseline with a maximum VoC of 83% on the Great Cheetham Street East (north) approach with an associated queue length of two PCU.

10.3.1233 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-209. 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 21-209: Future baseline performance at A6010 St James Street/Great Cheetham Street 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)**		
Great Cheetham Street East (north)	367	81%	1	394	90%	2
A6010 St James Road	327	34%	0	382	39%	0
A6010 Great Cheetham Street East (south)	355	18%	0	375	19%	0
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
Great Cheetham Street East (north)	219	88%	2	227	92%	2
A6010 St James Road	1,022	73%	0	1,027	91%	0
A6010 Great Cheetham Street East (south)	419	23%	0	529	29%	0

10.3.1234 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 Great Cheetham Street East (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 88% on the Great Cheetham Street East (north) approach with an associated queue length of two PCU.

10.3.1235 In the 2051 future baseline, the assessment shows that this junction operates close to capacity with a maximum VoC of 90% on the Great Cheetham Street East (north) 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 operates close to capacity with a maximum VoC of 92% on the Great Cheetham Street East (north) approach with an associated queue length of two PCU.

Delaunays Road/Central Drive

10.3.1236 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 21-210.

Table 21-210: 2018 baseline performance at Delaunays Road/Central Drive

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Delaunays Road (east)	425	21%	0
Central Drive	190	49%	0
Delaunays Road (west)	492	53%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Delaunays Road (east)	177	9%	0
Central Drive	321	88%	2
Delaunays Road (west)	696	38%	0

10.3.1237 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 operates close to capacity in the 2018 baseline with a maximum VoC of 88% on the Central Drive approach with an associated queue length of two PCU.

10.3.1238 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-211. 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 21-211: Future baseline performance at Delaunays Road/Central Drive

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)**		
Delaunays Road (east)	425	21%	0	477	24%	0
Central Drive	210	53%	0	216	58%	1
Delaunays Road (west)	537	56%	0	578	62%	0
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
Delaunays Road (east)	187	9%	0	297	15%	0
Central Drive	268	92%	2	157	88%	2
Delaunays Road (west)	771	42%	0	912	50%	0

10.3.1239 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 operates close to capacity in the 2039 future baseline with a maximum VoC of 92% on the Central Drive approach with an associated queue length of two PCU.

10.3.1240 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 88% on the Central Drive approach with an associated queue length of two PCU.

A56 Bury New Road/Butterstile Road

10.3.1241 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 21-212.

Table 21-212: 2018 baseline performance at A56 Bury New Road/Butterstile Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A56 Bury New Road (north)	1,146	44%	0
A56 Bury New Road (south)	355	9%	0
Butterstile Lane	338	44%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A56 Bury New Road (north)	1,057	45%	1
A56 Bury New Road (south)	1,087	27%	0
Butterstile Lane	312	66%	3

10.3.1242 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1243 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-213. 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 21-213: Future baseline performance at A56 Bury New Road/Butterstile 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)**		
A56 Bury New Road (north)	1,376	53%	0	1,548	60%	0
A56 Bury New Road (south)	386	10%	0	431	11%	0
Butterstile Lane	435	62%	1	541	82%	2
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A56 Bury New Road (north)	1,284	53%	3	1,372	57%	3
A56 Bury New Road (south)	968	24%	0	930	23%	0
Butterstile Lane	402	82%	5	460	93%	6

10.3.1244 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 operates within capacity in the 2039 future baseline with a maximum VoC of 82% on the Butterstile Lane approach with an associated queue length of five PCU.

10.3.1245 In the 2051 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 82% on the Butterstile Lane 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 93% on the Butterstile Lane approach with an associated queue length of six PCU.

M60 Junction 19/A576 Middleston Road/A576 Manchester Old Road (Rhodes Interchange)

10.3.1246 This junction is four-arm signal-controlled roundabout 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 21-214.

Table 21-214: baseline performance at M60 Junction 19/A576 Middleston Road/A576 Manchester Old 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

10.3.1247 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.

10.3.1248 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 21-215. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 21-215: Future baseline performance at M60 Junction 19/A576 Middleston Road/A576 Manchester Old Road (Rhodes Interchange) junction

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 PM peak hour (17:00–18:00)		
A576 Manchester Old Road	807	57%	1
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

10.3.1249 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.

A34 Peter Street/Southmill Street

10.3.1250 This junction is a four-arm priority controlled (give way) crossroads with non signalised pedestrian crossing facilities. Southmill Street (south) approach is a one-way entry arm into the junction. 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 21-216.

Table 21-216: 2018 baseline performance at A34 Peter Street/Southmill Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Southmill Street (north)	52	11%	0
A34 Peter Street (east)	515	21%	0
Southmill Street (south)	179	67%	1
A34 Peter Street (west)	617	17%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Southmill Street (north)	387	89%	1
A34 Peter Street (east)	322	13%	0
Southmill Street (south)	105	28%	0
A34 Peter Street (west)	333	9%	0

10.3.1251 In the 2018 baseline, the assessment shows that 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 Southmill Street (north) approach with an associated queue length of one PCU.

10.3.1252 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 21-217. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 21-217: Future baseline performance at A34 Peter Street/Southmill Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Southmill Street (north)	186	59%	1
A34 Peter Street (east)	273	9%	0
Southmill Street (south)	222	97%	4
A34 Peter Street (west)	984	26%	0
	2031 PM peak hour (17:00–18:00)		
Southmill Street (north)	345	102%	5
A34 Peter Street (east)	116	5%	0
Southmill Street (south)	125	43%	0
A34 Peter Street (west)	796	21%	0

10.3.1253 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 Southmill Street (south) approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction is over capacity with a maximum VoC of 102% on the Southmill Street (north) approach with an associated queue length of five PCU.

A6 Crescent/A5063 Albion Way

10.3.1254 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 21-218.

Table 21-218: 2018 performance at A6 Crescent/A5063 Albion Way

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6 Broad Street	559	44%	2
A6 Crescent	599	31%	10
A5063 Albion Way	894	49%	14
	2018 PM peak hour (17:00–18:00) baseline results		
A6 Broad Street	505	40%	2
A6 Crescent	1,081	56%	18
A5063 Albion Way	1,285	71%	19

10.3.1255 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1256 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-219. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 21-219: Future baseline performance at A6 Crescent/A5063 Albion Way

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A6 Broad Street	824	65%	2
A6 Crescent	684	35%	11
A5063 Albion Way	1,073	59%	16
	2031 PM peak hour (17:00–18:00)		
A6 Broad Street	453	36%	2
A6 Crescent	1,269	66%	21
A5063 Albion Way	1,533	85%	23

10.3.1257 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 85% on the A5063 Albion Way approach with an associated queue length of 23 PCU.

A6 Newton Street/Hilton Street

10.3.1258 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 21-220.

Table 21-220: 2018 performance at A62 Newton Street/Hilton Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Hilton Street (west)	106	32%	2
A62 Newton Street (north)	438	40%	5
Hilton Street (east)	113	33%	2
A62 Newton Street (south)	408	29%	1
	2018 PM peak hour (17:00–18:00) baseline results		
Hilton Street (west)	0	0%	0
A62 Newton Street (north)	351	36%	4
Hilton Street (east)	97	16%	2
A62 Newton Street (south)	584	45%	3

10.3.1259 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1260 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-221. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 21-221: Future baseline performance at A62 Newton Street/Hilton Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Hilton Street (west)	13	4%	0
A62 Newton Street (north)	269	26%	3
Hilton Street (east)	242	70%	5
A62 Newton Street (south)	0	0%	0
	2031 PM peak hour (17:00–18:00)		
Hilton Street (west)	8	2%	0
A62 Newton Street (north)	105	11%	1
Hilton Street (east)	248	41%	5
A62 Newton Street (south)	0	0%	0

10.3.1261 The assessment shows that this junction operates well within capacity in the 2031 future baseline.

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

10.3.1262 This junction is a four-arm signal-controlled crossroads with signal-controlled pedestrian crossing facilities. Blossom Street 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 21-222.

Table 21-222: 2018 performance at A62 Great Ancoats Street/A665 Great Ancoats Street/A62 Newton Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A62 Great Ancoats Street	1,372	32%	8
Blossom Street*	-	-	-
A665 Great Ancoats Street	882	45%	15
A62 Newton Street	167	44%	4
	2018 PM peak hour (17:00–18:00) baseline results		
A62 Great Ancoats Street	1,405	33%	8
Blossom Street*	-	-	-
A665 Great Ancoats Street	1,003	54%	19
A62 Newton Street	249	67%	5

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

10.3.1263 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1264 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-223. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 21-223: Future baseline performance at A62 Great Ancoats Street/A665 Great Ancoats Street/A62 Newton Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A62 Great Ancoats Street	1,398	34%	5
Blossom Street*	-	-	-
A665 Great Ancoats Street	1,041	61%	15
A62 Newton Street	0	0%	0
	2031 PM peak hour (17:00–18:00)		
A62 Great Ancoats Street	1,280	31%	4
Blossom Street*	-	-	-
A665 Great Ancoats Street	1,175	68%	17
A62 Newton Street	0	0%	0

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

10.3.1265 The assessment shows that this junction operates well within capacity in the 2031 future baseline.

A56 Deansgate/King Street West/King Street

10.3.1266 This junction is a four-arm signal-controlled crossroads with controlled pedestrian crossing facilities. King Street is a pedestrian only approach that is not included within the SATURN model. A56 Deansgate (south) 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 21-224.

Table 21-224: 2018 performance at A56 Deansgate/King Street West/King Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A56 Deansgate (north)	579	57%	5
King Street*	-	-	-
A56 Deansgate (south)**	-	-	-
King Street West	201	48%	4
	2018 PM peak hour (17:00–18:00) baseline results		
A56 Deansgate (north)	378	36%	2
King Street*	-	-	-
A56 Deansgate (south)**	-	-	-
King Street West	142	42%	3

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

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

10.3.1267 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1268 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-225. As the junction is affected by both construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 21-225: Future baseline performance at A56 Deansgate/King Street West/King 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)**		
A56 Deansgate (north)	104	13%	2	101	13%	2	98	13%	2
King Street*	-	-	-	-	-	-	-	-	-
A56 Deansgate (south)*	-	-	-	-	-	-	-	-	-
King Street West	472	74%	8	575	90%	10	632	99%	11
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (08:00-09:00)**		
A56 Deansgate (north)	98	13%	2	95	12%	2	85	11%	1
King Street*	-	-	-	-	-	-	-	-	-
A56 Deansgate (south)*	-	-	-	-	-	-	-	-	-
King Street West	632	96%	11	657	100%	11	665	101%	11

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

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

10.3.1269 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 96% on the King Street West approach with an associated queue length of 11 PCU.

10.3.1270 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 King Street West approach with an associated queue length of 10 PCU. In the PM peak hour, the assessment shows that this junction is over capacity with a maximum VoC of 100% on the King Street West approach with an associated queue length of 11 PCU.

10.3.1271 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 King Street West approach with an associated queue length of 11 PCU. In the PM peak hour, the assessment shows that this junction is over capacity with a maximum VoC of 101% on the King Street West approach with an associated queue length of 11 PCU.

A5063 Albion Way/Liverpool Street

10.3.1272 This junction is a four-arm signal-controlled crossroads with signalised 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 21-226.

Table 21-226: 2018 performance at A5063 Albion Way/Liverpool Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Liverpool Street (east)	391	61%	10
A5063 Albion Way northbound (south)	1,455	75%	24
Liverpool Street (west)	317	42%	7
A5063 Albion Way southbound (north)	1,189	90%	20
	2018 PM peak hour (17:00–18:00) baseline results		
Liverpool Street (east)	1,130	86%	23
A5063 Albion Way northbound (south)	1,395	84%	25
Liverpool Street (west)	289	57%	7
A5063 Albion Way southbound (north)	1,048	73%	14

10.3.1273 The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 90% on the A5063 Albion Way southbound (north) approach in the AM peak hour with an associated queue length of 20 PCU. In the PM peak hour, the maximum VoC of 86% is on Liverpool Street (east) approach with an associated queue length of 23 PCU.

10.3.1274 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-227. As the junction is affected by both construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 21-227: Future baseline performance at A5063 Albion Way/Liverpool 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)**		
Liverpool Street (east)	447	71%	11	474	76%	12	535	86%	13
A5063 Albion Way northbound (south)	1,651	85%	27	1,721	89%	28	1,664	86%	27
Liverpool Street (west)	487	64%	11	606	80%	13	707	93%	15
A5063 Albion Way southbound (north)	1,332	101%	23	1,376	105%	23	1,428	109%	23
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (08:00-09:00)**		
Liverpool Street (east)	1,316	100%	27	1,388	106%	27	1,447	110%	27
A5063 Albion Way northbound (south)	1,519	91%	27	1,584	95%	29	1,633	99%	29
Liverpool Street (west)	301	59%	7	311	61%	7	328	65%	8

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A5063 Albion Way southbound (north)	1,153	81%	16	1,251	88%	17	1,343	94%	18

10.3.1275 This junction operates over capacity in the 2031 future baseline with a maximum VoC of 101% on the A5063 Albion Way southbound (north) approach in the AM peak hour with an associated queue length of 23 PCU. In the PM peak hour, the maximum VoC of 100% is on the Liverpool Street (east) approach with an associated queue length of 27 PCU.

10.3.1276 This junction operates over capacity in the 2039 future baseline with a maximum VoC of 105% on the A5063 Albion Way southbound (north) approach in the AM peak hour with an associated queue length of 23 PCU. In the PM peak hour, the maximum VoC of 106% is on the Liverpool Street (east) approach with an associated queue length of 27 PCU.

10.3.1277 This junction operates over capacity in the 2051 future baseline with a maximum VoC of 109% on the A5063 Albion Way southbound (north) approach in the AM peak hour with an associated queue length of 23 PCU. In the PM peak hour, the maximum VoC of 110% is on the Liverpool Street (east) approach with an associated queue length of 27 PCU.

A6042 Cross Street/King Street

10.3.1278 This junction is a three-arm signal-controlled crossroads with signalised pedestrian crossing facilities. Although the A6042 Cross Street (north) approach is now one-way exit arm from the junction, this change is not included in the baseline strategic traffic model. The junction has therefore been modelled in the baseline based on its layout prior to the changes, when the A6042 Cross Street (north) was a one-way entry arm from the junction. 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 21-228.

Table 21-228: 2018 performance at A6042 Cross Street/King Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6042 Cross Street (north)	34	4%	0
King Street (east)	146	62%	3
A6042 Cross Street (south)	540	67%	7
	2018 PM peak hour (17:00–18:00) baseline results		
A6042 Cross Street (north)	20	2%	0
King Street (east)	82	38%	2
A6042 Cross Street (south)	42	5%	1

10.3.1279 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1280 The future baseline modelling takes account of the changes made to the A6042 Cross Street/King Street junction layout, with the A6042 Cross Street (north) approach becoming a one-way exit arm and therefore not reported in the results.

10.3.1281 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-229. As the junction is affected by both construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 21-229: Future baseline performance at A6042 Cross Street/King 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)**		
A6042 Cross Street (north)*	-	-	-	-	-	-	-	-	-
King Street (east)	114	49%	2	108	47%	2	109	47%	2
A6042 Cross Street (south)	767	101%	7	762	100%	7	767	101%	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)**		
A6042 Cross Street (north)*	-	-	-	-	-	-	-	-	-
King Street (east)	143	74%	3	145	75%	3	191	99%	4
A6042 Cross Street (south)	614	83%	6	663	89%	6	595	81%	5

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

10.3.1282 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 A6042 Cross Street (south) approach with an associated queue length of seven 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 83% on the A6042 Cross Street (south) approach with an associated queue length of six PCU.

10.3.1283 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 A6042 Cross Street (south) 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 2039 future baseline with a maximum VoC of 89% on the A6042 Cross Street (south) approach with an associated queue length of six PCU.

10.3.1284 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 A6042 Cross Street (south) 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 2031 future baseline with a maximum VoC of 99% on the King Street (east) approach with an associated queue length of four PCU.

A34 Bridge Street/A56 Deansgate/A34 John Dalton Street

10.3.1285 This junction is a four-arm signal-controlled crossroads with signalised 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 21-230.

Table 21-230: 2018 performance at A34 Bridge Street/A56 Deansgate/A34 John Dalton Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A56 Deansgate (north)	779	54%	7
A34 John Dalton Street	174	29%	3
A56 Deansgate (south)	497	37%	8
A34 Bridge Street	381	68%	10
	2018 PM peak hour (17:00–18:00) baseline results		
A56 Deansgate (north)	519	39%	7
A34 John Dalton Street	214	33%	4
A56 Deansgate (south)	494	40%	8
A34 Bridge Street	375	65%	1

10.3.1286 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1287 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-231. A56 Deansgate (south) is modelled as one-way exit arm for future baseline, and hence there is no modelled data reported for this arm. As the junction is affected by both construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 21-231: Future baseline performance at A34 Bridge Street/A56 Deansgate/A34 John Dalton 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)**		
A56 Deansgate (north)	575	42%	9	676	49%	11	730	53%	12
A34 John Dalton Street	441	56%	6	439	55%	6	434	55%	6
A56 Deansgate (south)*	-	-	-	-	-	-	-	-	-
A34 Bridge Street	567	84%	14	554	101%	14	568	104%	14
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A56 Deansgate (north)	729	58%	12	751	60%	13	741	59%	12
A34 John Dalton Street	682	86%	10	669	84%	9	703	89%	10
A56 Deansgate (south)*	-	-	-	-	-	-	-	-	-
A34 Bridge Street	423	101%	10	445	104%	10	412	111%	9

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

10.3.1288 In the year 2031 baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 84% on the A34 Bridge Street approach with an associated queue length of 14 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 A34 Bridge Street approach with an associated queue length of 10 PCU.

10.3.1289 This junction operates over capacity in the 2039 future baseline with a maximum VoC of 101% on the A34 Bridge Street approach in the AM peak hour with an associated queue length of 14 PCU. In the PM peak hour, the maximum VoC of 104% is on the A34 Bridge Street approach with an associated queue length of 10 PCU.

10.3.1290 This junction operates over capacity in the 2051 future baseline with a maximum VoC of 104% on the A34 Bridge Street approach in the AM peak hour with an associated queue length of 14 PCU. In the PM peak hour, the maximum VoC of 111% is on the A34 Bridge Street approach with an associated queue length of nine PCU.

King Street/Essex Street

10.3.1291 This junction is a four-arm priority controlled (give way) rossroads with no pedestrian crossing facilities. Cheapside 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 21-232.

Table 21-232: 2018 baseline performance at King Street/Essex Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Cheapside*	-	-	-
King Street (east)	146	7%	0
Essex Street	54	17%	0
King Street (west)	568	28%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Cheapside*	-	-	-
King Street (east)	82	4%	0
Essex Street	250	45%	0
King Street (west)	62	3%	0

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

10.3.1292 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1293 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 21-233. 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 21-233: Future baseline performance at King Street/Essex 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)**		
Cheapside*	-	-	-	-	-	-	-	-	-
King Street (east)	112	6%	0	106	5%	0	107	5%	0
Essex Street	2	0%	0	2	0%	0	2	0%	0
King Street (west)	730	36%	0	728	36%	0	732	37%	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)**		
Cheapside*	-	-	-	-	-	-	-	-	-
King Street (east)	141	7%	0	143	7%	0	190	9%	0
Essex Street	2	0%	0	2	0%	0	2	0%	0
King Street (west)	562	28%	0	609	30%	0	563	28%	0

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

10.3.1294 The assessment shows that this junction operates well within capacity in the 2031, 2039 and 2051 future baselines.

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

10.3.1295 This junction is a four-arm signal-controlled crossroads with signalised pedestrian crossing facilities. The A34 Princess Street approach is modelled as one-way exit arm in the baseline, and hence, there is no modelled data reported for this arm. 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 21-234.

Table 21-234: 2018 performance at A34 John Dalton Street/A34 Princess Street/A5042 Cross Street/A6042 Lloyd Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A34 John Dalton Street	834	90%	14
A6042 Cross Street	152	15%	0
A34 Princess Street*	-	-	-
A6042 Lloyd Street	351	50%	5
	2018 PM peak hour (17:00–18:00) baseline results		
A34 John Dalton Street	605	40%	8
A6042 Cross Street	82	12%	2
A34 Princess Street*	-	-	-
A6042 Lloyd Street	182	46%	3

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

10.3.1296 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 A34 John Dalton Street 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 2018 baseline.

10.3.1297 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-235. As the junction is affected by both construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 21-235: Future baseline performance at A34 John Dalton Street/A34 Princess Street/A5042 Cross Street/A6042 Lloyd 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)**		
A34 John Dalton Street	460	104%	7	454	103%	7	459	104%	7
A6042 Cross Street	4	1%	0	4	1%	0	4	1%	0
A34 Princess Street	170	35%	3	161	33%	3	155	32%	3
A6042 Lloyd Street	716	103%	10	716	103%	10	716	103%	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)**		
A34 John Dalton Street	375	94%	6	393	99%	7	345	87%	6
A6042 Cross Street	0	0%	0	0	0%	0	0	0%	0
A34 Princess Street	302	69%	5	311	71%	5	317	73%	5
A6042 Lloyd Street	757	108%	10	771	109%	10	766	109%	10

10.3.1298 This junction operates over capacity in the 2031 future baseline with a maximum VoC of 104% on the A34 John Dalton Street approach in the AM peak hour with an associated queue length of seven PCU. In the PM peak hour, the maximum VoC of 108% is on the A6042 Lloyd Street approach with an associated queue length of 10 PCU.

10.3.1299 This junction operates over capacity in the 2039 future baseline with a maximum VoC of 103% on the A34 John Dalton Street approach and the A6042 Lloyd Street approach in the AM peak hour with an associated queue length of seven PCU and 10 PCU respectively. In the PM peak hour, the maximum VoC of 109% is on the A6042 Lloyd Street approach with an associated queue length of 10 PCU.

10.3.1300 This junction operates over capacity in the 2051 future baseline with a maximum VoC of 104% on the A34 John Dalton Street approach in the AM peak hour with an associated queue length of seven PCU. In the PM peak hour, the maximum VoC of 109% is on the A6042 Lloyd Street approach with an associated queue length of 10 PCU.

A34 Oxford Street/A34 Peter Street/Lower Mosley Street

10.3.1301 This junction is a three-arm signal-controlled crossroads with controlled pedestrian crossing facilities. The A5103 Lower Mosley Street approach is a one-way exit arm from the junction. 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 21-236.

Table 21-236: 2018 performance at A34 Oxford Street/A34 Peter Street/Lower Mosley Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A34 Oxford Street	635	69%	7
A5103 Lower Mosley Street*	-	-	-
A34 Peter Street	289	32%	3
	2018 PM peak hour (17:00–18:00) baseline results		
A34 Oxford Street	472	51%	5
A5103 Lower Mosley Street*	-	-	-
A34 Peter Street	390	42%	4

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

10.3.1302 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1303 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-237. As the junction is affected by both construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 21-237: Future baseline performance at A34 Oxford Street/A34 Peter Street/Lower Mosley 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)**		
A34 Oxford Street	310	34%	3	317	35%	3	311	34%	3
A5103 Lower Mosley Street*	-	-	-	-	-	-	-	-	-
A34 Peter Street	866	95%	9	860	94%	9	881	96%	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)**		
A34 Oxford Street	175	19%	2	366	41%	4	457	51%	5
A5103 Lower Mosley Street*	-	-	-	-	-	-	-	-	-
A34 Peter Street	724	78%	7	752	81%	8	813	87%	8

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

10.3.1304 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 94% on the A34 Peter Street 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 2031 future baseline with a maximum VoC of 78% on the A34 Peter Street approach with an associated queue length of seven PCU.

10.3.1305 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 A34 Peter Street 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 81% on the A34 Peter Street approach with an associated queue length of eight PCU.

10.3.1306 The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 96% on the A34 Peter Street approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 87% is on the A34 Peter Street approach with an associated queue length of eight PCU.

A6 Chorley Road/B5321 Station Road/B5321 Partington Lane

10.3.1307 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 21-238.

Table 21-238: 2018 performance at A6 Chorley Road/B5321 Station Road/B5321 Partington Lane

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5321 Station Road	734	57%	8
A6 Chorley Road (east)	382	60%	8
B5321 Partington Lane	361	93%	9
A6 Chorley Road (west)	834	75%	14
	2018 PM peak hour (17:00–18:00) baseline results		
B5321 Station Road	611	35%	10
A6 Chorley Road (east)	339	84%	3
B5321 Partington Lane	356	50%	7
A6 Chorley Road (west)	580	74%	10

10.3.1308 The assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 93% on the B5321 Partington Lane 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 84% on the A6 Chorley Road (east) approach with an associated queue length of three PCU.

10.3.1309 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-239. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 21-239: Future baseline performance at A6 Chorley Road/B5321 Station Road/B5321 Partington Lane

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5321 Station Road	698	62%	15
A6 Chorley Road (east)	483	67%	9
B5321 Partington Lane	456	93%	11
A6 Chorley Road (west)	445	109%	8
	2031 PM peak hour (17:00–18:00)		
B5321 Station Road	280	25%	6
A6 Chorley Road (east)	702	97%	13
B5321 Partington Lane	374	63%	9
A6 Chorley Road (west)	190	96%	4

10.3.1310 In the 2031 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 109% on the A6 Chorley Road (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 97% on the A6 Chorley Road (east) approach with an associated queue length of 13 PCU.

A56 Great Ducie Street/A6042 Trinity Way

10.3.1311 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 21-240.

Table 21-240: 2018 performance at A56 Great Ducie Street/A6042 Trinity Way

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A56 Great Ducie Street (north)	740	96%	17
A6042 Trinity Way (east)	876	39%	12
A56 Great Ducie Street (south)	71	21%	2
A6042 Trinity Way (west)	1,275	66%	22
	2018 PM peak hour (17:00–18:00) baseline results		
A56 Great Ducie Street (north)	258	91%	7
A6042 Trinity Way (east)	928	35%	11
A56 Great Ducie Street (south)	224	66%	5
A6042 Trinity Way (west)	1,508	65%	22

10.3.1312 The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 96% on the A56 Great Ducie Street (north) approach in the AM peak hour with an associated queue length of 17 PCU. In the PM peak hour, the maximum VoC of 91%

is on the A56 Great Ducie Street (north) approach with an associated queue length of seven PCU.

10.3.1313 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-241. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 21-241: Future baseline performance at A56 Great Ducie Street/A6042 Trinity Way

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A56 Great Ducie Street (north)	724	95%	17
A6042 Trinity Way (east)	1,174	51%	17
A56 Great Ducie Street (south)	49	15%	1
A6042 Trinity Way (west)	1,513	84%	25
	2031 PM peak hour (17:00–18:00)		
A56 Great Ducie Street (north)	248	89%	6
A6042 Trinity Way (east)	998	37%	12
A56 Great Ducie Street (south)	52	15%	1
A6042 Trinity Way (west)	1,618	74%	24

10.3.1314 The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 95% on the A56 Great Ducie Street (north) approach in the AM peak hour with an associated queue length of 17 PCU. In the PM peak hour, the maximum VoC of 89% is on the A56 Great Ducie Street (north) approach with an associated queue length of six PCU.

A576 Great Cheetham Street West/Lower Broughton Road

10.3.1315 This junction is a four-arm signal-controlled crossroads with signalised pedestrian-crossing facilities. The Lower Broughton Road (north) 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 21-242.

Table 21-242: 2018 performance at A576 Great Cheetham Street West/Lower Broughton Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Lower Broughton Road (south)	38	12%	1
A576 Great Cheetham Street West (west)	809	47%	9
Lower Broughton Road (north)*	-	-	-
A576 Great Cheetham Street West (east)	396	56%	6
	2018 PM peak hour (17:00–18:00) baseline results		
Lower Broughton Road (south)	191	44%	4
A576 Great Cheetham Street West (west)	404	29%	5

Approach	Flow, PCU/hr	VoC	Q, PCU
Lower Broughton Road (north)*	-	-	-
A576 Great Cheetham Street West (east)	476	63%	7

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

10.3.1316 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1317 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-243. As the junction is affected by both construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 21-243: Future baseline performance at A576 Great Cheetham Street West/Lower Broughton 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)**		
Lower Broughton Road (south)	58	18%	1	106	33%	2	166	52%	3
A576 Great Cheetham Street West (west)	792	48%	9	800	48%	9	833	50%	9
Lower Broughton Road (north)*	-	-	-	-	-	-	-	-	-
A576 Great Cheetham Street West (east)	453	64%	7	451	63%	7	471	66%	7
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (08:00-09:00)**		
Lower Broughton Road (south)	339	78%	6	374	86%	7	415	95%	8
A576 Great Cheetham Street West (west)	568	46%	7	598	49%	8	649	54%	8
Lower Broughton Road (north)*	-	-	-	-	-	-	-	-	-
A576 Great Cheetham Street West (east)	720	95%	11	735	97%	11	747	99%	11

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

10.3.1318 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 A576 Great Cheetham Street West (east) approach with an associated queue length of 11 PCU.

10.3.1319 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 97% on the A576 Great Cheetham Street West (east) approach with an associated queue length of 11 PCU.

10.3.1320 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 99% on the A576 Great Cheetham Street West (east) approach with an associated queue length of 11 PCU.

A5103 Princess Road/B5219 Moss Lane East

10.3.1321 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 21-244.

Table 21-244: 2018 performance at A5103 Princess Road/B5219 Moss Lane East

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5103 Princess Road (north)	1,373	54%	15
B5219 Moss Lane (east)	178	70%	4
A5103 Princess Road (south)	1,709	55%	23
B5219 Moss Lane (west)	269	24%	5
	2018 PM peak hour (17:00–18:00) baseline results		
A5103 Princess Road (north)	1,721	82%	25
B5219 Moss Lane (east)	268	89%	6
A5103 Princess Road (south)	1,306	63%	24
B5219 Moss Lane (west)	516	29%	11

10.3.1322 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 B5219 Moss Lane (east) approach with an associated queue length of six PCU.

10.3.1323 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-245. 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 21-245: Future baseline performance at A5103 Princess Road/B5219 Moss Lane 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)**		
A5103 Princess Road (north)	1,486	58%	17	1,530	60%	17
B5219 Moss Lane (east)	181	89%	5	148	100%	4
A5103 Princess Road (south)	2,048	67%	28	2,154	70%	29
B5219 Moss Lane (west)	310	30%	7	378	38%	8
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A5103 Princess Road (north)	1,889	90%	28	2,001	95%	29
B5219 Moss Lane (east)	260	94%	6	272	92%	6

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A5103 Princess Road (south)	1,271	62%	23	1,319	65%	24
B5219 Moss Lane (west)	571	32%	12	658	37%	14

10.3.1324 The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 89% on the B5219 Moss Lane (east) approach in the AM peak hour with an associated queue length of five PCU. In the PM peak hour, the maximum VoC of 94% is on the B5219 Moss Lane (east) approach with an associated queue length of six PCU.

10.3.1325 In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 100% on the B5219 Moss Lane (east) approach with an associated queue length of four 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 A5103 Princess Road (north) approach with an associated queue length of 29 PCU.

A56 Deansgate/Lloyd Street/Hardman Street

10.3.1326 This junction is a four-arm priority controlled (give way) crossroads with no pedestrian crossing facilities. Lloyd Street approach is a one-way entry arm into the junction. 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 21-246.

Table 21-246: 2018 performance at A56 Deansgate/Lloyd Street/Hardman Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A56 Deansgate (north)	300	16%	0
Lloyd Street*	-	-	-
A56 Deansgate (south)	647	25%	0
Hardman Street	182	57%	1
	2018 PM peak hour (17:00–18:00) baseline results		
A56 Deansgate (north)	267	16%	0
Lloyd Street*	-	-	-
A56 Deansgate (south)	810	32%	0
Hardman Street	171	56%	1

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

10.3.1327 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1328 The future baseline modelling takes account of the changes made to the A56 Deansgate (south) approach becoming a one-way exit from the junction.

10.3.1329 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-247. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 21-247: Future baseline performance at A56 Deansgate/Lloyd Street/Hardman Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A56 Deansgate (north)	655	40%	0
Lloyd Street*	-	-	-
A56 Deansgate (south)**	-	-	-
Hardman Street	369	96%	4
	2031 PM peak hour (17:00–18:00)		
A56 Deansgate (north)	1,012	71%	0
Lloyd Street*	-	-	-
A56 Deansgate (south)**	-	-	-
Hardman Street	210	85%	2

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

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

10.3.1330 This junction operates over capacity in the 2031 future baseline with a maximum VoC of 96% on the Hardman Street approach in the AM peak hour with an associated queue length of four PCU. In the PM peak hour, the maximum VoC of 85% is on the Hardman Street approach with an associated queue length of two PCU.

A34 Bridge Street West/Gartside Street

10.3.1331 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 21-248.

Table 21-248: 2018 performance at A34 Bridge Street West/Gartside Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A34 Bridge Street (east)	146	12%	1
Gartside Street	53	20%	1
A34 Bridge Street (west)	399	21%	5
	2018 PM peak hour (17:00–18:00) baseline results		
A34 Bridge Street (east)	108	9%	0
Gartside Street	337	99%	7
A34 Bridge Street (west)	184	10%	2

10.3.1332 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 99% on the Gartside Street approach with an associated queue length of seven PCU.

10.3.1333 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-249. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 21-249: Future baseline performance at A34 Bridge Street West/Gartside Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A34 Bridge Street (east)	77	7%	0
Gartside Street	84	32%	2
A34 Bridge Street (west)	829	80%	10
	2031 PM peak hour (17:00–18:00)		
A34 Bridge Street (east)	85	9%	0
Gartside Street	482	92%	8
A34 Bridge Street (west)	340	46%	5

10.3.1334 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 A34 Bridge Street (west) approach with an associated 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 92% on the Gartside Street approach with an associated queue length of eight PCU.

A5103 Portland Street/Dickinson Street

10.3.1335 This junction is a four-arm priority controlled (give-way) crossroads with no controlled pedestrian crossing facilities. Dickinson Street (south) 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 21-250.

Table 21-250: 2018 performance at A5103 Portland Street/Dickinson Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5103 Portland Street (north)	372	9%	0
Dickinson Street (south)*	-	-	-
A5103 Portland Street (south)	446	24%	0
Dickinson Street (north)	315	95%	3
	2018 PM peak hour (17:00–18:00) baseline results		
A5103 Portland Street (north)	601	15%	0
Dickinson Street (south)*	-	-	-
A5103 Portland Street (south)	438	22%	0
Dickinson Street (north)	218	97%	4

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

10.3.1336 The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 95% on the Dickinson Street approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 97% is on the Dickinson Street approach with an associated queue length of four PCU.

10.3.1337 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-251. As the junction is affected by both construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 21-251: Future baseline performance at A5103 Portland Street/Dickinson 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)**		
A5103 Portland Street (north)	260	7%	0	359	9%	0	491	12%	0
Dickinson Street (south)*	-	-	-	-	-	-	-	-	-
A5103 Portland Street (south)	276	14%	0	215	11%	0	282	14%	0
Dickinson Street (north)	326	90%	2	336	93%	2	282	91%	2
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (08:00-09:00)**		
A5103 Portland Street (north)	253	6%	0	352	9%	0	372	9%	0
Dickinson Street (south)*	-	-	-	-	-	-	-	-	-
A5103 Portland Street (south)	354	18%	0	358	18%	0	363	18%	0
Dickinson Street (north)	324	97%	4	320	98%	4	340	97%	4

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

10.3.1338 The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 90% on the Dickinson Street approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 97% is on the Dickinson Street approach with an associated queue length of four PCU.

10.3.1339 The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 93% on the Dickinson Street approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 98% is on the Dickinson Street approach with an associated queue length of four PCU.

10.3.1340 The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 91% on the Dickinson Street approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 97% is on the Dickinson Street approach with an associated queue length of four PCU.

A664 Rochdale Road/Prescot Road/Harpurhey Road

10.3.1341 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 21-252.

Table 21-252: 2018 performance at A664 Rochdale Road/Prescot Road/Harpurhey Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Harpurhey Road	140	80%	3
A664 Rochdale Road (north)	1,156	84%	11
Prescot Road	202	83%	5
A664 Rochdale Road (south)	555	41%	5
	2018 PM peak hour (17:00–18:00) baseline results		
Harpurhey Road	114	56%	3
A664 Rochdale Road (north)	488	36%	4
Prescot Road	140	74%	4
A664 Rochdale Road (south)	1,299	95%	11

10.3.1342 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 A664 Rochdale 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 95% on the A664 Rochdale Road (south) approach with an associated queue length of 11 PCU.

10.3.1343 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-253. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 21-253: Future baseline performance at A664 Rochdale Road/Prescot Road/Harpurhey Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Harpurhey Road	132	86%	3
A664 Rochdale Road (north)	1,255	93%	12
Prescot Road	212	96%	5
A664 Rochdale Road (south)	690	52%	6
	2031 PM peak hour (17:00–18:00)		
Harpurhey Road	140	71%	4
A664 Rochdale Road (north)	515	38%	4
Prescot Road	141	75%	4
A664 Rochdale Road (south)	1,307	96%	11

10.3.1344 The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 96% on the Prescot Street approach in the AM peak hour

with an associated queue length of five PCU. In the PM peak hour, the maximum VoC of 96% is on the A664 Rochdale Road (south) approach with an associated queue length of 11 PCU.

A6 Dale Street/A62 Newton Street/B6181 Dale Street

10.3.1345 This junction is a four-arm signal-controlled crossroads with signal-controlled pedestrian crossing facilities. The B6181 Dale Street is a one-way exit arm and is therefore not reported in the results. 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 21-254.

Table 21-254: 2018 performance at A6 Dale Street/A62 Newton Street/B6181 Dale Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6 Dale Street	331	61%	3
A62 Newton Street (north)	618	71%	3
B6181 Dale Street*	-	-	-
A62 Newton Street (south)	408	47%	1
	2018 PM peak hour (17:00–18:00) baseline results		
A6 Dale Street	196	29%	2
A62 Newton Street (north)	367	45%	3
B6181 Dale Street*	-	-	-
A62 Newton Street (south)	584	71%	5

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

10.3.1346 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1347 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-255. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 21-255: Future baseline performance at A6 Dale Street/A62 Newton Street/B6181 Dale Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A6 Dale Street	193	35%	2
A62 Newton Street (north)	160	21%	1
B6181 Dale Street*	-	-	-
A62 Newton Street (south)	0	0%	0
	2031 PM peak hour (17:00–18:00)		
A6 Dale Street	185	27%	2
A62 Newton Street (north)	105	14%	1
B6181 Dale Street*	-	-	-
A62 Newton Street (south)	0	0%	0

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

10.3.1348 The assessment shows that this junction operates well within capacity in the 2031 future baseline.

A6 Chorley Road/A6 Manchester Road/A572 Worsley Road

10.3.1349 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 21-256.

Table 21-256: 2018 performance at A6 Chorley Road/A6 Manchester Road/A572 Worsley Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A6 Chorley Road	1,228	73%	8
A6 Manchester Road	443	37%	4
A572 Worsley Road	768	94%	8
	2018 PM peak hour (17:00–18:00) baseline results		
A6 Chorley Road	426	23%	3
A6 Manchester Road	447	34%	5
A572 Worsley Road	528	66%	7

10.3.1350 In the 2018 baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 94% on the A572 Worsley Road 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.

10.3.1351 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-257. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 21-257: Future baseline performance at A6 Chorley Road/A6 Manchester Road/A572 Worsley Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A6 Chorley Road	1,044	64%	7
A6 Manchester Road	508	43%	5
A572 Worsley Road	748	92%	8
	2031 PM peak hour (17:00–18:00)		
A6 Chorley Road	525	30%	4
A6 Manchester Road	623	47%	7
A572 Worsley Road	738	93%	9

10.3.1352 The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 92% on the A572 Worsley Road approach in the AM peak

hour with an associated queue length of eight PCU. In the PM peak hour, the maximum VoC of 93% is on the A572 Worsley Road approach with an associated queue length of nine PCU.

A34 Peter Street/Watson Street

10.3.1353 This junction is a three-arm priority controlled (give way) T-junction with no pedestrian crossing facilities. Watson Street is a one-way entry arm into the junction. 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 21-258.

Table 21-258: 2018 performance at A34 Peter Street/Watson Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A34 Peter Street (east)	330	17%	0
Watson Street	227	44%	0
A34 Peter Street (west)	617	31%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A34 Peter Street (east)	314	16%	0
Watson Street	158	30%	0
A34 Peter Street (west)	333	17%	0

10.3.1354 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1355 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-259. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 21-259: Future baseline performance at A34 Peter Street/Watson Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A34 Peter Street (east)	349	17%	0
Watson Street	135	85%	2
A34 Peter Street (west)	849	42%	0
	2031 PM peak hour (17:00–18:00)		
A34 Peter Street (east)	291	15%	0
Watson Street	208	39%	0
A34 Peter Street (west)	796	40%	0

10.3.1356 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 Watson 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.

A5103 Portland Street/Minshull Street

10.3.1357 This junction is a three-arm priority controlled (give away) T-junction with signal-controlled pedestrian crossing facilities. A5103 Portland Street (north) and A5103 Portland Street (south) are one-way entry arms into the junction. 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 21-260.

Table 21-260: 2018 performance at A5103 Portland Street/Minshull Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5103 Portland Street (north)	1,085	27%	0
Minshull Street	174	75%	1
A5103 Portland Street (south)	299	13%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A5103 Portland Street (north)	763	19%	0
Minshull Street	63	43%	0
A5103 Portland Street (south)	644	27%	0

10.3.1358 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 Minshull Street 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.

10.3.1359 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-261. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 21-261: Future baseline performance at A5103 Portland Street/Minshull Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A5103 Portland Street (north)	311	8%	0
Minshull Street	547	103%	5
A5103 Portland Street (south)	85	3%	0
	2031 PM peak hour (17:00–18:00)		
A5103 Portland Street (north)	352	9%	0
Minshull Street	488	96%	3
A5103 Portland Street (south)	389	15%	1

10.3.1360 In the 2031 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 103% on the Minshull 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 2031 future baseline with a maximum VoC of 96% on the Minshull Street approach with an associated queue length of three PCU.

B6181 Dale Street/Paton Street

10.3.1361 This junction is a three-arm priority controlled (give way) T-junction with no pedestrian crossing facilities. Paton Street is a one-way exit arm from the junction and is therefore not reported in the results. 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 21-262.

Table 21-262: 2018 performance at B6181 Dale Street/Paton Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B6181 Dale Street (north)	184	9%	0
B6181 Dale Street (south)	475	24%	0
Paton Street*	-	-	-
	2018 PM peak hour (17:00–18:00) baseline results		
B6181 Dale Street (north)	254	17%	0
B6181 Dale Street (south)	293	15%	0
Paton Street*	-	-	-

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

10.3.1362 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1363 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-263. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 21-263: Future baseline performance at B6181 Dale Street/Paton Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B6181 Dale Street (north)	218	32%	0
B6181 Dale Street (south)	275	14%	0
Paton Street*	-	-	-
	2031 PM peak hour (17:00–18:00)		
B6181 Dale Street (north)	448	57%	0
B6181 Dale Street (south)	205	10%	0
Paton Street*	-	-	-

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

10.3.1364 The assessment shows that this junction operates well within capacity in the 2031 future baseline.

A665 Cheetham Hill Road/A6042 Trinity Way

10.3.1365 This junction is a three-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 21-264.

Table 21-264: 2018 performance at A665 Cheetham Hill Road/A6042 Trinity Way

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A665 Cheetham Hill Road (north)	977	35%	11
A665 Cheetham Hill Road (south)	935	93%	15
A6042 New Bridge Street	899	46%	13
	2018 PM peak hour (17:00–18:00) baseline results		
A665 Cheetham Hill Road (north)	1,341	49%	21
A665 Cheetham Hill Road (south)	1,287	81%	18
A6042 New Bridge Street	867	55%	12

10.3.1366 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 A665 Cheetham Hill Road (south) 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 81% on the A665 Cheetham Hill Road (south) approach with an associated queue length of 18 PCU.

10.3.1367 The future baseline performance and the results for the AM and PM peak hours are shown in Table 21-265. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 21-265: Future baseline performance at A665 Cheetham Hill Road/A6042 Trinity Way

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A665 Cheetham Hill Road (north)	1,056	38%	13
A665 Cheetham Hill Road (south)	1,097	84%	13
A6042 New Bridge Street	974	50%	13
	2031 PM peak hour (17:00–18:00)		
A665 Cheetham Hill Road (north)	1,467	53%	22
A665 Cheetham Hill Road (south)	1,364	81%	17
A6042 New Bridge Street	878	56%	13

10.3.1368 The assessment shows that this junction operates within capacity in the 2031 future baseline with a maximum VoC of 84% on the A665 Cheetham Hill Road (south) approach in the AM peak hour with an associated queue length of 13 PCU. In the PM peak hour, the maximum VoC of 81% is on the A665 Cheetham Hill Road (south) approach with an associated queue length of 17 PCU.

A5066 Great Clowes Street/Broughton Lane

10.3.1369 This junction is a four-arm signal-controlled crossroads with signal-controlled pedestrian crossing facilities. The Broughton Lane (west) 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 21-226.

Table 21-266: 2018 baseline performance at A5066 Great Clowes Street/Broughton Lane

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Great Clowes Street (north)	805	52%	10
Broughton Lane (east)	344	85%	7
Great Clowes Street (south)	394	36%	6
Broughton Lane (west)*	-	-	-
	2018 PM peak hour (17:00–18:00) baseline results		
Great Clowes Street (north)	318	21%	5
Broughton Lane (east)	115	27%	2
Great Clowes Street (south)	1,046	75%	16
Broughton Lane (west)*	-	-	-

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

10.3.1370 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 Broughton Lane (east) approach with an associated queue length of seven 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 Great Clowes Street (south) approach with an associated queue length of 16 PCU.

10.3.1371 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 21-267. 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 21-267: Future baseline performance at A5066 Great Clowes Street/Broughton 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)**		
Great Clowes Street (north)	806	52%	10	753	49%	9	783	51%	11
Broughton Lane (east)	354	88%	7	348	86%	7	372	92%	7
Great Clowes Street (south)	387	36%	6	415	38%	6	426	39%	6
Broughton Lane (west)*	-	-	-	-	-	-	-	-	-

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)		
Great Clowes Street (north)	349	22%	6	360	23%	6	345	22%	6
Broughton Lane (east)	153	36%	3	168	40%	3	168	40%	3
Great Clowes Street (south)	1,080	78%	16	1,110	81%	17	1,198	86%	18
Broughton Lane (west)*	-	-	-	-	-	-	-	-	-

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

10.3.1372 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 88% on the Broughton Lane (east) approach with an associated queue length of seven 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 78% on the Great Clowes Street (south) approach with an associated queue length of 16 PCU.

10.3.1373 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 Broughton Lane (east) approach with an associated queue length of seven 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 81% on the Great Clowes Street (south) approach with an associated queue length of 17 PCU.

10.3.1374 The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 92% on the Broughton Lane (east) approach with an associated queue length of seven PCU. In the PM peak hour, the maximum VoC of 86% is on the Great Clowes Street (south) approach with an associated queue length of 18 PCU.

A34 Upper Brook Street/Booth Street East

10.3.1375 This junction is a four-arm signal-controlled crossroads with signal-controlled pedestrian crossing facilities. Inchley 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 21-268.

Table 21-268: 2018 baseline performance at A34 Upper Brook Street/Booth Street East junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A34 Upper Brook Street (north)	1,013	61%	17
Inchley Road*	-	-	-
A34 Upper Brook Street (south)	1,219	50%	15
Booth Street East	373	46%	8

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
A34 Upper Brook Street (north)	1,041	63%	19
Inchley Road*	-	-	-
A34 Upper Brook Street (south)	1,167	48%	14
Booth Street East	384	47%	1

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

10.3.1376 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1377 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 21-269. As the junction is only affected by operation of the AP2 revised scheme and not the construction, future baseline results are presented for 2039 and 2051 only.

Table 21-269: Future baseline performance at A34 Upper Brook Street/Booth Street East 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)**		
A34 Upper Brook Street (north)	942	57%	16	1,022	62%	17
Inchley Road*	-	-	-	-	-	-
A34 Upper Brook Street (south)	1,675	70%	21	1,765	74%	22
Booth Street East	405	50%	9	433	54%	9
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A34 Upper Brook Street (north)	1,392	84%	27	1,472	89%	28
Inchley Road*	-	-	-	-	-	-
A34 Upper Brook Street (south)	1,377	57%	17	1,555	65%	19
Booth Street East	424	52%	1	450	56%	1

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

10.3.1378 In the 2039 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 within capacity in the 2039 future baseline with a maximum VoC of 84% on the A34 Upper Brook Street (north) approach with an associated queue length of 27 PCU.

10.3.1379 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 A34 Upper Brook Street (north) approach with an associated queue length of 28 PCU.

A34 Princess Street/B6469 Whitworth Street

10.3.1380 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 21-270.

Table 21-270: 2018 baseline performance at A34 Princess Street/B6469 Whitworth Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B6469 Whitworth Stret (west)	355	49%	7
A34 Princess Street (north)	818	46%	12
B6469 Whitworth Street (east)	248	36%	6
A34 Princess Street (south)*	-	-	-
	2018 PM peak hour (17:00–18:00) baseline results		
B6469 Whitworth Stret (west)	394	63%	7
A34 Princess Street (north)	1,276	66%	18
B6469 Whitworth Street (east)	247	42%	4
A34 Princess Street (south)*	-	-	-

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

10.3.1381 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1382 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 21-271. As the junction is affected by the operation of the AP2 revised scheme but not construction, future baseline results are presented for 2039 and 2051 only.

Table 21-271: Future baseline performance at A34 Princess Street/B6469 Whitworth 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)**		
B6469 Whitworth Street (west)	452	67%	9	472	93%	9
A34 Princess Street (north)	469	50%	8	458	53%	8
B6469 Whitworth Street (east)	476	80%	9	451	89%	9
A34 Princess Street (south)	557	53%	9	688	68%	11
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
B6469 Whitworth Street (west)	541	90%	11	650	101%	13
A34 Princess Street (north)	886	92%	14	899	94%	14
B6469 Whitworth Street (east)	165	37%	3	208	47%	4
A34 Princess Street (south)	434	56%	7	437	58%	7

10.3.1383 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 B6469 Whitworth Street (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 2039 future baseline with a maximum VoC of 92% on the A34 Princess Street (north) approach with an associated queue length of 14 PCU.

10.3.1384 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 B6469 Whitworth Street (west) 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 2051 future baseline with a maximum VoC of 101% on the B6469 Whitworth Street (west) approach with an associated queue length of 13 PCU.

A34 New Quay Street/B5255 Water Street/Water Street

10.3.1385 This junction is a four-arm signal-controlled crossroads with signal-controlled pedestrian facilities. B5225 Water Street (east) 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 in shown in Table 21-272.

Table 21-272: 2018 baseline performance at A34 New Quay Street/B5255 Water Street/Water Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A34 New Quay Street (north)	750	45%	8
B5225 Water Street (east)*	-	-	-
A34 New Quay Street (south)	494	52%	2
B5225 Water Street (west)	17	13%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A34 New Quay Street (north)	484	33%	6
B5225 Water Street (east)*	-	-	-
A34 New Quay Street (south)	568	66%	5
B5225 Water Street (west)	36	17%	1

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

10.3.1386 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1387 The future year baseline performance for the AM and PM peak hours are shown in Table 21-273. 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 21-273: Future baseline performance at A34 New Quay Street/B5255 Water Street/Water 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)**		
A34 New Quay Street (north)	1,268	79%	13	1,304	90%	14
B5225 Water Street (east)*	-	-	-	-	-	-
A34 New Quay Street (south)	566	60%	3	504	53%	2
B5225 Water Street (west)	127	97%	3	114	106%	2
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A34 New Quay Street (north)	892	71%	11	982	78%	12

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
B5225 Water Street (east)*	-	-	-	-	-	-
A34 New Quay Street (south)	877	102%	12	889	103%	12
B5225 Water Street (west)	201	95%	4	214	101%	5

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

10.3.1388 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 B5255 Water Street (west) 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 2039 future baseline with a maximum VoC of 102% on the A34 New Quay Street (south) approach with an associated queue length of 12 PCU.

10.3.1389 This junction operates over capacity in the 2051 future baseline with a maximum VoC of 106% on the B5255 Water Street (west) approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 103% is on the A34 New Quay Street (south) approach with an associated queue length of 12 PCU.

Market Street/Cross Street

10.3.1390 This junction is a four-arm signal-controlled crossroads with signal-controlled pedestrian crossing facilities. The Corporation Street and the Market Street (east) arms are one-way exits from the junction and therefore are not reported in the results. Although the Cross Street approach is now one-way entry arm into the junction, this change is not included in the baseline strategic traffic model. The junction has therefore been modelled in the baseline based on its layout, prior to the changes when the Cross Street arm was a one-way exit from the junction and is therefore not reported in the results. 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 21-274.

Table 21-274: 2018 baseline performance at Market Street/Cross Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Corporation Street**	-	-	-
Market Street (east)**	-	-	-
Cross Street*	-	-	-
Market Street (west)	34	12%	1
	2018 PM peak hour (17:00–18:00) baseline results		
Corporation Street**	-	-	-
Market Street (east)**	-	-	-
Cross Street*	-	-	-
Market Street (west)	20	9%	0

**Approach arm reconfigured and therefore not represented in the strategic traffic model.*

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

10.3.1391 The assessment shows that this junction operates well within capacity in the 2018 baseline.

10.3.1392 The future baseline modelling takes account of the changes made to the Market Street/Cross Street junction layout, with the Market Street (west) approach becoming a one-way exit arm and therefore not reported in the results.

10.3.1393 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 21-275. As the junction is only affected by operation of the AP2 revised scheme, future baseline results are presented for 2039 and 2051 only.

Table 21-275: Future baseline performance at Market Street/Cross 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)		
Corporation Street*	-	-	-	-	-	-
Market Street (east)*	-	-	-	-	-	-
Cross Street	145	52%	2	137	49%	2
Market Street (west)*	-	-	-	-	-	-
	2039 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
Corporation Street*	-	-	-	-	-	-
Market Street (east)*	-	-	-	-	-	-
Cross Street	195	93%	3	198	94%	3
Market Street (west)*	-	-	-	-	-	-

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

10.3.1394 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 in the 2039 future baseline with a maximum VoC of 93% on the Cross Street approach with an associated queue length of three PCU.

10.3.1395 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 94% on the Cross Street approach with an associated queue length of three PCU.

A576 Broughton Road/A6 Broad Street/Pendleton Way

10.3.1396 This junction is a 4-arm priority controlled (give way) roundabout with pedestrian 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 21-276.

Table 21-276: 2018 baseline performance at A576 Broughton Road/A6 Broad Street/Pendleton Way

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A576 Broughton Road (north)	1,052	84%	2
A6 Broad Street northbound	228	45%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
Pendleton Way	442	28%	0
A576 Broad Street southbound on-slip	1,386	50%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A576 Broughton Road (north)	1,037	67%	0
A6 Broad Street northbound	287	52%	1
Pendleton Way	1,490	102%	10
A576 Broad Street southbound on-slip	730	27%	0

10.3.1397 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 A576 Broughton Road (north) 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 2018 baseline with a maximum VoC of 102% on the Pendleton Way approach with an associated queue length of 10 PCU.

10.3.1398 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 21-277. 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 21-277: Future baseline performance at A576 Broughton Road/A6 Broad Street/Pendleton Way

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)**		
A576 Broughton Road (north)	1,097	102%	9	1,024	106%	9
A6 Broad Street northbound	238	71%	1	242	75%	2
Pendleton Way	582	36%	0	754	44%	0
A576 Broad Street southbound on-slip	1,638	60%	0	1,816	66%	0
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A576 Broughton Road (north)	1,256	89%	2	1,272	97%	5
A6 Broad Street northbound	307	72%	1	311	79%	2
Pendleton Way	1,338	102%	10	1,291	102%	10
A576 Broad Street southbound on-slip	1,045	39%	0	1,289	45%	0

10.3.1399 This junction operates over capacity in the 2039 future baseline with a maximum VoC of 102% on the A576 Broughton 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 102% is on the Pendleton Way approach with an associated queue length of 10 PCU.

10.3.1400 This junction operates over capacity in the 2051 future baseline with a maximum VoC of 106% on the A576 Broughton 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 102% is on the Pendleton Way approach with an associated queue length of 10 PCU.

hs2.org.uk

High Speed Two (HS2) Limited
Two Snowhill
Snow Hill Queensway
Birmingham B4 6GA
Freephone: 08081 434 434
Minicom: 08081 456 472
Email: HS2enquiries@hs2.org.uk