In Parliament – Session 2022 - 2023

HS2

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Appendix TR-003-00006 – Report 3 of 12

Traffic and transport

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

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Department for Transport

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16 Hulseheath to Manchester Airport (MA06), Davenport Green to Ardwick (MA07) and Manchester Piccadilly Station (MA08)

16.1 Description of AP2 revised scheme

16.1.1 Affected community areas have been considered together where there is a degree of commonality between them, principally where there is an HS2 route station that affects multiple community areas and a strategic model is being used to inform the assessment. The community areas considered together in this section are Hulseheath to Manchester Airport (MA06), Davenport Green to Ardwick (MA07), and Manchester Piccadilly Station (MA08), which include both Manchester Airport High Speed station and Manchester Piccadilly High Speed station.

Hulseheath to Manchester Airport (MA06)

16.1.2 The description of the main components of the original scheme is reported in Section 18.1 of the main Transport Assessment (TA). This section of the main TA is unchanged.

16.1.3 The design of Manchester Airport High Speed station is reported in Section 18.1 of the main TA. This is updated as part of the AP2 revised scheme, and includes:

- in the main TA, the future baseline traffic volumes were calculated for 2038 and 2046. The 2038 future baseline in the main ES has been updated to 2039 for the AP2 revised scheme to reflect the revised programme. The 2046 passenger demand growth in the main ES has been updated to 2051 for the AP2 revised scheme in order to give greater resilience to long-term growth in travel demand;
- provision for access by sustainable modes, including walking and cycling to promote non-car access, including a new pedestrian cycle route to the west of Manchester Airport High Speed station; an extension to the M56 Hasty Lane underpass; and provision of 300 bicycle parking spaces. The M56/A538 Wilmslow Road offline non-motorised-user underpass is no longer provided as part of the AP2 revised scheme;
- provision of dedicated taxi and private hire vehicle and private vehicle drop-off and pick-up facilities sized to accommodate the anticipated future demand, including four taxi/private hire vehicle pick-up bays, eight taxi/private hire vehicle drop-off bays, 33 taxi/private hire vehicle queuing bays, 25 private vehicle pick-up bays and 12 private vehicle drop-off bays;
- provision of dedicated bus bays, including four public bus bays and one airport shuttle bus bay;
- provision of new multi-storey car parks comprising of 3,992 private vehicle car parking bays including 40 private vehicle bays for staff and 21 private vehicle pick-up bays; and

- changes to the highway and public transport network, including a new grade-separated, six-arm gyratory to replace M56 junction 6, located 600m south-west of its existing location.

16.1.4 There will be beneficial impacts associated with the operation of the AP2 revised scheme, including substantially improved journey times between Manchester, north Cheshire, the Midlands and the south of England, increases to rail capacity, reduced pressure and lower crowding on the conventional rail network and improved Metrolink facilities.

16.1.5 The key issues within the MA06 area are related to the construction and operation of the AP2 revised scheme, the reconfiguration of M56 junction 6, construction of Manchester Airport High Speed station, construction of the railhead at Ashley and the Ashley Infrastructure Maintenance Base – Rail (IMB-R) and crossing of the A556 Chester Road. In addition, in order to construct the AP2 revised scheme, there will be a number of construction compounds within the MA06 area.

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

- the main TA reported the construction of a new gyratory to the north of the A538 Hale Road for eastbound traffic and for access to Manchester Airport High Speed station. The AP2 revised scheme will no longer provide a new gyratory in this location. Access to Manchester Airport High Speed station will be maintained using the alternative junction arrangement;
- the main TA reported a modified junction at the A538 Hale Road/M56 junction 6 west (northbound slip roads)/A538 Wilmslow Road. This junction will be modified in the AP2 revised scheme. However, the AP2 revised scheme will change the configuration of this junction compared to the main TA;
- the main TA reported a modified junction at the A538 Wilmslow Road/M56 junction 6 east (southbound slip roads)/Runger Lane. This junction will be modified in the AP2 revised scheme. However, the AP2 revised scheme will change the configuration of this junction compared to the main TA;
- the main TA reported a widening on the A538 Wilmslow Road between the western and eastern sides of the M56 junction 6 from two lanes in each direction to four lanes in each direction. This will no longer be required as part of the AP2 revised scheme;
- the main TA reported a closure of Hasty Lane 135m north-west of the A538 Hale Road overbridge (south), with access to residential properties maintained via a new service road. The closure of Hasty Lane will remain in the AP2 revised scheme. However, the AP2 revised scheme includes changes to the Hasty Lane closure. Hasty Lane will be closed north of the A538 Hale Road compared to 135m north-west of the A538 Hale Road overbridge (south) as reported in the main TA. Access to residential properties will be maintained;
- the main TA reported a temporary realignment of a section of the M56 south of junction 6 to accommodate construction of the M56 East Short Tunnel. This temporary

realignment will no longer be required as part of the AP2 revised scheme. There will be a permanent realignment of the M56; and

- temporary realignment of the A538 Hale Road during the phased construction of Manchester Airport High Speed station.

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

- temporary realignment of the A556;
- temporary road closures, including Millington Lane, Yarwoodheath Lane (no through road), Castle Mill Lane and Sunbank Lane;
- permanent road realignments, including Millington Lane realignment, A556 Chester Road realignment, Mobberley Road realignment (and associated Ashley Road diversion), Castle Mill Lane realignment, Sunbank Lane realignment and Thorley Lane realignment; and
- permanent road closures, including Tom Lane and Ashley Road where it crosses the AP2 revised scheme, Lamb Lane where it crosses the AP2 revised scheme and Brickhill Lane where it crosses the AP2 revised scheme.

16.1.8 Buses use a number of routes which will be affected by the AP2 revised scheme in this area and these will be temporarily diverted onto alternative routes.

16.1.9 The closure and diversion of roads will also have an impact on roadside footways on some roads in the MA06 area. The temporary and permanent closure, diversion and realignment of PRoW will also be required.

16.1.10 In addition, a new PRoW, 730m in length, will be constructed between Ashley Road and the diverted Ashley Road, crossing the route of the AP2 revised scheme underneath the Mid Cheshire (Railway) and Mobberley Road viaduct.

Davenport Green to Ardwick (MA07)

16.1.11 The description of the main components of the original scheme in the Davenport Green to Ardwick (MA07) area is reported in Section 18.4 of the main TA.

16.1.12 The AP2 revised scheme will result in the following changes to the existing road network in MA07:

- temporary and permanent realignment of Rondin Road;
- temporary closure of Handsworth Street;
- temporary closure of Viaduct Street;
- temporary one-way shuttle working with temporary traffic signals will be required on Simonsway, with right-turn movements restricted from the M56 junction 4 off-slip to Simonsway (west); and
- permanent road closures, including Rondin Road, Hooper Street, Glenbarry Street and the northern end of the A665 Midland Street, where they cross the route of the AP2 revised scheme.

16.1.13 The AP2 revised scheme includes the relocation of Palatine Road Vent Shaft from the Withington Golf Course, off Palatine Road, to the derelict playing fields to the north-west of the Britannia Country House Hotel and renamed the Hollies vent shaft. The AP2 revised scheme includes changes to the temporary and permanent access to the Hollies vent shaft. The permanent access road to the vent shaft will be 500m in length linking to the A5145 Barlow Moor Road. A temporary access deviating from the permanent access road will be provided for access to the construction compound.

Manchester Piccadilly Station (MA08)

16.1.14 The description of the main components of the original scheme is reported in Section 18.1 of the main TA. This section of the main TA is unchanged.

16.1.15 The design of Manchester Piccadilly High Speed station is reported in Section 18.1 of the main TA. This is updated as part of the AP2 revised scheme, and includes:

- in the main TA, the future baseline traffic volumes were calculated for 2038 and 2046. The 2038 future baseline in the main ES has been updated to 2039 for the AP2 revised scheme to reflect the revised programme. The 2046 passenger demand growth in the main ES has been updated to 2051 for the AP2 revised scheme in order to give greater resilience to long-term growth in travel demand;
- provision for access by sustainable modes, such as walking and cycling to promote non-car access, including new pedestrian access, a new cycleway along New Sheffield Street and provision of 523 bicycle parking spaces;
- provision of dedicated taxi, private hire vehicle and private vehicle drop-off and pick-up facilities at both New Sheffield Street and the eastern forecourt, including eight taxi/private hire pick-up bays, 13 taxi/private hire drop-off bays and 84 taxi/private hire waiting bays, 121 private vehicle pick-up bays and 18 private vehicle drop-off bays;
- the main TA reported two partially above-ground multi-storey car parks, adjacent to the Manchester Piccadilly High Speed station on Adair Street and accessed via Adair Street. The AP2 revised scheme will involve the relocation of multi-storey car park 2 from the north side of New Sheffield Street to between the Manchester Piccadilly High Speed station and the Network Rail viaduct, with the number of car parking spaces remaining unchanged. Multi-storey car park 2 will be accessed from New Sheffield Street, south of the junction with Helmet Street. The location of multi-storey car park 1 will remain in the location proposed in the original scheme. There will be a total of 2,029 parking spaces, of these, 1,068 parking spaces will be provided to replace the loss of existing spaces and 961 parking spaces will be additional spaces;
- changes to the highway to provide access to Manchester Piccadilly High Speed station at New Sheffield Street and the eastern forecourt (accessed via B6469 Fairfield Street/Travis Street);
- changes to the public transport network to provide shuttle bus stops on New Sheffield Street and space provided for a bus/coach interchange facility at the eastern forecourt; and

- improved access to Metrolink services including relocation of Piccadilly Metrolink stop beneath Manchester Piccadilly High Speed station and provision for a new Metrolink stop immediately south-east of the Manchester Piccadilly High Speed station, called Piccadilly Central.

16.1.16 There will be beneficial impacts associated with the operation of the AP2 revised scheme, including substantially improved journey times between Manchester, the Midlands and the south of England, increases to rail capacity, reduced pressure and lower crowding on the conventional rail network and improved Metrolink facilities.

16.1.17 The key issues within the MA08 area are related to the construction and operation of the AP2 revised scheme and Manchester Piccadilly High Speed station. In addition, in order to construct the AP2 revised scheme, there will be a number of construction compounds within the MA08 area.

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

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

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

- temporary diversion of the A635 Fairfield Street during the construction of the A635/A665 Pin Mill Brow gyratory;
- temporary road closures during the construction of the A635/A665 Pin Mill Brow gyratory, including the A635 Mancunian Way (northbound and southbound), the A665 Chancellor Lane (south of, and at, the junction with Midland Street) and B6469 Fairfield Street;
- temporary closures associated with the other permanent highway changes, including the A6 London Road, Travis Street, Temperance Street, Chapelfield Road, Hoyle Street, Betley Street, Portugal Street East, Heyrod Street, Chapeltown Street, Helmet Street, St.

Andrew's Square, Adair Street, River Street, Store Street, Jutland Street, Ducie Street and Dale Street;

- permanent road realignments, including the A6 London Road, Heyrod Street and the junction with Portugal Street East and Ducie Street;
- permanent road closures, including a section of Helmet Street (between New Sheffield Street and St. Andrew's Street), Sheffield Street (to be replaced by New Sheffield Street), Baird Street, St. Andrew's Square, Store Street and Chapeltown Street; and
- permanent road diversions, including St. Andrew's Street and Boad Street.

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

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

16.1.22 The relocation and extension of the Piccadilly Metrolink stop beneath the Manchester Piccadilly High Speed station will result in temporary impacts for passengers on the Metrolink Ashton Line in the MA08 area.

16.1.23 The replacement bus service will not stop at the existing Piccadilly Metrolink stop and therefore Ashton Line passengers will be required to board and alight the service at Piccadilly Gardens with an increase in journey length of up to 700m. Access to the Piccadilly Metrolink stop will be maintained for passengers from the west on the Eccles Line, however trams will turn back at Piccadilly until the new Piccadilly Metrolink stop becomes fully functional.

16.2 AP2 revised scheme construction description

Introduction

16.2.1 A number of changes to the original scheme reported in Section 16.2 of this report mean that Section 18.2 of the main TA are generally replaced by Section 16.2 in this document. Where there is no replacement the text in the main TA remains valid.

16.2.2 The terms used in this report to differentiate between the original scheme assessed as part of the main Environmental Statement (ES) and subsequent changes are reported in the SES2 and AP2 ES TA Part 1 Addendum (SES2 and AP2 ES Volume 5, Appendix: TR-001-00000).

16.2.3 This section provides an overview of the construction traffic and transport impacts for the section of the AP2 revised scheme that will pass through the MA06, MA07 and MA08 areas.

16.2.4 Construction of the AP2 revised scheme is expected to commence in 2026 with construction activity continuing to 2039 (although activity in 2039 will be limited to testing and

commissioning). Construction activities have been assessed against 2031 baseline traffic flows, irrespective of when they occur during the construction period.

Construction activities and phasing

16.2.5 Details of the main construction works and the time periods when each compound is operational are summarised in the indicative construction programme. For the construction programme refer to SES2 and AP2 ES Volume 2, Community Area reports: Hulseheath to Manchester Piccadilly Station (MA06), Davenport Green to Ardwick (MA07) and Manchester Piccadilly Station (MA08), Section 6.

16.2.6 A complete description of the works associated with the AP2 revised scheme in the MA06, MA07 and MA08 areas is provided in SES2 and AP2 ES Volume 2, Community Area reports: Hulseheath to Manchester Piccadilly Station (MA06), Davenport Green to Ardwick (MA07) and Manchester Piccadilly Station (MA08), Sections 2 and 4. The construction works will be carried out throughout MA06, MA07 and MA08 for the majority of the construction period. The overall programme has been outlined on a year-by-year basis.

16.2.7 Table 18-1 below replaces Table 18-1 in the main TA.

Table 18-1: AP2 revised scheme key highway construction activities in the MA06, MA07 and MA08 area

Activity	Community area	Start date
Area Advance Works (MA06)	MA06	2026 Q1
Area Advance Works (MA07)	MA07	2026 Q2
Area Advance Works (MA08)	MA08	2027 Q2
Manchester Airport High Speed station – site preparation and setup	MA06	2028 Q2
Commence Manchester Airport High Speed station construction	MA06	2028 Q2
Commence major highway works at M56 junction 6	MA06	2028 Q2
Mid-Cheshire (Railway) viaduct	MA06	2028 Q4
Sunbank Lane overbridge and highway realignment	MA06	2028 Q2
Ashley construction railhead	MA06	2030 Q3
The Hollies vent shaft	MA07	2028 Q3
Ardwick box structure	MA07	2028 Q3
Birchfield's Road vent shaft	MA07	2028 Q3
Altrincham Road vent shaft	MA07	2028 Q4
Wilmslow Road vent shaft	MA07	2029 Q1
Manchester Piccadilly High Speed station – site preparation and setup	MA08	2026 Q2
Metrolink turnback facility	MA08	2026 Q2
Commence major highway works at Pin Mill Brow	MA08	2028 Q2
Commence Manchester Piccadilly High Speed station construction	MA08	2029 Q3
Piccadilly Approach viaduct	MA08	2029 Q4
Piccadilly Station viaduct	MA08	2030 Q3

Compounds and construction sites

16.2.8 The AP2 revised scheme will be constructed from compounds. This will include main compounds that manage and coordinate the work from satellite compounds. Where material is required to be transferred from site haul movements to highway movements this will be undertaken through transfer nodes.

16.2.9 Table 18-2, Table 18-3 and Table 18-4 of the main TA summarised the expected average and peak workforce (site workers plus staff) at each construction compound in the MA06, MA07 and MA08 areas. Table 18-2, Table 18-3 and Table 18-4 below replace Table 18-2, Table 18-3, and Table 18-4 of the main TA. The AP2 revised scheme will introduce three new satellite compounds in the MA06 area. These are the M56 River Bollin satellite compound, the Manchester tunnel south portal satellite compound, and the Runger Lane Metrolink satellite compound.

16.2.10 The location of the construction compounds and the associated construction traffic routes are shown in SES2 and AP2 ES Volume 5, Traffic and transport Map Book: Map Series TR-08 – Construction Routes to the Strategic Network.

Table 18-2: AP2 revised scheme assumed workforce at construction sites in the MA06 area

Compound type	Compound name	Number of site workers (peak)	Number of staff (peak)	Total workforce (site plus staff)	
				Average	Peak
Satellite	Chapel Lane satellite compound	120	60	140	180
Satellite	Agden Brook viaduct satellite compound	75	45	94	120
Satellite	A556 Chester Road satellite compound	100	75	133	175
Satellite	Rostherne Cutting satellite compound	110	75	136	185
Satellite	Blackburn's Brook satellite compound	115	45	109	160
Satellite	Birkin Brook satellite compound	95	45	99	140
Satellite	Ashley IMB-R satellite compound	100	53	91	145
Railhead	Ashley Railhead	200	40	161	210
Satellite	Birkenheath Covert satellite compound	150	60	108	205
Satellite	Mobberley Road north satellite compound	100	45	103	145
Satellite	Mobberley Road south satellite compound	80	45	84	125
Satellite	Mobberley Road satellite compound	50	15	35	65

Compound type	Compound name	Number of site workers (peak)	Number of staff (peak)	Total workforce (site plus staff)	
				Average	Peak
Satellite	Ashley Station satellite compound	50	15	35	65
Satellite	Castle Mill Lane satellite compound	150	45	137	195
Satellite	River Bollin East viaduct satellite compound	85	45	103	130
Satellite	Sunbank Lane satellite compound	220	60	178	280
Satellite	M56 East satellite compound	150	105	209	255
Satellite	Manchester Airport High Speed station south satellite compound	150	60	136	195
Main	Manchester Airport High Speed station main compound	350	105	275	455
Main	Manchester tunnel south portal main compound	390	152	203	525
Satellite	M56 River Bollin satellite compound	70	10	54	80
Satellite	Manchester tunnel south portal satellite compound	90	20	52	110
Satellite	Runger Lane Metrolink satellite compound	90	20	70	110

Table 18-3: AP2 revised scheme assumed workforce at construction sites in the MA07 area

Compound type	Compound name	Number of site workers (peak)	Number of staff (peak)	Total workforce (site plus staff)	
				Average	Peak
Satellite	Altrincham Road vent shaft satellite compound	80	45	90	125
Satellite	Palatine Road vent shaft satellite compound (renamed The Hollies vent shaft satellite compound)	116	54	91	168
Satellite	Wilmslow Road vent shaft satellite compound	80	48	93	125
Satellite	Birchfield Road vent shaft satellite compound	96	54	95	150
Main	Manchester tunnel north portal main compound	430	165	255	580
Satellite	Manchester tunnel north portal satellite compound	20	5	25	25

Table 18-4: AP2 revised scheme assumed workforce at construction sites in the MA08 area

Compound type	Compound name	Number of site workers (peak)	Number of staff (peak)	Total workforce (site plus staff)	
				Average	Peak
Satellite	Manchester Approach viaduct satellite compound B	115	45	102	160
Satellite	Manchester Approach viaduct satellite compound C	115	45	102	160
Satellite	Manchester Approach viaduct satellite compound D	135	45	120	180
Main	Manchester Piccadilly High Speed station main compound	630	135	346	750
Satellite	Metrolink New Islington Turnback satellite compound	30	10	34	40

16.2.11 Table 18-5, Table 18-6 and Table 18-7 in the main TA summarised the compound set up dates and the duration of active use. The duration of active use excludes any period where there are no substantial workforce trips or movement of materials to and from the compound. Table 18-5, Table 18-6 and Table 18-7 below replace Table 18-5, Table 18-6 and Table 18-7 in the main TA.

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

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

Table 18-5: AP2 revised scheme typical vehicle trip generation for construction site compounds in the MA06 area

Compound type	Compound name	Indicative start/set up date (years/ quarter)	Estimated duration of active use (years/months)	Average daily combined two–way car/LGV trips during busy period and within peak month of activity	Average daily combined two–way HGV trips during busy period and within peak month of activity	Estimated duration of busy period (months)
Satellite	Chapel Lane satellite compound	2028 Q2	2 years and 9 months	186-308	192-244	2
Satellite	Agden Brook viaduct satellite compound	2028 Q2	3 years and 6 months	110-202	96-112	6
Satellite	A556 Chester Road satellite compound	2028 Q2	3 years and 9 months	244-294	410-542	15
Satellite	Rostherne Cutting satellite compound	2028 Q2	4 years and 9 months	250-310	400-480	12
Satellite	Blackburn's Brook satellite compound	2028 Q2	3 years and 3 months	148-268	90-110	9
Satellite	Birkin Brook satellite compound	2028 Q4	2 years	146-240	66-94	7
Satellite	Ashley IMB-R satellite compound	2028 Q2	6 years and 3 months	154-288	198-258	20
Rail Systems	Ashley Railhead	2032 Q3	4 years	388-476	52-64	39
Satellite	Birkenheath Covert satellite compound	2028 Q3	6 years	262-428	246-278	20
Satellite	Mobberley Road north satellite compound	2028 Q2	4 years and 9 months	134-244	84-106	7
Satellite	Mobberley Road south satellite compound	2028 Q2	3 years and 9 months	150-210	278-472	26

Compound type	Compound name	Indicative start/set up date (years/ quarter)	Estimated duration of active use (years/months)	Average daily combined two–way car/LGV trips during busy period and within peak month of activity	Average daily combined two–way HGV trips during busy period and within peak month of activity	Estimated duration of busy period (months)
Rail Systems	Mobberley Road satellite compound	2032 Q1	1 year	120-120	4-4	4
Rail Systems	Ashley Station satellite compound	2031 Q3	1 year and 3 months	120-120	4-4	4
Satellite	Castle Mill Lane satellite compound	2028 Q2	4 years	146-328	98-112	6
Satellite	M56 River Bollin satellite compound	2028 Q2	2 years and 6 months	68-150	40-50	6
Satellite	River Bollin East viaduct satellite compound	2028 Q2	2 years and 3 months	136-218	44-52	6
Satellite	Sunbank Lane satellite compound	2028 Q2	5 years and 3 months	388-474	488-616	10
Satellite	M56 East satellite compound	2028 Q2	5 years	310-322	478-562	5
Satellite	Manchester Airport High Speed station south satellite compound	2028 Q2	6 years and 3 months	132-246	202-228	8
Main	Manchester Airport High Speed station main compound	2026 Q2	8 years and 3 months	578-780	668-828	2
Main	Manchester tunnel south portal main compound	2026 Q2	9 years	364-892	328-478	10

Compound type	Compound name	Indicative start/set up date (years/ quarter)	Estimated duration of active use (years/months)	Average daily combined two–way car/LGV trips during busy period and within peak month of activity	Average daily combined two–way HGV trips during busy period and within peak month of activity	Estimated duration of busy period (months)
Satellite	Runger Lane Metrolink satellite compound	2030 Q3	3 years and 9 months	114-186	38-50	12
Satellite	Manchester tunnel south portal satellite compound	2028 Q2	7 years	96-186	392-454	14

Table 18-6: AP2 revised scheme typical vehicle trip generation for construction site compounds in the MA07 area

Compound type	Compound name	Indicative start/set up date (years/ quarter)	Estimated duration of active use (years/ months)	Average daily combined two–way car/LGV trips during busy period and within peak month of activity	Average daily combined two–way HGV trips during busy period and within peak month of activity	Estimated duration of busy period (months)
Satellite	Altrincham Road vent shaft satellite compound	2028 Q4	5 years	38-54	62-80	11
Satellite	Palatine Road vent shaft satellite compound (renamed The Hollies vent shaft satellite compound)	2028 Q2	6 years	42-102	158-178	8
Satellite	Wilmslow Road vent shaft satellite compound	2029 Q1	5 years and 3 months	46-54	70-90	7

Compound type	Compound name	Indicative start/set up date (years/ quarter)	Estimated duration of active use (years/ months)	Average daily combined two–way car/LGV trips during busy period and within peak month of activity	Average daily combined two–way HGV trips during busy period and within peak month of activity	Estimated duration of busy period (months)
Satellite	Birchfields Road vent shaft satellite compound	2028 Q2	6 years	48-104	138-180	2
Main	Manchester tunnel north portal main compound	2026 Q2	9 years	148-258	168-232	61
Satellite	Manchester tunnel north portal satellite compound	2026 Q2	6 years and 6 months	10-22	318-318	1

Table 18-7: AP2 revised scheme typical vehicle trip generation for construction site compounds in the MA08 area

Compound type	Compound name	Indicative start/set up date (years/ quarter)	Estimated duration of active use (years/months)	Average daily combined two–way car/LGV trips during busy period and within peak month of activity	Average daily combined two–way HGV trips during busy period and within peak month of activity	Estimated duration of busy period (months)
Main	Manchester Piccadilly High Speed station main compound	2026 Q2	8 years and 3 months	106-214	454-640	25
Satellite	Manchester approach viaduct satellite compound B	2028 Q2	4 years	18-26	58-86	10
Satellite	Manchester Approach viaduct	2028 Q2	4 years	20-26	64-86	6

Compound type	Compound name	Indicative start/set up date (years/ quarter)	Estimated duration of active use (years/months)	Average daily combined two–way car/LGV trips during busy period and within peak month of activity	Average daily combined two–way HGV trips during busy period and within peak month of activity	Estimated duration of busy period (months)
	satellite compound C					
Satellite	Manchester Approach viaduct satellite compound D	2028 Q2	4 years	20-30	60-86	8
Satellite	Metrolink New Islington turnback satellite compound	2026 Q2	9 months	6-6	14-16	2

16.2.13 The indicative construction programme in the SES2 and AP2 ES Volume 2, Community Area reports: Hulseheath to Manchester Piccadilly Station (MA06), Davenport Green to Ardwick (MA07) and Manchester Piccadilly Station (MA08), Section 6 illustrates how the phasing of activities at different compounds will generally be staggered and that construction activities at individual compounds may not occur over the whole duration presented in Table 18-5, Table 18-6 and Table 18-7.

Construction traffic routes

16.2.14 Construction vehicle movements required to construct the AP2 revised scheme will include the delivery of plant and materials, movement of excavated materials and site workforce trips. Works will include utilities diversions, earthworks, and the construction of underpasses, viaducts, bridges and highways.

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

16.2.16 The location of the compounds and the associated construction traffic routes are shown on the SES2 and AP2 ES Volume 5, Traffic and transport Map Book: Map Series TR-08 – Construction Routes to the Strategic Network.

MA06

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

16.2.18 The AP2 revised scheme will introduce amended construction traffic routes for the following compounds in the MA06 area compared to the main TA:

- Ashley railhead;
- Birkenheath Covert satellite compound;
- M56 River Bollin East viaduct satellite compound;
- Sunbank Lane satellite compound;
- Manchester Tunnel South Portal satellite compound; and
- Runger Lane Metrolink satellite compound.

Table 18-8: AP2 revised scheme construction traffic routes for construction compounds in the MA06 area

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

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

Compound name(s)	Access routes to/from compound(s) to main road network
	used while the M56 temporary overbridge is open and after opening of the Ashley Road diversion and Mobberley Road realignment) Mobberley Road realignment, Ashley Road diversion, Ashley Road, A5034 Mereside Road, A50 Warrington Road, B5569 Chester Road and A556 (to be used after closure of the M56 temporary overbridge) Route to/from the east: Mobberley Road, Back Lane, Tanyard Lane, Castle Mill Lane, Mill Lane and the A538 Wilmslow Road (to be used before opening of and while the M56 temporary overbridge is open)
Ashley Station satellite compound	Hough Green, Cow Lane, Ashley Road, A5034 Mereside Road, A50 Warrington Road, B5569 Chester Road, Old Hall Lane and A556 (to be used before opening of and while the M56 temporary overbridge is open) Hough Green, Cow Lane, Ashley Road, site haul route, Tom Lane, M56 temporary overbridge, Yarwoodheath Lane and M56 junction 7-8 (to be used while the M56 temporary overbridge is open and before opening of the Ashley Road diversion and Mobberley Road realignment) Hough Green, Cow Lane, Mobberley Road realignment, Ashley Road diversion, site haul route, Tom Lane, M56 temporary overbridge, Yarwoodheath Lane and M56 junction 7-8 (to be used while the M56 temporary overbridge is open and after opening of the Ashley Road diversion and Mobberley Road realignment) Hough Green, Cow Lane, Mobberley Road realignment, Ashley Road diversion, Ashley Road, A5034 Mereside Road, A50 Warrington Road, B5569 Chester Road and A556 (to be used after closure of the M56 temporary overbridge)
Castle Mill Lane satellite compound	Castle Mill Lane, Mill Lane and A538 Wilmslow Road
M56 River Bollin satellite compound	Direct Access
River Bollin East viaduct satellite compound	Sunbank Lane and A538 Wilmslow Road Sunbank Lane, Chapel Lane, Longsides Road, High Elm Road and A538 Hale Road (after closure of Sunbank Lane and construction of new M56 overbridge)
Sunbank Lane satellite compound	Sunbank Lane and A538 Wilmslow Road
M56 East satellite compound Manchester Airport High Speed station South satellite compound Manchester Airport High Speed station main compound	A538 Hale Road (to/from M56 junction 6)
Manchester tunnel South Portal main compound	Route to/from east: Thorley Lane, Enterprise Way and A555 Airport Spur Route to/from south: Thorley Lane, Runger Lane and A538 Wilmslow Road
Manchester Tunnel South Portal Satellite Compound	Thorley Lane, Enterprise Way and A555 Airport Spur Thorley Lane, Runger Lane and A538 Wilmslow Road
Runger Lane Metrolink Satellite Compound	Runger Lane, Enterprise Way and A555 Airport Spur Runger Lane and A538 Wilmslow Road

16.2.19 Table 18-9 in the main TA summarises the peak daily construction traffic flows associated with the original scheme, both in HGV and total vehicles (which includes LGV and workforce trips), on roads within the MA06 area that form part of construction traffic routes. Table 18-9 below replaces Table 18-9 of the main TA.

16.2.20 Table 18-9 indicates a reduction in construction traffic, when compared to the original scheme, at locations such as parts of Mobberley Road, Back Lane/Tanyard Lane/Castle Mill Lane/Mill Lane and Chapel Lane/Sunbank Lane. Locations with increases in construction traffic, when compared to the original scheme, include parts of Ashley Road, Thorley Lane and Enterprise Way.

16.2.21 Where zero 'all vehicle' and/or 'HGV' construction flows are indicated, these represent links that are no longer a main construction route when considering the AP2 revised scheme. These links may, however, be subject to occasional or infrequent use by AP2 revised scheme construction traffic.

16.2.22 The forecast traffic flow tables presented in this report use the following abbreviations for road direction: NB = northbound; SB = southbound; EB = eastbound; and WB = westbound.

Table 18-9: AP2 revised scheme MA06 peak daily construction traffic flow

Location	Direction	Daily peak HGV	Daily peak all vehicles
A556 (between A50 Knutsford Road and B5569 Chester Road)	NB	1,425	2,576
	SB	1,404	2,375
Millington Lane (between Booth Bank Lane and Chester Road)	NB	56	204
	SB	56	102
B5569 Chester Road (between Chapel Lane and A556 southbound off-slip)	NB	0	14
	SB	214	617
A556 (between off-slip from B5569 Chester Road and M6 junction 8)	NB	1,425	2,576
	SB	1,404	2,836
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	NB	308	625
	SB	459	729
A556 Chester Road (between M56 junction 7/8 northbound off-slip and A56 Lymm Road)	NB	557	847
A556 Chester Road (between M56 junction 7/8 westbound off-slip and A556 southbound onslip)	WB	921	2,595
A556 Chester Road (between M56 junction 7/8 eastbound off-slip and A56 Lymm Road)	NB	99	152
	SB	557	757
A56 Dunham Road (between B5161 Bow Green Road Bowdon Roundabout)	NB	10	365
	SB	10	339
Cherry Tree Lane (between Chester Road and Marsh Lane)	EB	192	378
	WB	0	156
B5161 Bow Green Road (between A56 Dunham Road and Bow Lane)	EB	10	10
	WB	10	10

Location	Direction	Daily peak HGV	Daily peak all vehicles
Bow Lane (between Oakwood Lane and B5161 Bow Green Road)	NB	10	10
	SB	10	10
Ashley Road (between Rostherne Lane and Birkinheath Lane)	EB	308	680
	WB	459	729
Birkinheath Lane (between Marsh Lane and Ashley Road)	EB	192	347
	WB	0	85
Ashley Road diversion (between Birkinheath Lane and Mobberley Road)	EB	165	340
	WB	165	282
Mobberley Road realignment (between Ashley Road diversion and Back Lane)	NB	120	278
	SB	120	222
Back Lane/Tanyard Lane/Castle Mill Lane/Mill Lane (between Mobberley Road and A538 Wilmslow Road)	EB	4	392
	WB	4	212
Greengate (between High Elm Road and Chapel Lane)	NB	172	566
	SB	250	1,034
High Elm Road (between Greengate and A538 Hale Road)	NB	350	859
	SB	440	1,323
Chapel Lane/Sunbank Lane (between Greengate and A538 Wilmslow Road)	EB	210	218
	WB	80	88
A538 Hale Road (between High Elm Road and A538 Hale Road/station access gyratory)	EB	549	1,426
	WB	704	1,439
A538 Hale Road/station access gyratory (between A538 Hale Road and Manchester Airport High Speed station access road west)	NB	10	23
	SB	10	10
Roaring Gate Lane (between Whitecarr Lane and Shay Lane)	NB	10	274
	SB	10	446
A538 Wilmslow Road (between Sunbank Lane and Runger Lane)	NB	236	328
	SB	152	182
Runger Lane (between A538 Wilmslow Road and Avro Way)	NB	269	359
	SB	269	370
Thorley Lane (between Shay Lane and Runger Lane)	EB	350	491
	WB	350	487
A538 Wilmslow Road (between Sunbank Lane and Mill Lane)	NB	77	163
	SB	112	136
Runger Lane (between Avro Way and Thorley Lane)	NB	269	361
	SB	269	369
Thorley Lane (between Runger Lane and Sydney Avenues	EB	81	249
	WB	81	146
Thorley Lane (between Sydney Avenue and Jet Parks 1)	EB	81	250
	WB	81	144

Location	Direction	Daily peak HGV	Daily peak all vehicles
Thorley Lane (between Jet Parks 1 and Etrop Grange Hotel access)	EB	81	251
	WB	81	143
Enterprise Way (between Thorley Lane and Terminal 2 Roundabout)	NB	81	142
	SB	81	84
Thorley Lane (between Etrop Grange Hotel access and Bailey Lane)	EB	81	251
	WB	81	143
Enterprise Way (between Thorley Lane and Bailey Lane)	EB	10	175
	WB	10	10
Enterprise Way (between Bailey Lane and Aviator Way)	EB	10	176
	WB	10	10

MA07

16.2.23 Table 18-10 below replaces Table 18-10 in the main TA and summarises the construction traffic routes to and from each compound in the MA07 area to the main road network. For some compounds, Table 18-10 includes multiple construction traffic routes. This is either because the construction HGV route varies depending on the origin/destination of the trip or because the construction HGV route varies over time to account for changes to the highway network or changes in construction activity through the construction period.

16.2.24 The AP2 revised scheme will introduce amended construction traffic routes for the following compounds in the MA07 area compared to the main TA:

- Palatine Road vent shaft satellite compound (renamed The Hollies vent shaft satellite compound); and
- Manchester tunnel north portal main compound.

Table 18-10: AP2 revised scheme construction traffic routes for construction compounds in the MA07 area

Compound name(s)	Access routes to/from compound(s) to main road network
Altrincham Road vent shaft satellite compound	A560 Altrincham Road
Palatine Road vent shaft satellite compound (renamed The Hollies vent shaft satellite compound)	A5145 Barlow Road and A5103 Princess Parkway
Wilmslow Road vent shaft satellite compound	B5093 Wilmslow Road, A5145 Barlow Moor Road and A5103 Princess Parkway B5093 Wilmslow Road, A5145 Wilmslow Road and A34 Kingsway B5093 Wilmslow Road, Tatton Grove (westbound), B5167 Palatine Road, A5145 Barlow Moor Road and A5103 Princess Parkway (outgoing only) A5103 Princess Parkway, A5145 Barlow Moor Road, B5093 Wilmslow Road, Marriott Street (eastbound) and B5167 Palatine Road (incoming only) B5093 Wilmslow Road, A6010/A34 Moseley Road and A34 Kingsway

Compound name(s)	Access routes to/from compound(s) to main road network
Birchfields Road vent shaft satellite compound	A34 Birchfields Road, A34 Moseley Road and A34 Kingsway A34 Birchfields Road/Anson Road/Upper Brook Street and A57(M) Mancunian Way A34 Birchfields Road, A6010 Moseley Road, B5093 Wilmslow Road, B5167 Palatine Road, A5145 Barlow Moor Road and A5103 Princess Parkway
Manchester tunnel north portal main compound	Rondin Road and A635 Ashton Old Road Midland Street, Chancellor Lane and A635 Ashton Old Road Rondin Road, A635 Ashton Old Road A635 Mancunian Way west to A57(M), A57 and M602 Gorton Road, A635 Ashton Old Road Gorton Road, A6010 Pottery Lane, A635 Ashton Old Road
Manchester tunnel north portal satellite compound	Rondin Road and A635 Ashton Old Road Rondin Road, west on A635 Ashton Old Road to A635 Mancunian Way west to A57(M), A57

16.2.25 Table 18-11 in the main TA summarises the peak daily construction traffic flows associated with the original scheme, both in HGV and total vehicles (which includes LGV and workforce trips), on roads within the MA07 area that form part of construction traffic routes. Table 18-11 below replaces Table 18-11 of the main TA.

16.2.26 Table 18-11 indicates a reduction in construction traffic, when compared to the original scheme, at locations such as parts of the A34 Birchfields Road, the A34 Anson Road and the B5167 Palatine Road. Locations with increases in construction traffic, when compared to the original scheme, include parts of the A5145 Barlow Moor Road, the A5145 Wilmslow Road, and the A635 Ashton Old Road.

16.2.27 Where zero 'all vehicle' and/or 'HGV' construction flows are indicated, these represent links that are no longer a main construction route when considering the AP2 revised scheme. These links may, however, be subject to occasional or infrequent use by AP2 revised scheme construction traffic.

16.2.28 The forecast traffic flow tables presented in this report use the following abbreviations for road direction: NB = northbound; SB = southbound; EB = eastbound; and WB = westbound.

Table 18-11: AP2 revised scheme MA07 peak daily construction traffic flow

Location	Direction	Daily peak HGV	Daily peak all vehicles
A555 Ringway Road West (between Ringway Road and Enterprise Way)	EB	10	230
	WB	10	119
Enterprise Way (between Aviator Way and A555 Ringway Road West)	NB	10	10
	SB	10	178
A555 Ringway Road West (between Outwood Lane and Enterprise Way)	EB	10	185
	WB	10	129
A560 Altrincham Road (between Greenwood Road and M56 junction 2)	EB	10	80
	WB	10	99

Location	Direction	Daily peak HGV	Daily peak all vehicles
A560 Altrincham Road (between M56 junction 3a and Greenwood Road)	EB	40	130
	WB	40	120
A34 Kingsway (between M56 junction 1 and Fairmile Drive)	NB	90	314
	SB	90	202
A5103 Princess Parkway (between M56 junction 3a and B5167 Palatine Road slip road)	NB	167	1,376
	SB	167	1,737
B5167 Palatine Road (between Longley Lane and Moor End)	EB	10	90
	WB	10	101
B5167 Palatine Road (between A5103 Princess Parkway and Longley Lane)	EB	10	90
	WB	10	101
A34 Kingsway (between Fairmile Drive and B5095 Wilmslow Road)	NB	90	285
	SB	90	170
B5167 Palatine Road (between B5166 Sale Road and A5103 Princess Parkway)	EB	10	123
	WB	10	32
B5167 Palatine Road (between Moor End and B5166 Church Road)	EB	10	90
	WB	10	102
A34 Kingsway (between B5095 Wilmslow Road and A5145 Wilmslow Road)	NB	90	250
	SB	90	172
A5103 Princess Parkway (between B5167 Palatine Road slip road and M60 junction 5)	NB	167	1,276
	SB	167	1,634
A34 Kingsway (between A5145 Parrs Wood Lane and A5145 Wilmslow Road)	NB	82	204
	SB	90	170
A5145 Wilmslow Road (between Kingston Road and Parrs Wood Road)	EB	38	42
	WB	38	42
A5145 Wilmslow Road (between Parrs Wood Road and A5145 Parrs Wood Lane)	EB	38	42
	WB	38	42
A5145 Wilmslow Road (between A5145 Parrs Wood Lane and A34 Kingsway)	EB	38	75
	WB	10	10
A5145 Parrs Wood Lane (between A5145 Wilmslow Road and Burnage Lane)	EB	38	75
	WB	10	10
A34 Kingsway (between A5145 Parrs Wood Lane and Queensway)	NB	82	189
	SB	82	134
A5145 Wilmslow Road (between Kingston Road and A5145 Barlow Moor Road)	NB	38	46
	SB	38	46
A6188 Tiviot Way (between Water Street and M60)	NB	703	768
	SB	703	784
Water Street (between Marsland Street and A6188 Tiviot Way)	EB	703	749
	WB	703	749
A34 Kingsway (between Queensway and Lane End Road)	NB	82	174
	SB	82	132

Location	Direction	Daily peak HGV	Daily peak all vehicles
A5103 Princess Road (between M60 junction 5 and Mersey Bank Avenue)	NB	98	351
	SB	98	339
B5167 Palatine Road (between B5166 Church Road and Mill Lane)	NB	10	39
	SB	10	42
B5093 Wilmslow Road (between A5145 Barlow Moor Road and Lapwing Lane)	NB	42	49
	SB	42	51
A5145 Barlow Moor Road (between B5167 Palatine Road and A5145 Wilmslow Road)	EB	7	10
	WB	7	13
A5145 Barlow Moor Road (between Burton Road and B5167 Palatine Road)	EB	17	35
	WB	17	48
A5103 Princess Road (between Merseybank Avenue and Darley Avenue)	NB	98	351
	SB	98	338
A5145 Barlow Moor Road (between Elizabeth Slinger Road and Burton Road)	EB	17	40
	WB	17	48
B5167 Palatine Road (between A5145 Barlow Moor Road and Lapwing Lane)	NB	11	29
	SB	11	43
A34 Kingsway (between Lane End Road and Southlea Road)	NB	82	173
	SB	82	130
A5103 Princess Road (between Mersey Bank Avenue and Darley Avenue)	NB	98	351
	SB	98	338
A5145 Barlow Moor Road (between A5103 Princess Road southbound on-slip and Elizabeth Slinger Road)	EB	98	124
	WB	98	133
A5103 Princess Road (between Darley Avenue and A5145 Barlow Moor Road)	NB	98	247
	SB	98	261
B5093 Wilmslow Road (between Lapwing Lane and B5167 Palatine Road)	NB	42	69
	SB	42	71
A5145 Barlow Moor Road (between A5103 Princess Road southbound on-slip and A5103 Princess Road northbound off-slip)	EB	98	130
	WB	10	15
A34 Kingsway (between Southlea Road and Green End Road)	NB	82	160
	SB	82	130
B5167 Palatine Road (between Lapwing Lane and Burton Road)	NB	11	16
	SB	11	17
B5167 Palatine Road (between Tatton Grove and Everett Road)	NB	11	16
	SB	11	17
A34 Kingsway (between Green End Road and Mauldeth Road)	NB	82	163
	SB	82	112
B5167 Palatine Road (between Wilmslow Road and Marriott Street)	NB	5	10
	SB	5	10
	NB	5	15

Location	Direction	Daily peak HGV	Daily peak all vehicles
B5093 Wilmslow Road (between Burton Road and Copson Street)	SB	5	12
A34 Kingsway (between Mauldeth Road and Talbot Road)	NB	82	150
	SB	82	112
B5093 Wilmslow Road (between Copson Street and Mauldeth Road)	EB	5	12
	WB	5	12
B5093 Wilmslow Road (between Mauldeth Road and Egerton Road)	NB	5	12
	SB	5	11
A34 Kingsway (between Talbot Road and B5093 Moseley Road)	NB	82	134
	SB	82	100
B5093 Wilmslow Road (between Egerton Road and B5093 Moseley Road)	NB	5	12
	SB	5	11
B5093 Moseley Road (between Ladybarn Lane and A34 Birchfields Road)	EB	5	19
	WB	5	17
A34 Moseley Road (between A34 Birchfields Road and A34 Kingsway)	EB	82	96
	WB	82	122
B5093 Moseley Road (between B5093 Wilmslow Road and Ladybarn Lane)	EB	5	19
	WB	5	14
A34 Birchfields Road (between A34 Moseley Road and Lytham Road)	NB	86	133
	SB	86	107
A34 Birchfields Road (between Lytham Road and Old Hall Lane)	NB	5	45
	SB	5	14
A34 Birchfields Road (between Old Hall Lane and Birch Hall Lane)	NB	5	37
	SB	5	15
A34 Birchfields Road (between Birch Hall Lane and A6010 Dickenson Road)	NB	5	24
	SB	5	14
A34 Anson Road (between Denison Road and Hathersage Road)	NB	5	19
	SB	5	14
A34 Anson Road (between A6010 Dickenson Road and Denison Road)	NB	5	19
	SB	5	14
A57 Hyde Road (between A665 Devonshire Street and Bennett Street)	EB	10	16
	WB	10	17
A57 Hyde Road (between Higher Ardwick and A665 Devonshire Street North)	EB	10	12
	WB	10	10
Press Street/Whitworth Street East (between Widnes Street and Lawton Street)	SB	10	14
Gorton Road (between Stainforth Street and A6010 Pottery Lane)	EB	10	10
	WB	10	32
A6010 Pottery Lane (between Wenlock Way and A635 Ashton Old Road)	NB	10	31
	SB	10	24

Location	Direction	Daily peak HGV	Daily peak all vehicles
A635 Manchester Road (between Capital Road and Ashton Hill Lane)	EB	237	271
	WB	237	264
A635 Ashton Old Road (between Abbey Hey Lane and Capital Road)	EB	237	271
	WB	237	264
A635 Ashton Old Road (between Vine Street and Abbey Hey Lane)	EB	237	271
	WB	237	264
A635 Ashton Old Road (between Vine Street and Fairfield Road)	EB	237	270
	WB	237	264
A635 Ashton Old Road (between Louisa Street and Fairfield Road)	EB	237	270
	WB	237	264
A635 Ashton Old Road (between Cornwall Street and Louisa Street)	EB	237	270
	WB	237	265
A635 Ashton Old Road (between Victoria Street and Cornwall Street)	EB	237	270
	WB	237	265
A665 Midland Street (between A665 Chancellor Lane and Handsworth Street)	NB	23	27
	SB	23	27
A635 Ashton Old Road (between Victoria Street and Widnes Street)	EB	237	269
	WB	237	264
A635 Ashton Old Road (between Widnes Street and Dakley Street)	EB	237	272
	WB	237	264
A635 Ashton Old Road (between Greenside Street and Dakley Street)	EB	237	272
	WB	237	264
A635 Manchester Road (between Ashton Hill Lane and B6390 Audenshaw Road)	EB	237	271
	WB	237	264
A635 Ashton Old Road (between A6010 Pottery Lane and Greenside Street)	EB	237	273
	WB	237	266
Stainforth Street (between A635 Ashton Old Road and Gorton Road)	SB	10	10
Gable Street (between A635 Ashton Old Road and Stainforth Street)	NB	10	32
A635 Ashton Old Road (between Stainforth Street and A6010 Pottery Lane)	EB	237	291
	WB	237	273
A635 Ashton Old Road (between Gable Street and Stainforth Street)	EB	237	291
	WB	237	273
A635 Ashton Old Road (between A665 Midland Street and Gable Street)	EB	222	311
	WB	222	319
A635 Manchester Road (between B6390 Audenshaw Road and A662 Lumb Lane)	EB	237	264
	WB	237	271
A635 Manchester Road (between Park Road and Lumb Lane)	EB	237	277
	WB	237	284

Location	Direction	Daily peak HGV	Daily peak all vehicles
A6140 Moss Way (between M60 junction 23 eastbound off-slip and M60 junction 23 westbound on-slip)	NB	10	10
	SB	237	321
A662 Lumb Lane (between A635 Manchester Road and A662 Droylsden Road)	NB	237	276
	SB	10	10
A635 Manchester Road (between A662 Droylsden Road and A6140 Lord Sheldon Way)	EB	237	277
	WB	237	284
A6140 Moss Way (between M60 junction 23 and A635 Manchester Road)	NB	237	311
	SB	237	274
A635 Manchester Road (between A6140 Moss Way and A6140 Lord Sheldon Way)	EB	237	277
	WB	237	284
A635 Manchester Road (between A6140 Moss Way and M60 Manchester Outer Ring Road)	EB	10	16
	WB	10	12
A635 Manchester Road (between M60 junction 23 northbound on-slip and M60 junction 23 southbound off-slip)	EB	10	15
	WB	10	12

MA08

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

Table 18-12: AP2 revised scheme construction traffic routes for construction compounds in the MA08 area

Compound name	Compound access	Access route(s) to/from compound to main road network
Manchester approach viaduct satellite compound B	A635/A665 Pin Mill Brow gyratory	Route to/from the west: A635/A665 Pin Mill Brow gyratory, A635 Mancunian Way and A57(M) Mancunian Way Route to/from the east: A635/A665 Pin Mill Brow gyratory and A635 Ashton Old Road
Manchester approach viaduct satellite compound C	A635/A665 Pin Mill Brow gyratory	Route to/from the west: A635/A665 Pin Mill Brow gyratory, A635 Mancunian Way and A57(M) Mancunian Way Route to/from the east: A635/A665 Pin Mill Brow gyratory and A635 Ashton Old Road
Manchester approach viaduct satellite compound D	B6469 Fairfield Street	Route to/from the west: B6469 Fairfield Street, A635/A665 Pin Mill Brow gyratory, A635 Mancunian Way and A57(M) Mancunian Way Route to/from the east: B6469 Fairfield Street, A635/A665 Pin Mill Brow gyratory and A635 Ashton Old Road

Compound name	Compound access	Access route(s) to/from compound to main road network
Manchester Piccadilly High Speed station main compound	Store Street	Route to/from the west: Store Street, A665 Great Ancoats Street, A635/A665 Pin Mill Brow gyratory, A635 Mancunian Way and A57(M) Mancunian Way Store Street, A6 London Road, B6469 Fairfield Street, A635/A665 Pin Mill Brow gyratory, A635 Mancunian Way and A57(M) Mancunian Way (outgoing only) A57(M) Mancunian Way, A6 London Road, A6 Whitworth Street, A6 Aytoun Street, A6 London Road and Store Street (incoming only) Route to/from the east: Store Street, A665 Great Ancoats Street, A635/A665 Pin Mill Brow gyratory and A635 Ashton Old Road
Manchester Piccadilly High Speed station main compound	Adair Street	Route to/from the west: Adair Street, A665 Great Ancoats Street, A635/A665 Pin Mill Brow gyratory, A635 Mancunian Way and A57(M) Mancunian Way Route to/from the east: Adair Street, A665 Great Ancoats Street, A635/A665 Pin Mill Brow gyratory and A635 Ashton Old Road
Manchester Piccadilly High Speed station main compound	St Andrew's Street	Route to/from the west: St. Andrew's Street, B6469 Fairfield Street, A635/A665 Pin Mill Brow gyratory, A635 Mancunian Way and A57(M) Mancunian Way Route to/from the east: St. Andrew's Street, B6469 Fairfield Street, A635/A665 Pin Mill Brow gyratory and A635 Ashton Old Road
Manchester Piccadilly High Speed station main compound	Helmet Street	Route from the west: A57(M) Mancunian Way, A635 Mancunian Way, A635/A665 Pin Mill Brow gyratory, A665 Great Ancoats Street and Helmet Street (incoming only) Route to the east: Helmet Street, St. Andrew's Street, B6469 Fairfield Street, A635/A665 Pin Mill Brow gyratory and A635 Ashton Old Road (outgoing only)
Manchester Piccadilly High Speed station main compound	Travis Street	Route to/from the west: Travis Street, B6469 Fairfield Street, A635/A665 Pin Mill Brow gyratory, A635 Mancunian Way and A57(M) Mancunian Way Route to/from the east: Travis Street, B6469 Fairfield Street, A635/A665 Pin Mill Brow gyratory and A635 Ashton Old Road
Manchester Piccadilly High Speed station main compound	Ducie Street	Route to/from the west: B6181 Ducie Street, Dale Street, Paton Street, A6 London Road and A57(M) Mancunian Way (outgoing only) A57(M) Mancunian Way, A6 London Road, A6 Whitworth Street, A6 Aytoun Street, Auburn Street, London Road, Lena Street, Dale Street and B6181 Ducie Street (incoming only) Ducie Street, Peak Street, Laystall Street, A665 Great Ancoats Street, A635/A665 Pin Mill Brow gyratory, A635 Mancunian Way and A57(M) Mancunian Way (outgoing only) A57(M) Mancunian Way, A635 Mancunian Way, A635/A665 Pin Mill Brow gyratory, A665 Great Ancoats Street and Ducie Street (incoming only) Route to/from the east: Ducie Street, Peak Street, Laystall Street, A665 Great Ancoats Street, A635/A665 Pin Mill Brow gyratory and A635 Ashton Old Road (outgoing only)

Compound name	Compound access	Access route(s) to/from compound to main road network
		A635 Ashton Old Road, A635/A665 Pin Mill Brow gyratory, A665 Great Ancoats Street and Ducie Street (incoming only)
Metrolink New Islington turnback satellite compound	A662 Pollard Street	Route to/from the west: A662 Pollard Street, A665 Great Ancoats Street, A635/A665 Pin Mill Brow gyratory, A635 Mancunian Way and A57(M) Mancunian Way Route to/from the east: A662 Pollard Street, A665 Great Ancoats Street, A635/A665 Pin Mill Brow gyratory and A635 Ashton Old Road

16.2.30 Table 18-13 in the main TA summarises the peak daily construction traffic flows associated with the original scheme, both in HGV and total vehicles (which includes LGV and workforce trips), on roads within the MA08 area that form part of construction traffic routes. Table 18-13 below replaces Table 18-13 of the main TA.

16.2.31 Table 18-13 indicates a reduction in construction traffic, when compared to the original scheme, at locations such as parts of the A34 Upper Brook Street and the A635 Ashton Old Road. Locations with increases in construction traffic, when compared to the original scheme, include parts of the A57 Regent Road, the B6469 Fairfield Street diversion and Adair Street.

16.2.32 Where zero 'all vehicle' and/or 'HGV' construction flows are indicated, these represent links that are no longer a main construction route when considering the AP2 revised scheme. These links may, however, be subject to occasional or infrequent use by AP2 revised scheme construction traffic.

16.2.33 The forecast traffic flow tables presented in this report use the following abbreviations for road direction: NB = northbound; SB = southbound; EB = eastbound; and WB = westbound.

Table 18-13: AP2 revised scheme MA08 peak daily construction traffic flow

Location	Direction	Daily peak HGV	Daily peak all vehicles
A34 Upper Brook Street (between Hathersage Road and Grafton Street)	NB	5	18
	SB	5	14
A34 Upper Brook Street (between Grafton Street and A5184 Plymouth Grove)	NB	5	18
	SB	5	14
A34 Upper Brook Street (between A5184 Plymouth Grove and Brunswick Street)	NB	5	21
	SB	5	14
A34 Upper Brook Street (between Brunswick Street and Booth Street East)	NB	5	20
	SB	5	10
Booth Street West (between Boundary Lane and B5117 Oxford Road)	EB	10	10
	WB	10	12
Higher Cambridge Street (between Booth Street West and A5067 Cavendish Street)	NB	10	13
	SB	10	11
	EB	10	10

Location	Direction	Daily peak HGV	Daily peak all vehicles
Booth Street East (between B5117 Oxford Road and A34 Upper Brook Street)	WB	10	12
A5067 Cambridge Street (between A5067 Cavendish Street and A57(M) Mancunian Way)	NB	10	13
	SB	10	15
A57(M) Mancunian Way (between A5103 Princess Road and A5067 Cambridge Street)	EB	10	36
	WB	10	28
A34 Upper Brook Street (between Booth Street East and Grosvenor Street)	NB	5	18
	SB	5	10
A57(M) Mancunian Way (between A5103 Princess Raod and A56 Chester Road)	EB	311	371
	WB	311	387
A57(M) Mancunian Way (between A5103 Medlock Street and A5067 Cambridge Street)	EB	311	366
	WB	311	386
A6 Ardwick Green South (between Grosvenor Street and Higher Ardwick)	EB	10	14
	WB	10	23
A34 Brook Street (between A34 Grosvenor Street and A57(M) Mancunian Way)	NB	10	12
	SB	5	9
A57(M) Mancunian Way (between A34 Brook Street and A5067 Cambridge Street)	EB	311	393
	WB	311	409
A57(M) Mancunian Way (between A6042 Trinity Way and A5103 Medlock Street)	EB	311	361
	WB	311	374
Mancunian Way (between A34 Brook Street and Sackville Street)	EB	10	12
	WB	5	9
A57(M) Mancunian Way (between A34 Brook Street and A6 Downing Street)	EB	311	392
	WB	311	396
A6 Downing Street (between A635 Mancunian Way and Grosvenor Street)	NB	20	33
	SB	20	25
A635 Mancunian Way (between A6 London Road and A635 Fairfield Street diversion)	EB	311	392
	WB	298	383
A6 London Road (between Grosvenor Street and Travis Street)	NB	20	21
	SB	20	31
A635 Fairfield Street diversion (between A635 Mancunian Way and A665 Chancellor Lane diversion)	EB	450	579
A635 Mancunian Way (between A6 London Road and A635 Fairfield Street)	NB	311	389
	SB	311	389
A57 Dawson Street (between A6042 Trinity Way and A56 Chester Road)	NB	311	388
	SB	311	361
A635 Fairfield Street diversion (between A635 Ashton Old Road realignment and A665 Chancellor Lane diversion)	SB	430	547
	NB	20	21

Location	Direction	Daily peak HGV	Daily peak all vehicles
A6 London Road (between A57(M) Mancunian Way and Travis Street)	SB	20	31
A665 Chancellor Lane diversion (between A665 Midland Street and A635 Fairfield Street diversion)	NB	26	45
	SB	26	53
B6469 Fairfield Street diversion (between St. Andrew's Street diversion and A635 Mancunian Way)	EB	43	52
	WB	43	62
A635 Ashton Old Road (between A665 Chancellor Lane and A665 Midland Street)	EB	222	311
	WB	222	319
Travis Street (between B6469 Fairfield Street and A6 London Road)	SB	20	32
A635 Fairfield Street (between A635 Mancunian Way and A665 Pin Mill Brow)	EB	110	174
	WB	108	173
B6469 Fairfield Street (between St Andrew's Street and A635 Mancunian Way)	EB	335	362
	WB	335	355
A57 Regent Road (between B5461 Ordsall Lane and A6042 Trinity Way)	EB	311	354
	WB	311	380
St. Andrew's Street diversion (between B6469 Fairfield Street diversion and Helmet Street)	NB	20	20
	SB	20	20
A635 Mancunian Way northbound realignment (between A635 Fairfield Street diversion and A665 Pin Mill Brow realignment)	NB	450	564
	SB	119	143
Helmet Street (between St Andrew's Street and A665 Great Ancoats Street)	EB	20	20
	WB	20	20
B6469 Fairfield Street (between Travis Street and St Andrew's Street diversion)	EB	332	355
	WB	332	361
A6 London Road (between Travis Street and B6469 Fairfield Street)	NB	20	21
	SB	20	20
A57 Regent Road (between A5066 Oldfield Road and B5461 Ordsall Lane)	EB	311	351
	WB	311	368
B6469 Fairfield Street (between A6 London Road and Travis Street)	EB	20	30
	WB	20	24
Travis Street (between B6469 Fairfield Street and Sheffield Street)	EB	332	354
	WB	332	354
B6469 Fairfield Street (between A6 Whitworth Street and A6 London Road)	EB	10	20
	WB	10	14
Helmet Street (between St. Andrew's Street diversion and A665 Great Ancoats Street)	EB	20	20
	WB	20	20
A665 Pin Mill Brow realignment (between A635 Ashton Old Road realignment and A635 Mancunian Way northbound realignment)	NB	354	429
	SB	354	439

Location	Direction	Daily peak HGV	Daily peak all vehicles
B6469 Fairfied Street (between A6 Whitworth Street and A6 London Road)	WB	10	10
Cobourg Street (between B6469 Fairfield Street and A6 Whitworth Street)	NB	10	10
Adair Street (between New Sheffield Street and Station Car Park Access)	EB	332	357
	WB	332	358
A57 Regent Road (between Goodiers Drive and Oldfield Road)	EB	311	353
	WB	311	368
A6 London Road (between A6 Whitworth Street and B6469 Fairfield Street)	SB	20	23
A6 Aytoun Street (between Cobourg Street and A6 Whitworth Street)	NB	10	10
A6 Whitworth Street (between B6469 Fairfield Street and A6 Aytoun Street)	NB	10	11
Adair Street (between Station Car Park Access and St. Andrew's Square)	EB	354	448
	WB	354	445
A665 Great Ancoats Street (between Helmet Street and Every Street)	NB	354	429
	SB	354	439
A6 Aytoun Street (between A6 Whitworth Street and Minshull Street)	NB	10	11
A57 Regent Road (between Goodiers Drive and A5066 Oldfield Road)	EB	311	353
	WB	311	368
A6 Aytoun Street (between Minshull Street and Auburn Street)	NB	10	10
A6 London Road (between Auburn Street and A6 Whitworth Street)	SB	20	23
Every Street (between Isaac Way and A665 Great Ancoats Street)	NB	10	11
	SB	10	21
Store Street (between New Sheffield Street and Boad Street)	EB	20	20
	WB	20	20
A665 Great Ancoats Street (between Every Street and Adair Street)	NB	354	431
	SB	354	433
Adair Street (between St. Andrew's Square and A665 Great Ancoats Street)	NB	354	448
	SB	354	444
Auburn Street (between A6 Aytoun Street and A6 Piccadilly)	EB	10	10
Store Street (between Boad Street and Sparkle Street)	EB	20	24
	WB	20	24
A57 Regent Road (between M602 junction 3 and Goodiers Drive)	EB	311	353
	WB	311	368
	EB	20	22

Location	Direction	Daily peak HGV	Daily peak all vehicles
Chapeltown Street (between Sparkle Street and A665 Great Ancoats Street)	WB	20	20
Store Street (between Boad Street and A665 Great Ancoats Street)	EB	20	21
	WB	20	24
A665 Great Ancoats Street (between Adair Street and A662 Pollard Street)	NB	7	52
	SB	7	61
Ducie Street (between B6181 Dale Street and Peak Street)	EB	20	20
	WB	20	22
A665 Great Ancoats Street (between Pollard Street and Chapeltown Street)	NB	20	58
	SB	20	62
A57 Regent Road (internal link through M602 junction 3)	NB	311	373
	SB	311	346
A665 Great Ancoats Street (between Chapeltown Street and Store Street)	NB	20	58
	SB	20	62
A662 Pollard Street (between A665 Great Ancoats Street and Carruthers Street)	EB	7	17
	WB	7	19
Ducie Street (between A665 Great Ancoats Street and Peak Street)	WB	20	22
A665 Great Ancoats Street (between Store Street and Ducie Street)	NB	20	51
	SB	20	56
Laystall Street (between Tariff Street and A665 Great Ancoats Street)	EB	20	20
A665 Great Ancoats Street (between Ducie Street and Laystall Street)	NB	20	51
	SB	20	58

Traffic management, road closures and diversions

16.2.34 The approach to traffic management, road closures and diversions is reported in Section 18.2 of the main TA. This section of the main TA is unchanged.

Public rights of way, closures and diversions

16.2.35 The approach to PRoW closures and diversions is reported in Section 18.2 of the main TA. This section of the main TA is unchanged.

16.3 AP2 revised scheme assessment of construction impacts

16.3.1 The MA06, MA07 and MA08 construction assessment for the original scheme is reported in Section 18.3 of the main TA.

16.3.2 The SES2 changes and AP2 amendments reported in Section 16.2 of this report mean that Section 18.3 of the main TA is generally replaced by Section 16.2 in this document. Where there is no replacement the text in the main TA remains valid.

Key construction transport issues

16.3.3 The construction assessment takes account of all of the impacts of the AP2 revised scheme in the MA06, MA07 and MA08 areas. The main temporary traffic and transport impacts in this area will include:

- construction and workforce vehicle movements to and from the various construction compounds;
- road closures, realignments and diversions;
- alternative routes for PRoW and roadside footways; and
- possessions and blockades on the conventional rail network.

16.3.4 The construction assessment has also considered any impacts in this area that arise from construction of the AP2 revised scheme in the adjoining community areas.

Highway network

Highway diversions, realignments and closures

16.3.5 Highway diversions, realignments and closures required to accommodate construction of the original scheme are reported in Section 18.3 of the main TA.

16.3.6 Temporary road or lane closures and associated diversions will be required in a number of locations for the AP2 revised scheme, as set out in the following subsections.

MA06

16.3.7 The original scheme included the temporary realignment of a 1.4km section of the M56 south of junction 6 for three years and three months to accommodate the construction of the M56 East tunnel, resulting in a change in journey length of less than 100m. The AP2 revised scheme will remove the temporary realignment of the M56, as reported in the main TA.

16.3.8 As part of the construction of the modified junction at the M56 junction 6, there will be temporary highway changes to facilitate the construction of permanent highway diversions and realignments. The AP2 revised scheme includes the following new or amended diversions compared to the original scheme:

- M56 westbound off-slip (AP-006-014) – slip road to be closed for a duration of three months to complete the new slip lane connections to the new M56 junction 6 gyratory. Users will be diverted via the temporary slip roads, the new M56 junction 6 gyratory and the A538 Hale Road junction, increasing journey length by 1.9km;

- M56 westbound on-slip (AP-006-014) – slip road to be closed for a duration of three months to complete new slip lane connections to the new M56 junction 6 gyratory. Users will be diverted via the temporary slip roads, the new M56 junction 6 gyratory and the A538 Hale Road junction, increasing journey length by 566m;
- A538 Hale Road (AP-006-014) – temporary realignment of a section of the A538 Hale Road for a period of two years and eight months during the construction of the new M56 junction 6 gyratory. Users will be diverted along the A538 Hale Road temporary realignment, resulting in a change in journey length of 152m; and
- Sunbank Lane (AP-006-014) – temporary closure of a section of Sunbank Lane for a period of two years to facilitate the construction of the new M56 junction 6 gyratory, Sunbank Lane overbridge and the M56 Sunbank Lane offline overbridge. Users will be diverted via Chapel Lane, Greengate, High Elm Road, the A538 Hale Road and the A538 Wilmslow Road, before re-joining Sunbank Lane. There will be an increase in journey length of up to 3.5km.

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

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

MA07

16.3.11 Temporary road or lane closures and associated diversions will be required in a number of locations in MA07. The AP2 revised scheme will result in the following new or amended diversions compared to the original scheme (from south to north):

- M56 junction 4 southbound (AP2-007-001) – one-way shuttle working with temporary traffic signals will be required on Simonsway for a duration of up to three months. Right-turn movements will be restricted from the M56 junction 4 off-slip to Simonsway (west). Users will be diverted via Greenwood Road, Hollyhedge Road, Highdales Road and Firbank Road, increasing journey length by up to 2.4km; and
- Viaduct Street (AP2-007-009) – temporary closure at the junction with A635 Ashton Old Road during Rondin Road realignment works for a duration of three months. Traffic will be diverted via the A635 Ashton Old Road, Pin Mill Brow and Palmerston Street, increasing journey length by up to 473m.

MA08

16.3.12 Temporary road or lane closures and associated diversions will be required in a number of locations in MA08. The AP2 revised scheme will result in the following new or amended diversions compared to the original scheme (from south to north):

- Hoyle Street (AP2-008-002) – temporary closure of Hoyle Street between Temperance Street and North Western Street for a duration of one year and five months. Traffic will be diverted via Temperance Street and the realigned B6469 Fairfield Street, increasing journey length by up to 270m;
- Chapelfield Road (AP2-008-002) – temporary closure of Chapelfield Road between Temperance Street and North Western Street for a duration of one year and nine months. Traffic will be diverted via Temperance Street and the realigned B6469 Fairfield Street, increasing journey length by up to 497m;
- Helmet Street (SES2-008-002) – the southern section of Helmet Street is to be permanently closed. A temporary partial closure is required for a period of six years and six months, to enable widening of the highway. Traffic will be diverted via the St. Andrew's Street diversion and the new A635/A665 Pin Mill Brow gyratory, increasing journey length by up to 758m;
- Chapeltown Street (AP2-008-003) – the southern end of Chapeltown Street is to be permanently closed. The temporary closure reported in the main TA is no longer required as part of the AP2 revised scheme and is replaced by a permanent closure;
- Jutland Street (AP2-008-006) – traffic will be diverted via Store Street, the A665 Great Ancoats Street, Newton Street, the A6 Piccadilly and the A6 London Road, increasing journey length by up to 1.1km;
- Peak Street (AP2-008-006) – temporary closure at the junction with Ducie Street for a duration of one year and seven months. Traffic will be diverted via the A6 Piccadilly, Lena Street, Back Piccadilly, Mangle Street, Dale Street, Port Street and the A665 Great Ancoats Street, increasing journey length by up to 330m; and
- Ducie Street (AP2-008-006) – temporary closure at the junction with the A665 Great Ancoats Street for a duration of one year and seven months. Traffic will be diverted via the A665 Great Ancoats Street, Newton Street, the A6 Piccadilly and the A6 London Road, increasing journey length by up to 493m.

Highway network analysis

16.3.13 The impacts of construction of the AP2 revised scheme on the highway network have been assessed by undertaking strategic model runs for a number of 'with AP2 revised scheme' construction scenarios, and by comparing the flows and delays against the 2031 future baseline scenario.

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

- traffic flows;
- junction performance; and

- bus journey times.

MA06

16.3.15 To ensure the assessment addresses the different combinations and interactions of advance works, utility diversions, temporary highway closures and diversions and construction HGV movements through the construction programme period, the impacts have been considered in a number of construction scenarios representing distinct temporal phases. These scenarios ensure that all activities are assessed and combined impacts identified. It should be noted that, due to changes in the construction programme of the AP2 revised scheme, these scenarios differ slightly from those reported in the main TA.

16.3.16 As the MA06 area is covered by two modelled areas, with the M6 junction 19 model covering the more rural western part of the area, south of the River Bollin, and the Greater Manchester SATURN Model and the Greater Manchester Public Transport Model covering the more urban eastern part of the area, north of the River Bollin, there are a separate set of scenarios for the western and eastern parts. The scenarios in the west of the MA06 area are:

- utilities scenario, 2026 Q1 - 2027 Q4. This corresponds with utility and advance works. Temporary traffic management is in place during this scenario, associated with implementing AP2 temporary and permanent junction mitigation schemes. There are negligible construction traffic movements in this scenario as a percentage of peak construction movements;
- scenario 1, 2028 Q1 - 2028 Q2. This corresponds with the construction compound set up. This scenario equates to 61% of the overall peak in construction traffic across the whole construction period;
- scenario 2, 2028 Q3 - 2029 Q2. This corresponds with the peak in construction traffic movements prior to the installation of M56 temporary overbridge at Yarwoodheath Lane. This scenario equates to 77% of the overall peak in construction traffic across the whole construction period;
- scenario 3, 2029 Q3 - 2030 Q1. This corresponds with the construction peak following the opening of the M56 temporary overbridge at Yarwoodheath Lane. This scenario equates to 71% of the overall peak in construction traffic across the whole construction period;
- scenario 4, 2030 Q2 - 2032 Q2. This corresponds with the construction peak and includes the opening of the Ashley Road diversion and Mobberley Road realignment. This scenario equates to the overall peak (100%) in construction traffic across the whole construction period; and
- scenario 5, 2032 Q3 onwards. This corresponds with the construction peak following the removal of the M56 temporary overbridge at Yarwoodheath Lane. All permanent realignments, diversions and closures are also included in this scenario. This scenario equates to 47% of the overall peak in construction traffic across the whole construction period.

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

- scenario 1, 2026 Q1 – 2028 Q1. This corresponds with the utility works and mitigation schemes in the area including any works to low voltage overhead or underground lines, gas pipes, sewers and telecommunication cables. This scenario equates to 44% of the overall peak in construction traffic across the whole construction period;
- scenario 2, 2028 Q2 – 2029 Q3. This corresponds with the peak in construction traffic movements during preliminary works for the M56 junction 6 modifications. This also corresponds with the peak in temporary traffic management associated with the M56 junction 6 modifications and other nearby highway interventions. This scenario includes a temporary speed limit on the M56 (between junction 6 and junction 7). This scenario equates to 83% of the overall peak in construction traffic across the whole construction period;
- scenario 3, 2029 Q4 - 2030 Q4. This corresponds with the peak in construction traffic movements following the temporary closure of Castle Mill Lane. This scenario includes continued construction activity associated with the M56 junction 6 modifications and extension of the M56 speed limit to between junction 5 and junction 7. This scenario equates to 100% of the overall peak in construction traffic across the whole construction period;
- scenario 4, 2031 Q1 - 2031 Q4. This corresponds with the peak in construction traffic movements following opening of the permanent realignment of the M56 main carriageway. This scenario includes temporary slip roads for the existing M56 junction 6, continued construction activity associated with the M56 junction 6 modifications and removal of the M56 temporary speed limit. This scenario equates to 89% of the overall peak in construction traffic across the whole construction period; and
- scenario 5, 2032 Q1 – 2036 Q4. This corresponds with the peak in construction traffic movements following the decommissioning of construction compounds, the completion of all construction works and the modified M56 junction 6. This scenario equates to 85% of the overall peak in construction traffic across the whole construction period.

16.3.18 Due to the complexity of the highway works around the Manchester Airport High Speed station and M56 junction 6, Figure 18-1, Figure 18-2 and Figure 18-3 in the main TA displayed the proposed highway layouts during the construction scenarios. Figure 18-1, Figure 18-2, Figure 18-3: Scenario 3 , Figure 18-3.1 and Figure 18-3.2 below replace Figure 18-1, Figure 18-2 and Figure 18-3 in the main TA.

Figure 18-1: Scenario 1

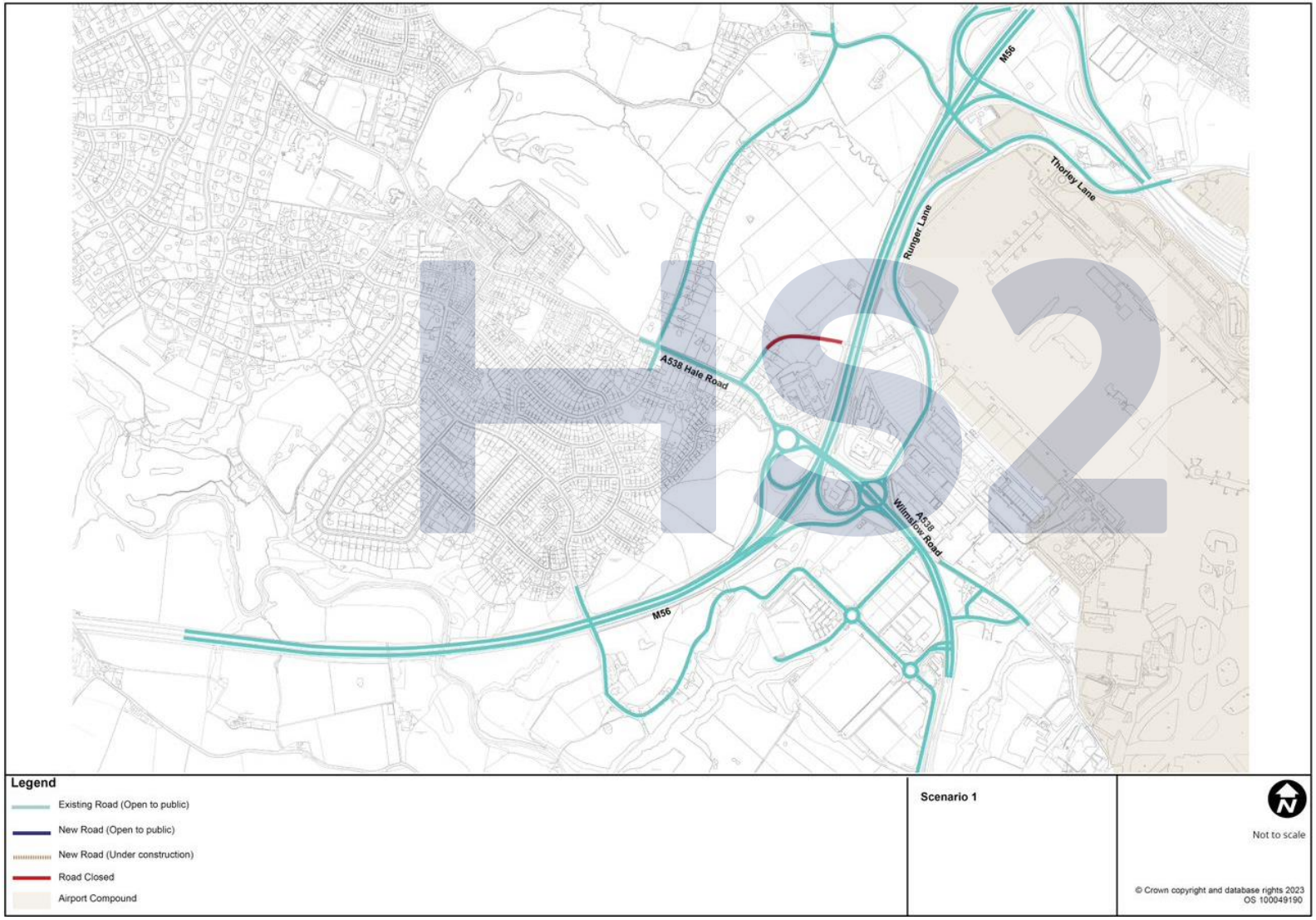


Figure 18-2: Scenario 2

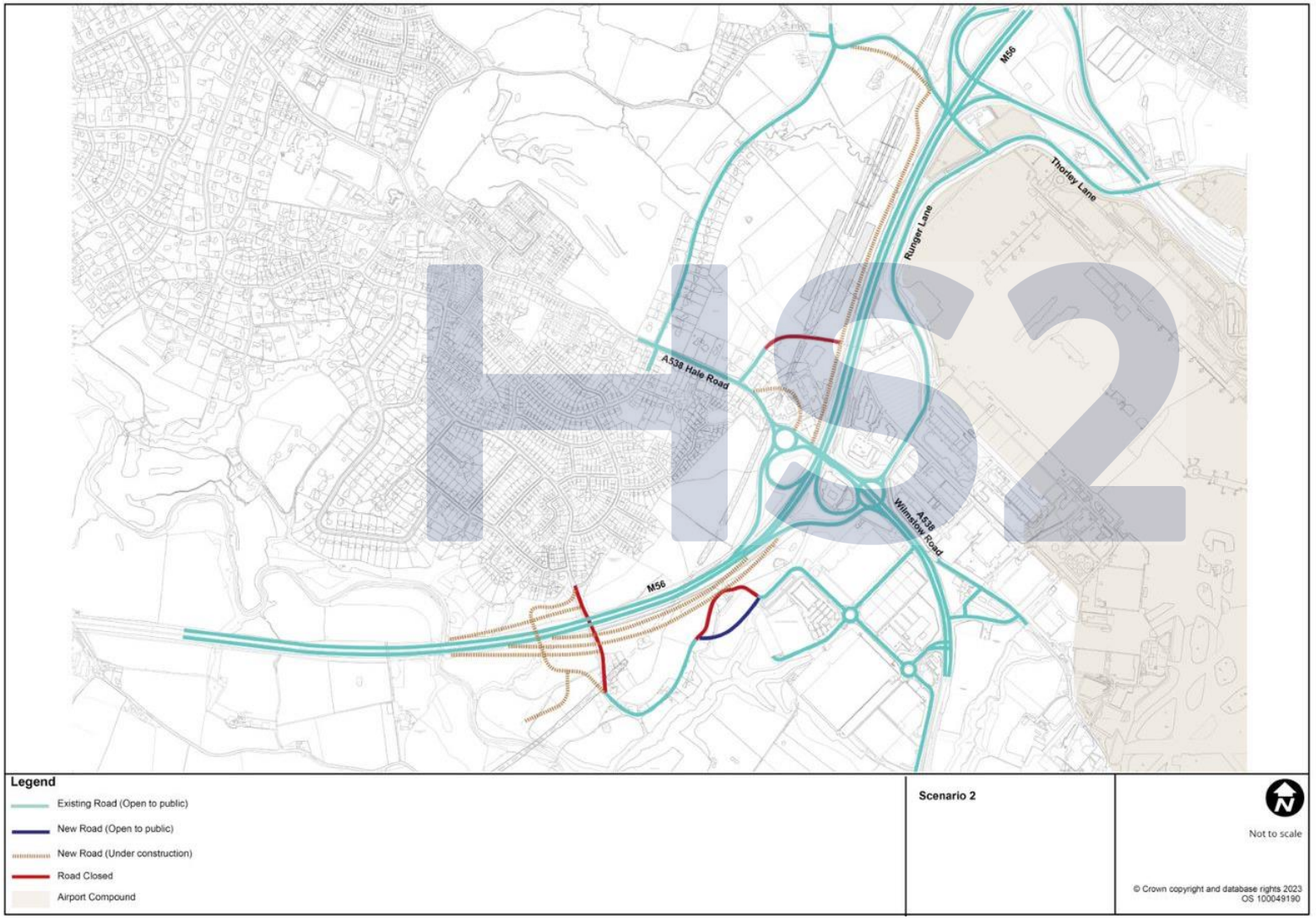


Figure 18-3: Scenario 3

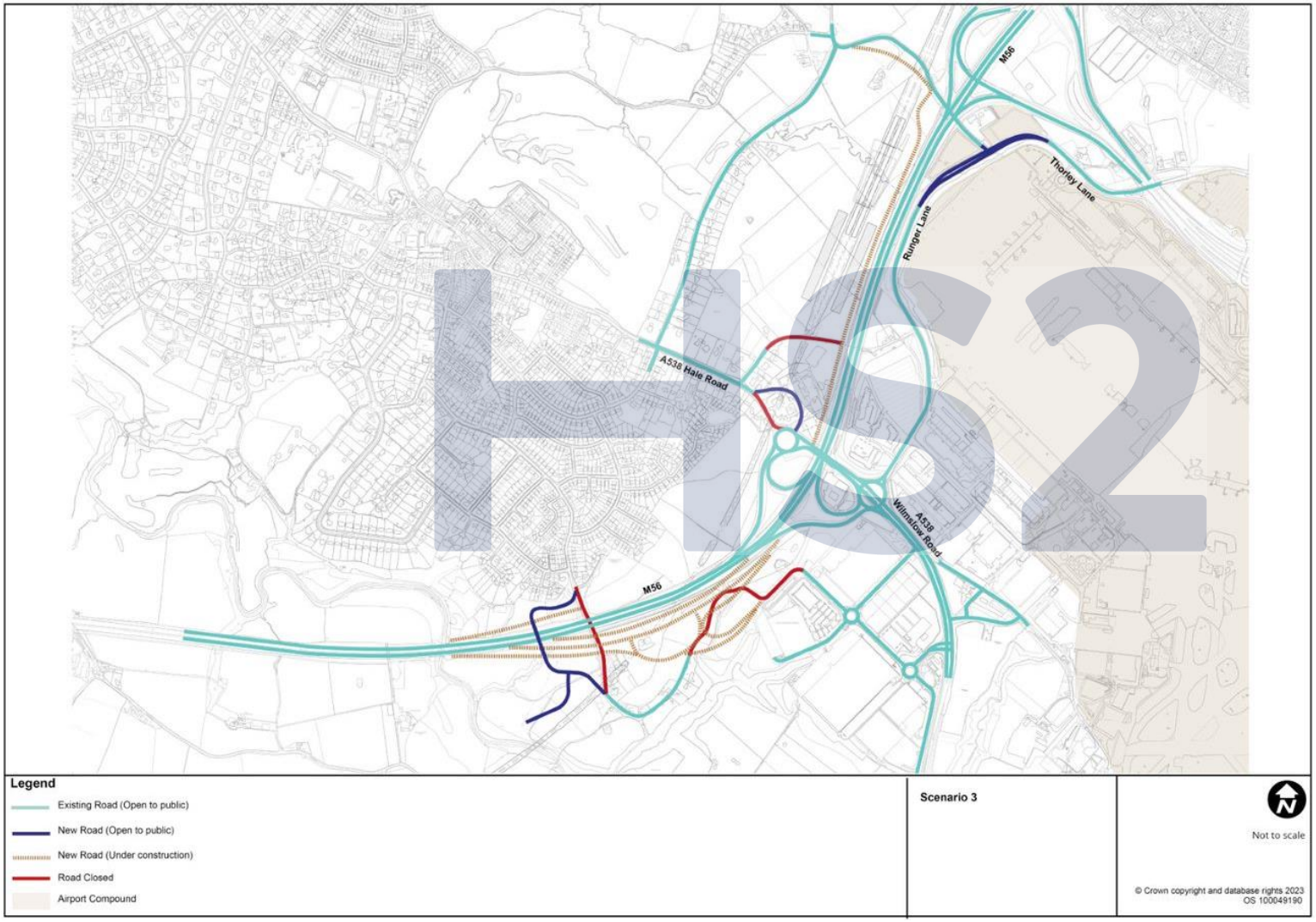


Figure 18-3.1: Scenario 4

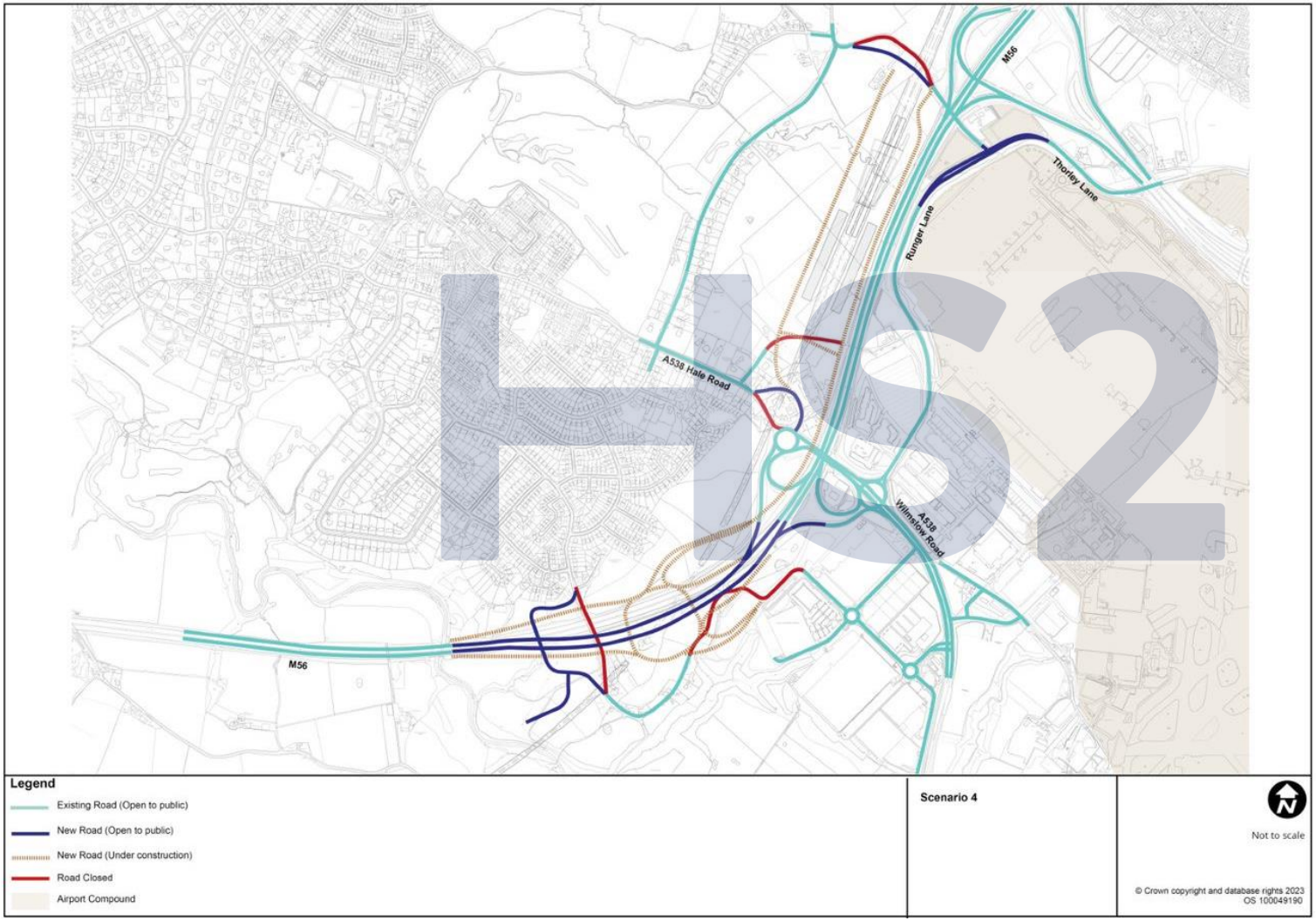
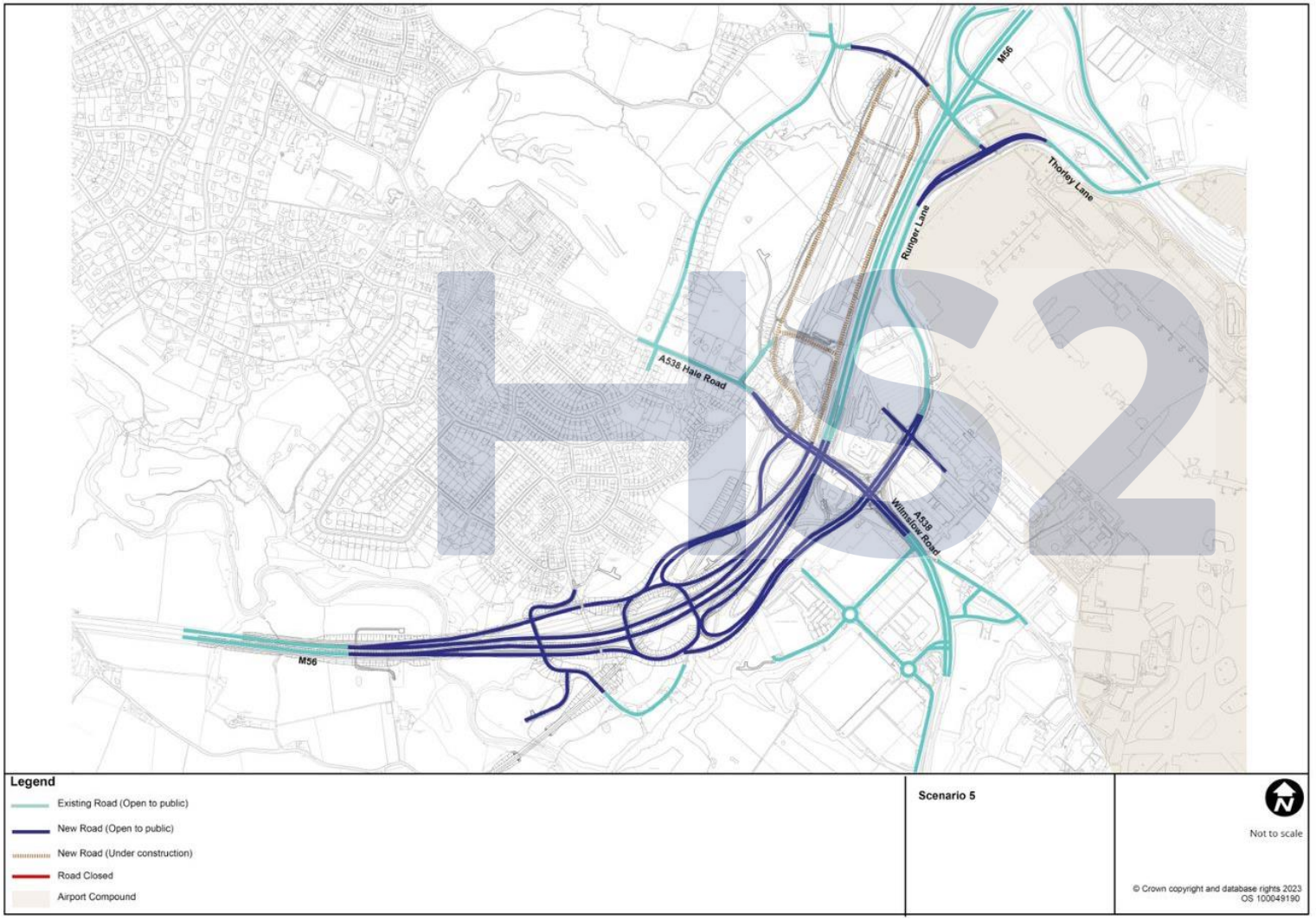


Figure 18-3.2: Scenario 5



16.3.19 Table 18-14 and Table 18-15 in the main TA summarised the advance works, utility diversions, main works and construction HGV movements included in each scenario, ensuring that the impacts of the relevant activities are assessed in combination, as appropriate in MA06. Table 18-14 and Table 18-15 below replace Table 18-14 and Table 18-15 in the main TA respectively.

Table 18-14: AP2 revised scheme construction highway interventions by scenario in the MA06 area (west)

Type	Intervention	Utilities Scenario 2026 Q1– 2027 Q4	Scenario 1 2028 Q1 – Q2	Scenario 2 2028 Q3 – 2029 Q2	Scenario 3 2029 Q3 – 2030 Q1	Scenario 4 2030 Q2 – 2032 Q2	Scenario 5 2032 Q3 – 2036 Q4
Utility works	Minor works	Included	Not included	Not included	Not included	Not included	Not included
Main works	Direct accesses from the A556	Not included	Included	Included	Included	Included	Included
Main works	Temporary slip roads at Chapel Lane	Not included	Not included	Included	Included	Included	Included
Main works	M56 temporary overbridge at Yarwoodheath Lane	Not included	Not included	Not included	Included	Included	Not included
	Construction HGV traffic as percentage of peak construction HGV traffic	Negligible	61%	77%	71%	100%	47%

Table 18-15: AP2 revised scheme construction highway interventions by scenario in the MA06 area (east)

Type	Intervention	Scenario 1 2026 Q1 – 2028 Q1	Scenario 2 2028 Q2 – 2029 Q3	Scenario 3 2029 Q4 – 2030 Q4	Scenario 4 2031 Q1 – 2031 Q4	Scenario 5 2032 Q1 – 2026 Q4
Utility works	Shuttle working on the A538 Hale Road	Included	Not included	Not included	Not included	Not included
Main works	Runger Lane reduced capacity	Not included	Included	Included	Not included	Not included
Main works	A538 Hale Road temporary two-way realignment	Not Included	Included	Not Included	Not included	Not Included
Main works	Temporary closure of Castle Mill Lane	Not Included	Not Included	Included	Included	Not Included
Main works	Temporary closure of Sunbank Lane	Not Included	Included	Included	Included	Included
Key construction activities	Permanent modified M56 J6 layout	Not Included	Not Included	Not Included	Not Included	Included

Type	Intervention	Scenario 1 2026 Q1 – 2028 Q1	Scenario 2 2028 Q2 – 2029 Q3	Scenario 3 2029 Q4 – 2030 Q4	Scenario 4 2031 Q1 – 2031 Q4	Scenario 5 2032 Q1 – 2026 Q4
	Construction HGV traffic as percentage of peak construction HGV traffic	44%	83%	100%	89%	85%

MA07

16.3.20 To ensure the assessment addresses the different combinations and interactions of advance works, utility diversions, temporary highway closures and diversions and construction HGV movements through the construction programme period, the impacts have been considered in a number of construction scenarios representing distinct temporal phases. These scenarios ensure that all activities are assessed and combined impacts identified. It should be noted that, due to changes in the construction programme of the AP2 revised scheme, these scenarios differ slightly from those reported in the main TA:

- scenario 1, 2026 Q1 - 2028 Q1. This corresponds with the utility works in the area including any works to low voltage overhead of underground lines, gas pipes, sewers and telecommunication cables. This scenario equates to 44% of the overall peak in construction traffic across the whole construction period;
- scenario 2, 2028 Q2 – 2029 Q3. This corresponds with the peak in construction traffic movements following the closure of the A665 Midland Street and the temporary closure of the Metrolink Ashton Line. This scenario equates to 83% of the overall peak in construction traffic across the whole construction period;
- scenario 3, 2029 Q4 - 2030 Q4. This corresponds with the peak in construction traffic movements following construction works at the A635/A665 Pin Mill Brow gyratory. In this scenario, a temporary road layout is in place for the partially constructed A635/A665 Pin Mill Brow gyratory. The permanent A635 Fairfield Street diversion will be open. The A635 Mancunian Way northbound realignment, the A665 Chancellor Lane diversion and the existing A665 Chancellor Lane (north of the A665 Chancellor Lane diversion) will each operate one-way. This scenario equates to 100% of the overall peak in construction traffic across the whole construction period;
- scenario 4, 2031 Q1 - 2031 Q4. This corresponds with the peak in construction traffic movements following opening of the new A635/A665 Pin Mill Brow gyratory. The A635 Mancunian Way southbound realignment will be open, the A665 Chancellor Lane diversion will operate two-way and the existing A665 Chancellor Lane will be closed north of Midland Street. This scenario equates to 89% of the overall peak in construction traffic across the whole construction period; and
- scenario 5, 2032 Q1 – 2036 Q4. This corresponds with the peak in construction traffic movements following the decommissioning of construction compounds and the completion of all construction works. This scenario equates to 85% of the overall peak in construction traffic across the whole construction period.

16.3.21 Table 18-16 in the main TA summarised the advance works, utility diversions, main works and construction HGV movements included in each scenario, ensuring that the impacts of the relevant activities are assessed in combination, as appropriate in MA07. Table 18-16 below replaces Table 18-16 in the main TA.

Table 18-16: AP2 revised scheme construction highway interventions by scenario in the MA07 area

Type	Intervention	Scenario 1 2026 Q1 – 2028 Q1	Scenario 2 2028 Q2 – 2029 Q3	Scenario 3 2029 Q4 – 2030 Q4	Scenario 4 2031 Q1 – 2031 Q4	Scenario 5 2032 Q1 – 2026 Q4
Utility works	Shuttle working at the Simonsway/Firbank Road junction. No right turn from M56 junction 4 off-slip.	Included	Not included	Not included	Not included	Not included
Main works	Closure of the A665 Midland Street	Not Included	Included	Included	Included	Included
Main works	Diversion of the A665 Chancellor Lane (Manchester Piccadilly Station area (MA08))	Not included	Not included	Included	Included	Included
Main works	Temporary road layout around the A635/A665 Pin Mill Brow gyratory (Manchester Piccadilly Station area (MA08))	Not Included	Not Included	Included	Not Included	Not Included
Main works	New A635/A665 Pin Mill Brow gyratory (Manchester Piccadilly Station are (MA08))	Not Included	Not Included	Not Included	Included	Included
	Construction HGV traffic as percentage of peak construction HGV traffic	44%	83%	100%	89%	85%

MA08

16.3.22 To ensure the assessment addresses the different combinations and interactions of advance works, utility diversions, temporary highway closures and diversions and construction HGV movements through the construction programme period, the impacts have been considered in a number of construction scenarios representing distinct temporal phases. These scenarios ensure that all activities are assessed and combined impacts identified. It should be noted that, due to changes in the construction programme of the AP2 revised scheme, these scenarios differ slightly from those reported in the main TA:

- scenario 1, 2026 Q1 – 2028 Q1. This corresponds with the utility works in the area including any works to low voltage overhead of underground lines, gas pipes, sewers and telecommunication cables. This scenario equates to 44% of the overall peak in construction traffic across the whole construction period;
- scenario 2, 2028 Q2 – 2029 Q3. This corresponds with the peak in construction traffic movements following the closure of roads on the north side of the existing Manchester

Piccadilly Station. This scenario equates to 83% of the overall peak in construction traffic across the whole construction period;

- scenario 3, 2029 Q4 - 2030 Q4. This corresponds with the peak in construction traffic movements following construction works at the A635/A665 Pin Mill Brow gyratory. In this scenario, a temporary road layout is in place for the partially constructed A635/A665 Pin Mill Brow gyratory. The permanent A635 Fairfield Street diversion will be open. The A635 Mancunian Way northbound realignment, the A665 Chancellor Lane diversion and the existing A665 Chancellor Lane (north of the A665 Chancellor Lane diversion) will each operate one-way. This scenario equates to 100% of the overall peak in construction traffic across the whole construction period;
- scenario 4, 2031 Q1 - 2031 Q4. This corresponds with the peak in construction traffic movements following the opening of the new A635/A665 Pin Mill Brow gyratory. The A635 Mancunian Way southbound realignment will be open, the A665 Chancellor Lane diversion will operate two-way and the existing A665 Chancellor Lane will be closed north of Midland Street. This scenario equates to 89% of the overall peak in construction traffic across the whole construction period; and
- scenario 5, 2032 Q1 – 2036 Q4. This corresponds with the peak in construction traffic movements following the decommissioning of construction compounds and the completion of all construction works. This scenario equates to 85% of the overall peak in construction traffic across the whole construction period.

16.3.23 Due to the complexity of the highway works around the Manchester Piccadilly High Speed station and Pin Mill Brow, Figure 18-4, Figure 18-5, Figure 18-6, Figure 18-7, Figure 18-8 and Figure 18-9 in the main TA displayed the proposed highway layouts during the construction scenarios. Figure 18-4, Figure 18-5, Figure 18-6, Figure 18-7, Figure 18-4, and 16-Figure 18-5 below replace Figure 18-4, Figure 18-5, Figure 18-6, Figure 18-7, Figure 18-8 and Figure 18-9 in the main TA.

16.3.24 Table 18-17 in the main TA summarised the advance works, utility diversions, main works and construction HGV movements included in each scenario, ensuring that the impacts of the relevant activities are assessed in combination, as appropriate in MA08. Table 18-17 below replaces Table 18-17 in the main TA.

Figure 18-4: Scenario 1

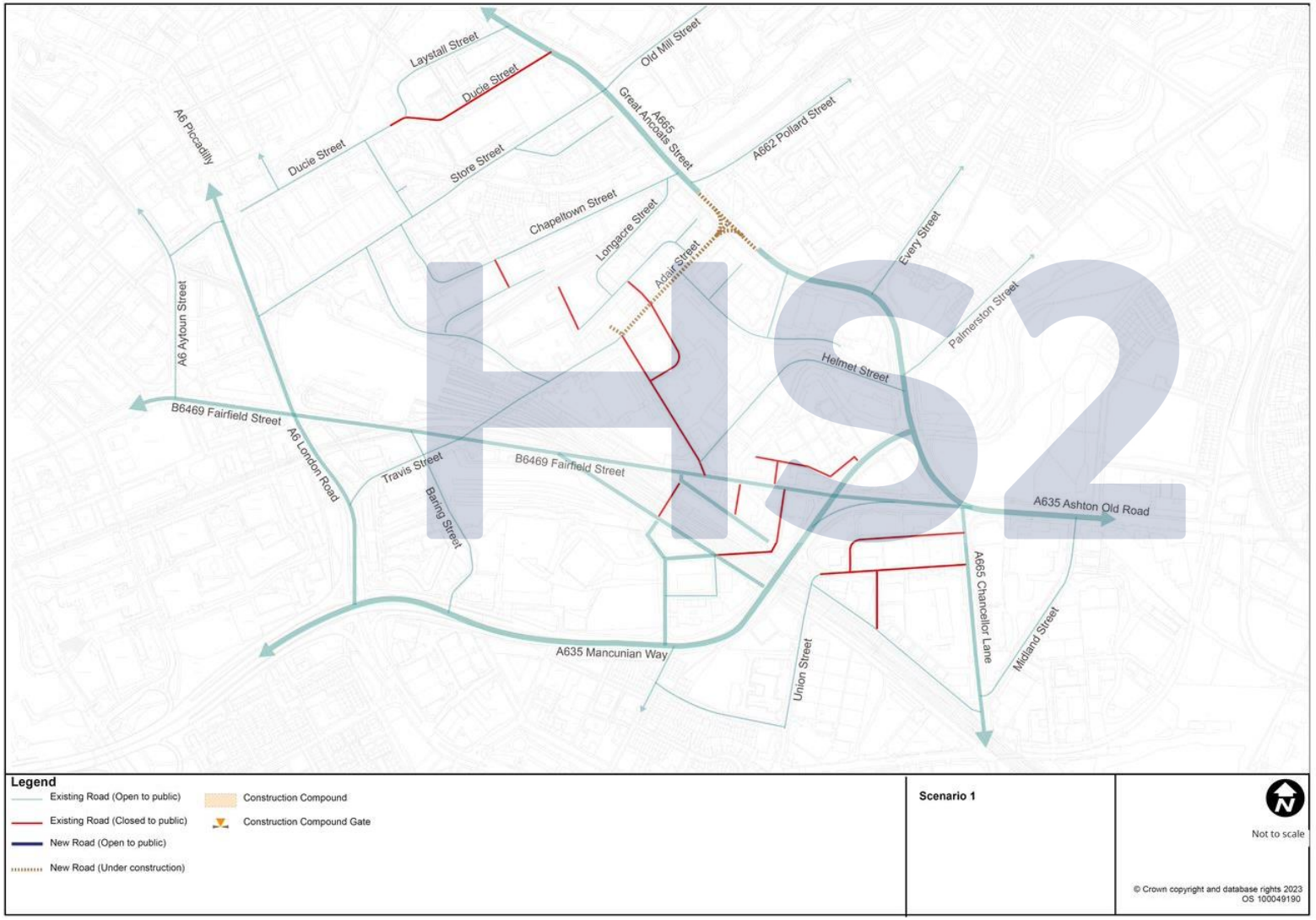


Figure 18-5: Pre-Scenario 2

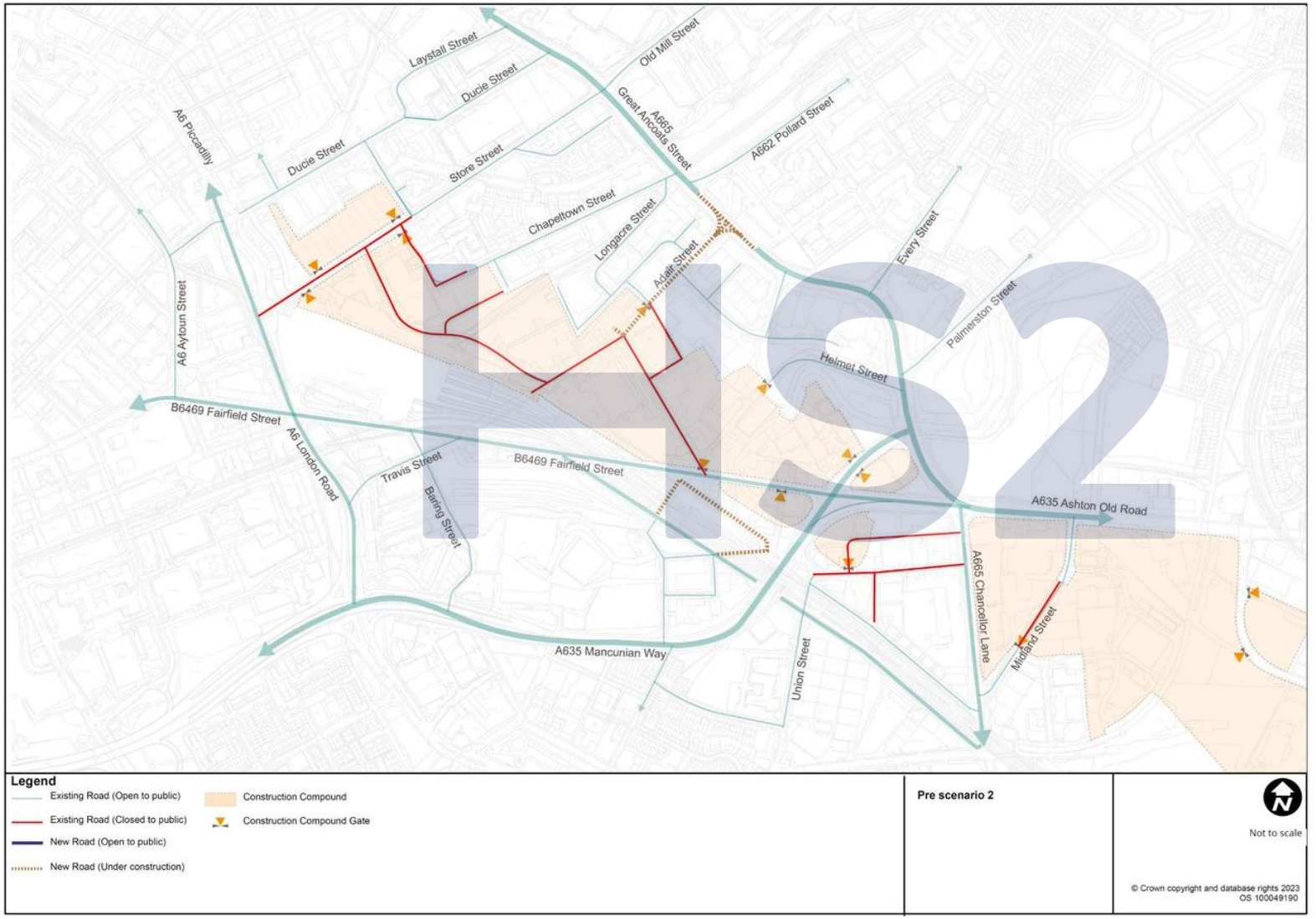


Figure 18-6: Scenario 2

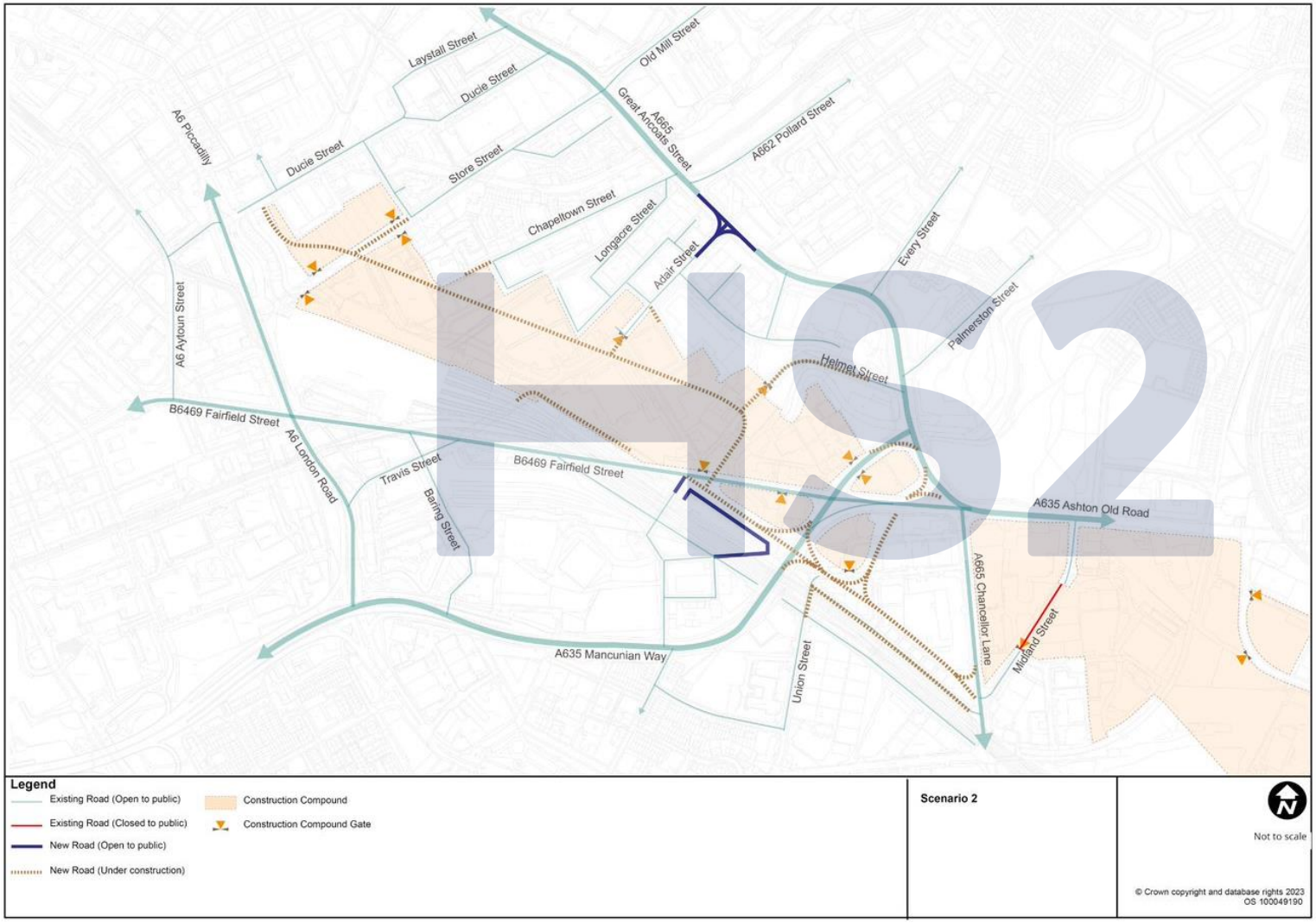


Figure 18-7: Scenario 3

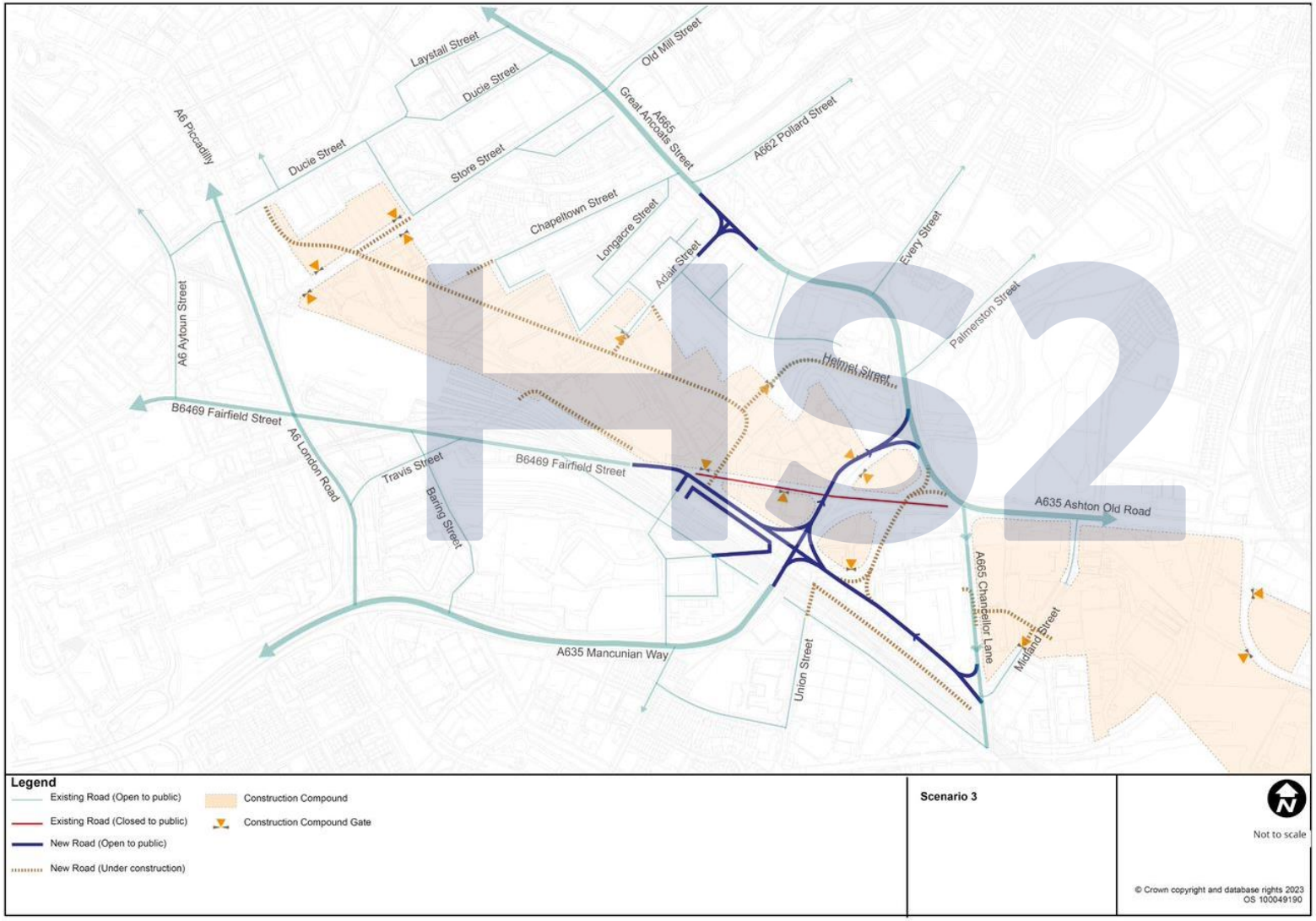


Figure 18-4: Scenario 4

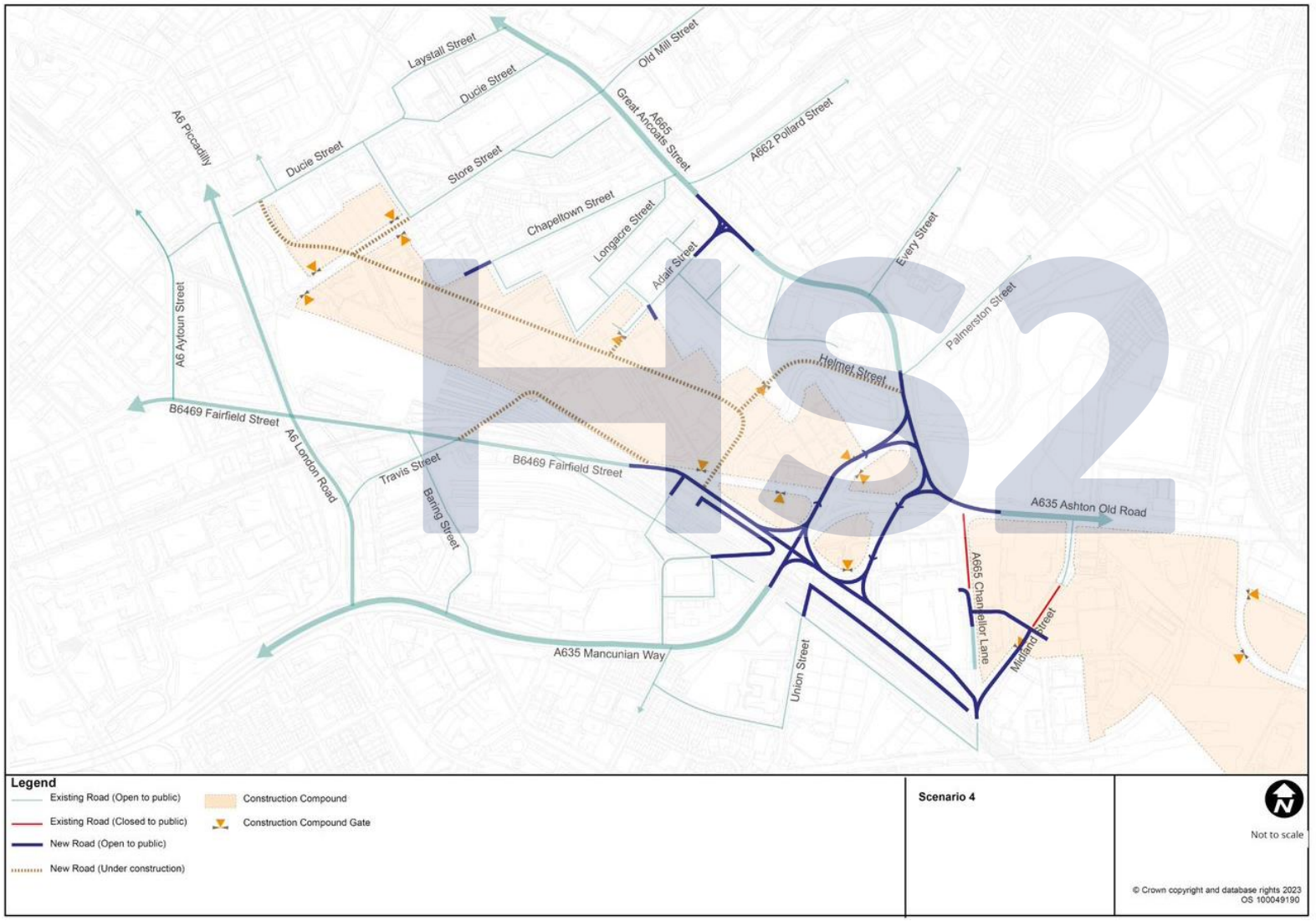


Figure 18-5: Scenario 5

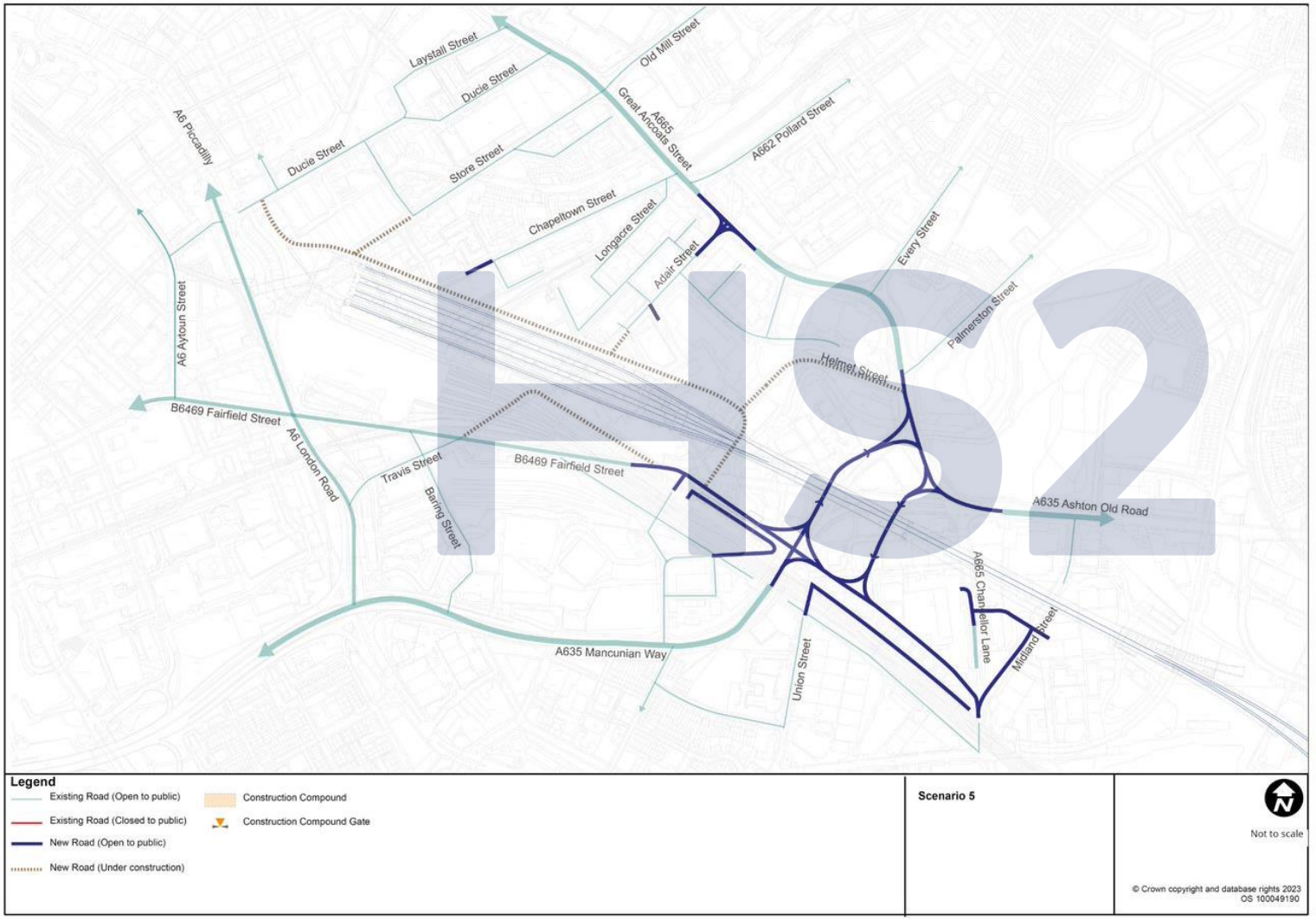


Table 18-17: AP2 revised scheme construction highway interventions by scenario in the MA08 area

Type	Intervention	Scenario 1 2026 Q1 – 2028 Q1	Scenario 2 2028 Q2 – 2029 Q3	Scenario 3 2029 Q4 – 2030 Q4	Scenario 4 2031 Q1 – 2031 Q4	Scenario 5 2032 Q1 – 2026 Q4
Utility works	Temporary closure of Ducie Street and the A6 London Road (southbound)	Included	Included	Not Included	Not Included	Not Included
Utility works	A665 Great Ancoats Street lane closure (northbound) between Pin Mill Brow and Every Street	Included	Not Included	Not Included	Not Included	Not Included
Utility works	A665 Great Ancoats Street lane closure (northbound) at Ducie Street junction	Not Included	Included	Not Included	Not Included	Not Included
Utilities/Main works	Closure of Store Street, western exit onto A6	Included	Included	Included	Included	Included
Utilities/Main works	Closure of Travis Street	Not included	Included	Included	Included	Included
Main works	Closure of the A665 Midland Street in the Davenport Green to Ardwick area (MA07)	Not Included	Included	Included	Included	Included
Main works	Diversion of the A665 Chancellor Lane	Not included	Not included	Included	Included	Included
Main works	Temporary road layout around the A635/A665 Pin Mill Brow gyratory	Not Included	Not Included	Included	Not Included	Not Included
Main works	New A635/A665 Pin Mill Brow gyratory	Not Included	Not Included	Not Included	Included	Included
	Construction HGV traffic as percentage of peak construction HGV traffic	44%	83%	100%	89%	85%

Strategic and local road network traffic flows

16.3.25 During the construction period a number of roads will be affected by the construction of the AP2 revised scheme. An assessment of the impact of construction related vehicle movements and temporary diversions has been undertaken and is detailed below. The flows outlined in the following sections will not necessarily occur concurrently, as impacts on different parts of the network will occur at different times.

MA06

16.3.26 The M6 Junction 19 Model has been used to model the construction scenarios in the more rural western part of the MA06 area, south of the River Bollin. The Greater Manchester SATURN Model has been used to model the construction scenarios in the more urban eastern part of the MA06 area, north of the River Bollin.

16.3.27 The strategic models used to assess the impacts of the AP2 revised scheme within the MA06-MA08 area has been updated since the original scheme. This has led to traffic flow changes in the baseline and future baseline traffic scenarios, as set out in this report.

16.3.28 Table 18-18 and Table 18-19 in the main TA set out the traffic flows for the 2030 future baseline and the original scheme on the roads most affected by construction of the original scheme for the AM and PM peak hour. Table 18-18, Table 18-19, Table 18-20 and Table 18-21 below replace Table 18-18 and Table 18-19 in the main TA. In both time periods, the percentage changes in HGV flows are generally higher than the percentage changes in all traffic flows as a result of the relatively low number of HGV movements in the future baseline. Due to the simplified way in which the road network is represented in the strategic models, the use of some local roads may not be precisely reflected in the forecast traffic flows during construction of the AP2 revised scheme; however, this is not expected to change the conclusions of the assessment.

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

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

16.3.31 Figure 18-10 to Figure 18-19 in the main TA set out traffic flow changes for each scenario for the AM and PM peak hours respectively. Figure 18-6 to Figure 18-17 below replace Figure 18-10 to Figure 18-19 in the main TA. The width of the band indicates the proportional change in traffic, with red representing an increase and green a decrease compared with the 2031 future baseline scenario. It should be noted that due to the simplified way in which the road network is represented in the strategic model, the location of some modelled links may not precisely match the location of the corresponding roads shown on the mapping. However, this does not change the conclusions of the assessment.

16.3.32 The forecast traffic flow tables presented in this report use the following abbreviations for road direction: NB = northbound; SB = southbound; EB = eastbound; and WB = westbound.

Table 18-18: MA06 2031 future baseline and with the AP2 revised scheme construction traffic (vehicles) – AM peak hour (08:00-09:00) – utilities scenario, scenario 1 and scenario 2

Location	Direction	2031 baseline flows		AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Hough Lane (between Heyes Lane and A538 Hough Lane)	NB	43	1	-	-	-	-	38	1	-12%	0%	82	1	91%	0%
	SB	430	3	-	-	-	-	399	3	-7%	0%	557	3	30%	0%
Morley Green Road (between Mobberley Road and A538 Altrincham Road)	NB	247	4	-	-	-	-	495	4	100%	0%	215	4	-13%	0%
	SB	236	0	-	-	-	-	444	0	88%	0%	207	0	-12%	0%
Rostherne Lane (between Marsh Lane and Ashley Road)	NB	9	1	8	1	-11%	0%	12	1	33%	0%	17	1	89%	0%
	SB	23	0	27	0	17%	0%	29	0	26%	0%	27	0	17%	0%
Station Road/Stanneylands Road (between B5166 Styal Road and Manchester Road)	EB	1	1	-	-	-	-	1	1	0%	0%	1	1	0%	0%
	WB	0	0	-	-	-	-	0	0	0%	0%	0	0	0%	0%
Rostherne Lane (between New Road and Marsh Lane)	NB	0	0	0	0	0%	0%	0	0	0%	0%	2	0	0%	0%
	SB	22	0	26	0	18%	0%	28	0	27%	0%	26	0	18%	0%
Mobberley Road realignment (between Ashley Road diversion and Back Lane)	NB	371	1	381	1	3%	0%	377	5	2%	400%	382	4	3%	300%
	SB	323	2	335	2	4%	0%	343	6	6%	200%	346	5	7%	150%
Mobberley Road (between Breach House Lane and Ashley Road diversion)	NB	371	1	381	1	3%	0%	377	5	2%	400%	382	4	3%	300%
	SB	323	2	335	2	4%	0%	343	6	6%	200%	346	5	7%	150%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Ashley Road diversion (between Birkinheath Lane and Mobberley Road)	EB	329	4	328	4	0%	0%	355	14	8%	250%	358	14	9%	250%
	WB	138	2	140	2	1%	0%	175	10	27%	400%	210	10	52%	400%
B5569 Chester Road (between Chapel Lane and A556 southbound off-slip)**	NB	28	0	51	0	82%	0%	35	0	25%	0%	5	0	-82%	0%
	SB	527	12	574	17	9%	42%	564	37	7%	208%	584	19	11%	58%
Back Lane/Tanyard Lane/Castle Mill Lane/Mill Lane (between Mobberley Road and A538 Wilmslow Road)	EB	209	3	220	3	5%	0%	235	5	12%	67%	243	5	16%	67%
	WB	65	1	65	1	0%	0%	99	2	52%	100%	166	2	155%	100%
Chester Road (between A556 southbound off-slip and Millington Lane)**	NB	41	0	67	0	63%	0%	135	15	229%	0%	111	19	171%	0%
	SB	15	2	33	2	120%	0%	21	7	40%	250%	6	2	-60%	0%
Millington Lane (between Booth Bank Lane and Chester Road)	NB	27	0	51	0	89%	0%	75	6	178%	0%	0	0	-100%	0%
	SB	14	0	34	0	143%	0%	27	6	93%	0%	0	0	-100%	0%
Chapel Lane/Sunbank Lane (between Greengate and A538 Wilmslow Road)	NB	206	5	-	-	-	-	206	5	0%	0%	228	26	11%	420%
	SB	467	5	-	-	-	-	467	5	0%	0%	462	13	-1%	160%
A556 (between off-slip from B5569 Chester Road and M6 junction 8)	NB	2,731	222	2,464	194	-10%	-13%	2,691	303	-1%	36%	2,761	309	1%	39%
	SB	2,762	167	2,657	170	-4%	2%	2,950	255	7%	53%	3,022	262	9%	57%
	NB	14	0	14	0	0%	0%	62	9	343%	0%	105	19	650%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Cherry Tree Lane (between Chester Road and Marsh Lane)**	SB	8	2	8	2	0%	0%	9	2	13%	0%	6	2	-25%	0%
A538 Wilmslow Road (between Sunbank Lane and Runger Lane)	NB	0	0	-	-	-	-	1,108	42	0%	0%	1,291	67	0%	0%
	SB	1,524	65	-	-	-	-	1,532	66	1%	2%	1,390	74	-9%	14%
Greengate (between High Elm Road and Chapel Lane)**	NB	1	1	-	-	-	-	1	1	0%	0%	15	15	1400 %	1400 %
	SB	3	3	-	-	-	-	3	3	0%	0%	122	28	3967 %	833%
Runger Lane (between A538 Wilmslow Road and Avro Way)	NB	1,207	28	-	-	-	-	1,256	34	4%	21%	1,005	43	-17%	54%
	SB	354	16	-	-	-	-	323	20	-9%	25%	474	31	34%	94%
Chapel Lane (between Greengate and Rossmill Lane)	NB	3	3	-	-	-	-	3	3	0%	0%	3	3	0%	0%
	SB	1	1	-	-	-	-	1	1	0%	0%	175	1	17400 %	0%
Terminal Road North (between Malaga Avenue and Outwood Lane)	EB	68	8	-	-	-	-	70	8	3%	0%	85	8	25%	0%
	WB	18	18	-	-	-	-	18	18	0%	0%	18	18	0%	0%
A538 Hale Road (between High Elm Road and A538 Hale Road/station access gyratory)	EB	696	13	-	-	-	-	691	16	-1%	23%	662	68	-5%	423%
	WB	767	28	-	-	-	-	755	33	-2%	18%	620	89	-19%	218%
High Elm Road (between Greengate and A538 Hale Road)	NB	201	2	-	-	-	-	210	2	4%	0%	181	30	-10%	1400 %

Location	Direction	2031 baseline flows		AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
	SB	121	7	-	-	-	-	123	7	2%	0%	262	50	117%	614%
Chapel Lane (between Rossmill Lane and High Elm Road)	NB	576	4	-	-	-	-	567	4	-2%	0%	625	4	9%	0%
	SB	275	3	-	-	-	-	271	3	-1%	0%	509	4	85%	33%
A538 Hale Road (between Elmridge Drive and High Elm Road)	EB	202	6	-	-	-	-	186	6	-8%	0%	216	6	7%	0%
	WB	526	12	-	-	-	-	482	14	-8%	17%	51	5	-90%	-58%
Runger Lane (between Avro Way and Thorley Lane)	NB	771	19	-	-	-	-	820	24	6%	26%	568	34	-26%	79%
	SB	304	13	-	-	-	-	273	17	-10%	31%	406	29	34%	123%
Elmridge Drive (between A538 Hale Road and High Elm Road)	NB	165	0	-	-	-	-	38	0	-77%	0%	7	0	-96%	0%
	SB	21	0	-	-	-	-	166	6	690%	0%	13	0	-38%	0%
Chapel Lane (between Tithebarn Road and Wicker Lane)	EB	20	1	-	-	-	-	147	1	635%	0%	34	2	70%	100%
	WB	134	4	-	-	-	-	586	10	337%	150%	134	4	0%	0%
Tithebarn Road (between A538 Hale Road and Chapel Lane)	NB	299	1	-	-	-	-	146	0	-51%	-100%	504	1	69%	0%
	SB	256	2	-	-	-	-	162	2	-37%	0%	481	2	88%	0%
A538 Hale Road (between Tithebarn Road and Elmridge Drive)	EB	202	6	-	-	-	-	148	6	-27%	0%	209	6	3%	0%
	WB	669	12	-	-	-	-	316	7	-53%	-42%	37	5	-94%	-58%
Hawley Lane (between Broad Lane and Wicker Lane)	EB	20	1	-	-	-	-	147	1	635%	0%	34	2	70%	100%
	WB	166	4	-	-	-	-	619	10	273%	150%	136	4	-18%	0%
	EB	1,024	7	-	-	-	-	1,055	7	3%	0%	909	7	-11%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Palma Avenue (between Sydney Avenue and World Way)	WB	33	0	-	-	-	-	34	0	3%	0%	42	0	27%	0%
A538 Hale Road (between Wicker Lane and Tithebarn Road)	NB	968	12	-	-	-	-	462	8	-52%	-33%	541	6	-44%	-50%
	SB	458	8	-	-	-	-	309	8	-33%	0%	691	9	51%	13%
Bankhall Lane (between Arthog Road and Broad Lane)	EB	20	1	-	-	-	-	90	1	350%	0%	34	2	70%	100%
	WB	166	4	-	-	-	-	337	10	103%	150%	140	4	-16%	0%
Arthog Road (between Bankhall Lane and B5162 Park Road)	EB	16	1	-	-	-	-	45	1	181%	0%	18	1	13%	0%
	WB	120	3	-	-	-	-	222	4	85%	33%	89	3	-26%	0%
A538 Hale Road (between Shay Lane and Wicker Lane)	EB	490	9	-	-	-	-	311	9	-37%	0%	692	9	41%	0%
	WB	969	13	-	-	-	-	432	9	-55%	-31%	540	7	-44%	-46%
Ashley Road (between Bankhall Lane and B6162 Park Road)	NB	112	1	-	-	-	-	121	1	8%	0%	216	1	93%	0%
	SB	299	1	-	-	-	-	351	1	17%	0%	470	1	57%	0%
South Downs Road (between Ashley Road and Heather Road)	NB	1	0	-	-	-	-	9	0	800%	0%	18	0	1700 %	0%
	SB	2	0	-	-	-	-	2	0	0%	0%	54	0	2600 %	0%
B5162 Park Road (between Arthog Road and A538 Hale Road)	EB	263	2	-	-	-	-	320	2	22%	0%	303	3	15%	50%
	WB	420	4	-	-	-	-	428	5	2%	25%	456	4	9%	0%
	NB	0	0	-	-	-	-	282	1	0%	0%	0	0	0%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Broad Lane (between Bankhall Lane and A538 Hale Road)	SB	0	0	-	-	-	-	57	0	0%	0%	4	0	0%	0%
A538 Hale Road (between Broad Lane and Shay Lane)	EB	523	7	-	-	-	-	292	7	-44%	0%	624	7	19%	0%
	WB	867	11	-	-	-	-	297	6	-66%	-45%	430	5	-50%	-55%
Heather Road (between South Downs Road and Ashley Road)	EB	299	1	-	-	-	-	334	1	12%	0%	329	1	10%	0%
	WB	435	3	-	-	-	-	408	4	-6%	33%	408	3	-6%	0%
Thorley Lane (between Shay Lane and Runger Lane)	EB	523	6	-	-	-	-	524	12	0%	100%	631	26	21%	333%
	WB	368	4	-	-	-	-	402	10	9%	150%	568	24	54%	500%
South Downs Road (between B5351 Langham Road and Heather Road)	EB	301	1	-	-	-	-	336	1	12%	0%	383	1	27%	0%
	WB	437	3	-	-	-	-	417	4	-5%	33%	426	3	-3%	0%
B5357 Ashley Road (between Harrop Road and B5162 Park Road)	NB	153	3	-	-	-	-	163	3	7%	0%	247	3	61%	0%
	SB	318	3	-	-	-	-	360	3	13%	0%	426	4	34%	33%
Shay Lane (between Thorley Lane and Ash Lane)	EB	196	1	-	-	-	-	136	1	-31%	0%	230	1	17%	0%
	WB	121	0	-	-	-	-	48	0	-60%	0%	339	1	180%	0%
A538 Hale Road (between B5162 Park Road and Broad Lane)	NB	867	11	-	-	-	-	579	7	-33%	-36%	426	5	-51%	-55%
	SB	523	7	-	-	-	-	349	7	-33%	0%	624	7	19%	0%
B5161 Langham Road (between Richmond Road and South Downs Road)	EB	308	4	-	-	-	-	346	4	12%	0%	387	4	26%	0%
	WB	441	6	-	-	-	-	426	6	-3%	0%	429	6	-3%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5161 Langham Road (between B5161 Bow Green Road and Richmond Road)	EB	374	3	-	-	-	-	413	3	10%	0%	448	3	20%	0%
	WB	430	6	-	-	-	-	415	6	-3%	0%	429	6	0%	0%
B5161 Langham Road (between Church Brow and B5161 Bow Green Road)	EB	748	4	-	-	-	-	766	3	2%	-25%	807	3	8%	-25%
	WB	604	5	-	-	-	-	610	5	1%	0%	611	5	1%	0%
Church Brow (between Stamford Road and B5160 Park Road)	WB	108	3	-	-	-	-	104	3	-4%	0%	66	3	-39%	0%
B5163 Victoria Road (between B5163 Broomfield Lane and B5163 Ashley Road)	NB	26	0	-	-	-	-	33	0	27%	0%	104	0	300%	0%
	SB	73	1	-	-	-	-	87	0	19%	-100%	136	1	86%	0%
B5160 Park Road (between A56 Dunham Road and B5160 Langham Road)	EB	748	4	-	-	-	-	766	3	2%	-25%	807	3	8%	-25%
	WB	712	8	-	-	-	-	713	8	0%	0%	676	8	-5%	0%
Victoria Road (between A538 Hale Road and B5163 Broomfield Lane)	NB	11	0	-	-	-	-	19	0	73%	0%	75	0	582%	0%
	SB	72	0	-	-	-	-	84	0	17%	0%	135	0	88%	0%
Grove Lane (between A5144 Delahays Road and Wellfield Lane)	EB	297	11	-	-	-	-	372	11	25%	0%	247	11	-17%	0%
	WB	235	10	-	-	-	-	266	4	13%	-60%	437	12	86%	20%
Baltic Road (between Atlantic Street and George Richards Way)	NB	8	0	-	-	-	-	8	0	0%	0%	8	0	0%	0%
	SB	86	0	-	-	-	-	87	0	1%	0%	108	0	26%	0%
	NB	8	0	-	-	-	-	8	0	0%	0%	8	0	0%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Dairyhouse Lane (between Sinderland Road and George Richards Way)	SB	86	0	-	-	-	-	87	0	1%	0%	108	0	26%	0%
The Avenue (between Manor Avenue and Moss Lane)	EB	1	1	-	-	-	-	1	1	0%	0%	1	1	0%	0%
	WB	10	0	-	-	-	-	8	0	-20%	0%	19	0	90%	0%

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

Table 18-19: MA06 2031 future baseline and with the AP2 revised scheme construction traffic (vehicles) – AM peak hour (08:00-09:00) – scenario 3, scenario 4 and scenario 5

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Hough Lane (between Heyes Lane and A538 Hough Lane)	NB	84	1	95%	0%	72	1	67%	0%	55	1	28%	0%
	SB	561	3	30%	0%	548	3	27%	0%	515	3	20%	0%
Morley Green Road (between Mobberley Road and A538 Altrincham Road)	NB	204	4	-17%	0%	216	4	-13%	0%	309	4	25%	0%
	SB	196	0	-17%	0%	208	0	-12%	0%	294	0	25%	0%
Rostherne Lane (between Marsh Lane and Ashley Road)	NB	15	1	67%	0%	14	1	56%	0%	11	1	22%	0%
	SB	28	0	22%	0%	39	0	70%	0%	40	0	74%	0%
Station Road/Stanneylands Road (between B5166 Styal Road and Manchester Road)	EB	1	1	0%	0%	1	1	0%	0%	1	1	0%	0%
	WB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Rostherne Lane (between New Road and Marsh Lane)	NB	1	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	SB	27	0	23%	0%	38	0	73%	0%	39	0	77%	0%
Mobberley Road realignment (between Ashley Road diversion and Back Lane)	NB	373	1	1%	0%	639	4	72%	300%	616	15	66%	1400%
	SB	340	3	5%	50%	449	3	39%	50%	435	15	35%	650%
Mobberley Road (between Breach House Lane and Ashley Road diversion)	NB	373	1	1%	0%	412	2	11%	100%	410	6	11%	500%
	SB	340	3	5%	50%	346	3	7%	50%	330	7	2%	250%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Ashley Road diversion (between Birkinheath Lane and Mobberley Road)	EB	362	7	10%	75%	295	5	-10%	25%	269	19	-18%	375%
	WB	198	3	43%	50%	172	3	25%	50%	170	18	23%	800%
B5569 Chester Road (between Chapel Lane and A556 southbound off-slip)**	NB	5	0	-82%	0%	28	0	0%	0%	28	0	0%	0%
	SB	552	15	5%	25%	630	16	20%	33%	573	24	9%	100%
Back Lane/Tanyard Lane/Castle Mill Lane/Mill Lane (between Mobberley Road and A538 Wilmslow Road)	EB	250	5	20%	67%	186	2	-11%	-33%	186	2	-11%	-33%
	WB	156	1	140%	0%	145	1	123%	0%	155	1	138%	0%
Chester Road (between A556 southbound off-slip and Millington Lane)**	NB	86	0	110%	0%	134	1	227%	0%	112	6	173%	0%
	SB	6	2	-60%	0%	15	2	0%	0%	14	2	-7%	0%
Millington Lane (between Booth Bank Lane and Chester Road)	NB	0	0	-100%	0%	31	1	15%	0%	29	1	7%	0%
	SB	0	0	-100%	0%	38	1	171%	0%	24	1	71%	0%
Chapel Lane/Sunbank Lane (between Greengate and A538 Wilmslow Road)	NB	213	12	3%	140%	209	8	1%	60%	209	8	1%	60%
	SB	451	11	-3%	120%	448	8	-4%	60%	474	8	1%	60%
A556 (between off-slip from B5569 Chester Road and M6 junction 8)	NB	2,766	314	1%	41%	2,796	344	2%	55%	2,839	267	4%	20%
	SB	2,963	264	7%	58%	3,204	296	16%	77%	2,998	212	9%	27%
	NB	78	0	457%	0%	101	0	621%	0%	65	6	364%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Cherry Tree Lane (between Chester Road and Marsh Lane)**	SB	6	2	-25%	0%	12	2	50%	0%	11	2	38%	0%
A538 Wilmslow Road (between Sunbank Lane and Runger Lane)	NB	1,339	49	0%	0%	1,287	48	0%	0%	1,130	51	0%	0%
	SB	1,279	75	-16%	15%	1,268	68	-17%	5%	1,490	76	-2%	17%
Greengate (between High Elm Road and Chapel Lane)**	NB	11	11	1000%	1000%	18	18	1700%	1700%	16	16	1500%	1500%
	SB	261	13	8600%	333%	295	20	9733%	567%	380	18	12567%	500%
Runger Lane (between A538 Wilmslow Road and Avro Way)	NB	920	52	-24%	86%	908	49	-25%	75%	226	32	-81%	14%
	SB	748	43	111%	169%	695	39	96%	144%	1,142	43	223%	169%
Chapel Lane (between Greengate and Rossmill Lane)	NB	3	3	0%	0%	3	3	0%	0%	3	3	0%	0%
	SB	29	1	2800%	0%	28	1	2700%	0%	24	1	2300%	0%
Terminal Road North (between Malaga Avenue and Outwood Lane)	EB	93	8	37%	0%	91	8	34%	0%	85	8	25%	0%
	WB	18	18	0%	0%	18	18	0%	0%	18	18	0%	0%
A538 Hale Road (between High Elm Road and A538 Hale Road/station access gyratory)	EB	833	58	20%	346%	857	62	23%	377%	985	40	42%	208%
	WB	1,000	65	30%	132%	1,036	68	35%	143%	1,241	49	62%	75%
High Elm Road (between Greengate and A538 Hale Road)	NB	173	8	-14%	300%	169	37	-16%	1750%	127	20	-37%	900%
	SB	450	12	272%	71%	505	41	317%	486%	556	25	360%	257%
Chapel Lane (between Rossmill Lane and High Elm Road)	NB	610	4	6%	0%	643	4	12%	0%	668	4	16%	0%
	SB	296	4	8%	33%	295	4	7%	33%	306	3	11%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A538 Hale Road (between Elmridge Drive and High Elm Road)	EB	373	7	85%	17%	424	8	110%	33%	572	6	183%	0%
	WB	215	6	-59%	-50%	223	6	-58%	-50%	375	6	-29%	-50%
Runger Lane (between Avro Way and Thorley Lane)	NB	596	44	-23%	132%	581	41	-25%	116%	704	34	-9%	79%
	SB	783	40	158%	208%	728	36	139%	177%	180	29	-41%	123%
Elmridge Drive (between A538 Hale Road and High Elm Road)	NB	5	0	-97%	0%	12	0	-93%	0%	102	0	-38%	0%
	SB	21	0	0%	0%	21	0	0%	0%	15	0	-29%	0%
Chapel Lane (between Tithebarn Road and Wicker Lane)	EB	29	2	45%	100%	34	2	70%	100%	37	1	85%	0%
	WB	147	4	10%	0%	156	4	16%	0%	129	4	-4%	0%
Tithebarn Road (between A538 Hale Road and Chapel Lane)	NB	485	1	62%	0%	500	1	67%	0%	461	1	54%	0%
	SB	271	2	6%	0%	265	2	4%	0%	278	2	9%	0%
A538 Hale Road (between Tithebarn Road and Elmridge Drive)	EB	368	7	82%	17%	412	8	104%	33%	470	6	133%	0%
	WB	194	6	-71%	-50%	202	6	-70%	-50%	360	6	-46%	-50%
Hawley Lane (between Broad Lane and Wicker Lane)	EB	29	2	45%	100%	34	2	70%	100%	37	1	85%	0%
	WB	168	4	1%	0%	177	4	7%	0%	163	4	-2%	0%
Palma Avenue (between Sydney Avenue and World Way)	EB	823	6	-20%	-14%	876	6	-14%	-14%	1,086	13	6%	86%
	WB	41	0	24%	0%	44	0	33%	0%	39	0	18%	0%
A538 Hale Road (between Wicker Lane and Tithebarn Road)	NB	679	7	-30%	-42%	701	7	-28%	-42%	821	7	-15%	-42%
	SB	639	9	40%	13%	677	10	48%	25%	747	9	63%	13%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Bankhall Lane (between Arthog Road and Broad Lane)	EB	29	2	45%	100%	34	2	70%	100%	37	1	85%	0%
	WB	168	4	1%	0%	177	4	7%	0%	164	4	-1%	0%
Arthog Road (between Bankhall Lane and B5162 Park Road)	EB	25	1	56%	0%	29	1	81%	0%	32	1	100%	0%
	WB	116	3	-3%	0%	126	3	5%	0%	119	3	-1%	0%
A538 Hale Road (between Shay Lane and Wicker Lane)	EB	661	10	35%	11%	698	11	42%	22%	782	10	60%	11%
	WB	680	8	-30%	-38%	702	8	-28%	-38%	822	8	-15%	-38%
Ashley Road (between Bankhall Lane and B6162 Park Road)	NB	125	1	12%	0%	122	1	9%	0%	130	1	16%	0%
	SB	404	1	35%	0%	383	1	28%	0%	311	1	4%	0%
South Downs Road (between Ashley Road and Heather Road)	NB	18	0	1700%	0%	18	0	1700%	0%	19	0	1800%	0%
	SB	37	0	1750%	0%	13	0	550%	0%	16	0	700%	0%
B5162 Park Road (between Arthog Road and A538 Hale Road)	EB	328	3	25%	50%	325	3	24%	50%	323	7	23%	250%
	WB	484	4	15%	0%	497	7	18%	75%	448	8	7%	100%
Broad Lane (between Bankhall Lane and A538 Hale Road)	NB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	SB	0	0	0%	0%	0	0	0%	0%	1	0	0%	0%
A538 Hale Road (between Broad Lane and Shay Lane)	EB	745	7	42%	0%	759	8	45%	14%	822	7	57%	0%
	WB	595	11	-31%	0%	595	11	-31%	0%	691	12	-20%	9%
Heather Road (between South Downs Road and Ashley Road)	EB	352	1	18%	0%	353	1	18%	0%	348	5	16%	400%
	WB	436	3	0%	0%	447	6	3%	100%	442	6	2%	100%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Thorley Lane (between Shay Lane and Runger Lane)	EB	820	41	57%	583%	822	37	57%	517%	674	34	29%	467%
	WB	510	40	39%	900%	519	39	41%	875%	540	33	47%	725%
South Downs Road (between B5351 Langham Road and Heather Road)	EB	389	1	29%	0%	366	1	22%	0%	364	5	21%	400%
	WB	454	3	4%	0%	465	6	6%	100%	461	6	5%	100%
B5357 Ashley Road (between Harrop Road and B5162 Park Road)	NB	159	3	4%	0%	158	3	3%	0%	166	3	8%	0%
	SB	366	4	15%	33%	343	4	8%	33%	316	4	-1%	33%
Shay Lane (between Thorley Lane and Ash Lane)	EB	190	1	-3%	0%	192	1	-2%	0%	204	1	4%	0%
	WB	158	5	31%	0%	149	5	23%	0%	117	6	-3%	0%
A538 Hale Road (between B5162 Park Road and Broad Lane)	NB	595	11	-31%	0%	595	11	-31%	0%	690	12	-20%	9%
	SB	745	7	42%	0%	759	8	45%	14%	822	7	57%	0%
B5161 Langham Road (between Richmond Road and South Downs Road)	EB	393	4	28%	0%	376	4	22%	0%	367	8	19%	100%
	WB	457	6	4%	0%	468	9	6%	50%	475	9	8%	50%
B5161 Langham Road (between B5161 Bow Green Road and Richmond Road)	EB	450	3	20%	0%	439	3	17%	0%	442	8	18%	167%
	WB	452	6	5%	0%	463	9	8%	50%	464	9	8%	50%
B5161 Langham Road (between Church Brow and B5161 Bow Green Road)	EB	791	3	6%	-25%	785	3	5%	-25%	778	8	4%	100%
	WB	619	5	2%	0%	640	8	6%	60%	621	8	3%	60%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Church Brow (between Stamford Road and B5160 Park Road)	WB	66	3	-39%	0%	92	3	-15%	0%	98	3	-9%	0%
B5163 Victoria Road (between B5163 Broomfield Lane and B5163 Ashley Road)	NB	27	0	4%	0%	29	0	12%	0%	34	0	31%	0%
	SB	103	1	41%	0%	84	1	15%	0%	53	1	-27%	0%
B5160 Park Road (between A56 Dunham Road and B5160 Langham Road)	EB	791	3	6%	-25%	785	3	5%	-25%	778	8	4%	100%
	WB	685	8	-4%	0%	731	11	3%	38%	719	11	1%	38%
Victoria Road (between A538 Hale Road and B5163 Broomfield Lane)	NB	12	0	9%	0%	12	0	9%	0%	22	0	100%	0%
	SB	102	0	42%	0%	83	0	15%	0%	50	0	-31%	0%
Grove Lane (between A5144 Delahays Road and Wellfield Lane)	EB	193	9	-35%	-18%	179	8	-40%	-27%	257	16	-13%	45%
	WB	422	8	80%	-20%	421	11	79%	10%	388	12	65%	20%
Baltic Road (between Atlantic Street and George Richards Way)	NB	8	0	0%	0%	8	0	0%	0%	8	0	0%	0%
	SB	95	0	10%	0%	100	0	16%	0%	110	0	28%	0%
Dairyhouse Lane (between Sinderland Road and George Richards Way)	NB	8	0	0%	0%	8	0	0%	0%	8	0	0%	0%
	SB	95	0	10%	0%	100	0	16%	0%	110	0	28%	0%
The Avenue (between Manor Avenue and Moss Lane)	EB	1	1	0%	0%	1	1	0%	0%	1	1	0%	0%
	WB	17	0	70%	0%	17	0	70%	0%	18	0	80%	0%

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

Table 18-20: MA06 2031 future baseline and with the AP2 revised scheme construction traffic (vehicles) – PM peak hour (17:00-18:00) – utilities scenario, scenario 1 and scenario 2

Location	Direction	2031 baseline flows		AP2 revised scheme flows – utilities scenario		Utilities scenario - % change from 2031 baseline		AP2 revised scheme flows – scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 20301 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Hough Lane (between Heyes Lane and A538 Hough Lane)	NB	113	1	-	-	-	-	109	1	-4%	0%	129	1	14%	0%
	SB	15	0	-	-	-	-	15	0	0%	0%	21	0	40%	0%
Morley Green Road (between Mobberley Road and A538 Altrincham Road)	NB	350	0	-	-	-	-	491	0	40%	0%	363	0	4%	0%
	SB	330	0	-	-	-	-	449	0	36%	0%	342	0	4%	0%
Rostherne Lane (between Marsh Lane and Ashley Road)	NB	6	0	6	0	0%	0%	8	0	33%	0%	15	0	150%	0%
	SB	12	0	13	0	8%	0%	17	0	42%	0%	51	0	325%	0%
Station Road/Stanneylands Road (between B5166 Styal Road and Manchester Road)	EB	4	0	-	-	-	-	16	0	300%	0%	14	0	250%	0%
	WB	0	0	-	-	-	-	0	0	0%	0%	0	0	0%	0%
Rostherne Lane (between New Road and Marsh Lane)	NB	4	0	3	0	-25%	0%	5	0	25%	0%	12	0	200%	0%
	SB	9	0	10	0	11%	0%	14	0	56%	0%	11	0	22%	0%
Mobberley Road realignment (between Ashley Road diversion and Back Lane)	NB	370	1	397	1	7%	0%	395	5	7%	400%	390	5	5%	400%
	SB	320	1	329	1	3%	0%	337	5	5%	400%	357	4	12%	300%
Mobberley Road (between Breach House Lane and Ashley Road diversion)	NB	370	1	397	1	7%	0%	395	5	7%	400%	390	5	5%	400%
	SB	320	1	329	1	3%	0%	337	5	5%	400%	357	4	12%	300%
	EB	230	5	237	5	3%	0%	303	13	32%	160%	341	12	48%	140%

Location	Direction	2031 baseline flows		AP2 revised scheme flows – utilities scenario		Utilities scenario - % change from 2031 baseline		AP2 revised scheme flows – scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 20301 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Ashley Road diversion (between Birkinheath Lane and Mobberley Road)	WB	263	0	263	0	0%	0%	415	9	58%	0%	460	9	75%	0%
B5569 Chester Road (between Chapel Lane and A556 southbound off-slip)**	NB	19	0	95	0	400%	0%	19	0	0%	0%	0	0	-100%	0%
	SB	290	2	305	5	5%	150%	327	28	13%	1300%	321	11	11%	450%
Back Lane/Tanyard Lane/Castle Mill Lane/Mill Lane (between Mobberley Road and A538 Wilmslow Road)	EB	78	1	85	1	9%	0%	168	2	115%	100%	274	2	251%	100%
	WB	187	0	178	0	-5%	0%	313	1	67%	0%	379	1	103%	0%
Chester Road (between A556 southbound off-slip and Millington Lane)**	NB	33	0	111	0	236%	0%	49	15	48%	0%	30	19	-9%	0%
	SB	19	1	28	1	47%	0%	51	6	168%	500%	70	1	268%	0%
Millington Lane (between Booth Bank Lane and Chester Road)	NB	36	0	135	0	275%	0%	99	6	175%	0%	0	0	-100%	0%
	SB	18	0	27	0	50%	0%	35	6	94%	0%	0	0	-100%	0%
Chapel Lane/Sunbank Lane (between Greengate and A538 Wilmslow Road)	NB	380	10	-	-	-	-	380	10	0%	0%	402	31	6%	210%
	SB	207	4	-	-	-	-	208	4	0%	0%	211	12	2%	200%
A556 (between off-slip from B5569 Chester Road and M6 junction 8)	NB	2,996	94	2,570	87	-14%	-7%	3,095	180	3%	91%	3,114	199	4%	112%
	SB	2,984	100	2,756	100	-8%	0%	2,899	190	-3%	90%	2,771	204	-7%	104%
	NB	10	0	10	0	0%	0%	20	9	100%	0%	30	19	200%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows – utilities scenario		Utilities scenario - % change from 2031 baseline		AP2 revised scheme flows – scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 20301 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Cherry Tree Lane (between Chester Road and Marsh Lane)**	SB	17	1	39	1	129%	0%	93	1	447%	0%	70	1	312%	0%
A538 Wilmslow Road (between Sunbank Lane and Runger Lane)	NB	0	0	-	-	-	-	1,614	32	0%	0%	1,522	55	0%	0%
	SB	1,481	34	-	-	-	-	1,384	35	-7%	3%	1,374	45	-7%	32%
Greengate (between High Elm Road and Chapel Lane)**	NB	1	1	-	-	-	-	1	1	0%	0%	207	15	20600%	1400%
	SB	0	0	-	-	-	-	0	0	0%	0%	50	25	0%	0%
Runger Lane (between A538 Wilmslow Road and Avro Way)	NB	596	11	-	-	-	-	671	15	13%	36%	424	26	-29%	136%
	SB	640	16	-	-	-	-	579	20	-10%	25%	513	28	-20%	75%
Chapel Lane (between Greengate and Rossmill Lane)	NB	1	1	-	-	-	-	1	1	0%	0%	96	1	9500%	0%
	SB	2	2	-	-	-	-	2	2	0%	0%	2	2	0%	0%
Terminal Road North (between Malaga Avenue and Outwood Lane)	EB	55	4	-	-	-	-	56	4	2%	0%	101	4	84%	0%
	WB	10	10	-	-	-	-	10	10	0%	0%	10	10	0%	0%
A538 Hale Road (between High Elm Road and A538 Hale Road/station access gyratory)	EB	758	6	-	-	-	-	736	9	-3%	50%	708	58	-7%	867%
	WB	877	7	-	-	-	-	801	9	-9%	29%	607	75	-31%	971%
High Elm Road (between Greengate and A538 Hale Road)	NB	78	3	-	-	-	-	89	4	14%	33%	278	30	256%	900%
	SB	180	1	-	-	-	-	190	2	6%	100%	193	45	7%	4400%
Chapel Lane (between Rossmill Lane and High Elm Road)	NB	250	1	-	-	-	-	239	1	-4%	0%	421	3	68%	200%
	SB	363	1	-	-	-	-	354	1	-2%	0%	392	1	8%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows – utilities scenario		Utilities scenario - % change from 2031 baseline		AP2 revised scheme flows – scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 20301 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A538 Hale Road (between Elmridge Drive and High Elm Road)	EB	576	3	-	-	-	-	509	2	-12%	-33%	158	2	-73%	-33%
	WB	625	7	-	-	-	-	534	6	-15%	-14%	405	5	-35%	-29%
Runger Lane (between Avro Way and Thorley Lane)	NB	511	8	-	-	-	-	594	13	16%	63%	351	24	-31%	200%
	SB	436	12	-	-	-	-	382	16	-12%	33%	314	24	-28%	100%
Elmridge Drive (between A538 Hale Road and High Elm Road)	NB	17	0	-	-	-	-	154	0	806%	0%	30	0	76%	0%
	SB	11	0	-	-	-	-	183	1	1564%	0%	68	0	518%	0%
Chapel Lane (between Tithebarn Road and Wicker Lane)	EB	145	1	-	-	-	-	397	1	174%	0%	126	1	-13%	0%
	WB	28	1	-	-	-	-	336	2	1100%	100%	131	2	368%	100%
Tithebarn Road (between A538 Hale Road and Chapel Lane)	NB	234	0	-	-	-	-	86	0	-63%	0%	329	2	41%	0%
	SB	236	0	-	-	-	-	110	0	-53%	0%	267	0	13%	0%
A538 Hale Road (between Tithebarn Road and Elmridge Drive)	EB	559	3	-	-	-	-	355	2	-36%	-33%	128	2	-77%	-33%
	WB	614	6	-	-	-	-	351	5	-43%	-17%	337	4	-45%	-33%
Hawley Lane (between Broad Lane and Wicker Lane)	EB	145	1	-	-	-	-	416	1	187%	0%	126	1	-13%	0%
	WB	39	1	-	-	-	-	336	2	762%	100%	172	2	341%	100%
Palma Avenue (between Sydney Avenue and World Way)	EB	914	4	-	-	-	-	931	4	2%	0%	923	6	1%	50%
	WB	36	0	-	-	-	-	92	0	156%	0%	105	0	192%	0%
A538 Hale Road (between Wicker Lane and Tithebarn Road)	NB	848	7	-	-	-	-	437	5	-48%	-29%	666	6	-21%	-14%
	SB	794	3	-	-	-	-	466	2	-41%	-33%	395	2	-50%	-33%

Location	Direction	2031 baseline flows		AP2 revised scheme flows – utilities scenario		Utilities scenario - % change from 2031 baseline		AP2 revised scheme flows – scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 20301 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Bankhall Lane (between Arthog Road and Broad Lane)	EB	145	1	-	-	-	-	300	1	107%	0%	126	1	-13%	0%
	WB	43	1	-	-	-	-	250	2	481%	100%	172	2	300%	100%
Arthog Road (between Bankhall Lane and B5162 Park Road)	EB	140	1	-	-	-	-	254	1	81%	0%	115	1	-18%	0%
	WB	37	1	-	-	-	-	153	1	314%	0%	121	2	227%	100%
A538 Hale Road (between Shay Lane and Wicker Lane)	EB	806	3	-	-	-	-	448	2	-44%	-33%	437	2	-46%	-33%
	WB	849	8	-	-	-	-	438	6	-48%	-25%	667	7	-21%	-13%
Ashley Road (between Bankhall Lane and B6162 Park Road)	NB	139	3	-	-	-	-	148	3	6%	0%	198	3	42%	0%
	SB	102	0	-	-	-	-	152	0	49%	0%	203	0	99%	0%
South Downs Road (between Ashley Road and Heather Road)	NB	3	0	-	-	-	-	3	0	0%	0%	106	0	3433%	0%
	SB	0	0	-	-	-	-	0	0	0%	0%	0	0	0%	0%
B5162 Park Road (between Arthog Road and A538 Hale Road)	EB	450	5	-	-	-	-	564	5	25%	0%	478	5	6%	0%
	WB	197	2	-	-	-	-	275	2	40%	0%	339	2	72%	0%
Broad Lane (between Bankhall Lane and A538 Hale Road)	NB	0	0	-	-	-	-	101	0	0%	0%	0	0	0%	0%
	SB	4	0	-	-	-	-	130	0	3150%	0%	0	0	-100%	0%
A538 Hale Road (between Broad Lane and Shay Lane)	EB	705	4	-	-	-	-	324	3	-54%	-25%	379	3	-46%	-25%
	WB	757	7	-	-	-	-	397	5	-48%	-29%	562	5	-26%	-29%
Heather Road (between South Downs Road and Ashley Road)	EB	212	1	-	-	-	-	218	1	3%	0%	271	1	28%	0%
	WB	207	3	-	-	-	-	217	3	5%	0%	323	2	56%	-33%
	EB	663	5	-	-	-	-	710	11	7%	120%	627	24	-5%	380%

Location	Direction	2031 baseline flows		AP2 revised scheme flows – utilities scenario		Utilities scenario - % change from 2031 baseline		AP2 revised scheme flows – scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 20301 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Thorley Lane (between Shay Lane and Runger Lane)	WB	534	1	-	-	-	-	667	7	25%	600%	592	21	11%	2000%
South Downs Road (between B5351 Langham Road and Heather Road)	EB	212	1	-	-	-	-	218	1	3%	0%	271	1	28%	0%
	WB	210	3	-	-	-	-	220	3	5%	0%	430	2	105%	-33%
B5357 Ashley Road (between Harrop Road and B5162 Park Road)	NB	102	0	-	-	-	-	131	0	28%	0%	158	0	55%	0%
	SB	311	1	-	-	-	-	423	1	36%	0%	355	1	14%	0%
Shay Lane (between Thorley Lane and Ash Lane)	EB	164	1	-	-	-	-	107	1	-35%	0%	210	1	28%	0%
	WB	119	0	-	-	-	-	151	0	27%	0%	296	0	149%	0%
A538 Hale Road (between B5162 Park Road and Broad Lane)	NB	753	7	-	-	-	-	483	5	-36%	-29%	562	5	-25%	-29%
	SB	705	4	-	-	-	-	440	3	-38%	-25%	379	3	-46%	-25%
B5161 Langham Road (between Richmond Road and South Downs Road)	EB	216	5	-	-	-	-	222	5	3%	0%	274	5	27%	0%
	WB	367	7	-	-	-	-	372	7	1%	0%	573	6	56%	-14%
B5161 Langham Road (between B5161 Bow Green Road and Richmond Road)	EB	215	4	-	-	-	-	221	4	3%	0%	273	4	27%	0%
	WB	361	7	-	-	-	-	367	7	2%	0%	573	6	59%	-14%
B5161 Langham Road (between Church Brow and B5161 Bow Green Road)	EB	565	4	-	-	-	-	560	4	-1%	0%	595	4	5%	0%
	WB	589	5	-	-	-	-	562	5	-5%	0%	770	5	31%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows – utilities scenario		Utilities scenario - % change from 2031 baseline		AP2 revised scheme flows – scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 20301 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Church Brow (between Stamford Road and B5160 Park Road)	WB	193	2	-	-	-	-	197	2	2%	0%	128	1	-34%	-50%
B5163 Victoria Road (between B5163 Broomfield Lane and B5163 Ashley Road)	NB	2	0	-	-	-	-	27	0	1250%	0%	41	0	1950%	0%
	SB	291	0	-	-	-	-	389	0	34%	0%	314	0	8%	0%
B5160 Park Road (between A56 Dunham Road and B5160 Langham Road)	EB	546	4	-	-	-	-	544	4	0%	0%	594	4	9%	0%
	WB	763	7	-	-	-	-	743	7	-3%	0%	898	6	18%	-14%
Victoria Road (between A538 Hale Road and B5163 Broomfield Lane)	NB	2	0	-	-	-	-	27	0	1250%	0%	41	0	1950%	0%
	SB	147	0	-	-	-	-	255	0	73%	0%	177	0	20%	0%
Grove Lane (between A5144 Delahays Road and Wellfield Lane)	EB	116	2	-	-	-	-	204	2	76%	0%	305	3	163%	50%
	WB	284	5	-	-	-	-	286	4	1%	-20%	360	6	27%	20%
Baltic Road (between Atlantic Street and George Richards Way)	NB	16	0	-	-	-	-	16	0	0%	0%	28	0	75%	0%
	SB	16	0	-	-	-	-	14	0	-13%	0%	16	0	0%	0%
Dairyhouse Lane (between Sinderland Road and George Richards Way)	NB	16	0	-	-	-	-	16	0	0%	0%	28	0	75%	0%
	SB	16	0	-	-	-	-	14	0	-13%	0%	16	0	0%	0%
The Avenue (between Manor Avenue and Moss Lane)	EB	0	0	-	-	-	-	0	0	0%	0%	0	0	0%	0%
	WB	89	0	-	-	-	-	90	0	1%	0%	112	0	26%	0%

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

Table 18-21: MA06 2031 future baseline and with the AP2 revised scheme construction traffic (vehicles) – PM peak hour (17:00-18:00) – scenario 3, scenario 4 and scenario 5

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Hough Lane (between Heyes Lane and A538 Hough Lane)	NB	135	1	19%	0%	129	1	14%	0%	135	1	19%	0%
	SB	21	0	40%	0%	20	0	33%	0%	16	0	7%	0%
Morley Green Road (between Mobberley Road and A538 Altrincham Road)	NB	356	0	2%	0%	359	0	3%	0%	400	0	14%	0%
	SB	334	0	1%	0%	337	0	2%	0%	375	0	14%	0%
Rostherne Lane (between Marsh Lane and Ashley Road)	NB	16	0	167%	0%	7	0	17%	0%	5	0	-17%	0%
	SB	14	0	17%	0%	16	0	33%	0%	7	0	-42%	0%
Station Road/Stanneylands Road (between B5166 Styal Road and Manchester Road)	EB	14	0	250%	0%	14	0	250%	0%	16	0	300%	0%
	WB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Rostherne Lane (between New Road and Marsh Lane)	NB	13	0	225%	0%	4	0	0%	0%	2	0	-50%	0%
	SB	12	0	33%	0%	11	0	22%	0%	5	0	-44%	0%
Mobberley Road realignment (between Ashley Road diversion and Back Lane)	NB	380	2	3%	100%	587	5	59%	400%	548	15	48%	1400%
	SB	360	2	13%	100%	560	1	75%	0%	505	13	58%	1200%
	NB	380	2	3%	100%	418	3	13%	200%	411	7	11%	600%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Mobberley Road (between Breach House Lane and Ashley Road diversion)	SB	360	2	13%	100%	350	2	9%	100%	334	6	4%	500%
Ashley Road diversion (between Birkinheath Lane and Mobberley Road)	EB	350	5	52%	0%	275	5	20%	0%	230	19	0%	280%
	WB	458	2	74%	0%	316	3	20%	0%	267	17	2%	0%
B5569 Chester Road (between Chapel Lane and A556 southbound off-slip)**	NB	0	0	-100%	0%	19	1	0%	0%	19	0	0%	0%
	SB	304	7	5%	250%	315	20	9%	900%	368	15	27%	650%
Back Lane/Tanyard Lane/Castle Mill Lane/Mill Lane (between Mobberley Road and A538 Wilmslow Road)	EB	278	2	256%	100%	238	1	205%	0%	239	1	206%	0%
	WB	384	1	105%	0%	194	0	4%	0%	138	0	-26%	0%
Chester Road (between A556 southbound off-slip and Millington Lane)**	NB	9	0	-73%	0%	33	1	0%	0%	44	6	33%	0%
	SB	65	1	242%	0%	25	1	32%	0%	36	1	89%	0%
Millington Lane (between Booth Bank Lane and Chester Road)	NB	0	0	-100%	0%	151	2	319%	0%	88	1	144%	0%
	SB	0	0	-100%	0%	18	1	0%	0%	18	1	0%	0%
Chapel Lane/Sunbank Lane (between Greengate and A538 Wilmslow Road)	NB	388	17	2%	70%	384	13	1%	30%	384	13	1%	30%
	SB	210	11	1%	175%	208	7	0%	75%	207	7	0%	75%
	NB	3,095	206	3%	119%	3,190	238	6%	153%	3,195	141	7%	50%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A556 (between off-slip from B5569 Chester Road and M6 junction 8)	SB	2,725	209	-9%	109%	2,834	232	-5%	132%	3,026	144	1%	44%
Cherry Tree Lane (between Chester Road and Marsh Lane)**	NB	9	0	-10%	0%	14	0	40%	0%	19	5	90%	0%
	SB	65	1	282%	0%	143	1	741%	0%	86	1	406%	0%
A538 Wilmslow Road (between Sunbank Lane and Runger Lane)	NB	1,539	39	0%	0%	1,421	38	0%	0%	1,401	41	0%	0%
	SB	1,389	48	-6%	41%	1,418	42	-4%	24%	1,348	44	-9%	29%
Greengate (between High Elm Road and Chapel Lane)**	NB	183	11	18200%	1000%	115	18	11400%	1700%	133	16	13200%	1500%
	SB	23	10	0%	0%	40	17	0%	0%	36	15	0%	0%
Runger Lane (between A538 Wilmslow Road and Avro Way)	NB	488	37	-18%	236%	582	36	-2%	227%	828	40	39%	264%
	SB	510	42	-20%	163%	817	42	28%	163%	643	33	0%	106%
Chapel Lane (between Greengate and Rossmill Lane)	NB	70	1	6900%	0%	152	1	15100%	0%	186	1	18500%	0%
	SB	2	2	0%	0%	2	2	0%	0%	2	2	0%	0%
Terminal Road North (between Malaga Avenue and Outwood Lane)	EB	153	4	178%	0%	62	4	13%	0%	132	4	140%	0%
	WB	10	10	0%	0%	10	10	0%	0%	10	10	0%	0%
A538 Hale Road (between High Elm Road and A538 Hale Road/station access gyratory)	EB	937	50	24%	733%	976	52	29%	767%	872	31	15%	417%
	WB	801	50	-9%	614%	889	53	1%	657%	759	32	-13%	357%
	NB	249	9	219%	200%	192	37	146%	1133%	183	20	135%	567%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
High Elm Road (between Greengate and A538 Hale Road)	SB	164	7	-9%	600%	194	36	8%	3500%	175	20	-3%	1900%
Chapel Lane (between Rossmill Lane and High Elm Road)	NB	393	1	57%	0%	476	2	90%	100%	511	3	104%	200%
	SB	384	1	6%	0%	383	1	6%	0%	384	1	6%	0%
A538 Hale Road (between Elmridge Drive and High Elm Road)	EB	339	3	-41%	0%	466	3	-19%	0%	409	3	-29%	0%
	WB	551	5	-12%	-29%	640	6	2%	-14%	534	5	-15%	-29%
Runger Lane (between Avro Way and Thorley Lane)	NB	441	35	-14%	338%	496	33	-3%	313%	462	30	-10%	275%
	SB	339	38	-22%	217%	607	38	39%	217%	520	36	19%	200%
Elmridge Drive (between A538 Hale Road and High Elm Road)	NB	67	0	294%	0%	146	0	759%	0%	158	0	829%	0%
	SB	18	0	64%	0%	35	0	218%	0%	25	0	127%	0%
Chapel Lane (between Tithebarn Road and Wicker Lane)	EB	130	1	-10%	0%	118	1	-19%	0%	131	1	-10%	0%
	WB	67	1	139%	0%	95	2	239%	100%	85	2	204%	100%
Tithebarn Road (between A538 Hale Road and Chapel Lane)	NB	277	0	18%	0%	271	0	16%	0%	294	2	26%	0%
	SB	254	0	8%	0%	266	0	13%	0%	254	0	8%	0%
A538 Hale Road (between Tithebarn Road and Elmridge Drive)	EB	272	3	-51%	0%	320	3	-43%	0%	251	3	-55%	0%
	WB	533	5	-13%	-17%	604	5	-2%	-17%	510	5	-17%	-17%
Hawley Lane (between Broad Lane and Wicker Lane)	EB	130	1	-10%	0%	118	1	-19%	0%	131	1	-10%	0%
	WB	97	1	149%	0%	129	2	231%	100%	109	2	179%	100%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Palma Avenue (between Sydney Avenue and World Way)	EB	1,042	3	14%	-25%	911	3	0%	-25%	942	3	3%	-25%
	WB	151	0	319%	0%	40	0	11%	0%	41	0	14%	0%
A538 Hale Road (between Wicker Lane and Tithebarn Road)	NB	810	6	-4%	-14%	875	6	3%	-14%	803	7	-5%	0%
	SB	526	3	-34%	0%	587	3	-26%	0%	504	3	-37%	0%
Bankhall Lane (between Arthog Road and Broad Lane)	EB	130	1	-10%	0%	118	1	-19%	0%	131	1	-10%	0%
	WB	97	1	126%	0%	129	2	200%	100%	109	2	153%	100%
Arthog Road (between Bankhall Lane and B5162 Park Road)	EB	123	1	-12%	0%	110	1	-21%	0%	124	1	-11%	0%
	WB	70	1	89%	0%	99	2	168%	100%	79	2	114%	100%
A538 Hale Road (between Shay Lane and Wicker Lane)	EB	555	3	-31%	0%	620	3	-23%	0%	528	3	-34%	0%
	WB	811	7	-4%	-13%	876	7	3%	-13%	804	8	-5%	0%
Ashley Road (between Bankhall Lane and B6162 Park Road)	NB	166	3	19%	0%	151	3	9%	0%	179	3	29%	0%
	SB	210	0	106%	0%	108	0	6%	0%	149	0	46%	0%
South Downs Road (between Ashley Road and Heather Road)	NB	91	0	2933%	0%	95	0	3067%	0%	126	0	4100%	0%
	SB	0	0	0%	0%	1	0	0%	0%	1	0	0%	0%
B5162 Park Road (between Arthog Road and A538 Hale Road)	EB	490	5	9%	0%	427	5	-5%	0%	457	5	2%	0%
	WB	322	1	63%	-50%	296	2	50%	0%	304	2	54%	0%
Broad Lane (between Bankhall Lane and A538 Hale Road)	NB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	SB	0	0	-100%	0%	0	0	-100%	0%	0	0	-100%	0%
	EB	558	4	-21%	0%	637	4	-10%	0%	530	4	-25%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A538 Hale Road (between Broad Lane and Shay Lane)	WB	681	6	-10%	-14%	718	6	-5%	-14%	637	5	-16%	-29%
Heather Road (between South Downs Road and Ashley Road)	EB	265	1	25%	0%	238	1	12%	0%	241	1	14%	0%
	WB	273	2	32%	-33%	343	2	66%	-33%	328	3	58%	0%
Thorley Lane (between Shay Lane and Runger Lane)	EB	809	40	22%	700%	870	39	31%	680%	877	34	32%	580%
	WB	649	36	22%	3500%	596	35	12%	3400%	590	29	10%	2800%
South Downs Road (between B5351 Langham Road and Heather Road)	EB	265	1	25%	0%	238	1	12%	0%	242	1	14%	0%
	WB	364	2	73%	-33%	438	2	109%	-33%	454	3	116%	0%
B5357 Ashley Road (between Harrop Road and B5162 Park Road)	NB	123	0	21%	0%	120	0	18%	0%	143	0	40%	0%
	SB	342	1	10%	0%	314	1	1%	0%	354	1	14%	0%
Shay Lane (between Thorley Lane and Ash Lane)	EB	195	1	19%	0%	207	1	26%	0%	195	2	19%	100%
	WB	268	0	125%	0%	227	0	91%	0%	259	0	118%	0%
A538 Hale Road (between B5162 Park Road and Broad Lane)	NB	681	6	-10%	-14%	718	6	-5%	-14%	637	5	-15%	-29%
	SB	558	4	-21%	0%	637	4	-10%	0%	530	4	-25%	0%
B5161 Langham Road (between Richmond Road and South Downs Road)	EB	269	5	25%	0%	242	5	12%	0%	246	5	14%	0%
	WB	511	6	39%	-14%	578	6	57%	-14%	607	7	65%	0%
	EB	268	4	25%	0%	241	4	12%	0%	244	4	13%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5161 Langham Road (between B5161 Bow Green Road and Richmond Road)	WB	505	6	40%	-14%	574	6	59%	-14%	602	7	67%	0%
B5161 Langham Road (between Church Brow and B5161 Bow Green Road)	EB	593	4	5%	0%	569	4	1%	0%	571	4	1%	0%
	WB	705	4	20%	-20%	771	5	31%	0%	806	5	37%	0%
Church Brow (between Stamford Road and B5160 Park Road)	WB	151	1	-22%	-50%	132	1	-32%	-50%	124	1	-36%	-50%
B5163 Victoria Road (between B5163 Broomfield Lane and B5163 Ashley Road)	NB	9	0	350%	0%	9	0	350%	0%	26	0	1200%	0%
	SB	312	0	7%	0%	291	0	0%	0%	325	0	12%	0%
B5160 Park Road (between A56 Dunham Road and B5160 Langham Road)	EB	583	4	7%	0%	569	4	4%	0%	571	4	5%	0%
	WB	847	6	11%	-14%	902	6	18%	-14%	930	7	22%	0%
Victoria Road (between A538 Hale Road and B5163 Broomfield Lane)	NB	9	0	350%	0%	9	0	350%	0%	26	0	1200%	0%
	SB	176	0	20%	0%	147	0	0%	0%	184	0	25%	0%
Grove Lane (between A5144 Delahays Road and Wellfield Lane)	EB	222	2	91%	0%	168	2	45%	0%	203	2	75%	0%
	WB	381	5	34%	0%	359	5	26%	0%	378	6	33%	20%
Baltic Road (between Atlantic Street and George Richards Way)	NB	28	0	75%	0%	27	0	69%	0%	28	0	75%	0%
	SB	20	0	25%	0%	19	0	19%	0%	19	0	19%	0%
	NB	28	0	75%	0%	27	0	69%	0%	28	0	75%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Dairyhouse Lane (between Sinderland Road and George Richards Way)	SB	20	0	25%	0%	19	0	19%	0%	19	0	19%	0%
The Avenue (between Manor Avenue and Moss Lane)	EB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	106	0	19%	0%	106	0	19%	0%	108	0	21%	0%

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

Figure 18-6: MA06 traffic flow changes between 2031 future baseline and AP2 revised scheme utilities scenario, AM peak hour

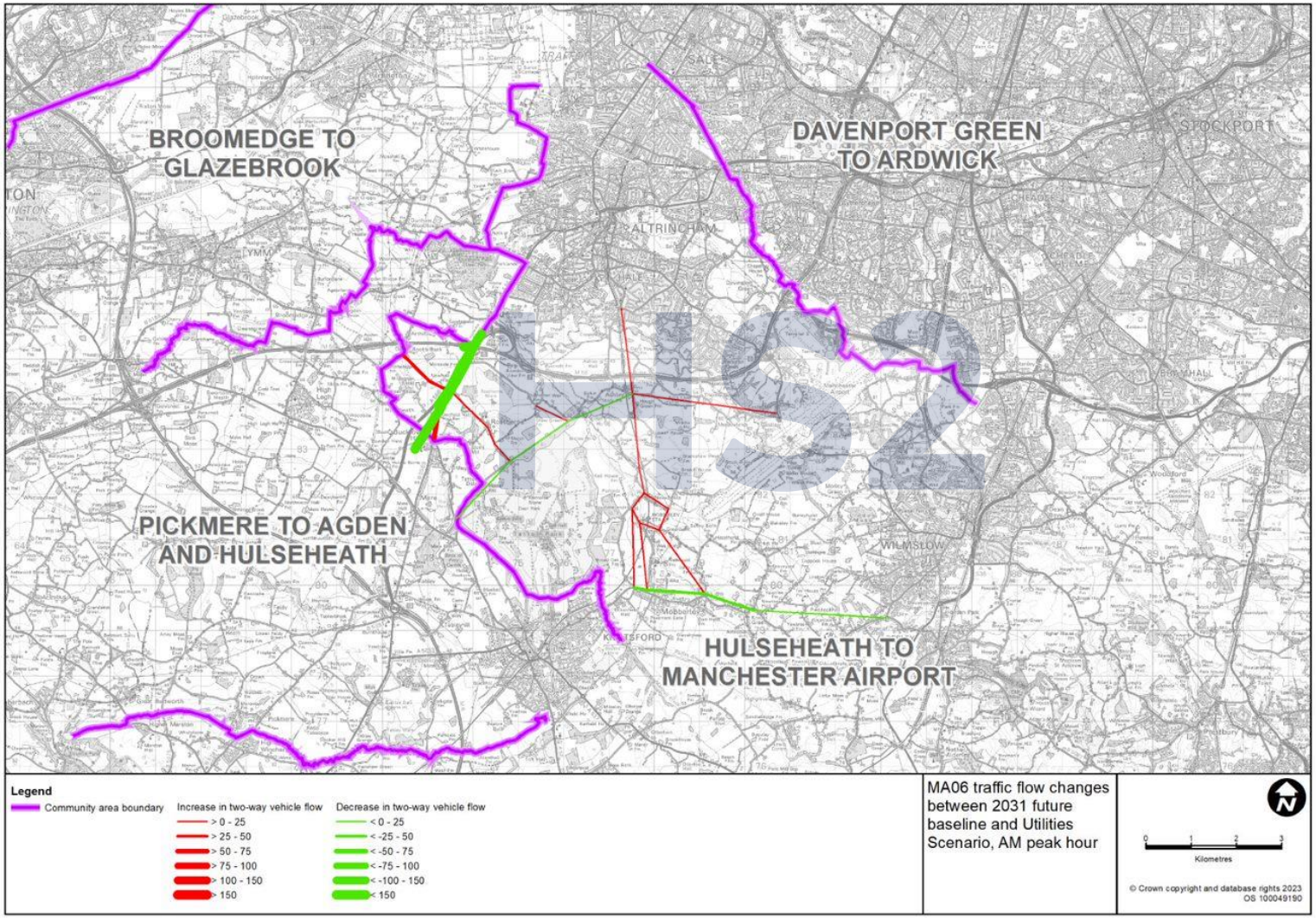


Figure 18-7: MA06 traffic flow changes between 2031 future baseline and AP2 revised scheme utilities scenario, PM peak hour

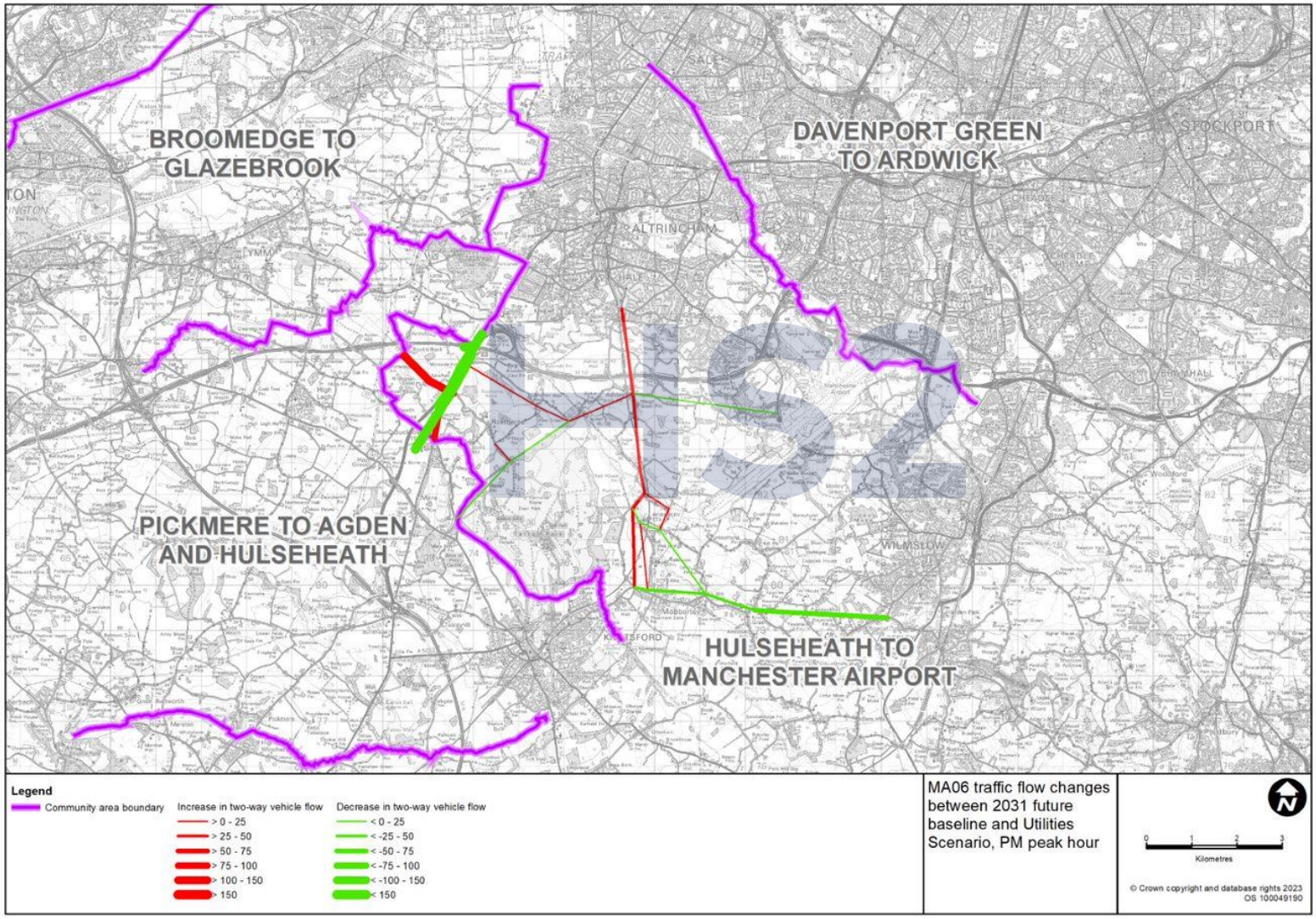


Figure 18-8: MA06 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 1, AM peak hour

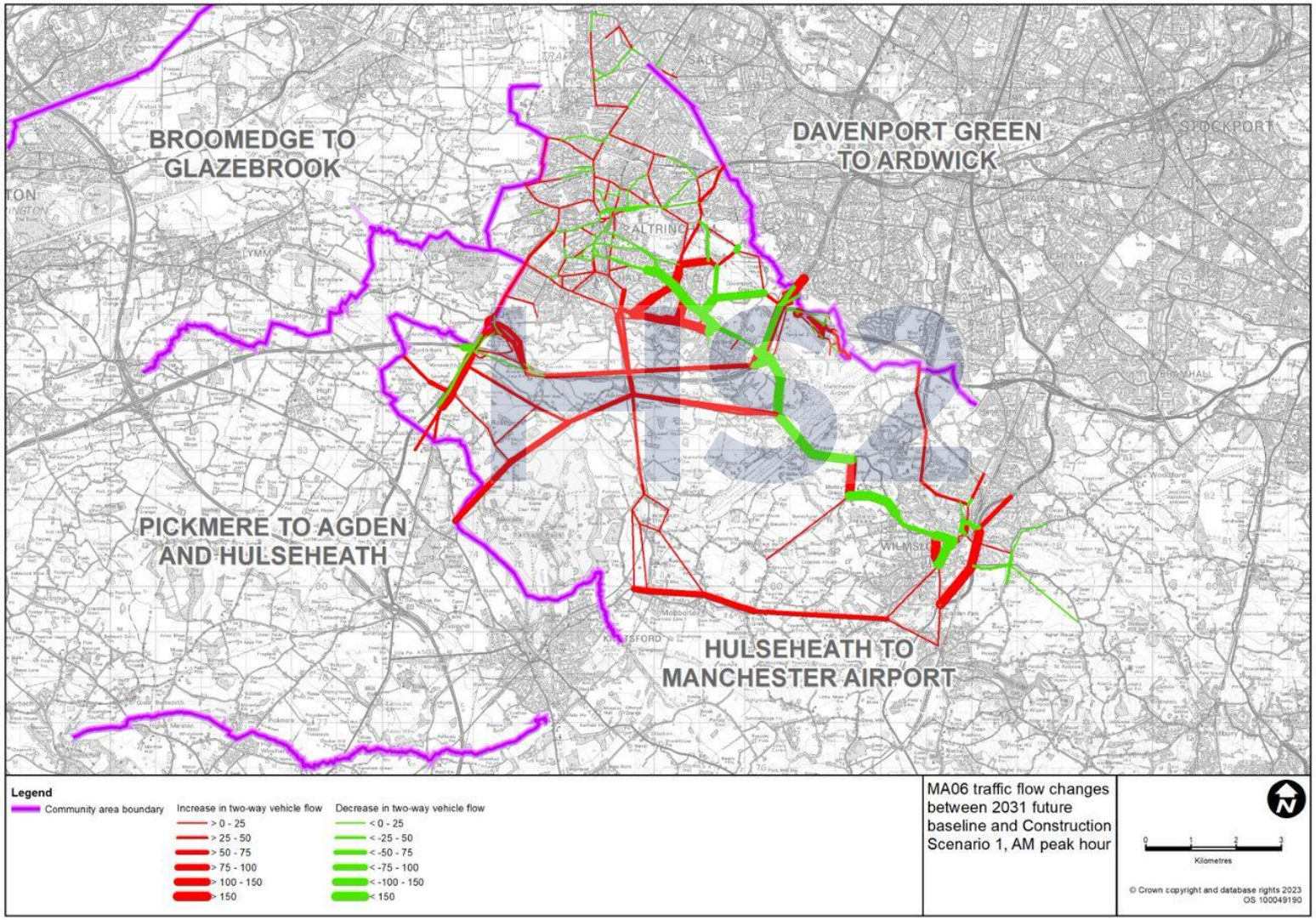


Figure 18-9: MA06 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 1, PM peak hour

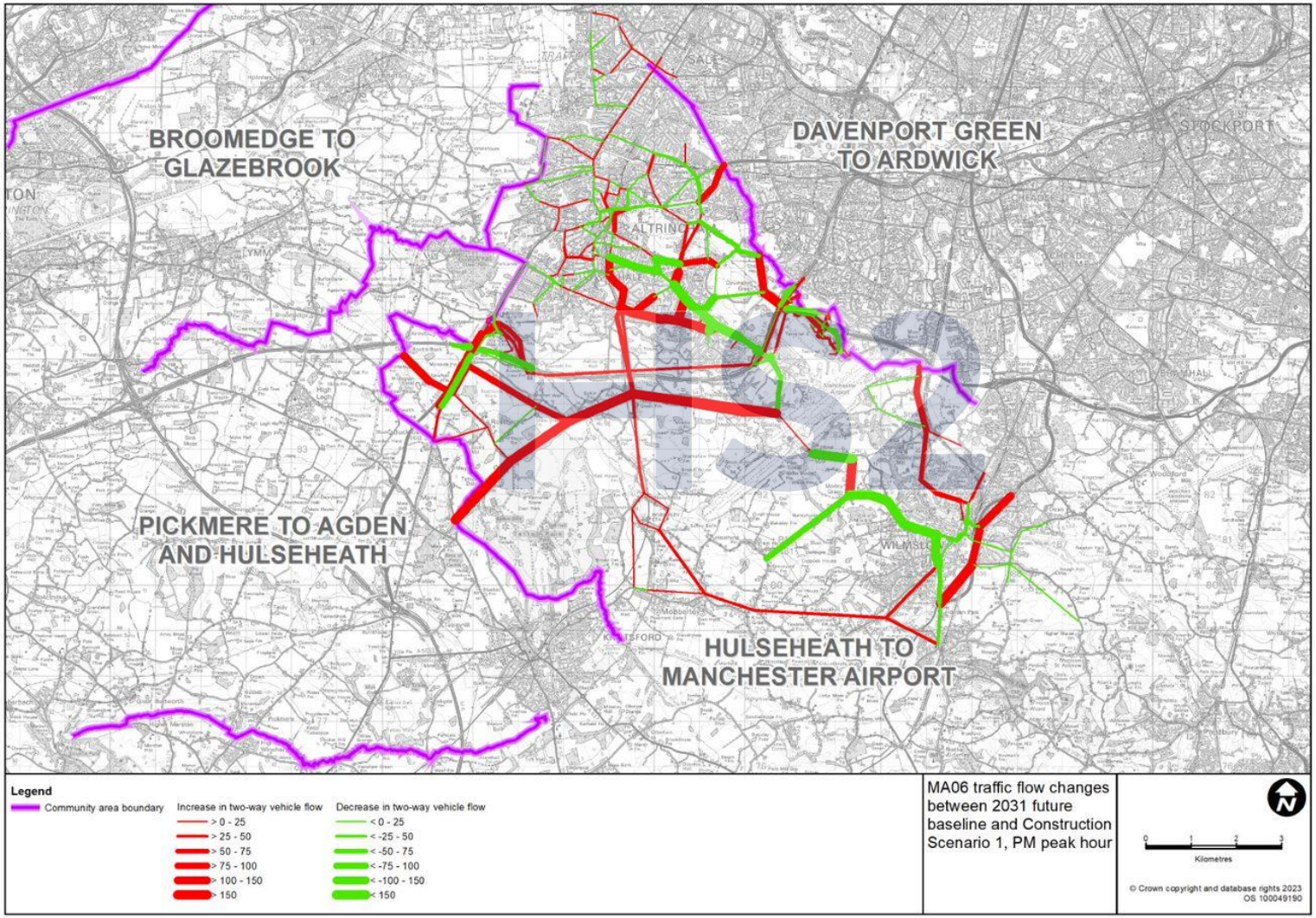


Figure 18-10: MA06 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 2, AM peak hour

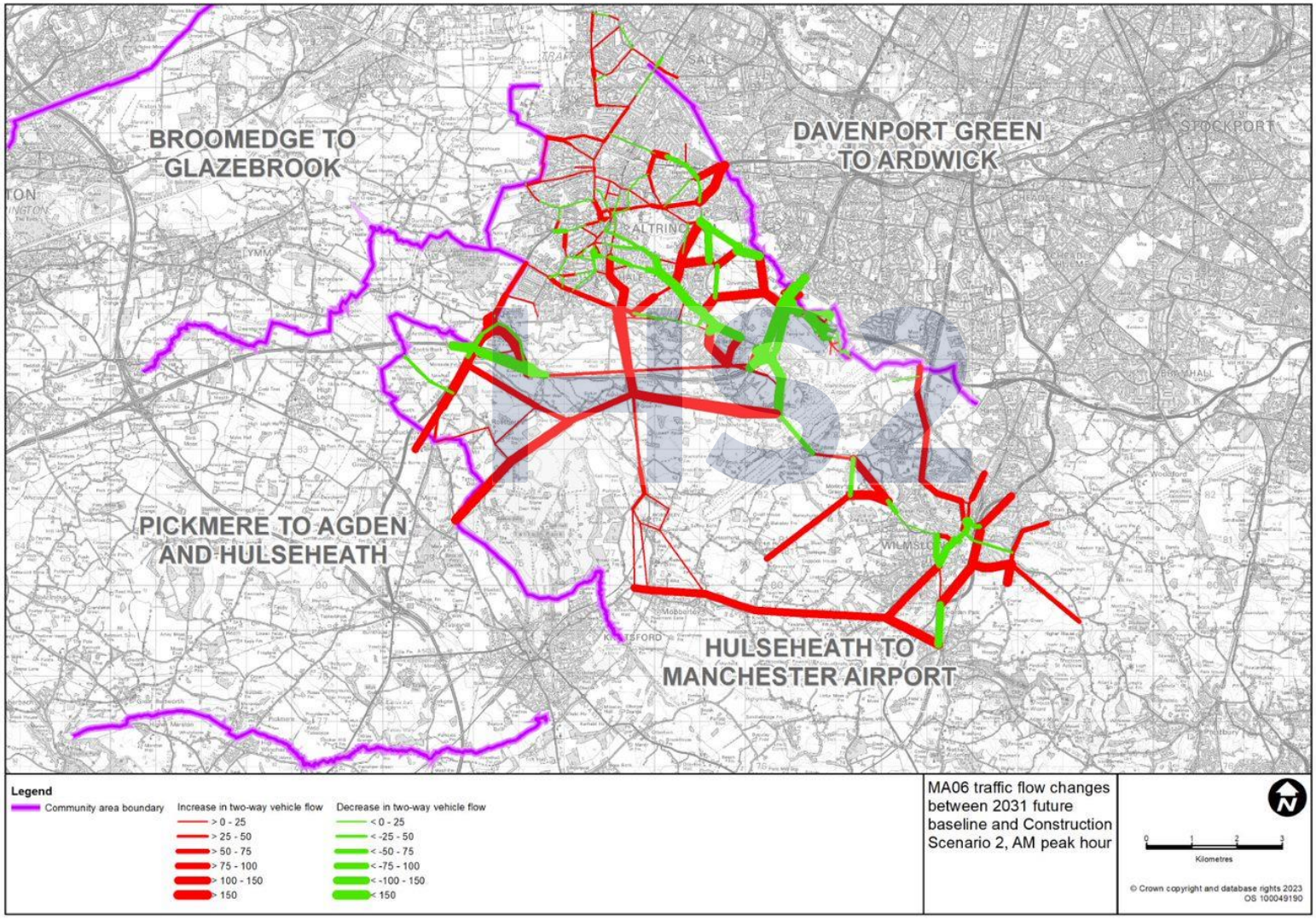


Figure 18-11: MA06 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario, PM peak hour

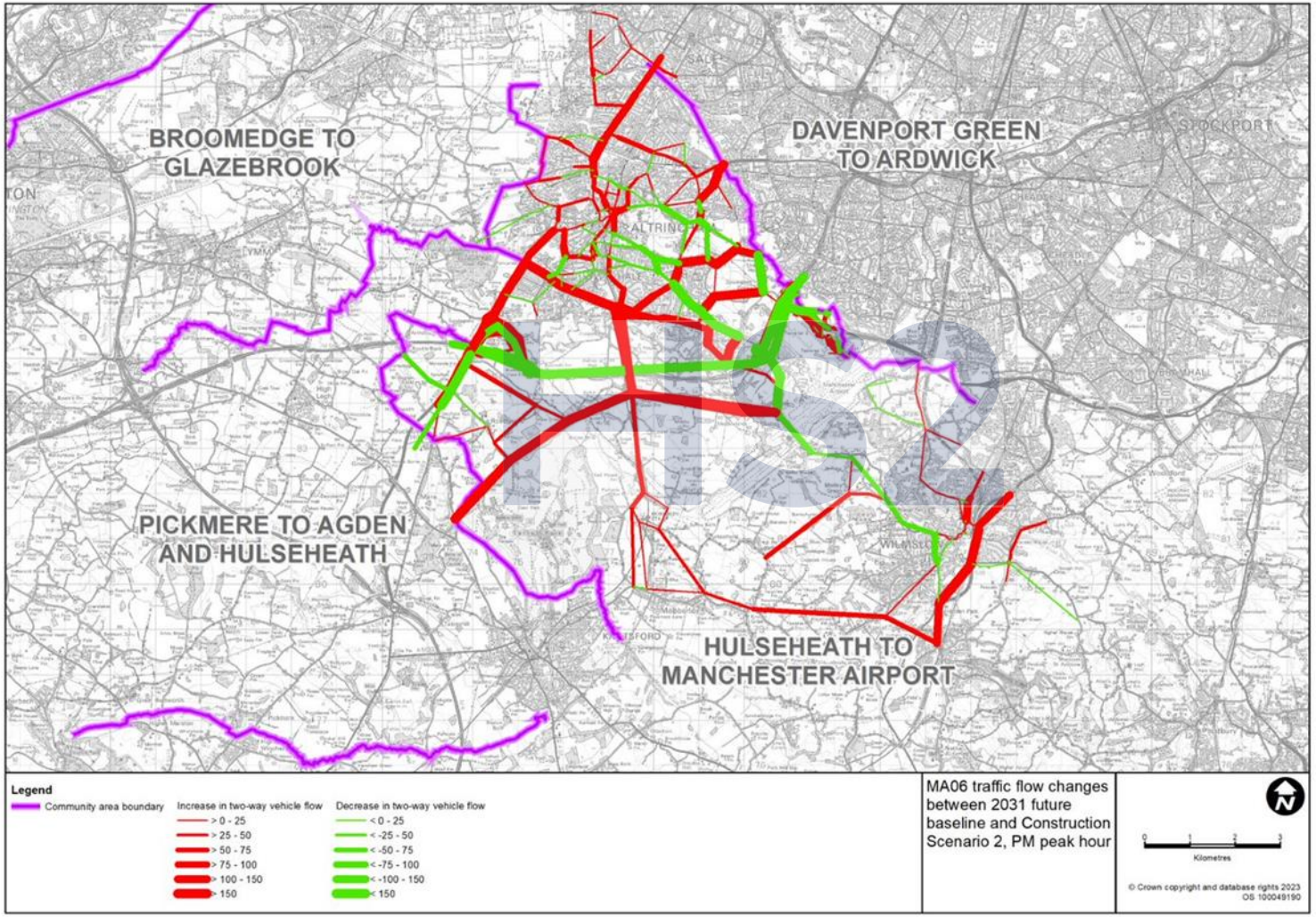


Figure 18-12: MA06 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 3, AM peak hour

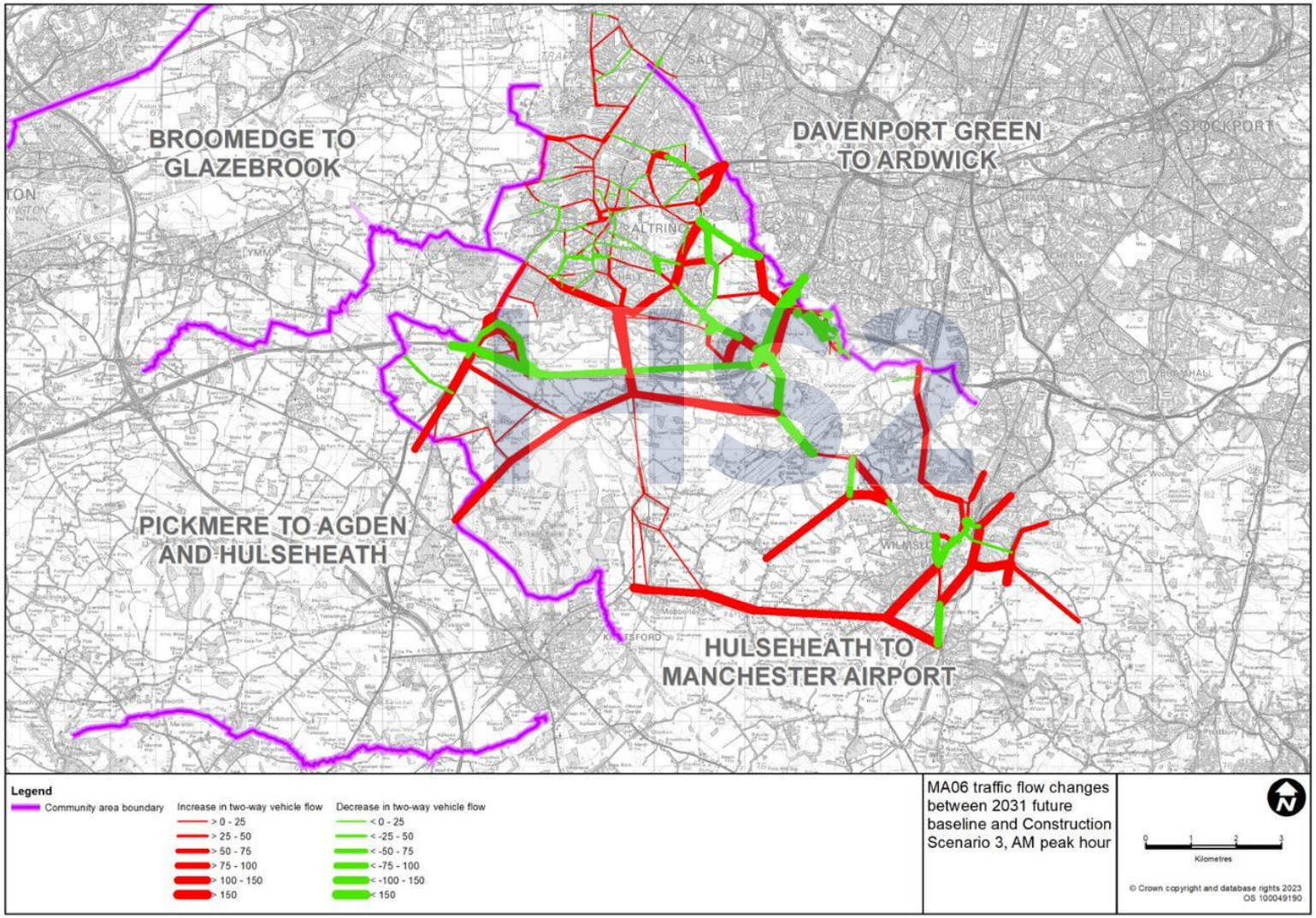


Figure 18-13: MA06 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 3, PM peak hour

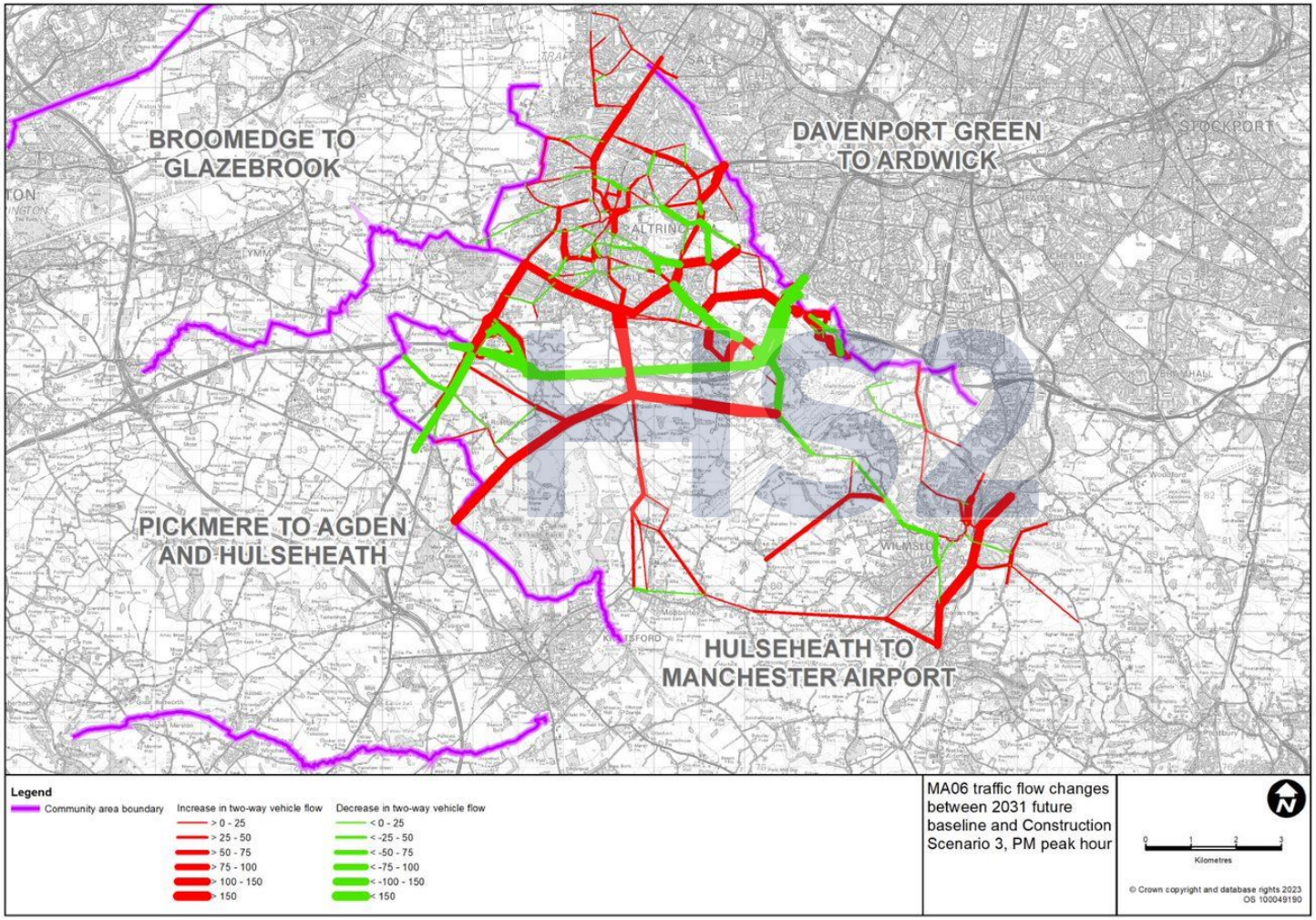


Figure 18-14: MA06 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 4, AM peak hour

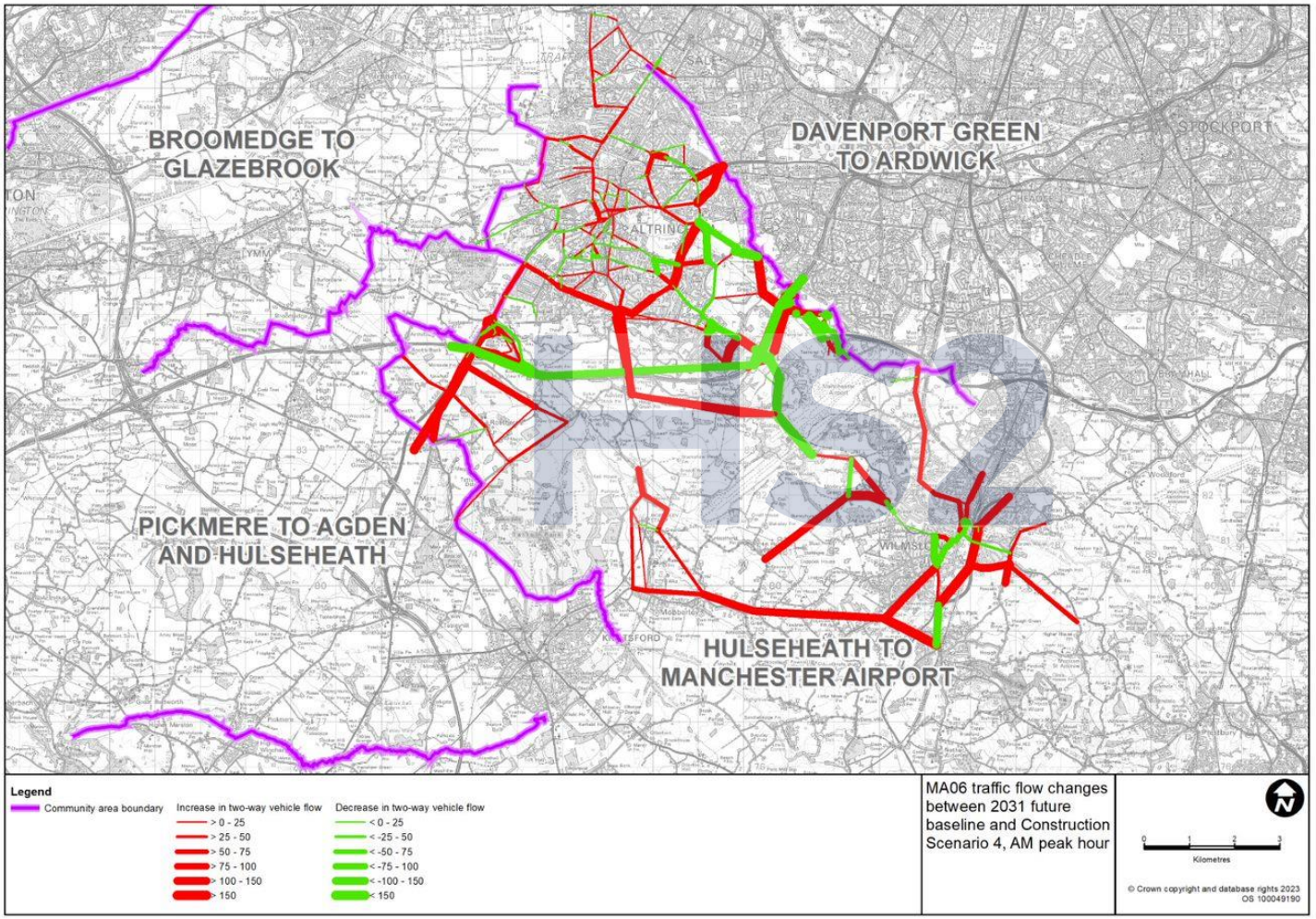


Figure 18-15: MA06 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 4, PM peak hour

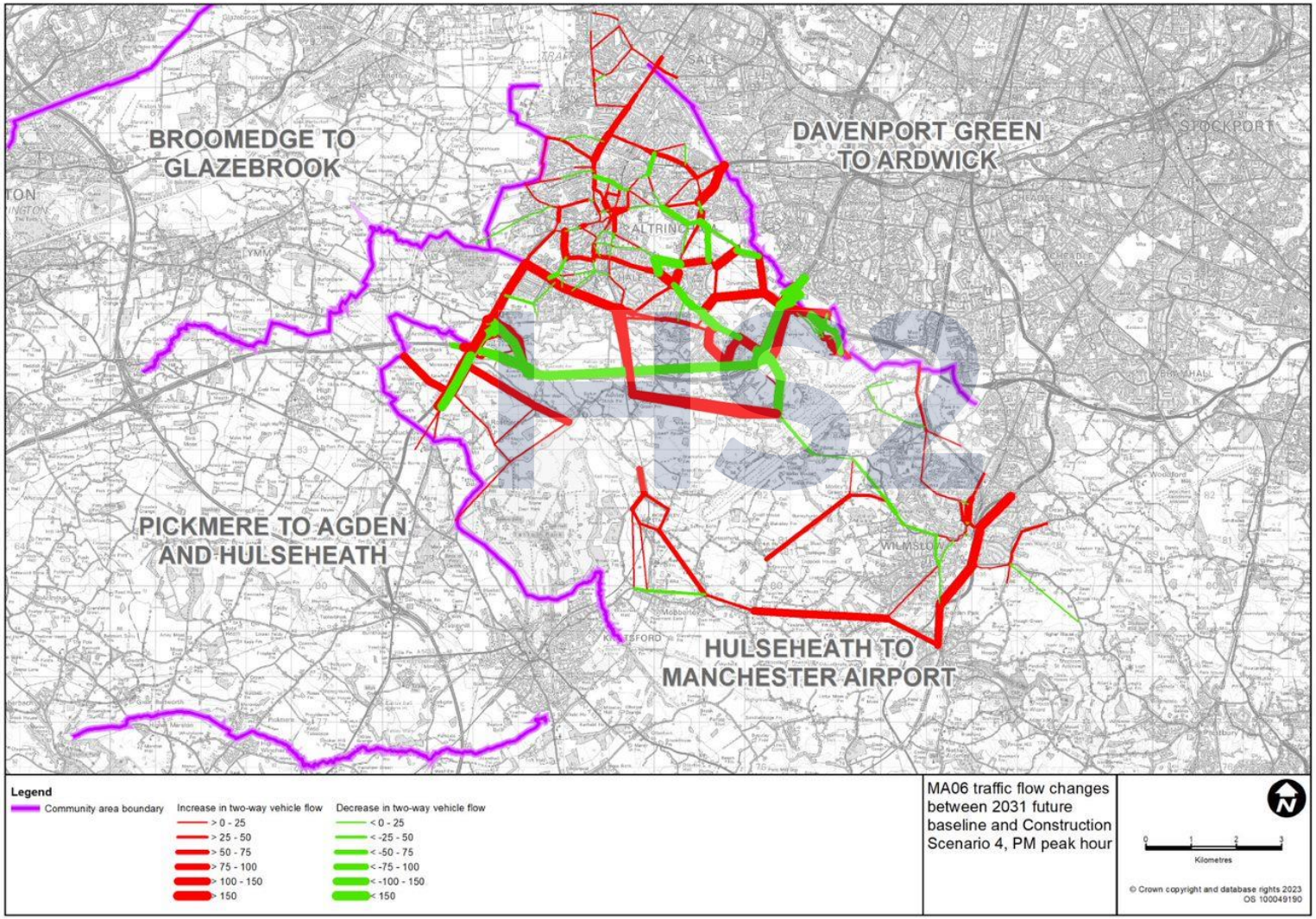


Figure 18-16: MA06 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 5, AM peak hour

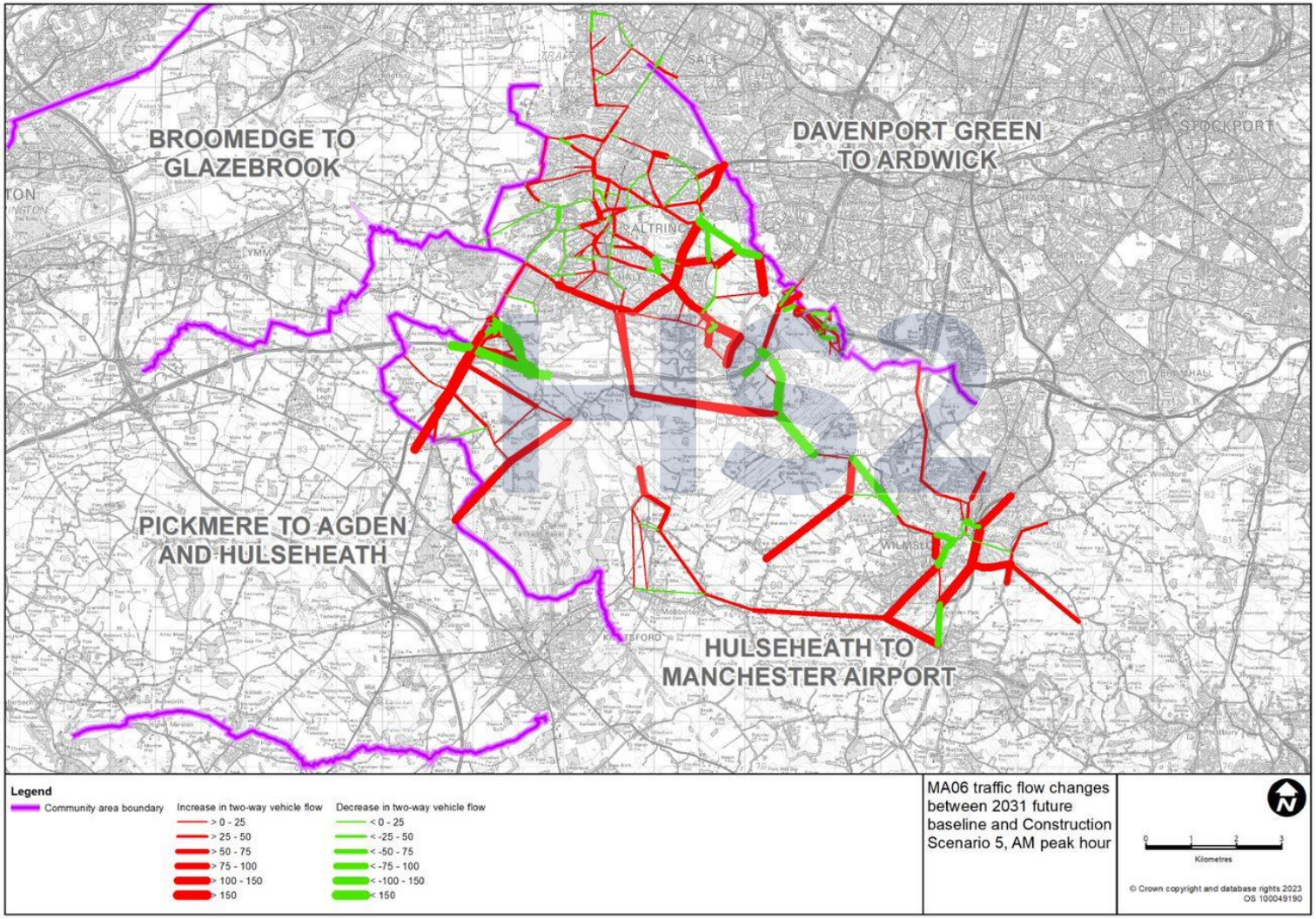
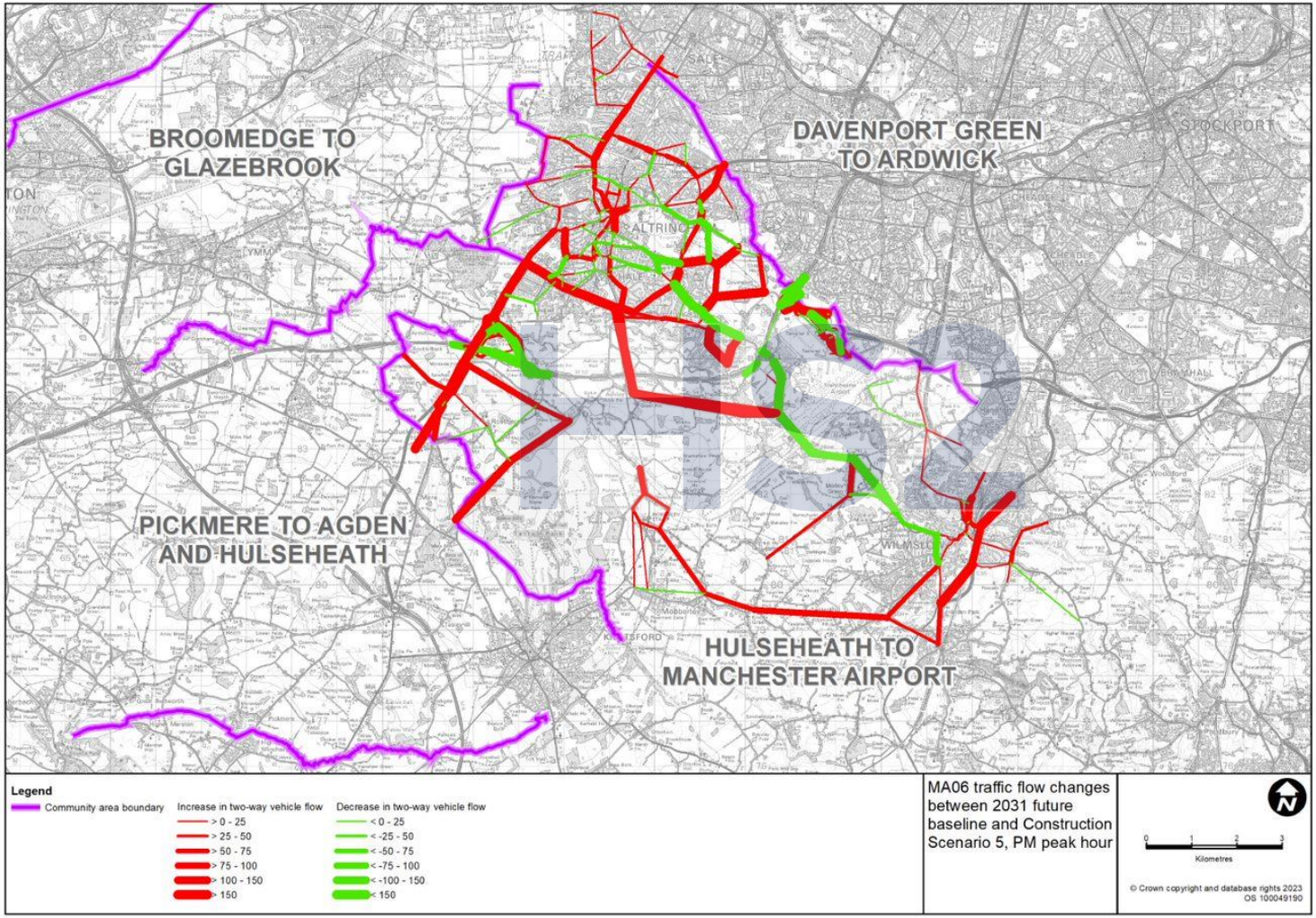


Figure 18-17: MA06 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 5, PM peak hour



MA07

16.3.33 The Greater Manchester SATURN Model has been used to model the construction scenarios in the MA07 area.

16.3.34 Table 18-20 and Table 18-21 in the main TA set out the traffic flows for the 2030 future baseline and the original scheme on the roads most affected by construction of the original scheme for the AM and PM peak hour. Table 18-22, Table 18-23, Table 18-24 and Table 18-25 below replace Table 18-20 and Table 18-21 in the main TA. In both time periods, the percentage changes in HGV flows are generally higher than the percentage changes in all traffic flows as a result of the relatively low number of HGV movements in the future baseline. Due to the simplified way in which the road network is represented in the strategic models, the use of some local roads may not be precisely reflected in the forecast traffic flows during construction of the AP2 revised scheme; however, this is not expected to change the conclusions of the assessment.

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

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

16.3.37 Figure 18-20 to Figure 18-29 in the main TA set out traffic flow changes for each scenario for the AM and PM peak hours respectively. Figure 18-18 to Figure 18-27 below replace Figure 18-20 to Figure 18-29 in the main TA. The width of the band indicates the proportional change in traffic, with red representing an increase and green a decrease compared with the 2031 future baseline scenario.

Table 18-22: MA07 2031 future baseline and with the AP2 revised scheme construction traffic (vehicles) – AM peak hour (08:00-09:00) – scenario 1 and scenario 2

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Simonsway (between Greenbrow Road and M56 North Cheshire)	EB	851	108	679	105	-20%	-3%	736	104	-14%	-4%
	WB	903	71	564	18	-38%	-75%	1,130	70	25%	-1%
Simonsway (between Greenbrow Road and Firbank Road)	EB	812	22	395	19	-51%	-14%	646	20	-20%	-9%
	WB	158	7	24	7	-85%	0%	120	7	-24%	0%
Greenbrow Road (between Newall Road and Tuffley Road)	NB	430	22	419	20	-3%	-9%	296	21	-31%	-5%
	SB	207	8	290	8	40%	0%	111	8	-46%	0%
Tuffley Road (between Firbank Road and Greenbrow Road)	EB	755	20	381	16	-50%	-20%	567	17	-25%	-15%
	WB	128	4	4	4	-97%	0%	101	4	-21%	0%
Greenwood Road (between Simonsway and Gladeside Road)	NB	122	1	119	3	-2%	200%	168	1	38%	0%
	SB	215	1	263	3	22%	200%	272	3	27%	200%
Floats Road/Clay Lane/Barnacre Avenue/Newall Road (between Dobbinetts Lane and Whitecarr Lane)	NB	147	0	203	1	38%	0%	91	1	-38%	0%
	SB	167	0	167	0	0%	0%	88	0	-47%	0%
Greenbrow Road (between Tuffley Road and Wastdale Road)	NB	138	12	49	12	-64%	0%	116	12	-16%	0%
	SB	542	14	296	12	-45%	-14%	397	12	-27%	-14%
	EB	726	2	686	1	-6%	-50%	729	2	0%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Dobbinets Lane (between Clay Lane and Floats Road)	WB	262	1	284	5	8%	400%	368	1	40%	0%
Floats Road (betwee Dobbinets Lane and Southmoor Road)	NB	691	2	726	2	5%	0%	752	3	9%	50%
	SB	359	8	396	11	10%	38%	494	8	38%	0%
Hollyhedge Road (between Wendon Road and Greenwood Road)	EB	715	13	759	15	6%	15%	815	15	14%	15%
	WB	1,049	12	1,141	45	9%	275%	1,102	14	5%	17%
Highdales Road (between Hollyhedge Road and Firbank Road)	NB	35	3	29	3	-17%	0%	39	3	11%	0%
	SB	126	3	238	36	89%	1100%	125	5	-1%	67%
Firbank Road (between Highdales Road and Greenbrow Road)	EB	5	0	21	0	320%	0%	20	0	300%	0%
	WB	69	0	235	33	241%	0%	45	2	-35%	0%
Hollyhedge Road (between Highdales Road and Wendon Road)	EB	653	9	712	11	9%	22%	752	11	15%	22%
	WB	1,011	7	1,104	41	9%	486%	1,065	9	5%	29%
Greenwood Road (between Hollyhedge Road and A560 Altrincham Road)	NB	150	10	151	11	1%	10%	157	11	5%	10%
	SB	439	3	626	34	43%	1033%	532	5	21%	67%
Hall Lane (between Bowland Road and A560 Altrincham Road)	NB	36	3	36	3	0%	0%	36	3	0%	0%
	SB	62	3	90	3	45%	0%	61	3	-2%	0%
Benchill Road (between Greenwood Road and Rothley Avenue)	EB	5	5	5	5	0%	0%	5	5	0%	0%
	WB	14	5	102	5	629%	0%	34	5	143%	0%
	NB	223	20	190	20	-15%	0%	237	20	6%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Southmoor Road (between Ledson Road and Floatshall Road)	SB	354	22	356	35	1%	59%	444	22	25%	0%
B5167 Wythenshawe Road (between B5167 Ferndown Road and Moor Road)	NB	528	1	515	12	-2%	1100%	591	1	12%	0%
	SB	311	9	308	11	-1%	22%	307	9	-1%	0%
Moor Road between A560 Altrincham Road and A5167 Wythenshawe Road	NB	165	8	155	8	-6%	0%	170	8	3%	0%
	SB	220	6	256	19	16%	217%	362	7	65%	17%
Wendover Road (between Ferndown Road and Maple Road)	NB	11	4	18	4	64%	0%	12	4	9%	0%
	SB	116	5	130	5	12%	0%	201	5	73%	0%
A34 Kingsway (between Fairmile Drive and B5095 Wilmslow Road)	NB	1,828	19	1,840	20	1%	5%	1,851	28	1%	47%
	SB	1,486	16	1,503	18	1%	13%	1,494	26	1%	63%
B5167 Wythenshawe Road (between Moor Road and Moorcroft Road)	EB	556	9	548	19	-1%	111%	548	9	-1%	0%
	WB	429	15	470	29	10%	93%	478	16	11%	7%
Cranleigh Drive (between Maple Road and Brooklands Road)	EB	93	2	114	2	23%	0%	174	2	87%	0%
	WB	15	1	21	1	40%	0%	13	1	-13%	0%
A34 Kingsway (between B5095 Wilmslow Road and A5145 Wilmslow Road)	NB	2,442	29	2,465	29	1%	0%	2,483	38	2%	31%
	SB	2,031	20	2,036	22	0%	10%	2,039	30	0%	50%
A5145 Wilmslow Road (between A5145 Parrs Wood Lane and A34 Kingsway)	NB	852	5	860	4	1%	-20%	863	8	1%	60%
	SB	388	1	392	2	1%	100%	395	2	2%	100%
	NB	1,344	22	1,363	23	1%	5%	1,378	31	3%	41%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A34 Kingsway (between A5145 Parrs Wood Lane and Queensway)	SB	1,286	19	1,290	21	0%	11%	1,290	28	0%	47%
A626 Tiviot Way (between Water Street and M60 junction 27)	NB	1,271	41	1,285	54	1%	32%	1,314	95	3%	132%
	SB	1,272	49	1,256	62	-1%	27%	1,256	86	-1%	76%
Water Street (between Marsland Street and A6188 Tiviot Way)	EB	274	23	288	36	5%	57%	333	77	22%	235%
	WB	328	21	342	33	4%	57%	387	75	18%	257%
A34 Kingsway (between Queensway and Lane End Road)	NB	1,331	23	1,346	24	1%	4%	1,358	31	2%	35%
	SB	1,100	18	1,089	19	-1%	6%	1,090	26	-1%	44%
Belmont Way (between Short Street and A6188 Manchester Road)	EB	25	4	13	4	-48%	0%	22	4	-12%	0%
	WB	61	3	61	3	0%	0%	65	3	7%	0%
A34 Kingsway (between Lane End Road and Southlea Road)	NB	1,349	24	1,362	24	1%	0%	1,384	32	3%	33%
	SB	1,236	15	1,241	16	0%	7%	1,256	23	2%	53%
A34 Kingsway (between Southlea Road and Green End Road)	NB	1,308	24	1,332	25	2%	4%	1,353	32	3%	33%
	SB	1,236	15	1,241	16	0%	7%	1,256	23	2%	53%
A34 Kingsway (between Green End Road and Mauldeth Road)	NB	341	1	1,432	24	320%	2300%	1,461	31	328%	3000%
	SB	973	14	968	15	-1%	7%	962	22	-1%	57%
A34 Kingsway (between Mauldeth Road and Talbot Road)	NB	725	19	749	20	3%	5%	788	27	9%	42%
	SB	720	13	722	14	0%	8%	721	21	0%	62%
	NB	940	19	970	20	3%	5%	1,010	27	7%	42%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A34 Kingsway (between Talbot Road and B5093 Moseley Road)	SB	707	14	712	15	1%	7%	709	23	0%	64%
A34 Moseley Road (between A34 Birchfields Road and A34 Kingsway)	EB	1,119	20	1,139	21	2%	5%	1,123	29	0%	45%
	WB	1,252	27	1,347	29	8%	7%	1,375	36	10%	33%
Lytham Road (between A34 Birchfields Road and A5079 Slade Lane)	EB	97	0	85	0	-12%	0%	82	0	-15%	0%
	WB	115	1	37	1	-68%	0%	49	1	-57%	0%
Platt Lane (between Lloyd Street South and A5103 Princess Road)	EB	360	2	357	2	-1%	0%	361	2	0%	0%
	WB	280	7	279	7	0%	0%	279	7	0%	0%
Platt Lane (between Hart Road and Lloyd Street South)	EB	437	4	435	4	0%	0%	440	4	1%	0%
	WB	125	7	127	7	2%	0%	126	7	1%	0%
A34 Birchfields Road (between Lytham Road and Old Hall Lane)	NB	983	15	978	14	-1%	-7%	1,000	15	2%	0%
	SB	510	14	519	14	2%	0%	500	14	-2%	0%
A34 Upper Brook Street (between Hathersage Road and Grafton Street)	NB	1,051	28	1,041	27	-1%	-4%	1,061	28	1%	0%
	SB	475	14	404	14	-15%	0%	392	14	-17%	0%
New Bank Street (between Dillon Drive and A6010 Kirkmanshulme Lane)	NB	119	2	123	3	3%	50%	158	3	33%	50%
	SB	87	8	92	7	6%	-13%	84	7	-3%	-13%
Kirkmanshulme Lane (between Scarcroft Road and B6178 Mount Road)	EB	181	3	295	4	63%	33%	206	3	14%	0%
	WB	477	8	476	7	0%	-13%	473	7	-1%	-13%
	NB	67	10	68	10	1%	0%	67	9	0%	-10%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Whitwell Way (between Garratt Way and A57 Hyde Road)	SB	334	16	377	15	13%	-6%	393	15	18%	-6%
Thornbury Way/Garratt Way (between A57 Hyde Road and Whitwell Way)	NB	271	10	332	11	23%	10%	279	10	3%	0%
Devonshire Street South (between A6 Stockport Road and A5184 Plymouth Grove)	NB	71	0	81	1	14%	0%	93	0	31%	0%
	SB	139	0	136	0	-2%	0%	117	0	-16%	0%
Belle Vue Street (between A57 Hyde Road and Birch Street)	NB	46	0	50	0	9%	0%	46	4	0%	0%
	SB	110	5	112	4	2%	-20%	156	7	42%	40%
Birch Street (between A57 Hyde Road and Belle Vue Street)	NB	16	0	14	0	-13%	0%	39	0	144%	0%
	SB	30	0	28	0	-7%	0%	36	0	20%	0%
Abbey Hey Lane (between Vine Street and Jetson Street)	EB	41	10	45	10	10%	0%	104	10	154%	0%
	WB	83	6	84	6	1%	0%	83	6	0%	0%
Belle Vue Street (between Birch Street and Gorton Lane)	NB	61	1	64	1	5%	0%	85	4	39%	300%
	SB	140	5	140	4	0%	-20%	192	7	37%	40%
Jetson Street (between Abbey Hey Lane and Burstead Street)	NB	39	8	43	8	10%	0%	102	8	162%	0%
	SB	81	4	82	4	1%	0%	81	4	0%	0%
Vine Street (between Abbey Hey Lane and A635 Ashton Old Road)	NB	152	1	150	1	-1%	0%	111	1	-27%	0%
	SB	85	2	96	2	13%	0%	94	1	11%	-50%
	NB	41	10	45	10	10%	0%	104	10	154%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Abbey Hey Lane (between Jetson Street and Capital Road)	SB	83	6	84	6	1%	0%	83	6	0%	0%
Cornwall Street (between Ogden Lane and A635 Ashton Old Road)	NB	66	5	52	5	-21%	0%	59	5	-11%	0%
A665 Devonshire Street North (between Higher Ardwick and A57 Hyde Road)	NB	888	21	811	19	-9%	-10%	832	17	-6%	-19%
	SB	730	18	767	17	5%	-6%	730	17	0%	-6%
Abbey Hey Lane (between A635 Ashton Old Road and Capital Road)	NB	8	8	11	8	38%	0%	69	8	763%	0%
	SB	0	0	0	0	0%	0%	0	0	0%	0%
Higher Ardwick (between Union Street and A665 Chancellor Lane)	EB	182	3	227	9	25%	200%	292	9	60%	200%
	WB	333	2	423	10	27%	400%	417	9	25%	350%
Gorton Road (between Stainforth Street and A6010 Pottery Lane)	EB	72	2	64	3	-11%	50%	49	2	-32%	0%
	WB	386	1	511	3	32%	200%	450	3	17%	200%
A635 Manchester Road (between Capital Road and Ashton Hill Lane)	EB	393	22	397	32	1%	45%	388	36	-1%	64%
	WB	1,133	40	1,142	50	1%	25%	1,175	47	4%	18%
A665 Midland Street (between A665 Chancellor Lane and Handsworth Street)	NB	71	4	24	2	-66%	-50%	25	3	-65%	-25%
	SB	4	1	7	3	75%	200%	8	4	100%	300%
A635 Ashton Old Road (between Greenside Street and Dakley Street)	EB	677	26	701	40	4%	54%	681	44	1%	69%
	WB	1,313	46	1,357	70	3%	52%	1,381	65	5%	41%
	EB	0	0	0	0	0%	0%	15	0	0%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Victoria Street/Parkhouse Street (between A635 Ashton Old Road and Greenside Street)	WB	104	0	132	3	27%	0%	99	1	-5%	0%
A635 Ashton Old Road (between A6010 Pottery Lane and Greenside Street)	EB	661	23	703	38	6%	65%	714	42	8%	83%
	WB	1,310	43	1,363	67	4%	56%	1,407	63	7%	47%
Greenside Street (between A635 Ashton Old Road and Parkhouse Street)	NB	3	3	20	3	567%	0%	38	2	1167%	-33%
	SB	16	3	25	3	56%	0%	30	2	88%	-33%
Stainforth Street (between A635 Ashton Old Road and Gorton Road)	SB	72	2	64	3	-11%	50%	49	2	-32%	0%
Gable Street (between A635 Ashton Old Road and Stainforth Street)	NB	386	1	511	3	32%	200%	450	3	17%	200%
A635 Ashton Old Road (between Stainforth Street and A6010 Pottery Lane)	EB	579	30	620	40	7%	33%	590	43	2%	43%
	WB	1,152	54	1,258	66	9%	22%	1,229	63	7%	17%
A635 Ashton Old Road (between Gable Street and Stainforth Street)	EB	652	32	682	42	5%	31%	638	45	-2%	41%
	WB	1,152	54	1,258	66	9%	22%	1,229	63	7%	17%
A635 Ashton Old Road (between A665 Midland Street and Gable Street)	EB	835	42	892	51	7%	21%	811	53	-3%	26%
	WB	1,326	57	1,629	71	23%	25%	1,400	64	6%	12%
Wheler Street (between A635 Ashton Old Road and Edge Lane)	NB	33	1	35	2	6%	100%	38	3	15%	200%
	SB	143	2	144	2	1%	0%	148	1	3%	-50%
	EB	0	0	0	0	0%	0%	0	0	0%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Parkhouse Street (between Greenside Street and Cycle Street)	WB	83	0	107	2	29%	0%	83	1	0%	0%
Greenside Street (between Parkhouse Street and Clayton Lane)	NB	24	3	45	3	88%	0%	55	2	129%	-33%
	SB	16	3	25	3	56%	0%	45	3	181%	0%
A635 Manchester Road (between B6390 Audenshaw Road and A662 Lumb Lane)	EB	304	6	301	16	-1%	167%	313	20	3%	233%
	WB	1,034	39	1,044	50	1%	28%	1,087	55	5%	41%
A662 Lumb Lane (between A635 Manchester Road and A662 Droylsden Road)	NB	1,007	23	1,013	33	1%	43%	1,018	37	1%	61%
	SB	0	0	1	1	0%	0%	1	1	0%	0%
Grey Mare Lane/Sunny Lowry Road (between Albert Street and A6010 Alan Turing Way)	NB	163	8	242	9	48%	13%	257	9	58%	13%
	SB	0	0	0	0	0%	0%	0	0	0%	0%
Albert Street (between Darley Street and Grey Mare Lane)	EB	1	1	1	1	0%	0%	1	1	0%	0%
	WB	132	2	241	8	83%	300%	223	2	69%	0%
A662 Manchester Road (between Market Street and Davenport Street)	EB	471	14	469	15	0%	7%	476	14	1%	0%
	WB	546	17	550	18	1%	6%	560	18	3%	6%
Albert Street (between Councillor Street and Darley Street)	EB	1	1	1	1	0%	0%	1	1	0%	0%
	WB	40	2	61	4	53%	100%	63	2	58%	0%
Palmerston Street (between Councillor Street and Gurney Street)	EB	27	0	25	3	-7%	0%	121	3	348%	0%
	WB	108	4	128	6	19%	50%	134	4	24%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Grey Mare Lane (between Albert Street and A662 Ashton New Road)	NB	32	7	3	3	-91%	-57%	36	8	13%	14%
	SB	2	2	2	2	0%	0%	1	1	-50%	-50%
Darley Street (between Albert Street and A662 Ashton New Road)	NB	93	0	180	5	94%	0%	159	0	71%	0%
	SB	0	0	0	0	0%	0%	0	0	0%	0%
Councillor Street (between Palmerston Street and A662 Ashton New Road)	NB	28	1	26	4	-7%	300%	122	4	336%	300%
	SB	70	4	69	4	-1%	0%	72	4	3%	0%
A662 Ashton New Road (between Beswick Street and A6010 Alan Turing Way)	EB	340	20	215	18	-37%	-10%	344	19	1%	-5%
	WB	904	25	436	22	-52%	-12%	568	22	-37%	-12%
A6140 Lord Sheldon Way (between A635 Manchester Road and Ashton Leisure Park)	NB	419	22	422	22	1%	0%	412	21	-2%	-5%
	SB	403	15	406	15	1%	0%	414	16	3%	7%
Hallkirk Street/Cambrian Street (between A662 Ashton New Road and Phillips Park Road)	NB	237	2	261	2	10%	0%	288	3	22%	50%
	SB	156	1	264	1	69%	0%	246	1	58%	0%
Margaret Street (between A635 Manchester Road and A635 Park Parade)	SB	120	37	120	37	0%	0%	102	29	-15%	-22%
Tartan Street/Clayton Street (between Bank Street and John Heywood Street)	EB	12	1	23	1	92%	0%	20	1	67%	0%
	WB	1	1	1	1	0%	0%	1	1	0%	0%
Bradford Road (between A6010 Alan Turing Way and Varley Street)	EB	205	12	191	12	-7%	0%	165	12	-20%	0%
	WB	834	19	780	18	-6%	-5%	642	16	-23%	-16%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A6140 Wellington Road (between A627 Cavendish Street and A627 Oldham Road)	EB	594	22	596	22	0%	0%	590	22	-1%	0%
	WB	546	8	549	8	1%	0%	550	8	1%	0%
A6140 Lord Sheldon Way (between A627 Cavendish Street and Richmond Street)	EB	183	12	183	12	0%	0%	178	12	-3%	0%
	WB	326	15	328	15	1%	0%	327	15	0%	0%

Table 18-23: MA07 2031 future baseline and with the AP2 revised scheme construction traffic (vehicles) – AM peak hour (08:00-09:00) – scenario 3, scenario 4 and scenario 5

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV	All vehicles	HGV
Simonsway (between Greenbrow Road and M56 North Cheshire)	EB	533	92	-37%	-15%	463	92	-46%	-15%	677	107	-20%	-1%
	WB	1,147	71	27%	0%	1,149	71	27%	0%	1,056	75	17%	6%
Simonsway (between Greenbrow Road and Firbank Road)	EB	359	8	-56%	-64%	281	8	-65%	-64%	567	22	-30%	0%
	WB	127	8	-20%	14%	130	8	-18%	14%	98	7	-38%	0%
Greenbrow Road (between Newall Road and Tuffley Road)	NB	175	9	-59%	-59%	144	9	-67%	-59%	321	22	-25%	0%
	SB	120	8	-42%	0%	118	8	-43%	0%	129	8	-38%	0%
Tuffley Road (between Firbank Road and Greenbrow Road)	EB	254	5	-66%	-75%	169	5	-78%	-75%	477	20	-37%	0%
	WB	90	5	-30%	25%	89	5	-30%	25%	69	4	-46%	0%
Greenwood Road (between Simonsway and Gladeside Road)	NB	180	1	48%	0%	181	1	48%	0%	176	1	44%	0%
	SB	297	3	38%	200%	296	3	38%	200%	253	1	18%	0%
Floats Road/Clay Lane/Barnacre Avenue/Newall Road (between Dobbinetts Lane and Whitecarr Lane)	NB	94	0	-36%	0%	98	1	-33%	0%	143	0	-3%	0%
	SB	88	0	-47%	0%	91	0	-46%	0%	143	0	-14%	0%
Greenbrow Road (between Tuffley Road and Wastdale Road)	NB	110	13	-20%	8%	110	13	-20%	8%	89	12	-36%	0%
	SB	219	12	-60%	-14%	163	12	-70%	-14%	305	14	-44%	0%
	EB	768	13	6%	550%	772	12	6%	500%	721	7	-1%	250%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV	All vehicles	HGV
Dobbinets Lane (between Clay Lane and Floats Road)	WB	402	1	53%	0%	393	1	50%	0%	363	1	39%	0%
Floats Road (betwee Dobbinets Lane and Southmoor Road)	NB	751	14	9%	600%	759	13	10%	550%	722	7	4%	250%
	SB	484	8	35%	0%	479	8	33%	0%	474	8	32%	0%
Hollyhedge Road (between Wendon Road and Greenwood Road)	EB	854	26	19%	100%	870	25	22%	92%	739	13	3%	0%
	WB	1,098	14	5%	17%	1,102	14	5%	17%	1,086	12	4%	0%
Highdales Road (between Hollyhedge Road and Firbank Road)	NB	67	3	91%	0%	71	3	103%	0%	50	3	43%	0%
	SB	150	5	19%	67%	155	5	23%	67%	119	3	-6%	0%
Firbank Road (between Highdales Road and Greenbrow Road)	EB	30	0	500%	0%	30	0	500%	0%	21	0	320%	0%
	WB	44	2	-36%	0%	44	2	-36%	0%	29	0	-58%	0%
Hollyhedge Road (between Highdales Road and Wendon Road)	EB	791	22	21%	144%	804	21	23%	133%	676	9	4%	0%
	WB	1,061	9	5%	29%	1,065	9	5%	29%	1,049	7	4%	0%
Greenwood Road (between Hollyhedge Road and A560 Altrincham Road)	NB	186	22	24%	120%	199	21	33%	110%	154	11	3%	10%
	SB	472	5	8%	67%	486	5	11%	67%	487	3	11%	0%
Hall Lane (between Bowland Road and A560 Altrincham Road)	NB	36	3	0%	0%	36	3	0%	0%	36	3	0%	0%
	SB	63	3	2%	0%	65	3	5%	0%	62	3	0%	0%
Benchill Road (between Greenwood Road and Rothley Avenue)	EB	5	5	0%	0%	5	5	0%	0%	5	5	0%	0%
	WB	8	5	-43%	0%	18	5	29%	0%	24	5	71%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV	All vehicles	HGV
Southmoor Road (between Ledson Road and Floatshall Road)	NB	233	20	4%	0%	232	20	4%	0%	234	20	5%	0%
	SB	446	23	26%	5%	454	23	28%	5%	401	22	13%	0%
B5167 Wythenshawe Road (between B5167 Ferndown Road and Moor Road)	NB	590	2	12%	100%	583	9	10%	800%	570	1	8%	0%
	SB	315	9	1%	0%	318	9	2%	0%	303	9	-3%	0%
Moor Road between A560 Altrincham Road and A5167 Wythenshawe Road	NB	176	8	7%	0%	171	8	4%	0%	167	9	1%	13%
	SB	345	7	57%	17%	328	7	49%	17%	324	7	47%	17%
Wendover Road (between Ferndown Road and Maple Road)	NB	12	4	9%	0%	12	4	9%	0%	11	4	0%	0%
	SB	203	5	75%	0%	190	5	64%	0%	178	5	53%	0%
A34 Kingsway (between Fairmile Drive and B5095 Wilmslow Road)	NB	1,837	23	0%	21%	1,833	19	0%	0%	1,839	20	1%	5%
	SB	1,498	23	1%	44%	1,493	17	0%	6%	1,499	17	1%	6%
B5167 Wythenshawe Road (between Moor Road and Moorcroft Road)	EB	564	10	1%	11%	563	17	1%	89%	545	9	-2%	0%
	WB	480	16	12%	7%	477	16	11%	7%	462	15	8%	0%
Cranleigh Drive (between Maple Road and Brooklands Road)	EB	177	2	90%	0%	163	2	75%	0%	161	2	73%	0%
	WB	11	1	-27%	0%	14	1	-7%	0%	12	1	-20%	0%
A34 Kingsway (between B5095 Wilmslow Road and A5145 Wilmslow Road)	NB	2,488	33	2%	14%	2,459	29	1%	0%	2,472	30	1%	3%
	SB	2,038	26	0%	30%	2,041	21	0%	5%	2,041	21	0%	5%
A5145 Wilmslow Road (between A5145 Parrs Wood Lane and A34 Kingsway)	NB	866	8	2%	60%	860	5	1%	0%	862	5	1%	0%
	SB	394	2	2%	100%	394	2	2%	100%	393	2	1%	100%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV	All vehicles	HGV
A34 Kingsway (between A5145 Parrs Wood Lane and Queensway)	NB	1,383	24	3%	9%	1,358	22	1%	0%	1,368	23	2%	5%
	SB	1,288	23	0%	21%	1,296	20	1%	5%	1,295	20	1%	5%
A626 Tiviot Way (between Water Street and M60 junction 27)	NB	1,352	115	6%	180%	1,319	103	4%	151%	1,312	80	3%	95%
	SB	1,245	102	-2%	108%	1,263	93	-1%	90%	1,261	71	-1%	45%
Water Street (between Marsland Street and A6188 Tiviot Way)	EB	348	93	27%	304%	342	84	25%	265%	323	61	18%	165%
	WB	401	91	22%	333%	395	82	20%	290%	377	59	15%	181%
A34 Kingsway (between Queensway and Lane End Road)	NB	1,353	24	2%	4%	1,339	22	1%	-4%	1,347	24	1%	4%
	SB	1,080	21	-2%	17%	1,104	18	0%	0%	1,100	19	0%	6%
Belmont Way (between Short Street and A6188 Manchester Road)	EB	48	4	92%	0%	49	4	96%	0%	14	4	-44%	0%
	WB	69	3	13%	0%	68	3	11%	0%	62	3	2%	0%
A34 Kingsway (between Lane End Road and Southlea Road)	NB	1,367	25	1%	4%	1,358	23	1%	-4%	1,366	24	1%	0%
	SB	1,238	18	0%	20%	1,264	15	2%	0%	1,261	16	2%	7%
A34 Kingsway (between Southlea Road and Green End Road)	NB	1,344	25	3%	4%	1,331	23	2%	-4%	1,339	25	2%	4%
	SB	1,238	18	0%	20%	1,264	15	2%	0%	1,261	16	2%	7%
A34 Kingsway (between Green End Road and Mauldeth Road)	NB	1,451	25	326%	2400%	1,429	23	319%	2200%	1,437	24	321%	2300%
	SB	921	17	-5%	21%	956	14	-2%	0%	954	15	-2%	7%
A34 Kingsway (between Mauldeth Road and Talbot Road)	NB	807	21	11%	11%	753	18	4%	-5%	760	20	5%	5%
	SB	703	16	-2%	23%	720	13	0%	0%	720	14	0%	8%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV	All vehicles	HGV
A34 Kingsway (between Talbot Road and B5093 Moseley Road)	NB	1,029	21	9%	11%	970	19	3%	0%	977	20	4%	5%
	SB	685	17	-3%	21%	700	15	-1%	7%	703	15	-1%	7%
A34 Moseley Road (between A34 Birchfields Road and A34 Kingsway)	EB	1,122	23	0%	15%	1,129	21	1%	5%	1,129	21	1%	5%
	WB	1,433	29	14%	7%	1,356	28	8%	4%	1,360	29	9%	7%
Lytham Road (between A34 Birchfields Road and A5079 Slade Lane)	EB	80	0	-18%	0%	83	0	-14%	0%	83	0	-14%	0%
	WB	56	1	-51%	0%	56	1	-51%	0%	57	1	-50%	0%
Platt Lane (between Lloyd Street South and A5103 Princess Road)	EB	363	3	1%	50%	359	3	0%	50%	362	3	1%	50%
	WB	281	10	0%	43%	274	7	-2%	0%	276	9	-1%	29%
Platt Lane (between Hart Road and Lloyd Street South)	EB	433	4	-1%	0%	433	4	-1%	0%	438	4	0%	0%
	WB	147	10	18%	43%	162	7	30%	0%	165	9	32%	29%
A34 Birchfields Road (between Lytham Road and Old Hall Lane)	NB	1,021	15	4%	0%	976	14	-1%	-7%	983	14	0%	-7%
	SB	454	15	-11%	7%	502	14	-2%	0%	500	14	-2%	0%
A34 Upper Brook Street (between Hathersage Road and Grafton Street)	NB	1,099	28	5%	0%	1,067	27	2%	-4%	1,071	27	2%	-4%
	SB	302	13	-36%	-7%	424	14	-11%	0%	413	14	-13%	0%
New Bank Street (between Dillon Drive and A6010 Kirkmanshulme Lane)	NB	270	5	127%	150%	193	2	62%	0%	192	2	61%	0%
	SB	45	1	-48%	-88%	89	7	2%	-13%	77	2	-11%	-75%
Kirkmanshulme Lane (between Scarcroft Road and B6178 Mount Road)	EB	164	3	-9%	0%	205	3	13%	0%	205	3	13%	0%
	WB	524	8	10%	0%	474	7	-1%	-13%	480	9	1%	13%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV	All vehicles	HGV
Whitwell Way (between Garratt Way and A57 Hyde Road)	NB	69	10	3%	0%	68	10	1%	0%	68	10	1%	0%
	SB	431	18	29%	13%	375	16	12%	0%	338	18	1%	13%
Thornbury Way/Garratt Way (between A57 Hyde Road and Whitwell Way)	NB	319	10	18%	0%	294	10	8%	0%	283	10	4%	0%
Devonshire Street South (between A6 Stockport Road and A5184 Plymouth Grove)	NB	103	1	45%	0%	73	1	3%	0%	91	1	28%	0%
	SB	138	0	-1%	0%	125	0	-10%	0%	119	0	-14%	0%
Belle Vue Street (between A57 Hyde Road and Birch Street)	NB	56	1	22%	0%	47	0	2%	0%	51	0	11%	0%
	SB	334	8	204%	60%	143	8	30%	60%	150	8	36%	60%
Birch Street (between A57 Hyde Road and Belle Vue Street)	NB	155	1	869%	0%	30	0	88%	0%	44	0	175%	0%
	SB	53	1	77%	0%	35	0	17%	0%	35	0	17%	0%
Abbey Hey Lane (between Vine Street and Jetson Street)	EB	52	10	27%	0%	110	11	168%	10%	147	11	259%	10%
	WB	83	6	0%	0%	83	6	0%	0%	94	6	13%	0%
Belle Vue Street (between Birch Street and Gorton Lane)	NB	212	1	248%	0%	76	1	25%	0%	95	1	56%	0%
	SB	388	9	177%	80%	179	8	28%	60%	185	8	32%	60%
Jetson Street (between Abbey Hey Lane and Burstead Street)	NB	50	8	28%	0%	108	9	177%	13%	145	9	272%	13%
	SB	81	4	0%	0%	81	4	0%	0%	92	4	14%	0%
Vine Street (between Abbey Hey Lane and A635 Ashton Old Road)	NB	146	1	-4%	0%	113	1	-26%	0%	149	1	-2%	0%
	SB	169	4	99%	100%	86	2	1%	0%	77	3	-9%	50%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV	All vehicles	HGV
Abbey Hey Lane (between Jetson Street and Capital Road)	NB	52	10	27%	0%	110	11	168%	10%	147	11	259%	10%
	SB	83	6	0%	0%	83	6	0%	0%	94	6	13%	0%
Cornwall Street (between Ogden Lane and A635 Ashton Old Road)	NB	192	5	191%	0%	80	5	21%	0%	88	5	33%	0%
A665 Devonshire Street North (between Higher Ardwick and A57 Hyde Road)	NB	614	11	-31%	-48%	704	15	-21%	-29%	737	15	-17%	-29%
	SB	359	13	-51%	-28%	602	15	-18%	-17%	625	16	-14%	-11%
Abbey Hey Lane (between A635 Ashton Old Road and Capital Road)	NB	8	8	0%	0%	70	8	775%	0%	93	8	1063%	0%
	SB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Higher Ardwick (between Union Street and A665 Chancellor Lane)	EB	178	11	-2%	267%	178	11	-2%	267%	249	12	37%	300%
	WB	569	7	71%	250%	426	8	28%	300%	433	8	30%	300%
Gorton Road (between Stainforth Street and A6010 Pottery Lane)	EB	12	4	-83%	100%	68	3	-6%	50%	62	3	-14%	50%
	WB	270	4	-30%	300%	274	4	-29%	300%	272	4	-30%	300%
A635 Manchester Road (between Capital Road and Ashton Hill Lane)	EB	492	46	25%	109%	395	38	1%	73%	385	40	-2%	82%
	WB	825	50	-27%	25%	1,105	57	-2%	43%	1,122	58	-1%	45%
A665 Midland Street (between A665 Chancellor Lane and Handsworth Street)	NB	24	3	-66%	-25%	24	2	-66%	-50%	25	3	-65%	-25%
	SB	8	4	100%	300%	7	3	75%	200%	8	3	100%	200%
A635 Ashton Old Road (between Greenside Street and Dakley Street)	EB	826	53	22%	104%	756	48	12%	85%	758	50	12%	92%
	WB	941	67	-28%	46%	1,264	72	-4%	57%	1,246	73	-5%	59%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV	All vehicles	HGV
Victoria Street/Parkhouse Street (between A635 Ashton Old Road and Greenside Street)	EB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	162	1	56%	0%	124	3	19%	0%	117	1	13%	0%
A635 Ashton Old Road (between A6010 Pottery Lane and Greenside Street)	EB	789	51	19%	122%	752	46	14%	100%	759	47	15%	104%
	WB	938	64	-28%	49%	1,261	69	-4%	60%	1,244	70	-5%	63%
Greenside Street (between A635 Ashton Old Road and Parkhouse Street)	NB	3	3	0%	0%	28	3	833%	0%	38	3	1167%	0%
	SB	37	2	131%	-33%	29	3	81%	0%	34	3	113%	0%
Stainforth Street (between A635 Ashton Old Road and Gorton Road)	SB	12	4	-83%	100%	67	3	-7%	50%	62	3	-14%	50%
Gable Street (between A635 Ashton Old Road and Stainforth Street)	NB	270	4	-30%	300%	274	4	-29%	300%	272	4	-30%	300%
A635 Ashton Old Road (between Stainforth Street and A6010 Pottery Lane)	EB	738	53	27%	77%	769	48	33%	60%	770	50	33%	67%
	WB	690	63	-40%	17%	1,128	69	-2%	28%	1,108	70	-4%	30%
A635 Ashton Old Road (between Gable Street and Stainforth Street)	EB	749	56	15%	75%	835	50	28%	56%	831	52	27%	63%
	WB	690	63	-40%	17%	1,128	69	-2%	28%	1,108	70	-4%	30%
A635 Ashton Old Road (between A665 Midland Street and Gable Street)	EB	951	63	14%	50%	1,051	65	26%	55%	1,054	63	26%	50%
	WB	665	62	-50%	9%	1,132	76	-15%	33%	1,104	73	-17%	28%
	NB	35	1	6%	0%	35	2	6%	100%	37	2	12%	100%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV	All vehicles	HGV
Wheler Street (between A635 Ashton Old Road and Edge Lane)	SB	173	1	21%	-50%	142	1	-1%	-50%	160	1	12%	-50%
Parkhouse Street (between Greenside Street and Cycle Street)	EB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	116	0	40%	0%	98	3	18%	0%	102	1	23%	0%
Greenside Street (between Parkhouse Street and Clayton Lane)	NB	48	4	100%	33%	54	3	125%	0%	53	3	121%	0%
	SB	37	2	131%	-33%	29	3	81%	0%	34	3	113%	0%
A635 Manchester Road (between B6390 Audenshaw Road and A662 Lumb Lane)	EB	364	29	20%	383%	316	23	4%	283%	318	25	5%	317%
	WB	963	56	-7%	44%	1,045	58	1%	49%	1,049	60	1%	54%
A662 Lumb Lane (between A635 Manchester Road and A662 Droylsden Road)	NB	1,065	45	6%	96%	1,024	38	2%	65%	1,034	40	3%	74%
	SB	1	1	0%	0%	1	1	0%	0%	1	1	0%	0%
Grey Mare Lane/Sunny Lowry Road (between Albert Street and A6010 Alan Turing Way)	NB	474	13	191%	63%	418	10	156%	25%	403	10	147%	25%
	SB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Albert Street (between Darley Street and Grey Mare Lane)	EB	1	1	0%	0%	1	1	0%	0%	1	1	0%	0%
	WB	369	6	180%	200%	299	4	127%	100%	283	3	114%	50%
A662 Manchester Road (between Market Street and Davenport Street)	EB	482	15	2%	7%	463	14	-2%	0%	462	15	-2%	7%
	WB	574	18	5%	6%	575	18	5%	6%	569	18	4%	6%
	EB	1	1	0%	0%	1	1	0%	0%	1	1	0%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV	All vehicles	HGV
Albert Street (between Councillor Street and Darley Street)	WB	243	6	508%	200%	188	4	370%	100%	174	3	335%	50%
Palmerston Street (between Councillor Street and Gurney Street)	EB	44	2	63%	0%	24	0	-11%	0%	15	0	-44%	0%
	WB	474	10	339%	150%	253	10	134%	150%	239	9	121%	125%
Grey Mare Lane (between Albert Street and A662 Ashton New Road)	NB	107	9	234%	29%	121	8	278%	14%	122	9	281%	29%
	SB	2	2	0%	0%	2	2	0%	0%	2	2	0%	0%
Darley Street (between Albert Street and A662 Ashton New Road)	NB	126	0	35%	0%	111	0	19%	0%	109	0	17%	0%
	SB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Councillor Street (between Palmerston Street and A662 Ashton New Road)	NB	45	3	61%	200%	25	1	-11%	0%	17	1	-39%	0%
	SB	233	6	233%	50%	67	8	-4%	100%	67	8	-4%	100%
A662 Ashton New Road (between Beswick Street and A6010 Alan Turing Way)	EB	262	18	-23%	-10%	233	17	-31%	-15%	228	18	-33%	-10%
	WB	675	23	-25%	-8%	799	25	-12%	0%	810	25	-10%	0%
A6140 Lord Sheldon Way (between A635 Manchester Road and Ashton Leisure Park)	NB	403	22	-4%	0%	417	21	0%	-5%	421	22	0%	0%
	SB	308	13	-24%	-13%	400	16	-1%	7%	401	16	0%	7%
Hallkirk Street/Cambrian Street (between A662 Ashton New Road and Phillips Park Road)	NB	380	3	60%	50%	307	3	30%	50%	300	3	27%	50%
	SB	271	2	74%	100%	176	1	13%	0%	181	1	16%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV	All vehicles	HGV
Margaret Street (between A635 Manchester Road and A635 Park Parade)	SB	221	38	84%	3%	124	37	3%	0%	124	37	3%	0%
Tartan Street/Clayton Street (between Bank Street and John Heywood Street)	EB	60	1	400%	0%	33	1	175%	0%	26	1	117%	0%
	WB	1	1	0%	0%	1	1	0%	0%	2	1	100%	0%
Bradford Road (between A6010 Alan Turing Way and Varley Street)	EB	172	13	-16%	8%	141	13	-31%	8%	138	13	-33%	8%
	WB	275	12	-67%	-37%	569	14	-32%	-26%	545	14	-35%	-26%
A6140 Wellington Road (between A627 Cavendish Street and A627 Oldham Road)	EB	593	22	0%	0%	599	22	1%	0%	598	22	1%	0%
	WB	545	6	0%	-25%	549	8	1%	0%	549	8	1%	0%
A6140 Lord Sheldon Way (between A627 Cavendish Street and Richmond Street)	EB	175	12	-4%	0%	181	12	-1%	0%	180	12	-2%	0%
	WB	320	13	-2%	-13%	326	15	0%	0%	326	15	0%	0%

Table 18-24: MA07 2031 future baseline and with the AP2 revised scheme construction traffic (vehicles) – PM peak hour (17:00-18:00) – scenario 1 and scenario 2

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
Simonsway (between Greenbrow Road and M56 North Cheshire)	EB	681	85	562	84	-17%	-1%	857	85	26%	0%
	WB	1,162	29	712	18	-39%	-38%	1,137	29	-2%	0%
Simonsway (between Greenbrow Road and Firbank Road)	EB	515	20	156	8	-70%	-60%	719	19	40%	-5%
	WB	131	7	7	7	-95%	0%	118	7	-10%	0%
Greenbrow Road (between Newall Road and Tuffley Road)	NB	311	19	167	9	-46%	-53%	488	19	57%	0%
	SB	121	8	288	8	138%	0%	138	8	14%	0%
Tuffley Road (between Firbank Road and Greenbrow Road)	EB	454	17	153	5	-66%	-71%	710	16	56%	-6%
	WB	104	4	4	4	-96%	0%	104	4	0%	0%
Greenwood Road (between Simonsway and Gladeside Road)	NB	154	2	170	2	10%	0%	159	2	3%	0%
	SB	67	2	158	4	136%	100%	67	2	0%	0%
Floats Road/Clay Lane/Barnacre Avenue/Newall Road (between Dobbinetts Lane and Whitecarr Lane)	NB	273	0	354	0	30%	0%	188	0	-31%	0%
	SB	158	1	187	1	18%	0%	143	1	-9%	0%
Greenbrow Road (between Tuffley Road and Wastdale Road)	NB	119	12	23	12	-81%	0%	117	12	-2%	0%
	SB	278	13	292	12	5%	-8%	374	13	35%	0%
	EB	482	1	449	1	-7%	0%	567	1	18%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
Dobbinets Lane (between Clay Lane and Floats Road)	WB	330	1	401	4	22%	300%	333	1	1%	0%
Floats Road (betwee Dobbinets Lane and Southmoor Road)	NB	580	3	632	3	9%	0%	590	3	2%	0%
	SB	504	2	609	5	21%	150%	500	2	-1%	0%
Hollyhedge Road (between Wendon Road and Greenwood Road)	EB	1,020	15	1,140	16	12%	7%	1,050	15	3%	0%
	WB	695	10	969	20	39%	100%	724	11	4%	10%
Highdales Road (between Hollyhedge Road and Firbank Road)	NB	26	3	3	3	-88%	0%	15	3	-42%	0%
	SB	105	3	132	10	26%	233%	128	3	22%	0%
Firbank Road (between Highdales Road and Greenbrow Road)	EB	0	0	0	0	0%	0%	0	0	0%	0%
	WB	44	0	129	8	193%	0%	119	0	170%	0%
Hollyhedge Road (between Highdales Road and Wendon Road)	EB	1,013	10	1,133	11	12%	10%	1,043	10	3%	0%
	WB	677	5	951	15	40%	200%	706	6	4%	20%
Greenwood Road (between Hollyhedge Road and A560 Altrincham Road)	NB	268	8	266	8	-1%	0%	273	7	2%	-13%
	SB	327	2	562	11	72%	450%	331	2	1%	0%
Hall Lane (between Bowland Road and A560 Altrincham Road)	NB	19	4	19	4	0%	0%	22	4	16%	0%
	SB	5	3	22	3	340%	0%	5	3	0%	0%
Benchill Road (between Greenwood Road and Rothley Avenue)	EB	6	6	6	6	0%	0%	6	6	0%	0%
	WB	6	6	8	6	33%	0%	6	6	0%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
Southmoor Road (between Ledson Road and Floatshall Road)	NB	152	18	150	18	-1%	0%	164	19	8%	6%
	SB	230	15	246	15	7%	0%	244	15	6%	0%
B5167 Wythenshawe Road (between B5167 Ferndown Road and Moor Road)	NB	371	1	378	1	2%	0%	401	1	8%	0%
	SB	428	5	440	5	3%	0%	467	5	9%	0%
Moor Road between A560 Altrincham Road and A5167 Wythenshawe Road	NB	146	7	147	7	1%	0%	166	7	14%	0%
	SB	96	4	116	4	21%	0%	122	4	27%	0%
Wendover Road (between Ferndown Road and Maple Road)	NB	16	3	16	3	0%	0%	23	3	44%	0%
	SB	61	4	61	4	0%	0%	63	4	3%	0%
A34 Kingsway (between Fairmile Drive and B5095 Wilmslow Road)	NB	2,049	18	2,062	19	1%	6%	2,082	25	2%	39%
	SB	1,939	12	1,973	13	2%	8%	1,962	21	1%	75%
B5167 Wythenshawe Road (between Moor Road and Moorcroft Road)	EB	436	8	443	8	2%	0%	464	8	6%	0%
	WB	403	9	435	9	8%	0%	455	9	13%	0%
Cranleigh Drive (between Maple Road and Brooklands Road)	EB	58	1	58	1	0%	0%	60	1	3%	0%
	WB	14	1	14	1	0%	0%	21	1	50%	0%
A34 Kingsway (between B5095 Wilmslow Road and A5145 Wilmslow Road)	NB	2,523	24	2,530	25	0%	4%	2,539	31	1%	29%
	SB	2,589	20	2,633	22	2%	10%	2,618	30	1%	50%
A5145 Wilmslow Road (between A5145 Parrs Wood Lane and A34 Kingsway)	NB	707	4	711	4	1%	0%	719	8	2%	100%
	SB	555	1	566	2	2%	100%	562	2	1%	100%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
A34 Kingsway (between A5145 Parrs Wood Lane and Queensway)	NB	1,633	20	1,630	21	0%	5%	1,631	27	0%	35%
	SB	1,605	19	1,636	20	2%	5%	1,631	28	2%	47%
A626 Tiviot Way (between Water Street and M60 junction 27)	NB	1,309	10	1,305	22	0%	120%	1,278	63	-2%	530%
	SB	1,212	15	1,201	28	-1%	87%	1,169	69	-4%	360%
Water Street (between Marsland Street and A6188 Tiviot Way)	EB	618	2	632	15	2%	650%	677	56	10%	2700%
	WB	575	9	583	22	1%	144%	607	62	6%	589%
A34 Kingsway (between Queensway and Lane End Road)	NB	1,506	20	1,510	21	0%	5%	1,513	27	0%	35%
	SB	1,329	17	1,360	18	2%	6%	1,361	24	2%	41%
Belmont Way (between Short Street and A6188 Manchester Road)	EB	37	0	39	0	5%	0%	40	0	8%	0%
	WB	84	0	83	1	-1%	0%	114	8	36%	0%
A34 Kingsway (between Lane End Road and Southlea Road)	NB	1,463	19	1,481	20	1%	5%	1,484	25	1%	32%
	SB	1,432	17	1,451	18	1%	6%	1,453	24	1%	41%
A34 Kingsway (between Southlea Road and Green End Road)	NB	1,391	19	1,409	20	1%	5%	1,404	25	1%	32%
	SB	1,432	17	1,451	18	1%	6%	1,453	24	1%	41%
A34 Kingsway (between Green End Road and Mauldeth Road)	NB	105	0	1,351	20	1187%	0%	1,353	25	1189%	0%
	SB	1,565	16	1,581	18	1%	13%	1,592	24	2%	50%
A34 Kingsway (between Mauldeth Road and Talbot Road)	NB	801	16	825	17	3%	6%	827	22	3%	38%
	SB	1,335	16	1,341	17	0%	6%	1,358	24	2%	50%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
A34 Kingsway (between Talbot Road and B5093 Moseley Road)	NB	847	17	870	18	3%	6%	869	23	3%	35%
	SB	1,407	16	1,410	17	0%	6%	1,430	24	2%	50%
A34 Moseley Road (between A34 Birchfields Road and A34 Kingsway)	EB	1,452	14	1,513	14	4%	0%	1,538	22	6%	57%
	WB	1,309	14	1,408	16	8%	14%	1,405	22	7%	57%
Lytham Road (between A34 Birchfields Road and A5079 Slade Lane)	EB	115	1	104	1	-10%	0%	107	1	-7%	0%
	WB	119	0	53	0	-55%	0%	52	0	-56%	0%
Platt Lane (between Lloyd Street South and A5103 Princess Road)	EB	253	1	253	1	0%	0%	261	1	3%	0%
	WB	203	1	201	1	-1%	0%	209	1	3%	0%
Platt Lane (between Hart Road and Lloyd Street South)	EB	148	1	139	1	-6%	0%	146	1	-1%	0%
	WB	276	3	262	3	-5%	0%	269	3	-3%	0%
A34 Birchfields Road (between Lytham Road and Old Hall Lane)	NB	860	12	866	13	1%	8%	871	12	1%	0%
	SB	1,027	12	1,030	11	0%	-8%	1,020	11	-1%	-8%
A34 Upper Brook Street (between Hathersage Road and Grafton Street)	NB	773	20	806	20	4%	0%	799	20	3%	0%
	SB	861	10	853	10	-1%	0%	860	10	0%	0%
New Bank Street (between Dillon Drive and A6010 Kirkmanshulme Lane)	NB	68	3	91	3	34%	0%	106	3	56%	0%
	SB	142	2	163	2	15%	0%	154	2	8%	0%
Kirkmanshulme Lane (between Scarcroft Road and B6178 Mount Road)	EB	245	1	505	1	106%	0%	294	1	20%	0%
	WB	290	2	304	2	5%	0%	335	2	16%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
Whitwell Way (between Garratt Way and A57 Hyde Road)	NB	79	7	50	7	-37%	0%	66	6	-16%	-14%
	SB	527	16	429	16	-19%	0%	445	17	-16%	6%
Thornbury Way/Garratt Way (between A57 Hyde Road and Whitwell Way)	NB	218	7	308	8	41%	14%	286	8	31%	14%
Devonshire Street South (between A6 Stockport Road and A5184 Plymouth Grove)	NB	1	0	1	0	0%	0%	3	0	200%	0%
	SB	5	0	3	0	-40%	0%	3	0	-40%	0%
Belle Vue Street (between A57 Hyde Road and Birch Street)	NB	102	4	15	4	-85%	0%	56	4	-45%	0%
	SB	213	3	278	2	31%	-33%	294	2	38%	-33%
Birch Street (between A57 Hyde Road and Belle Vue Street)	NB	37	0	102	0	176%	0%	62	0	68%	0%
	SB	14	0	23	0	64%	0%	12	0	-14%	0%
Abbey Hey Lane (between Vine Street and Jetson Street)	EB	135	8	103	8	-24%	0%	151	7	12%	-13%
	WB	78	6	78	6	0%	0%	82	6	5%	0%
Belle Vue Street (between Birch Street and Gorton Lane)	NB	139	4	118	4	-15%	0%	118	4	-15%	0%
	SB	227	3	301	2	33%	-33%	306	2	35%	-33%
Jetson Street (between Abbey Hey Lane and Burstead Street)	NB	133	6	101	6	-24%	0%	149	5	12%	-17%
	SB	76	4	76	4	0%	0%	80	4	5%	0%
Vine Street (between Abbey Hey Lane and A635 Ashton Old Road)	NB	120	0	101	0	-16%	0%	124	0	3%	0%
	SB	93	0	91	0	-2%	0%	85	0	-9%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
Abbey Hey Lane (between Jetson Street and Capital Road)	NB	135	8	103	8	-24%	0%	151	7	12%	-13%
	SB	78	6	78	6	0%	0%	82	6	5%	0%
Cornwall Street (between Ogden Lane and A635 Ashton Old Road)	NB	127	1	169	1	33%	0%	168	2	32%	100%
A665 Devonshire Street North (between Higher Ardwick and A57 Hyde Road)	NB	893	10	643	8	-28%	-20%	761	8	-15%	-20%
	SB	666	7	664	6	0%	-14%	678	6	2%	-14%
Abbey Hey Lane (between A635 Ashton Old Road and Capital Road)	NB	79	6	59	6	-25%	0%	91	6	15%	0%
	SB	0	0	0	0	0%	0%	0	0	0%	0%
Higher Ardwick (between Union Street and A665 Chancellor Lane)	EB	334	2	478	2	43%	0%	459	2	37%	0%
	WB	106	0	249	3	135%	0%	359	3	239%	0%
Gorton Road (between Stainforth Street and A6010 Pottery Lane)	EB	26	0	44	1	69%	0%	15	1	-42%	0%
	WB	85	0	95	1	12%	0%	56	1	-34%	0%
A635 Manchester Road (between Capital Road and Ashton Hill Lane)	EB	1,020	16	1,061	26	4%	63%	1,042	30	2%	88%
	WB	666	9	713	20	7%	122%	712	17	7%	89%
A665 Midland Street (between A665 Chancellor Lane and Handsworth Street)	NB	268	2	6	2	-98%	0%	7	3	-97%	50%
	SB	5	0	19	2	280%	0%	20	3	300%	0%
A635 Ashton Old Road (between Greenside Street and Dakley Street)	EB	1,078	19	1,094	29	1%	53%	1,058	33	-2%	74%
	WB	839	12	876	22	4%	83%	844	19	1%	58%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
Victoria Street/Parkhouse Street (between A635 Ashton Old Road and Greenside Street)	EB	122	0	63	0	-48%	0%	158	0	30%	0%
	WB	64	0	106	0	66%	0%	99	0	55%	0%
A635 Ashton Old Road (between A6010 Pottery Lane and Greenside Street)	EB	1,043	16	1,058	26	1%	63%	1,018	30	-2%	88%
	WB	838	11	875	21	4%	91%	843	18	1%	64%
Greenside Street (between A635 Ashton Old Road and Parkhouse Street)	NB	2	2	2	2	0%	0%	1	1	-50%	-50%
	SB	34	3	36	3	6%	0%	40	3	18%	0%
Stainforth Street (between A635 Ashton Old Road and Gorton Road)	SB	26	0	44	1	69%	0%	14	1	-46%	0%
Gable Street (between A635 Ashton Old Road and Stainforth Street)	NB	85	0	95	1	12%	0%	56	1	-34%	0%
A635 Ashton Old Road (between Stainforth Street and A6010 Pottery Lane)	EB	1,137	18	1,201	28	6%	56%	946	32	-17%	78%
	WB	609	10	723	21	19%	110%	719	17	18%	70%
A635 Ashton Old Road (between Gable Street and Stainforth Street)	EB	1,163	18	1,244	28	7%	56%	960	32	-17%	78%
	WB	609	10	723	21	19%	110%	719	17	18%	70%
A635 Ashton Old Road (between A665 Midland Street and Gable Street)	EB	1,420	19	1,465	30	3%	58%	1,175	33	-17%	74%
	WB	733	13	861	25	17%	92%	874	20	19%	54%
Wheler Street (between A635 Ashton Old Road and Edge Lane)	NB	123	1	148	1	20%	0%	220	0	79%	-100%
	SB	84	1	69	1	-18%	0%	70	1	-17%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
Parkhouse Street (between Greenside Street and Cycle Street)	EB	126	0	66	0	-48%	0%	155	0	23%	0%
	WB	37	0	39	0	5%	0%	40	0	8%	0%
Greenside Street (between Parkhouse Street and Clayton Lane)	NB	29	2	69	2	138%	0%	60	1	107%	-50%
	SB	31	3	32	3	3%	0%	42	3	35%	0%
A635 Manchester Road (between B6390 Audenshaw Road and A662 Lumb Lane)	EB	501	6	503	17	0%	183%	498	21	-1%	250%
	WB	886	12	915	22	3%	83%	928	27	5%	125%
A662 Lumb Lane (between A635 Manchester Road and A662 Droylsden Road)	NB	1,185	16	1,180	26	0%	63%	1,160	30	-2%	88%
	SB	0	0	1	1	0%	0%	1	1	0%	0%
Grey Mare Lane/Sunny Lowry Road (between Albert Street and A6010 Alan Turing Way)	NB	87	2	155	3	78%	50%	123	2	41%	0%
	SB	0	0	0	0	0%	0%	0	0	0%	0%
Albert Street (between Darley Street and Grey Mare Lane)	EB	1	1	267	1	26600%	0%	1	1	0%	0%
	WB	86	1	135	2	57%	100%	121	1	41%	0%
A662 Manchester Road (between Market Street and Davenport Street)	EB	753	13	741	13	-2%	0%	724	13	-4%	0%
	WB	600	9	596	9	-1%	0%	602	9	0%	0%
Albert Street (between Councillor Street and Darley Street)	EB	1	1	267	1	26600%	0%	1	1	0%	0%
	WB	35	1	11	1	-69%	0%	11	0	-69%	-100%
	EB	107	0	320	1	199%	0%	110	0	3%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
Palmerston Street (between Councillor Street and Gurney Street)	WB	323	2	247	2	-24%	0%	238	1	-26%	-50%
Grey Mare Lane (between Albert Street and A662 Ashton New Road)	NB	3	3	288	3	9500%	0%	3	3	0%	0%
	SB	1	1	1	1	0%	0%	0	0	-100%	-100%
Darley Street (between Albert Street and A662 Ashton New Road)	NB	50	0	124	1	148%	0%	110	0	120%	0%
	SB	0	0	0	0	0%	0%	0	0	0%	0%
Councillor Street (between Palmerston Street and A662 Ashton New Road)	NB	107	0	54	1	-50%	0%	110	0	3%	0%
	SB	288	2	237	2	-18%	0%	229	2	-20%	0%
A662 Ashton New Road (between Beswick Street and A6010 Alan Turing Way)	EB	937	17	703	16	-25%	-6%	920	17	-2%	0%
	WB	553	11	352	11	-36%	0%	531	10	-4%	-9%
A6140 Lord Sheldon Way (between A635 Manchester Road and Ashton Leisure Park)	NB	658	18	652	18	-1%	0%	659	17	0%	-6%
	SB	586	26	590	26	1%	0%	593	26	1%	0%
Hallkirk Street/Cambrian Street (between A662 Ashton New Road and Phillips Park Road)	NB	62	0	90	1	45%	0%	91	1	47%	0%
	SB	197	2	347	1	76%	-50%	181	2	-8%	0%
Margaret Street (between A635 Manchester Road and A635 Park Parade)	SB	181	27	182	27	1%	0%	174	20	-4%	-26%
Tartan Street/Clayton Street (between Bank Street and John Heywood Street)	EB	103	1	114	1	11%	0%	69	1	-33%	0%
	WB	17	1	16	1	-6%	0%	14	1	-18%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
Bradford Road (between A6010 Alan Turing Way and Varley Street)	EB	713	11	703	12	-1%	9%	711	12	0%	9%
	WB	496	9	504	9	2%	0%	350	8	-29%	-11%
A6140 Wellington Road (between A627 Cavendish Street and A627 Oldham Road)	EB	1,344	11	1,335	11	-1%	0%	1,345	11	0%	0%
	WB	531	5	533	5	0%	0%	536	5	1%	0%
A6140 Lord Sheldon Way (between A627 Cavendish Street and Richmond Street)	EB	240	8	237	8	-1%	0%	241	8	0%	0%
	WB	503	13	507	13	1%	0%	508	13	1%	0%

Table 18-25: MA07 2031 future baseline and with the AP2 revised scheme construction traffic (vehicles) – PM peak hour (17:00-18:00) – scenario 3, scenario 4 and scenario 5

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Simonsway (between Greenbrow Road and M56 North Cheshire)	EB	737	84	8%	-1%	688	82	1%	-4%	749	83	10%	-2%
	WB	1,140	30	-2%	3%	1,178	30	1%	3%	1,170	31	1%	7%
Simonsway (between Greenbrow Road and Firbank Road)	EB	596	19	16%	-5%	515	17	0%	-15%	606	18	18%	-10%
	WB	130	7	-1%	0%	114	7	-13%	0%	115	7	-12%	0%
Greenbrow Road (between Newall Road and Tuffley Road)	NB	372	19	20%	0%	302	17	-3%	-11%	356	18	14%	-5%
	SB	133	8	10%	0%	119	8	-2%	0%	125	8	3%	0%
Tuffley Road (between Firbank Road and Greenbrow Road)	EB	539	16	19%	-6%	455	14	0%	-18%	549	15	21%	-12%
	WB	104	4	0%	0%	100	4	-4%	0%	105	4	1%	0%
Greenwood Road (between Simonsway and Gladeside Road)	NB	146	2	-5%	0%	158	2	3%	0%	161	2	5%	0%
	SB	67	2	0%	0%	67	2	0%	0%	66	2	-1%	0%
Floats Road/Clay Lane/Barnacre Avenue/Newall Road (between Dobbinetts Lane and Whitecarr Lane)	NB	214	0	-22%	0%	202	0	-26%	0%	178	0	-35%	0%
	SB	113	1	-28%	0%	99	1	-37%	0%	98	1	-38%	0%
Greenbrow Road (between Tuffley Road and Wastdale Road)	NB	127	12	7%	0%	124	12	4%	0%	125	12	5%	0%
	SB	324	13	17%	0%	297	13	7%	0%	337	13	21%	0%
	EB	547	1	13%	0%	573	2	19%	100%	585	1	21%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Dobbinets Lane (between Clay Lane and Floats Road)	WB	314	1	-5%	0%	321	1	-3%	0%	317	1	-4%	0%
Floats Road (betwee Dobbinets Lane and Southmoor Road)	NB	636	3	10%	0%	670	4	16%	33%	658	3	13%	0%
	SB	492	2	-2%	0%	507	2	1%	0%	502	2	0%	0%
Hollyhedge Road (between Wendon Road and Greenwood Road)	EB	1,026	15	1%	0%	1,019	16	0%	7%	1,020	15	0%	0%
	WB	700	11	1%	10%	705	11	1%	10%	712	11	2%	10%
Highdales Road (between Hollyhedge Road and Firbank Road)	NB	26	3	0%	0%	16	3	-38%	0%	10	3	-62%	0%
	SB	90	3	-14%	0%	65	3	-38%	0%	70	3	-33%	0%
Firbank Road (between Highdales Road and Greenbrow Road)	EB	0	0	0%	0%	1	0	0%	0%	0	0	0%	0%
	WB	32	0	-27%	0%	4	0	-91%	0%	13	0	-70%	0%
Hollyhedge Road (between Highdales Road and Wendon Road)	EB	1,019	10	1%	0%	1,012	11	0%	10%	1,013	10	0%	0%
	WB	682	6	1%	20%	686	6	1%	20%	694	6	3%	20%
Greenwood Road (between Hollyhedge Road and A560 Altrincham Road)	NB	258	7	-4%	-13%	244	8	-9%	0%	246	7	-8%	-13%
	SB	323	1	-1%	-50%	319	2	-2%	0%	322	2	-2%	0%
Hall Lane (between Bowland Road and A560 Altrincham Road)	NB	24	4	26%	0%	23	3	21%	-25%	23	4	21%	0%
	SB	5	3	0%	0%	5	3	0%	0%	5	3	0%	0%
Benchill Road (between Greenwood Road and Rothley Avenue)	EB	6	6	0%	0%	6	6	0%	0%	6	6	0%	0%
	WB	6	6	0%	0%	6	6	0%	0%	6	6	0%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Southmoor Road (between Ledson Road and Floatshall Road)	NB	206	19	36%	6%	207	19	36%	6%	205	19	35%	6%
	SB	258	15	12%	0%	436	15	90%	0%	316	15	37%	0%
B5167 Wythenshawe Road (between B5167 Ferndown Road and Moor Road)	NB	387	1	4%	0%	382	1	3%	0%	383	1	3%	0%
	SB	429	5	0%	0%	427	5	0%	0%	430	5	0%	0%
Moor Road between A560 Altrincham Road and A5167 Wythenshawe Road	NB	164	7	12%	0%	166	7	14%	0%	164	7	12%	0%
	SB	99	4	3%	0%	96	4	0%	0%	98	4	2%	0%
Wendover Road (between Ferndown Road and Maple Road)	NB	16	3	0%	0%	16	3	0%	0%	17	3	6%	0%
	SB	63	4	3%	0%	63	4	3%	0%	63	4	3%	0%
A34 Kingsway (between Fairmile Drive and B5095 Wilmslow Road)	NB	2,075	20	1%	11%	2,055	17	0%	-6%	2,059	18	0%	0%
	SB	1,924	17	-1%	42%	1,946	13	0%	8%	1,957	14	1%	17%
B5167 Wythenshawe Road (between Moor Road and Moorcroft Road)	EB	452	8	4%	0%	448	9	3%	13%	448	8	3%	0%
	WB	395	9	-2%	0%	390	9	-3%	0%	398	9	-1%	0%
Cranleigh Drive (between Maple Road and Brooklands Road)	EB	60	1	3%	0%	60	1	3%	0%	60	1	3%	0%
	WB	14	1	0%	0%	14	1	0%	0%	15	1	7%	0%
A34 Kingsway (between B5095 Wilmslow Road and A5145 Wilmslow Road)	NB	2,532	26	0%	8%	2,515	23	0%	-4%	2,520	24	0%	0%
	SB	2,593	25	0%	25%	2,611	21	1%	5%	2,616	22	1%	10%
	NB	715	7	1%	75%	707	5	0%	25%	709	5	0%	25%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A5145 Wilmslow Road (between A5145 Parrs Wood Lane and A34 Kingsway)	SB	561	2	1%	100%	564	2	2%	100%	567	2	2%	100%
A34 Kingsway (between A5145 Parrs Wood Lane and Queensway)	NB	1,627	20	0%	0%	1,615	19	-1%	-5%	1,618	20	-1%	0%
	SB	1,604	21	0%	11%	1,619	19	1%	0%	1,621	20	1%	5%
A626 Tiviot Way (between Water Street and M60 junction 27)	NB	1,278	80	-2%	700%	1,271	71	-3%	610%	1,287	48	-2%	380%
	SB	1,155	85	-5%	467%	1,164	76	-4%	407%	1,182	53	-2%	253%
Water Street (between Marsland Street and A6188 Tiviot Way)	EB	693	73	12%	3550%	686	63	11%	3050%	667	40	8%	1900%
	WB	620	79	8%	778%	616	70	7%	678%	600	47	4%	422%
A34 Kingsway (between Queensway and Lane End Road)	NB	1,506	20	0%	0%	1,495	19	-1%	-5%	1,496	20	-1%	0%
	SB	1,337	18	1%	6%	1,353	17	2%	0%	1,348	18	1%	6%
Belmont Way (between Short Street and A6188 Manchester Road)	EB	39	0	5%	0%	40	1	8%	0%	38	0	3%	0%
	WB	125	9	49%	0%	117	9	39%	0%	112	4	33%	0%
A34 Kingsway (between Lane End Road and Southlea Road)	NB	1,472	19	1%	0%	1,457	17	0%	-11%	1,459	18	0%	-5%
	SB	1,421	18	-1%	6%	1,439	17	0%	0%	1,436	18	0%	6%
A34 Kingsway (between Southlea Road and Green End Road)	NB	1,392	19	0%	0%	1,376	17	-1%	-11%	1,384	18	-1%	-5%
	SB	1,421	18	-1%	6%	1,439	17	0%	0%	1,436	18	0%	6%
	NB	1,339	19	1175%	0%	1,325	17	1162%	0%	1,328	18	1165%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A34 Kingsway (between Green End Road and Mauldeth Road)	SB	1,554	18	-1%	13%	1,572	17	0%	6%	1,564	17	0%	6%
A34 Kingsway (between Mauldeth Road and Talbot Road)	NB	811	16	1%	0%	797	14	0%	-13%	796	15	-1%	-6%
	SB	1,326	18	-1%	13%	1,341	16	0%	0%	1,334	17	0%	6%
A34 Kingsway (between Talbot Road and B5093 Moseley Road)	NB	853	17	1%	0%	838	15	-1%	-12%	835	16	-1%	-6%
	SB	1,406	18	0%	13%	1,417	17	1%	6%	1,407	17	0%	6%
A34 Moseley Road (between A34 Birchfields Road and A34 Kingsway)	EB	1,492	15	3%	7%	1,523	14	5%	0%	1,509	14	4%	0%
	WB	1,423	15	9%	7%	1,411	14	8%	0%	1,404	15	7%	7%
Lytham Road (between A34 Birchfields Road and A5079 Slade Lane)	EB	104	1	-10%	0%	106	1	-8%	0%	105	1	-9%	0%
	WB	57	0	-52%	0%	55	0	-54%	0%	53	0	-55%	0%
Platt Lane (between Lloyd Street South and A5103 Princess Road)	EB	263	1	4%	0%	267	1	6%	0%	270	1	7%	0%
	WB	217	1	7%	0%	207	1	2%	0%	207	1	2%	0%
Platt Lane (between Hart Road and Lloyd Street South)	EB	147	1	-1%	0%	148	1	0%	0%	157	1	6%	0%
	WB	267	3	-3%	0%	268	3	-3%	0%	269	3	-3%	0%
A34 Birchfields Road (between Lytham Road and Old Hall Lane)	NB	884	12	3%	0%	879	12	2%	0%	867	12	1%	0%
	SB	972	10	-5%	-17%	1,008	10	-2%	-17%	1,020	11	-1%	-8%
A34 Upper Brook Street (between Hathersage Road and Grafton Street)	NB	806	20	4%	0%	816	20	6%	0%	804	20	4%	0%
	SB	807	10	-6%	0%	840	10	-2%	0%	851	10	-1%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
New Bank Street (between Dillon Drive and A6010 Kirkmanshulme Lane)	NB	93	3	37%	0%	94	3	38%	0%	98	3	44%	0%
	SB	169	2	19%	0%	173	2	22%	0%	170	3	20%	50%
Kirkmanshulme Lane (between Scarcroft Road and B6178 Mount Road)	EB	421	1	72%	0%	440	1	80%	0%	313	1	28%	0%
	WB	356	2	23%	0%	308	2	6%	0%	326	2	12%	0%
Whitwell Way (between Garratt Way and A57 Hyde Road)	NB	62	7	-22%	0%	54	7	-32%	0%	57	7	-28%	0%
	SB	527	17	0%	6%	438	17	-17%	6%	445	17	-16%	6%
Thornbury Way/Garratt Way (between A57 Hyde Road and Whitwell Way)	NB	341	8	56%	14%	307	8	41%	14%	308	8	41%	14%
Devonshire Street South (between A6 Stockport Road and A5184 Plymouth Grove)	NB	0	0	-100%	0%	0	0	-100%	0%	0	0	-100%	0%
	SB	0	0	-100%	0%	2	0	-60%	0%	3	0	-40%	0%
Belle Vue Street (between A57 Hyde Road and Birch Street)	NB	68	4	-33%	0%	33	4	-68%	0%	70	4	-31%	0%
	SB	404	4	90%	33%	282	2	32%	-33%	312	2	46%	-33%
Birch Street (between A57 Hyde Road and Belle Vue Street)	NB	68	0	84%	0%	105	0	184%	0%	73	0	97%	0%
	SB	42	1	200%	0%	27	0	93%	0%	12	0	-14%	0%
Abbey Hey Lane (between Vine Street and Jetson Street)	EB	158	8	17%	0%	157	8	16%	0%	158	9	17%	13%
	WB	78	6	0%	0%	79	6	1%	0%	95	6	22%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Belle Vue Street (between Birch Street and Gorton Lane)	NB	136	4	-2%	0%	138	4	-1%	0%	144	4	4%	0%
	SB	446	4	96%	33%	309	2	36%	-33%	324	2	43%	-33%
Jetson Street (between Abbey Hey Lane and Burstead Street)	NB	156	6	17%	0%	155	6	17%	0%	156	7	17%	17%
	SB	76	4	0%	0%	77	4	1%	0%	93	4	22%	0%
Vine Street (between Abbey Hey Lane and A635 Ashton Old Road)	NB	151	0	26%	0%	136	0	13%	0%	188	0	57%	0%
	SB	121	0	30%	0%	88	0	-5%	0%	71	0	-24%	0%
Abbey Hey Lane (between Jetson Street and Capital Road)	NB	158	8	17%	0%	157	8	16%	0%	158	9	17%	13%
	SB	78	6	0%	0%	79	6	1%	0%	95	6	22%	0%
Cornwall Street (between Ogden Lane and A635 Ashton Old Road)	NB	196	1	54%	0%	185	1	46%	0%	189	1	49%	0%
A665 Devonshire Street North (between Higher Ardwick and A57 Hyde Road)	NB	498	5	-44%	-50%	490	5	-45%	-50%	547	5	-39%	-50%
	SB	462	4	-31%	-43%	646	5	-3%	-29%	645	5	-3%	-29%
Abbey Hey Lane (between A635 Ashton Old Road and Capital Road)	NB	86	6	9%	0%	95	6	20%	0%	95	6	20%	0%
	SB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Higher Ardwick (between Union Street and A665 Chancellor Lane)	EB	429	3	28%	50%	416	2	25%	0%	487	3	46%	50%
	WB	348	2	228%	0%	245	3	131%	0%	226	3	113%	0%
Gorton Road (between Stainforth Street and A6010 Pottery Lane)	EB	64	1	146%	0%	7	1	-73%	0%	11	1	-58%	0%
	WB	90	1	6%	0%	84	1	-1%	0%	85	1	0%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A635 Manchester Road (between Capital Road and Ashton Hill Lane)	EB	986	39	-3%	144%	1,035	33	1%	106%	1,003	35	-2%	119%
	WB	530	32	-20%	256%	697	28	5%	211%	721	30	8%	233%
A665 Midland Street (between A665 Chancellor Lane and Handsworth Street)	NB	7	3	-97%	50%	6	2	-98%	0%	7	2	-97%	0%
	SB	20	3	300%	0%	19	2	280%	0%	20	3	300%	0%
A635 Ashton Old Road (between Greenside Street and Dakley Street)	EB	1,005	42	-7%	121%	1,043	36	-3%	89%	1,050	38	-3%	100%
	WB	560	35	-33%	192%	797	31	-5%	158%	801	33	-5%	175%
Victoria Street/Parkhouse Street (between A635 Ashton Old Road and Greenside Street)	EB	125	0	2%	0%	166	0	36%	0%	156	0	28%	0%
	WB	139	0	117%	0%	134	0	109%	0%	138	0	116%	0%
A635 Ashton Old Road (between A6010 Pottery Lane and Greenside Street)	EB	963	39	-8%	144%	1,005	33	-4%	106%	1,008	35	-3%	119%
	WB	559	34	-33%	209%	796	30	-5%	173%	800	32	-5%	191%
Greenside Street (between A635 Ashton Old Road and Parkhouse Street)	NB	2	2	0%	0%	2	2	0%	0%	2	2	0%	0%
	SB	42	3	24%	0%	38	3	12%	0%	42	3	24%	0%
Stainforth Street (between A635 Ashton Old Road and Gorton Road)	SB	64	1	146%	0%	7	1	-73%	0%	11	1	-58%	0%
Gable Street (between A635 Ashton Old Road and Stainforth Street)	NB	90	1	6%	0%	84	1	-1%	0%	85	1	0%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A635 Ashton Old Road (between Stainforth Street and A6010 Pottery Lane)	EB	898	42	-21%	133%	950	36	-16%	100%	937	38	-18%	111%
	WB	97	33	-84%	230%	503	29	-17%	190%	513	31	-16%	210%
A635 Ashton Old Road (between Gable Street and Stainforth Street)	EB	961	42	-17%	133%	956	36	-18%	100%	947	38	-19%	111%
	WB	97	33	-84%	230%	503	29	-17%	190%	513	31	-16%	210%
A635 Ashton Old Road (between A665 Midland Street and Gable Street)	EB	1,189	42	-16%	121%	1,188	42	-16%	121%	1,159	41	-18%	116%
	WB	184	34	-75%	162%	611	38	-17%	192%	629	36	-14%	177%
Wheler Street (between A635 Ashton Old Road and Edge Lane)	NB	107	0	-13%	-100%	213	0	73%	-100%	235	0	91%	-100%
	SB	63	1	-25%	0%	65	1	-23%	0%	93	1	11%	0%
Parkhouse Street (between Greenside Street and Cycle Street)	EB	129	0	2%	0%	164	0	30%	0%	153	0	21%	0%
	WB	61	0	65%	0%	73	0	97%	0%	71	0	92%	0%
Greenside Street (between Parkhouse Street and Clayton Lane)	NB	80	2	176%	0%	63	2	117%	0%	69	2	138%	0%
	SB	38	3	23%	0%	40	3	29%	0%	46	3	48%	0%
A635 Manchester Road (between B6390 Audenshaw Road and A662 Lumb Lane)	EB	523	30	4%	400%	519	23	4%	283%	509	25	2%	317%
	WB	832	35	-6%	192%	902	29	2%	142%	910	31	3%	158%
A662 Lumb Lane (between A635 Manchester Road and A662 Droylsden Road)	NB	1,200	39	1%	144%	1,195	33	1%	106%	1,190	35	0%	119%
	SB	1	1	0%	0%	1	1	0%	0%	1	1	0%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Grey Mare Lane/Sunny Lowry Road (between Albert Street and A6010 Alan Turing Way)	NB	247	3	184%	50%	228	3	162%	50%	219	3	152%	50%
	SB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Albert Street (between Darley Street and Grey Mare Lane)	EB	1	1	0%	0%	1	1	0%	0%	1	1	0%	0%
	WB	245	2	185%	100%	226	2	163%	100%	217	2	152%	100%
A662 Manchester Road (between Market Street and Davenport Street)	EB	754	13	0%	0%	722	13	-4%	0%	716	13	-5%	0%
	WB	634	9	6%	0%	624	9	4%	0%	626	9	4%	0%
Albert Street (between Councillor Street and Darley Street)	EB	1	1	0%	0%	1	1	0%	0%	1	1	0%	0%
	WB	140	1	300%	0%	131	1	274%	0%	123	1	251%	0%
Palmerston Street (between Councillor Street and Gurney Street)	EB	57	0	-47%	0%	95	0	-11%	0%	99	0	-7%	0%
	WB	433	2	34%	0%	408	2	26%	0%	397	2	23%	0%
Grey Mare Lane (between Albert Street and A662 Ashton New Road)	NB	4	3	33%	0%	4	3	33%	0%	4	3	33%	0%
	SB	1	1	0%	0%	1	1	0%	0%	1	1	0%	0%
Darley Street (between Albert Street and A662 Ashton New Road)	NB	105	1	110%	0%	95	1	90%	0%	94	1	88%	0%
	SB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Councillor Street (between Palmerston Street and A662 Ashton New Road)	NB	56	0	-48%	0%	95	0	-11%	0%	99	0	-7%	0%
	SB	293	1	2%	-50%	278	2	-3%	0%	274	2	-5%	0%
	EB	925	16	-1%	-6%	889	16	-5%	-6%	877	16	-6%	-6%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A662 Ashton New Road (between Beswick Street and A6010 Alan Turing Way)	WB	528	11	-5%	0%	603	11	9%	0%	590	11	7%	0%
A6140 Lord Sheldon Way (between A635 Manchester Road and Ashton Leisure Park)	NB	642	18	-2%	0%	658	17	0%	-6%	658	17	0%	-6%
	SB	583	26	-1%	0%	592	26	1%	0%	594	26	1%	0%
Hallkirk Street/Cambrian Street (between A662 Ashton New Road and Phillips Park Road)	NB	105	1	69%	0%	104	1	68%	0%	103	1	66%	0%
	SB	258	2	31%	0%	185	2	-6%	0%	190	2	-4%	0%
Margaret Street (between A635 Manchester Road and A635 Park Parade)	SB	183	27	1%	0%	182	28	1%	4%	182	28	1%	4%
Tartan Street/Clayton Street (between Bank Street and John Heywood Street)	EB	119	1	16%	0%	67	1	-35%	0%	64	1	-38%	0%
	WB	12	1	-29%	0%	17	1	0%	0%	17	1	0%	0%
Bradford Road (between A6010 Alan Turing Way and Varley Street)	EB	680	12	-5%	9%	682	12	-4%	9%	680	11	-5%	0%
	WB	255	7	-49%	-22%	339	8	-32%	-11%	339	8	-32%	-11%
A6140 Wellington Road (between A627 Cavendish Street and A627 Oldham Road)	EB	1,349	12	0%	9%	1,353	11	1%	0%	1,352	11	1%	0%
	WB	531	5	0%	0%	536	5	1%	0%	539	5	2%	0%
	EB	230	8	-4%	0%	235	8	-2%	0%	233	8	-3%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A6140 Lord Sheldon Way (between A627 Cavendish Street and Richmond Street)	WB	501	13	0%	0%	506	13	1%	0%	507	13	1%	0%

Figure 18-18: MA07 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 1, AM peak hour

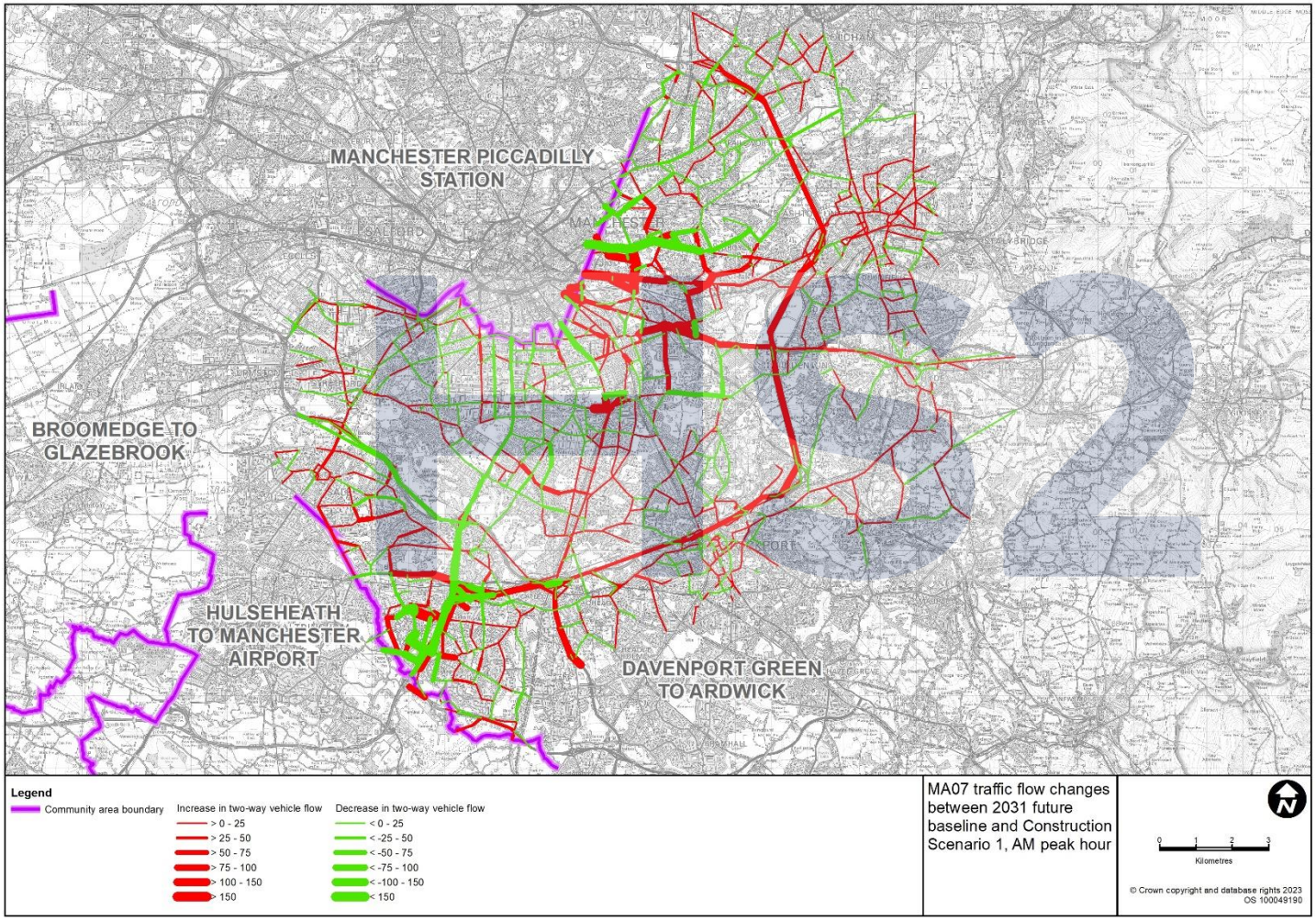


Figure 18-19: MA07 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 1, PM peak hour

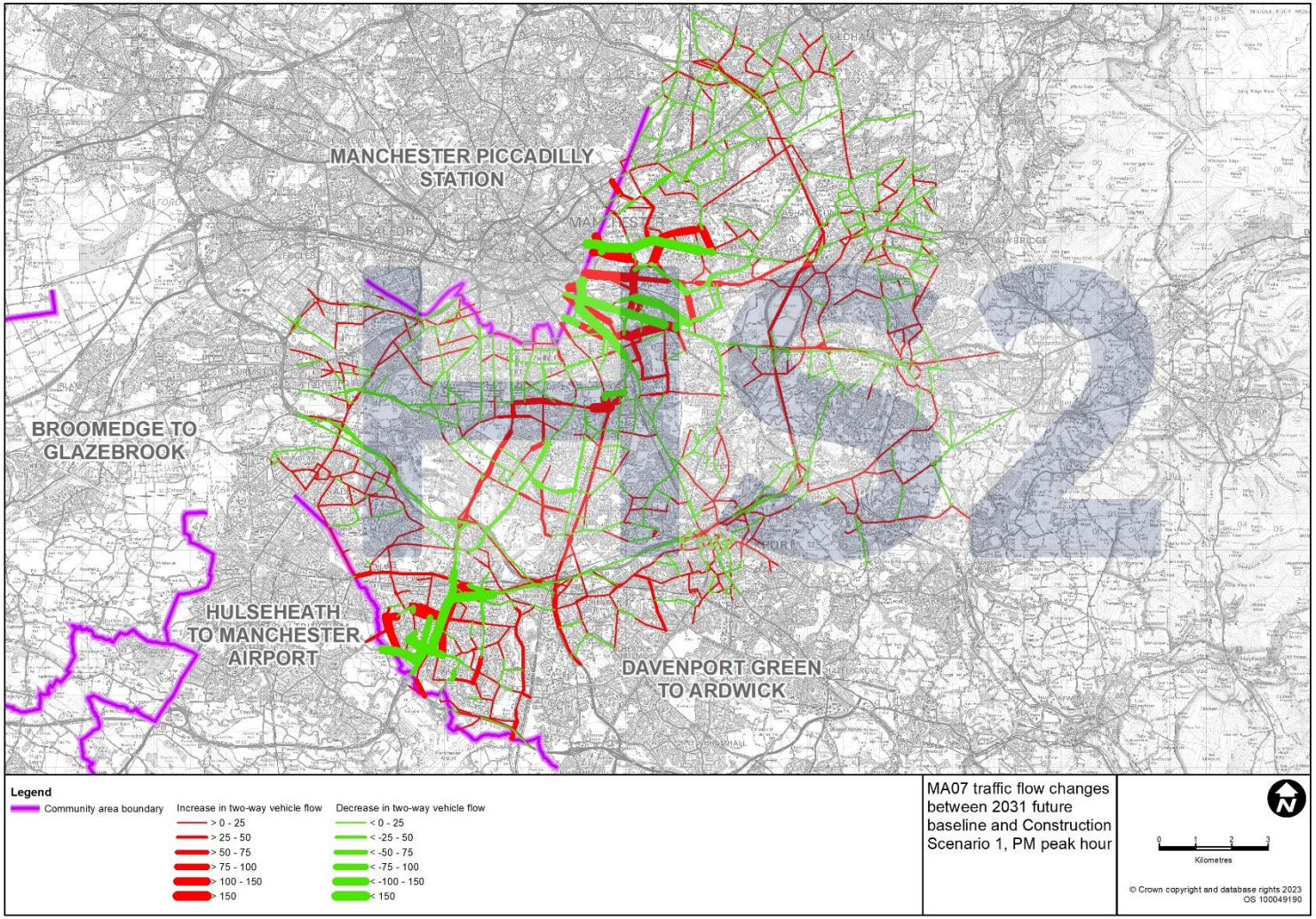


Figure 18-20: MA07 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 2, AM peak hour

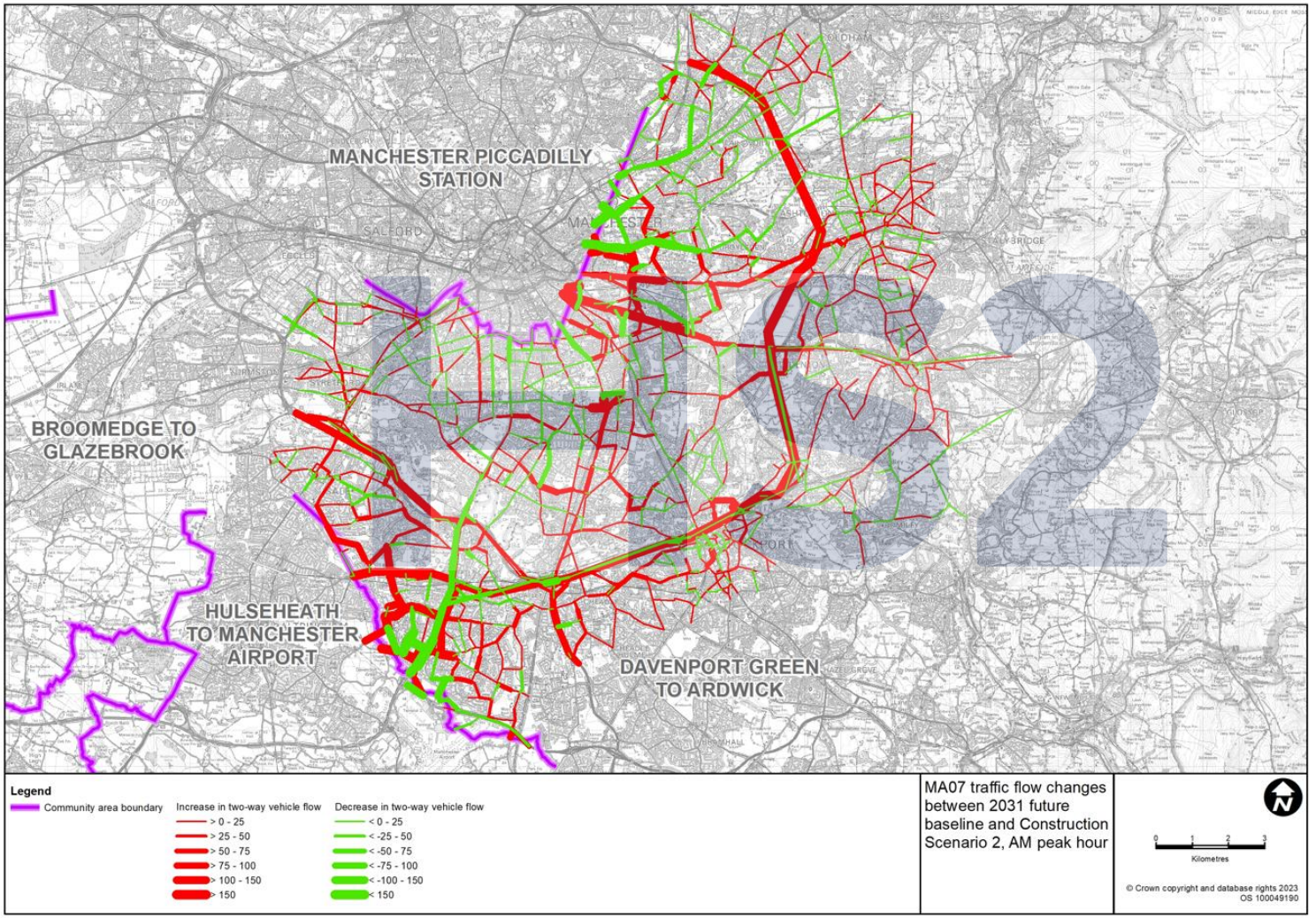


Figure 18-21: MA07 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 2, PM peak hour

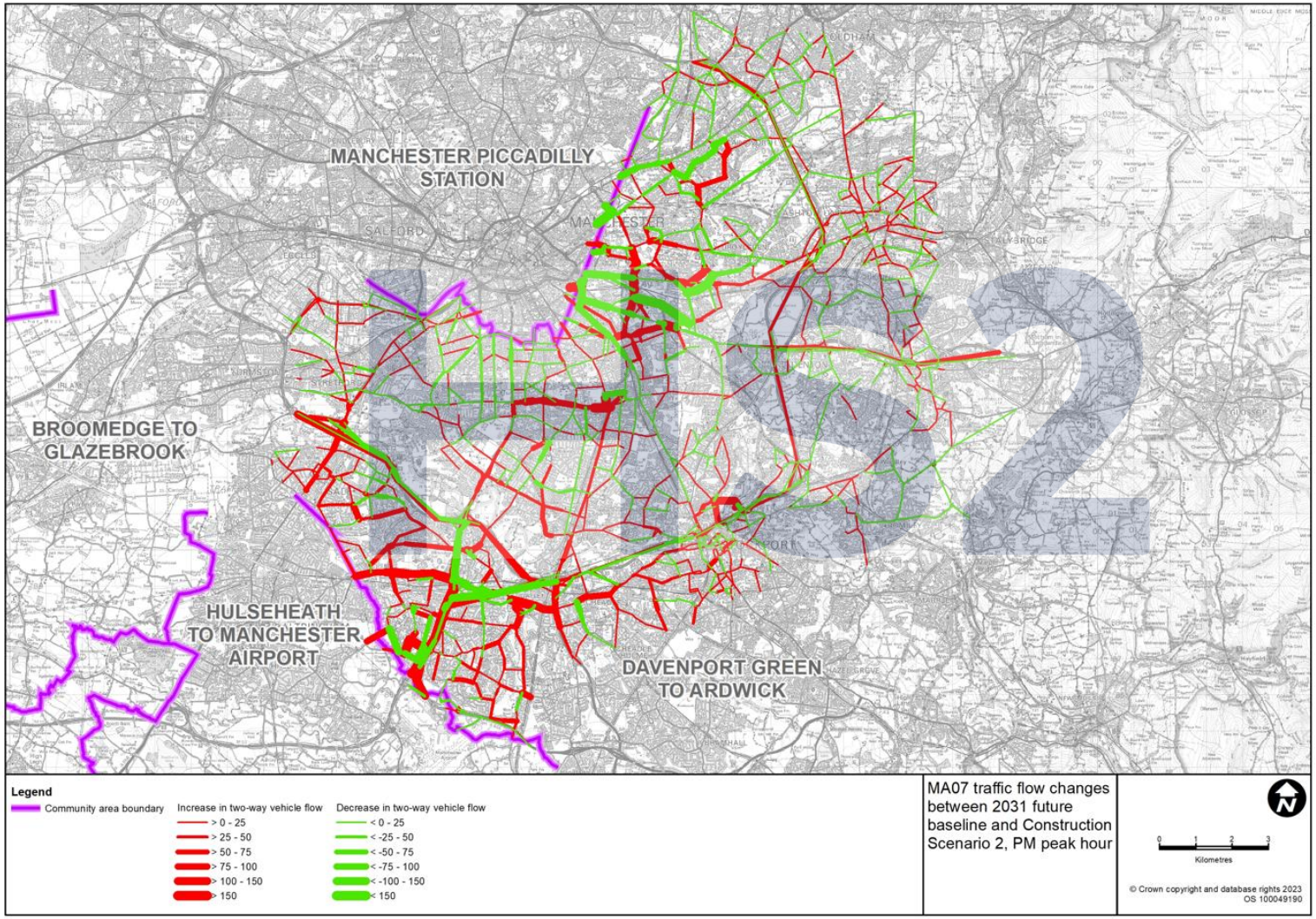


Figure 18-22: MA07 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 3, AM peak hour

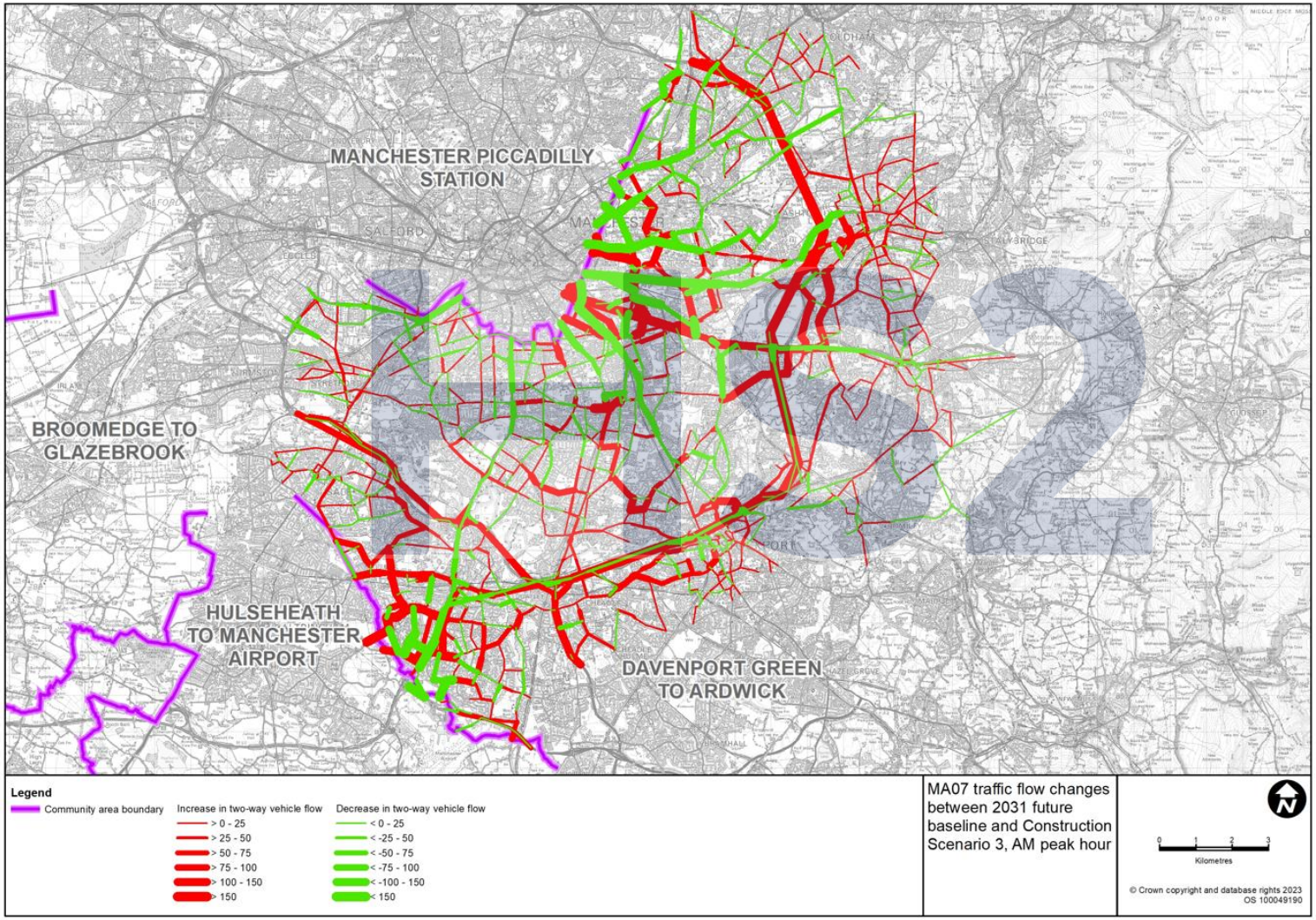


Figure 18-23: MA07 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 3, PM peak hour

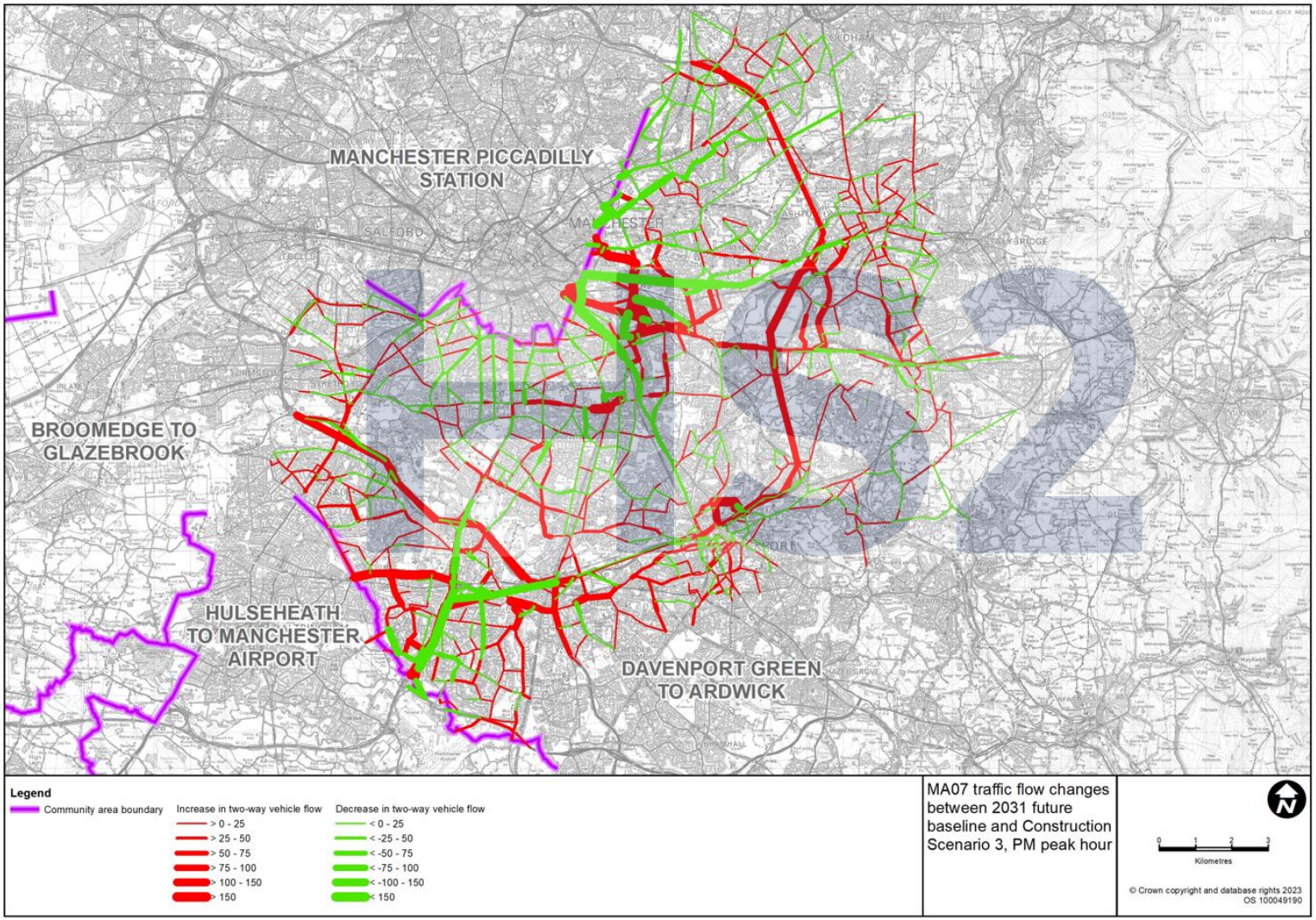


Figure 18-24: MA07 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 4, AM peak hour

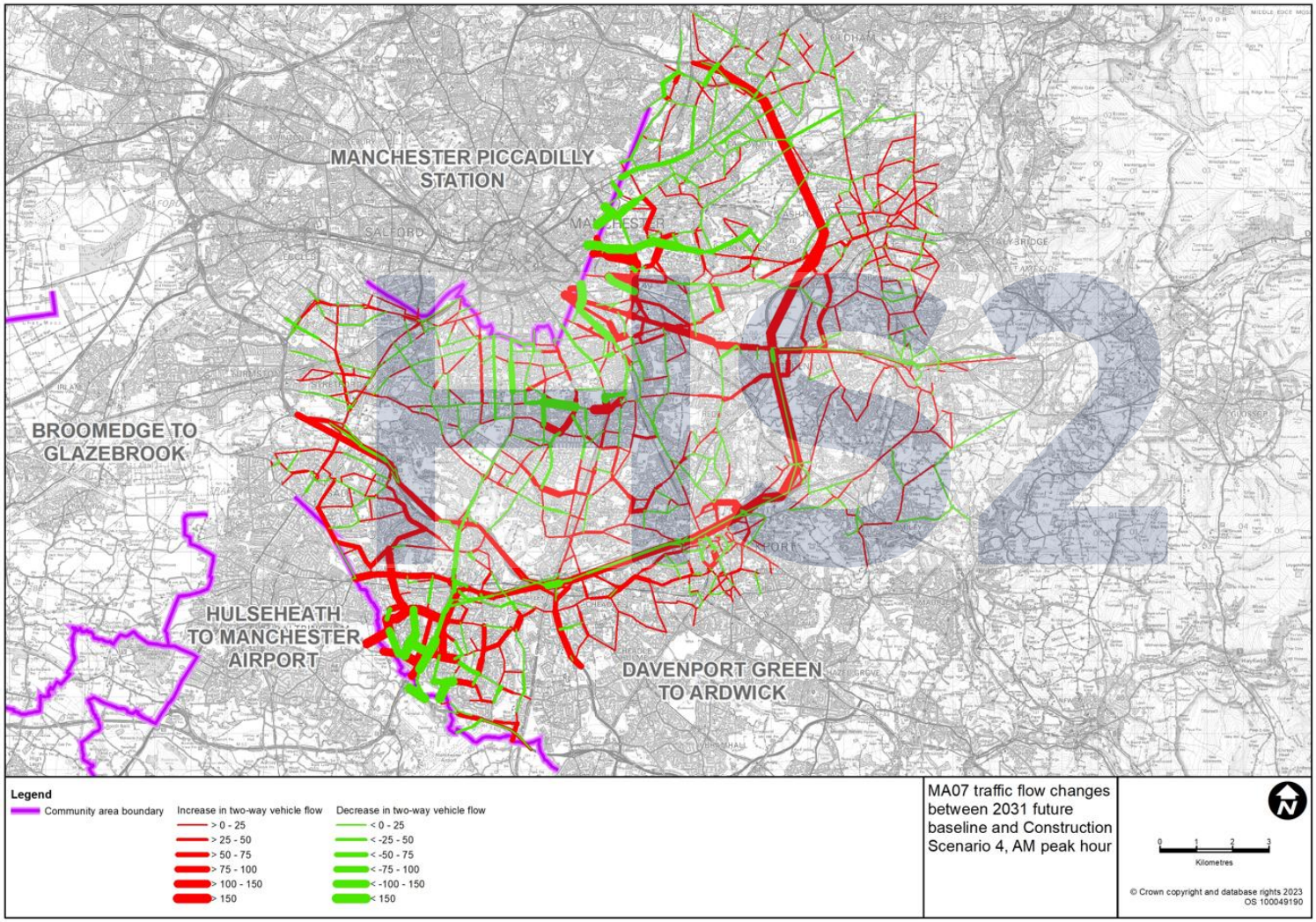


Figure 18-25: MA07 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 4, PM peak hour

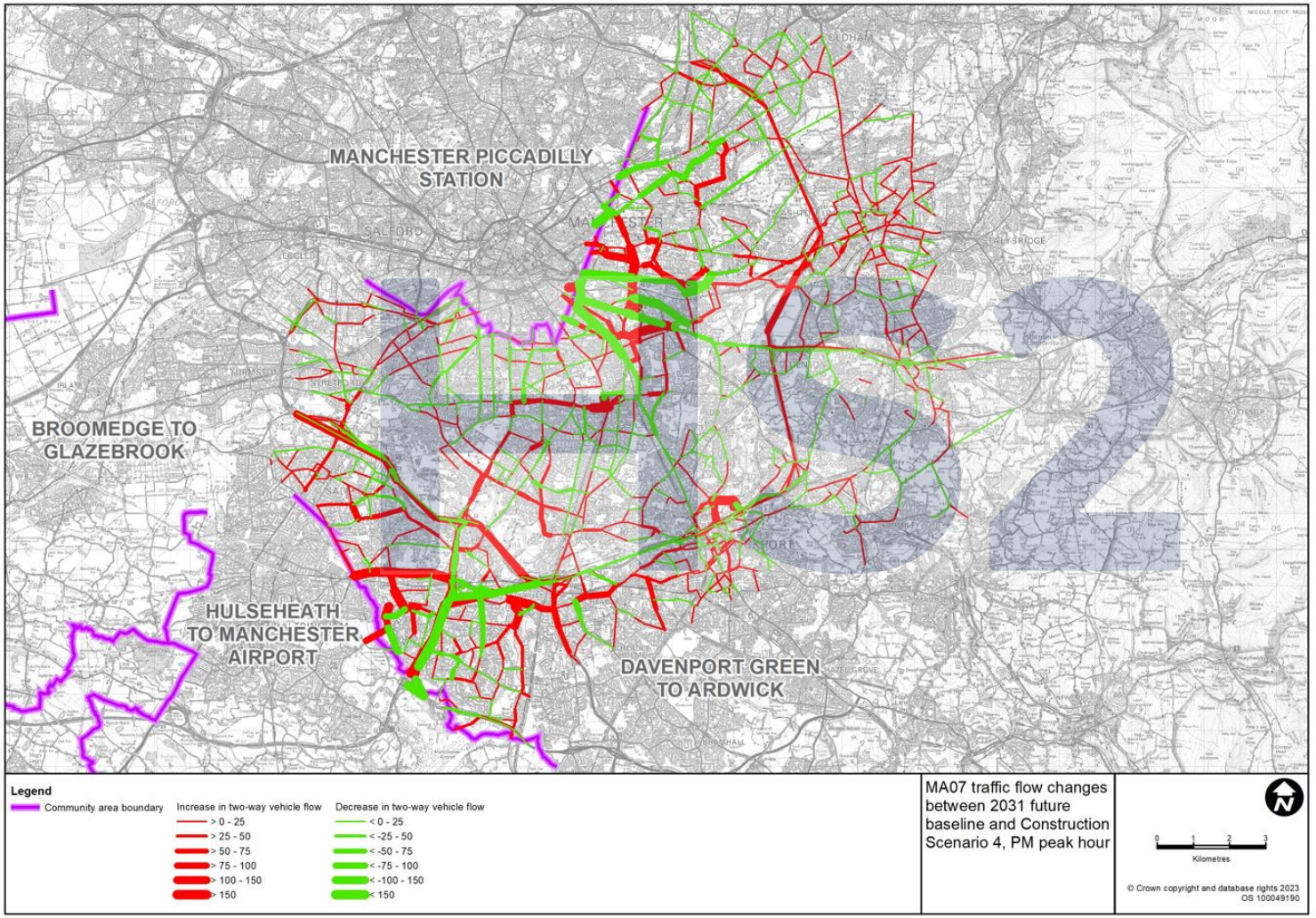


Figure 18-26: MA07 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 5, AM peak hour

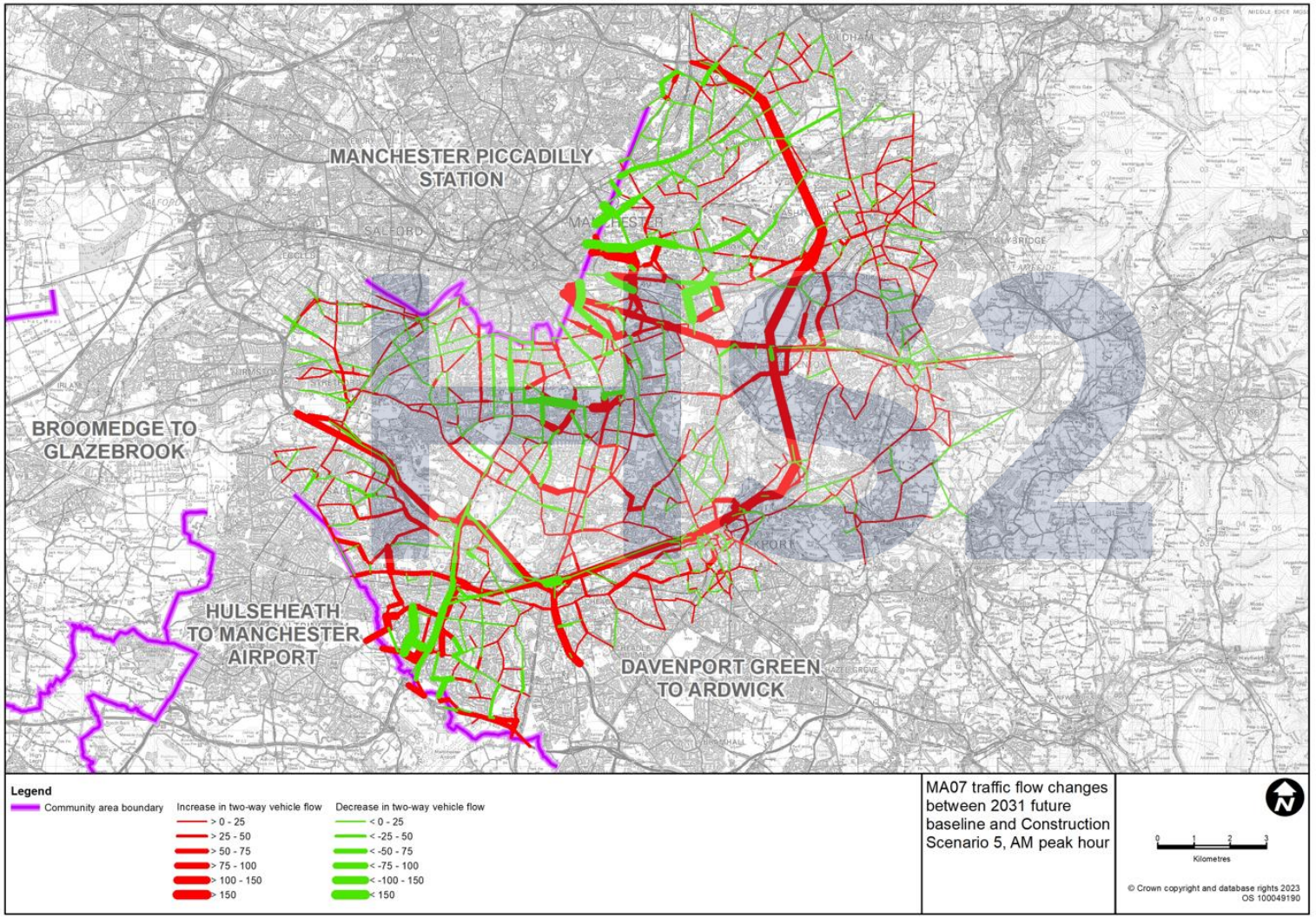
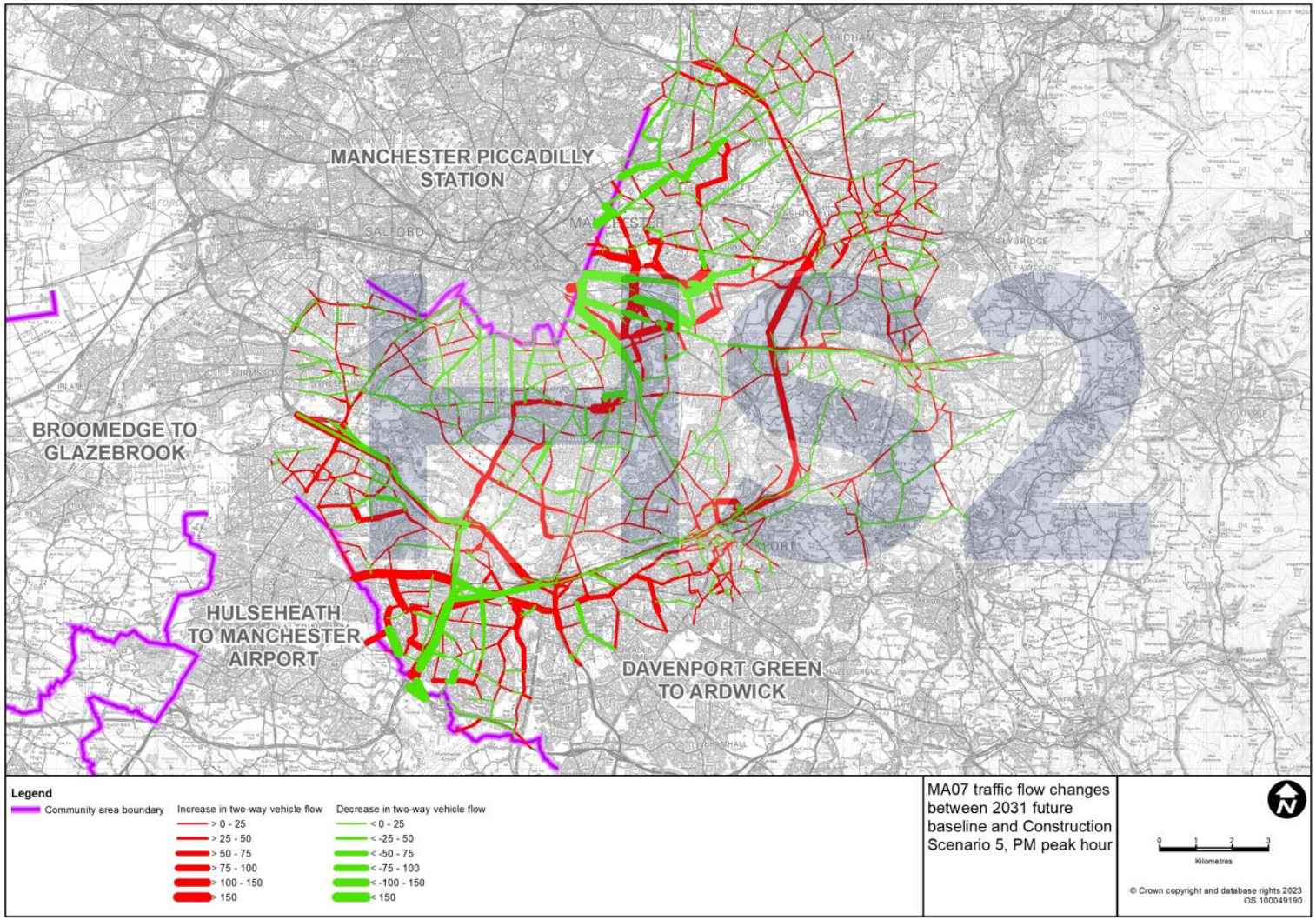


Figure 18-27: MA07 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 5, PM peak hour



MA08

16.3.38 The Greater Manchester SATURN Model has been used to model the construction scenarios in the MA08 area.

16.3.39 Table 18-22 and Table 18-23 in the main TA set out the traffic flows for the 2030 future baseline and the original scheme on the roads most affected by construction of the original scheme for the AM and PM peak hour. Table 18-26, Table 18-27, Table 18-28 and Table 18-29 below replace Table 18-22 and Table 18-23 in the main TA. In both time periods, the percentage changes in HGV flows are generally higher than the percentage changes in all traffic flows as a result of the relatively low number of HGV movements in the future baseline. Due to the simplified way in which the road network is represented in the strategic models, the use of some local roads may not be precisely reflected in the forecast traffic flows during construction of the AP2 revised scheme; however, this is not expected to change the conclusions of the assessment.

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

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

16.3.42 Figure 18-30 to Figure 18-39 in the main TA set out traffic flow changes for each scenario for the AM and PM peak hours respectively. Figure 18-28 to Figure 18-37 below replace Figure 18-30 to Figure 18-39 in the main TA. The width of the band indicates the proportional change in traffic, with red representing an increase and green a decrease compared with the 2031 future baseline scenario.

Table 18-26: MA08 2031 future baseline and with the AP2 revised scheme construction traffic (vehicles) – AM peak hour (08:00-09:00) – scenario 1 and scenario 2

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Grafton Street (between A5184 Plymouth Grove and A34 Upper Brook Street)	EB	18	3	8	4	-56%	33%	7	3	-61%	0%
	WB	157	5	155	5	-1%	0%	143	5	-9%	0%
A34 Upper Brook Street (between Grafton Street and A5184 Plymouth Grove)	NB	1,146	25	1,152	23	1%	-8%	1,175	24	3%	-4%
	SB	716	14	643	14	-10%	0%	633	14	-12%	0%
A5184 Plymouth Grove (between A34 Upper Brook Street and Grafton Street)	EB	320	6	357	6	12%	0%	369	7	15%	17%
	WB	626	6	599	5	-4%	-17%	604	5	-4%	-17%
A34 Upper Brook Street (between A5184 Plymouth Grove and Brunswick Street)	NB	1,772	31	1,751	29	-1%	-6%	1,779	29	0%	-6%
	SB	1,036	20	1,000	21	-3%	5%	1,003	22	-3%	10%
Brunswick Street (between A34 Upper Brook Street and A6 Stockport Road)	EB	314	7	295	5	-6%	-29%	269	6	-14%	-14%
	WB	410	16	299	14	-27%	-13%	268	13	-35%	-19%
A34 Upper Brook Street (between Booth Street East and Grosvenor Street)	NB	1,147	26	1,114	25	-3%	-4%	1,183	27	3%	4%
	SB	908	18	921	18	1%	0%	936	19	3%	6%
A34 Grosvenor Street (between A34 Brook Street and A34 Oxford Road)	WB	250	11	193	11	-23%	0%	184	11	-26%	0%
A6 Ardwick Green South (between Grosvenor Street and Higher Ardwick)	EB	655	68	550	67	-16%	-1%	537	65	-18%	-4%
	WB	1,049	60	1,215	60	16%	0%	1,371	61	31%	2%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Grosvenor Street (between A6 Downing Street and A34 Brook Street)	WB	316	1	279	1	-12%	0%	241	1	-24%	0%
Union Street (between Dark Lane and Higher Ardwick)	NB	198	10	149	4	-25%	-60%	146	4	-26%	-60%
	SB	117	9	34	4	-71%	-56%	34	4	-71%	-56%
Chester Street (between Cambridge Street and A34 Oxford Road)	EB	75	6	79	6	5%	0%	89	6	19%	0%
Mancunian Way (between A34 Brook Street and Sackville Street)	EB	259	3	248	3	-4%	0%	225	4	-13%	33%
	WB	528	8	543	8	3%	0%	561	9	6%	13%
A6 Downing Street (between A635 Mancunian Way and Grosvenor Street)	NB	1,047	60	1,119	61	7%	2%	1,145	62	9%	3%
	SB	969	69	734	69	-24%	0%	552	67	-43%	-3%
A635 Mancunian Way (between A6 London Road and A635 Fairfield Street diversion)	EB	1,533	43	-	-	-	-	-	-	-	-
	WB	2,221	54	-	-	-	-	-	-	-	-
A6 London Road (between A57(M) Mancunian Way and Travis Street)	NB	709	44	636	42	-10%	-5%	501	42	-29%	-5%
	SB	718	44	366	38	-49%	-14%	301	38	-58%	-14%
A635 Fairfield Street diversion (between A635 Ashton Old Road realignment and A665 Chancellor Lane diversion)	SB	1,260	60	-	-	-	-	-	-	-	-
A635 Ashton Old Road (between A665 Chancellor Lane and A665 Midland Street)	EB	786	39	892	51	13%	31%	811	53	3%	36%
	WB	1,327	57	1,629	71	23%	25%	1,400	64	6%	12%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Travis Street (between B6469 Fairfield Street and A6 London Road)**	SB	145	2	311	3	114%	50%	166	2	14%	0%
B6469 Fairfield Street (between St Andrew's Street and A635 Mancunian Way)	EB	162	14	153	44	-6%	214%	312	13	93%	-7%
	WB	181	25	387	59	114%	136%	638	15	252%	-40%
A665 Pin Mill Brow realignment (between A635 Ashton Old Road realignment and A635 Mancunian Way northbound realignment)	NB	1,051	23	1,036	24	-1%	4%	1,040	37	-1%	61%
	SB	1,009	23	1,121	26	11%	13%	1,106	35	10%	52%
A635 Mancunian Way northbound realignment (between A635 Fairfield Street diversion and A665 Pin Mill Brow realignment)	NB	858	19	800	19	-7%	0%	1,058	31	23%	63%
	SB	1,167	21	1,065	20	-9%	-5%	1,068	32	-8%	52%
B6469 Whitworth Street (between A34 Princess Street and Sackville Street)	EB	292	8	212	8	-27%	0%	208	7	-29%	-13%
	WB	385	16	303	18	-21%	13%	248	15	-36%	-6%
St. Andrew's Street diversion (between B6469 Fairfield Street diversion and Helmet Street)	NB	147	9	-	-	-	-	2	2	-99%	-78%
B6469 Fairfield Street (between Travis Street and St Andrew's Street diversion)	EB	84	10	153	43	82%	330%	312	11	271%	10%
	WB	118	15	388	59	229%	293%	633	12	436%	-20%
A6 London Road (between Travis Street and B6469 Fairfield Street)	NB	709	44	636	42	-10%	-5%	501	42	-29%	-5%
	SB	573	41	58	35	-90%	-15%	139	36	-76%	-12%
B6469 Fairfield Street (between A6 London Road and Travis Street)	EB	446	19	415	19	-7%	0%	362	18	-19%	-5%
	WB	652	27	462	30	-29%	11%	529	19	-19%	-30%
	NB	654	7	643	8	-2%	14%	644	8	-2%	14%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5461 Ordsall Lane (between Willburn Street and A57 Regent Road)	SB	462	4	467	4	1%	0%	466	4	1%	0%
Travis Street (between B6469 Fairfield Street and Sheffield Street)	EB	291	9	344	41	18%	356%	-	-	-	-
	WB	590	14	461	39	-22%	179%	-	-	-	-
Helmet Street (between St. Andrew's Street diversion and A665 Great Ancoats Street)	EB	2	0	-	-	-	-	2	2	0%	0%
	WB	0	0	-	-	-	-	-	-	-	-
A6 Aytoun Street (between Chorlton Street and Cobourg Street)	EB	138	18	18	17	-87%	-6%	17	17	-88%	-6%
Adair Street (between New Sheffield Street and Station Car Park Access)	EB	296	8	149	37	-50%	363%	-	-	-	-
	WB	485	22	55	36	-89%	64%	-	-	-	-
A6 London Road (between A6 Whitworth Street and B6469 Fairfield Street)	SB	796	45	271	42	-66%	-7%	359	44	-55%	-2%
A6 Aytoun Street (between Cobourg Street and A6 Whitworth Street)	NB	146	27	27	27	-82%	0%	18	18	-88%	-33%
A6 Whitworth Street (between B6469 Fairfield Street and A6 Aytoun Street)	NB	593	43	416	40	-30%	-7%	411	39	-31%	-9%
Adair Street (between Station Car Park Access and St. Andrew's Square)	EB	271	11	109	4	-60%	-64%	42	21	-85%	91%
	WB	520	24	21	3	-96%	-88%	125	21	-76%	-13%
Chorlton Street (between B6469 Whitworth Street and Bloom Street)	EB	114	25	127	26	11%	4%	140	26	23%	4%
	NB	1,910	42	1,836	43	-4%	2%	2,095	66	10%	57%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A665 Great Ancoats Street (between Helmet Street and Every Street)	SB	2,106	40	2,118	42	1%	5%	2,103	62	0%	55%
A6 Aytoun Street (between A6 Whitworth Street and Minshull Street)	NB	740	70	443	67	-40%	-4%	429	56	-42%	-20%
New Sheffield Street (between Adair Street and Chapeltown Street)	EB	258	1	529	6	105%	500%	-	-	-	-
	WB	133	8	276	7	108%	-13%	-	-	-	-
St. James Street (between Dickinson Street and A34 Princess Street)**	SB	96	1	95	1	-1%	0%	94	1	-2%	0%
Sheffield Street (between Travis Street and Baird Street)	EB	220	1	411	7	87%	600%	-	-	-	-
	WB	247	6	318	6	29%	0%	-	-	-	-
B5461 Ordsall Lane (between between A57 Regent Road and B5225 Hampson Street)	NB	749	6	742	6	-1%	0%	745	7	-1%	17%
	SB	526	2	536	2	2%	0%	535	2	2%	0%
A6 Aytoun Street (between Minshull Street and Auburn Street)	NB	449	69	65	65	-86%	-6%	55	55	-88%	-20%
A34 Princess Street (between George Street and A5103 Portland Street)	EB	221	54	219	53	-1%	-2%	222	53	0%	-2%
	WB	0	0	0	0	0%	0%	0	0	0%	0%
Minshull Street (between Bloom Street and A6 Aytoun Street)	EB	94	2	0	0	-100%	-100%	0	0	-100%	-100%
	WB	388	2	378	2	-3%	0%	375	2	-3%	0%
Bloom Street (between Minshull Street and Chorlton Street)	NB	105	2	96	2	-9%	0%	93	2	-11%	0%
	SB	2	0	3	0	50%	0%	1	0	-50%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Boad Street (between Sheffield Street and Store Street)	NB	0	0	277	4	0%	0%	-	-	-	-
	SB	293	1	434	8	48%	700%	-	-	-	-
A6 London Road (between Auburn Street and A6 Whitworth Street)	SB	586	46	271	42	-54%	-9%	359	44	-39%	-4%
Store Street (between New Sheffield Street and Boad Street)	EB	387	7	151	5	-61%	-29%	150	4	-61%	-43%
	WB	576	6	31	4	-95%	-33%	31	4	-95%	-33%
A665 Great Ancoats Street (between Every Street and Adair Street)	NB	1,622	30	1,423	30	-12%	0%	1,673	54	3%	80%
	SB	1,313	32	1,353	33	3%	3%	1,370	54	4%	69%
George Street (between Nicholas Street and A34 Princess Street)	SB	170	1	170	1	0%	0%	170	1	0%	0%
Sparkle Street (between Chapeltown Street and Store Street)	NB	11	0	12	2	9%	0%	-	-	-	-
	SB	0	0	0	0	0%	0%	-	-	-	-
Adair Street (between St. Andrew's Square and A665 Great Ancoats Street)	NB	245	5	0	0	-100%	-100%	62	24	-75%	380%
	SB	622	15	0	0	-100%	-100%	235	25	-62%	67%
Major Street (between Chorlton Street and Minshull Street)	EB	117	3	116	3	-1%	0%	115	2	-2%	-33%
	WB	0	0	0	0	0%	0%	0	0	0%	0%
Auburn Street (between A6 Aytoun Street and A6 Piccadilly)	EB	411	31	26	26	-94%	-16%	17	17	-96%	-45%
Palmerston Street (between A665 Great Ancoats Street and Gurney Street)	EB	0	0	0	0	0%	0%	0	0	0%	0%
	WB	70	4	69	4	-1%	0%	71	3	1%	-25%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Store Street (between Boad Street and Sparkle Street)	EB	372	8	369	7	-1%	-13%	151	5	-59%	-38%
	WB	632	6	407	10	-36%	67%	31	4	-95%	-33%
Chapeltown Street (between Sparkle Street and A665 Great Ancoats Street)	EB	0	0	2	2	0%	0%	2	2	0%	0%
	WB	11	0	14	4	27%	0%	47	4	327%	0%
Store Street (between Boad Street and A665 Great Ancoats Street)	EB	372	8	369	7	-1%	-13%	151	5	-59%	-38%
	WB	621	6	395	8	-36%	33%	31	4	-95%	-33%
A665 Great Ancoats Street (between Adair Street and A662 Pollard Street)	NB	1,759	34	1,423	30	-19%	-12%	1,570	32	-11%	-6%
	SB	1,826	46	1,353	33	-26%	-28%	1,441	33	-21%	-28%
Faulkner Street (between New York Street and Charlotte Street)	SB	142	2	141	2	-1%	0%	142	2	0%	0%
A6 Piccadilly (between B6181 Ducie Street and Paton Street)	NB	9	9	9	9	0%	0%	0	0	-100%	-100%
	SB	208	45	272	44	31%	-2%	358	44	72%	-2%
A665 Great Ancoats Street (between Pollard Street and Chapeltown Street)	NB	1,745	34	1,532	33	-12%	-3%	1,678	35	-4%	3%
	SB	1,590	41	1,454	38	-9%	-7%	1,529	39	-4%	-5%
New York Street (between Faulkner Street and George Street)	EB	172	12	166	11	-3%	-8%	166	11	-3%	-8%
Ducie Street (between B6181 Dale Street and Peak Street)	EB	43	0	2	2	-95%	0%	2	2	-95%	0%
	WB	265	9	2	2	-99%	-78%	2	2	-99%	-78%
Fountain Street (between Booth Street and Spring Gardens)	NB	206	2	292	2	42%	0%	285	3	38%	50%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A6 Piccadilly (between Paton Street and Chatham Street)	NB	25	25	25	25	0%	0%	16	16	-36%	-36%
	SB	37	37	38	38	3%	3%	37	37	0%	0%
Every Street (between A665 Great Ancoats Street and Carruthers Street)	NB	106	20	121	20	14%	0%	139	20	31%	0%
	SB	826	21	597	21	-28%	0%	636	22	-23%	5%
B6181 Dale Street (between B6181 Ducie Street and Paton Street)	NB	265	9	0	0	-100%	-100%	0	0	-100%	-100%
	SB	43	0	0	0	-100%	0%	0	0	-100%	0%
Paton Street (between B6181 Dale Street and A6 Piccadilly)	WB	169	6	233	6	38%	0%	320	7	89%	17%
A665 Great Ancoats Street (between Chapeltown Street and Store Street)	NB	1,734	33	1,520	31	-12%	-6%	1,632	33	-6%	0%
	SB	1,590	41	1,454	38	-9%	-7%	1,529	39	-4%	-5%
New York Street (between George Street and Mosley Street)	EB	172	12	166	11	-3%	-8%	166	11	-3%	-8%
A662 Pollard Street (between A665 Great Ancoats Street and Carruthers Street)	EB	239	5	101	5	-58%	0%	97	4	-59%	-20%
	WB	460	10	109	3	-76%	-70%	116	2	-75%	-80%
A6 Piccadilly (between Chatham Street and A62 Newton Street)	NB	32	32	33	33	3%	3%	24	24	-25%	-25%
	SB	49	49	50	50	2%	2%	49	49	0%	0%
B6181 Dale Street (between Paton Street and Port Street)	NB	264	8	0	0	-100%	-100%	0	0	-100%	-100%
	SB	211	6	233	6	10%	0%	320	7	52%	17%
Fountain Street (between Spring Gardens and York Street)	NB	142	2	236	2	66%	0%	262	2	85%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
York Street (between Fountain Street and West Mosley Street)	EB	172	12	166	11	-3%	-8%	166	11	-3%	-8%
Ducie Street (between A665 Great Ancoats Street and Peak Street)	WB	500	9	2	2	-100%	-78%	2	2	-100%	-78%
Spring Gardens (between King Street and York Street)	NB	383	23	382	23	0%	0%	358	23	-7%	0%
York Street (between Spring Gardens and Fountain Street)	EB	383	23	382	23	0%	0%	358	23	-7%	0%
Gurney Street (between Palmerston Street and Every Street)	EB	27	0	25	3	-7%	0%	121	3	348%	0%
	WB	38	1	59	2	55%	100%	62	1	63%	0%
A62 Newton Street (between A6 Piccadilly and B6181 Dale Street)	NB	0	0	0	0	0%	0%	0	0	0%	0%
	SB	2	2	2	2	0%	0%	2	2	0%	0%
Laystall Street (between Tariff Street and A665 Great Ancoats Street)	EB	132	4	85	7	-36%	75%	59	7	-55%	75%
Every Street (between Carruthers Street and Gurney Street)	NB	103	17	80	12	-22%	-29%	131	13	27%	-24%
	SB	831	16	525	18	-37%	13%	531	15	-36%	-6%
A665 Great Ancoats Street (between Ducie Street and Laystall Street)	NB	1,311	30	1,599	39	22%	30%	1,646	38	26%	27%
	SB	1,721	44	1,453	41	-16%	-7%	1,245	40	-28%	-9%
B6181 Dale Street (between A62 Newton Street and Port Street)	EB	340	6	622	15	83%	150%	672	13	98%	117%
	WB	0	0	0	0	0%	0%	0	0	0%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Tariff Street (between Brewer Street and Laystall Street)	EB	90	4	83	5	-8%	25%	57	5	-37%	25%
	WB	236	0	0	0	-100%	0%	0	0	-100%	0%
Carruthers Street (between A662 Pollard Street and Every Street)	NB	39	3	100	9	156%	200%	67	9	72%	200%
	SB	31	5	132	5	326%	0%	165	8	432%	60%
Port Street (between B6181 Dale Street and Hilton Street)	EB	116	4	114	5	-2%	25%	80	1	-31%	-75%
A6 Dale Street (between A62 Lever Street and Newton Street)	EB	185	7	172	7	-7%	0%	194	3	5%	-57%
A62 Newton Street (between A6 Dale Street and Hilton Street)	NB	0	0	0	0	0%	0%	0	0	0%	0%
	SB	157	1	452	10	188%	900%	480	12	206%	1100%
A665 Great Ancoats Street (between Laystall Street and Port Street)	NB	1,272	30	1,561	36	23%	20%	1,609	35	26%	17%
	SB	1,597	38	1,378	33	-14%	-13%	1,197	32	-25%	-16%
Southgate (between King Street West and Back South Parade)**	NB	0	0	0	0	0%	0%	0	0	0%	0%
Hilton Street (between A62 Newton Street and Port Street)	EB	13	0	22	0	69%	0%	14	4	8%	0%
	WB	240	0	4	0	-98%	0%	4	0	-98%	0%
Old Mill Street (between A665 Great Ancoats Street and Carruthers Street)	EB	381	7	329	4	-14%	-43%	350	4	-8%	-43%
	WB	576	8	434	10	-25%	25%	319	6	-45%	-25%
Every Street (between Gurney Street and A662 Merrill Street)	NB	76	17	55	9	-28%	-47%	10	10	-87%	-41%
	SB	793	16	465	16	-41%	0%	468	15	-41%	-6%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Back South Parade (between St. Mary's Parsonage and Southgate)***	WB	0	0	0	0	0%	0%	0	0	0%	0%
A62 Lever Street (between Dale Street and Stevenson Square)	NB	231	44	336	44	45%	0%	308	48	33%	9%
Hilton Street/Stevenson Square (between A62 Lever Street and A62 Newton Street)	EB	13	0	134	0	931%	0%	131	4	908%	0%
	WB	346	2	235	2	-32%	0%	237	1	-32%	-50%
A662 Merrill Street (between Carruthers Street and Every Street)	EB	141	1	95	1	-33%	0%	58	1	-59%	0%
	WB	44	6	37	2	-16%	-67%	69	3	57%	-50%
A62 Lever Street (between Stevenson Square and A665 Great Ancoats Street)	NB	218	44	301	44	38%	0%	291	44	33%	0%
Hilton Street (between Oldham Street and A62 Lever Street)***	EB	0	0	98	0	0%	0%	114	0	0%	0%
	WB	346	2	235	2	-32%	0%	237	1	-32%	-50%
Port Street (between Hilton Street and A665 Great Ancoats Street)	EB	35	0	48	0	37%	0%	33	0	-6%	0%
A62 Newton Street (between Hilton Street and A665 Great Ancoats Street)	NB	0	0	14	0	0%	0%	3	0	0%	0%
	SB	264	3	584	11	121%	267%	599	13	127%	333%
Carruthers Street (between Old Mill Street and A662 Pollard Street)	NB	75	5	137	12	83%	140%	138	11	84%	120%
	SB	248	7	227	6	-8%	-14%	224	9	-10%	29%
Red Lion Street (between A6 Church Street and Turner Street)	NB	108	1	171	1	58%	0%	176	1	63%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Hilton Street (between Tib Street and Oldham Street)***	EB	0	0	98	0	0%	0%	114	0	0%	0%
	WB	346	2	235	2	-32%	0%	237	1	-32%	-50%
Turner Street (between Red Lion Street and John Street)	EB	108	1	171	1	58%	0%	176	1	63%	0%
Thomas Street (between Tib Street and John Street)	WB	370	2	250	2	-32%	0%	245	2	-34%	0%
John Street (between Turner Street and Thomas Street)	NB	108	1	171	1	58%	0%	176	1	63%	0%
Old Mill Street (between Carruthers Street and Butler Street)	EB	346	9	276	11	-20%	22%	298	11	-14%	22%
	WB	714	13	472	11	-34%	-15%	352	10	-51%	-23%
Tib Street (between A665 Swan Street and Thomas Street)	SB	23	1	113	1	391%	0%	121	1	426%	0%
A6041 Chapel Street (between A6041 Blackfriars Road and A56 Victoria Bridge Street)	EB	27	27	27	27	0%	0%	26	26	-4%	-4%
	WB	147	3	164	3	12%	0%	202	5	37%	67%
Cambrian Street (between Phillips Park Road and Bradford Road)	NB	186	5	216	5	16%	0%	237	5	27%	0%
	SB	340	8	458	8	35%	0%	430	8	26%	0%
Bradford Road (between Cambrian Street and Butler Street)	EB	210	16	163	15	-22%	-6%	151	15	-28%	-6%
	WB	696	20	523	19	-25%	-5%	450	17	-35%	-15%
A56 Chapel Street (between A6 Blackfriars Street and A56 Victoria Bridge Street)	EB	27	27	27	27	0%	0%	26	26	-4%	-4%
	WB	147	3	164	3	12%	0%	202	5	37%	67%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A56 Chapel Street/Victoria Street (between A56 Victoria Bridge Steer and Hunts Bank Approach)	EB	42	42	42	42	0%	0%	42	42	0%	0%
	WB	196	51	213	51	9%	0%	251	54	28%	6%
Thompson Street (between A62 Oldham Road and A664 Rochdale Road)	EB	41	41	41	41	0%	0%	41	41	0%	0%
	WB	38	38	38	38	0%	0%	64	38	68%	0%
Butler Street (between A62 Oldham Road and Old Mill Street)	EB	217	9	105	9	-52%	0%	73	8	-66%	-11%
	WB	256	11	240	11	-6%	0%	244	11	-5%	0%
Lower Broughton Road (between Sussex Street and A5066 Great Clowes Street)	WB	224	19	283	21	26%	11%	279	20	25%	5%
Langley Road South (between Douglas Green and A576 Cromwell Road)	NB	13	6	13	6	0%	0%	12	6	-8%	0%
	SB	119	6	134	6	13%	0%	152	7	28%	17%
Langley Road South (between Indigo Street and Douglas Green)	EB	146	4	161	4	10%	0%	180	4	23%	0%
	WB	9	2	9	2	0%	0%	9	2	0%	0%
B5231 Station Road (between Boundary Road and Lees Street)	NB	308	11	290	11	-6%	0%	308	11	0%	0%
	SB	14	0	656	11	4586%	0%	689	11	4821%	0%

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

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

Table 18-27: MA08 2031 future baseline and with the AP2 revised scheme construction traffic (vehicles) – AM peak hour (08:00-09:00) – scenario 3, scenario 4 and scenario 5

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5- % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
Grafton Street (between A5184 Plymouth Grove and A34 Upper Brook Street)	EB	30	4	67%	33%	19	4	6%	33%	15	4	-17%	33%
	WB	174	5	11%	0%	144	5	-8%	0%	137	5	-13%	0%
A34 Upper Brook Street (between Grafton Street and A5184 Plymouth Grove)	NB	1,192	23	4%	-8%	1,167	23	2%	-8%	1,176	23	3%	-8%
	SB	502	14	-30%	0%	682	14	-5%	0%	670	14	-6%	0%
A5184 Plymouth Grove (between A34 Upper Brook Street and Grafton Street)	EB	418	18	31%	200%	371	11	16%	83%	381	18	19%	200%
	WB	638	7	2%	17%	595	5	-5%	-17%	591	5	-6%	-17%
A34 Upper Brook Street (between A5184 Plymouth Grove and Brunswick Street)	NB	1,829	31	3%	0%	1,763	28	-1%	-10%	1,767	28	0%	-10%
	SB	920	31	-11%	55%	1,052	25	2%	25%	1,051	32	1%	60%
Brunswick Street (between A34 Upper Brook Street and A6 Stockport Road)	EB	225	6	-28%	-14%	236	6	-25%	-14%	259	6	-18%	-14%
	WB	142	4	-65%	-75%	400	14	-2%	-13%	387	14	-6%	-13%
A34 Upper Brook Street (between Booth Street East and Grosvenor Street)	NB	1,304	29	14%	12%	1,215	25	6%	-4%	1,211	26	6%	0%
	SB	966	29	6%	61%	945	23	4%	28%	962	29	6%	61%
A34 Grosvenor Street (between A34 Brook Street and A34 Oxford Road)	WB	131	11	-48%	0%	195	11	-22%	0%	176	11	-30%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5- % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
A6 Ardwick Green South (between Grosvenor Street and Higher Ardwick)	EB	646	54	-1%	-21%	679	65	4%	-4%	695	60	6%	-12%
	WB	2,068	74	97%	23%	1,320	65	26%	8%	1,342	65	28%	8%
Grosvenor Street (between A6 Downing Street and A34 Brook Street)	WB	281	1	-11%	0%	307	1	-3%	0%	304	1	-4%	0%
Union Street (between Dark Lane and Higher Ardwick)	NB	137	3	-31%	-70%	149	4	-25%	-60%	149	4	-25%	-60%
	SB	34	4	-71%	-56%	34	4	-71%	-56%	34	4	-71%	-56%
Chester Street (between Cambridge Street and A34 Oxford Road)	EB	142	6	89%	0%	77	6	3%	0%	84	6	12%	0%
Mancunian Way (between A34 Brook Street and Sackville Street)	EB	303	3	17%	0%	213	3	-18%	0%	205	3	-21%	0%
	WB	564	19	7%	138%	547	12	4%	50%	557	19	5%	138%
A6 Downing Street (between A635 Mancunian Way and Grosvenor Street)	NB	2,014	75	92%	25%	1,313	66	25%	10%	1,342	66	28%	10%
	SB	873	56	-10%	-19%	978	68	1%	-1%	998	62	3%	-10%
A635 Mancunian Way (between A6 London Road and A635 Fairfield Street diversion)	EB	1,658	68	8%	58%	1,758	75	15%	74%	1,651	65	8%	51%
	WB	598	59	-73%	9%	1,615	79	-27%	46%	1,524	68	-31%	26%
A6 London Road (between A57(M) Mancunian Way and Travis Street)	NB	822	46	16%	5%	628	43	-11%	-2%	620	43	-13%	-2%
	SB	683	40	-5%	-9%	822	45	14%	2%	822	46	14%	5%
A635 Fairfield Street diversion (between A635 Ashton Old Road	SB	-	-	-	-	3,130	139	148%	132%	3,041	126	141%	110%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5- % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
realignment and A665 Chancellor Lane diversion)													
A635 Ashton Old Road (between A665 Chancellor Lane and A665 Midland Street)	EB	951	63	21%	62%	1,051	65	34%	67%	1,054	63	34%	62%
	WB	665	62	-50%	9%	1,132	76	-15%	33%	1,104	73	-17%	28%
Travis Street (between B6469 Fairfield Street and A6 London Road)**	SB	157	2	8%	0%	143	2	-1%	0%	146	2	1%	0%
B6469 Fairfield Street (between St Andrew's Street and A635 Mancunian Way)	EB	-	-	-	-	-	-	-	-	-	-	-	-
	WB	-	-	-	-	-	-	-	-	-	-	-	-
A665 Pin Mill Brow realignment (between A635 Ashton Old Road realignment and A635 Mancunian Way northbound realignment)	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	1,990	116	97%	404%	3,048	129	202%	461%	2,990	117	196%	409%
A635 Mancunian Way northbound realignment (between A635 Fairfield Street diversion and A665 Pin Mill Brow realignment)	NB	2,355	114	174%	500%	2,696	125	214%	558%	2,638	114	207%	500%
	SB	-	-	-	-	-	-	-	-	-	-	-	-
B6469 Whitworth Street (between A34 Princess Street and Sackville Street)	EB	187	7	-36%	-13%	176	7	-40%	-13%	169	7	-42%	-13%
	WB	154	14	-60%	-13%	292	15	-24%	-6%	291	15	-24%	-6%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5- % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
St. Andrew's Street diversion (between B6469 Fairfield Street diversion and Helmet Street)	NB	2	2	-99%	-78%	-	-	-	-	-	-	-	-
B6469 Fairfield Street (between Travis Street and St Andrew's Street diversion)	EB	247	10	194%	0%	251	15	199%	50%	241	15	187%	50%
	WB	139	13	18%	-13%	531	24	350%	60%	542	24	359%	60%
A6 London Road (between Travis Street and B6469 Fairfield Street)	NB	822	46	16%	5%	628	43	-11%	-2%	620	43	-13%	-2%
	SB	529	39	-8%	-5%	682	44	19%	7%	679	45	18%	10%
B6469 Fairfield Street (between A6 London Road and Travis Street)	EB	381	17	-15%	-11%	371	17	-17%	-11%	358	17	-20%	-11%
	WB	128	20	-80%	-26%	514	26	-21%	-4%	520	26	-20%	-4%
B5461 Ordsall Lane (between Willburn Street and A57 Regent Road)	NB	608	15	-7%	114%	646	8	-1%	14%	649	8	-1%	14%
	SB	482	4	4%	0%	470	4	2%	0%	464	4	0%	0%
Travis Street (between B6469 Fairfield Street and Sheffield Street)	EB	-	-	-	-	-	-	-	-	-	-	-	-
	WB	-	-	-	-	-	-	-	-	-	-	-	-
Helmet Street (between St. Andrew's Street diversion and A665 Great Ancoats Street)	EB	2	2	0%	0%	2	2	0%	0%	2	2	0%	0%
	WB	-	-	-	-	2	2	0%	0%	2	2	0%	0%
A6 Aytoun Street (between Chorlton Street and Cobourg Street)	EB	18	17	-87%	-6%	18	17	-87%	-6%	18	17	-87%	-6%
	EB	-	-	-	-	0	0	-100%	-100%	0	0	-100%	-100%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5- % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
Adair Street (between New Sheffield Street and Station Car Park Access)	WB	-	-	-	-	-	-	-	-	-	-	-	-
A6 London Road (between A6 Whitworth Street and B6469 Fairfield Street)	SB	663	41	-17%	-9%	909	49	14%	9%	909	49	14%	9%
A6 Aytoun Street (between Cobourg Street and A6 Whitworth Street)	NB	27	26	-82%	-4%	27	27	-82%	0%	27	27	-82%	0%
A6 Whitworth Street (between B6469 Fairfield Street and A6 Aytoun Street)	NB	466	38	-21%	-12%	416	39	-30%	-9%	416	40	-30%	-7%
Adair Street (between Station Car Park Access and St. Andrew's Square)	EB	58	35	-79%	218%	40	20	-85%	82%	49	27	-82%	145%
	WB	148	35	-72%	46%	133	20	-74%	-17%	137	27	-74%	13%
Chorlton Street (between B6469 Whitworth Street and Bloom Street)	EB	111	25	-3%	0%	117	24	3%	-4%	120	25	5%	0%
A665 Great Ancoats Street (between Helmet Street and Every Street)	NB	1,582	70	-17%	67%	1,658	64	-13%	52%	1,653	71	-13%	69%
	SB	1,089	68	-48%	70%	2,054	62	-2%	55%	2,040	69	-3%	73%
A6 Aytoun Street (between A6 Whitworth Street and Minshull Street)	NB	492	63	-34%	-10%	442	66	-40%	-6%	443	66	-40%	-6%
New Sheffield Street (between Adair Street and Chapeltown Street)	EB	-	-	-	-	0	0	-100%	-100%	0	0	-100%	-100%
	WB	-	-	-	-	-	-	-	-	-	-	-	-

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5- % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
St. James Street (between Dickinson Street and A34 Princess Street)**	SB	92	0	-4%	-100%	94	1	-2%	0%	94	1	-2%	0%
Sheffield Street (between Travis Street and Baird Street)	EB	-	-	-	-	0	0	-100%	-100%	0	0	-100%	-100%
	WB	-	-	-	-	-	-	-	-	-	-	-	-
B5461 Ordsall Lane (between between A57 Regent Road and B5225 Hampson Street)	NB	710	14	-5%	133%	746	7	0%	17%	752	6	0%	0%
	SB	545	2	4%	0%	537	2	2%	0%	534	2	2%	0%
A6 Aytoun Street (between Minshull Street and Auburn Street)	NB	65	65	-86%	-6%	65	65	-86%	-6%	65	65	-86%	-6%
A34 Princess Street (between George Street and A5103 Portland Street)	EB	218	52	-1%	-4%	218	53	-1%	-2%	219	53	-1%	-2%
	WB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Minshull Street (between Bloom Street and A6 Aytoun Street)	EB	0	0	-100%	-100%	0	0	-100%	-100%	0	0	-100%	-100%
	WB	430	1	11%	-50%	379	2	-2%	0%	379	2	-2%	0%
Bloom Street (between Minshull Street and Chorlton Street)	NB	76	1	-28%	-50%	95	2	-10%	0%	95	2	-10%	0%
	SB	52	0	2500%	0%	1	0	-50%	0%	2	0	0%	0%
Boad Street (between Sheffield Street and Store Street)	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
A6 London Road (between Auburn Street and A6 Whitworth Street)	SB	663	41	13%	-11%	909	49	55%	7%	909	49	55%	7%
	EB	150	4	-61%	-43%	161	5	-58%	-29%	161	5	-58%	-29%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5- % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
Store Street (between New Sheffield Street and Boad Street)	WB	31	4	-95%	-33%	-	-	-	-	-	-	-	-
A665 Great Ancoats Street (between Every Street and Adair Street)	NB	1,363	60	-16%	100%	1,388	53	-14%	77%	1,381	60	-15%	100%
	SB	601	64	-54%	100%	1,261	55	-4%	72%	1,247	61	-5%	91%
George Street (between Nicholas Street and A34 Princess Street)	SB	169	0	-1%	-100%	169	1	-1%	0%	168	1	-1%	0%
Sparkle Street (between Chapeltown Street and Store Street)	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
Adair Street (between St. Andrew's Square and A665 Great Ancoats Street)	NB	77	38	-69%	660%	65	28	-73%	460%	74	34	-70%	580%
	SB	254	39	-59%	160%	247	28	-60%	87%	250	35	-60%	133%
Major Street (between Chorlton Street and Minshull Street)	EB	112	3	-4%	0%	116	2	-1%	-33%	116	3	-1%	0%
	WB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Auburn Street (between A6 Aytoun Street and A6 Piccadilly)	EB	26	26	-94%	-16%	26	26	-94%	-16%	26	26	-94%	-16%
Palmerston Street (between A665 Great Ancoats Street and Gurney Street)	EB	2	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	231	6	230%	50%	66	8	-6%	100%	67	8	-4%	100%
Store Street (between Boad Street and Sparkle Street)	EB	151	5	-59%	-38%	161	5	-57%	-38%	161	5	-57%	-38%
	WB	31	4	-95%	-33%	-	-	-	-	-	-	-	-
	EB	2	2	0%	0%	9	2	0%	0%	6	2	0%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5- % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
Chapeltown Street (between Sparkle Street and A665 Great Ancoats Street)	WB	38	3	245%	0%	40	4	264%	0%	41	4	273%	0%
Store Street (between Boad Street and A665 Great Ancoats Street)	EB	151	5	-59%	-38%	161	5	-57%	-38%	161	5	-57%	-38%
	WB	31	4	-95%	-33%	-	-	-	-	-	-	-	-
A665 Great Ancoats Street (between Adair Street and A662 Pollard Street)	NB	1,275	25	-28%	-26%	1,306	28	-26%	-18%	1,292	28	-27%	-18%
	SB	693	29	-62%	-37%	1,362	30	-25%	-35%	1,335	30	-27%	-35%
Faulkner Street (between New York Street and Charlotte Street)	SB	140	1	-1%	-50%	142	2	0%	0%	142	2	0%	0%
A6 Piccadilly (between B6181 Ducie Street and Paton Street)	NB	9	9	0%	0%	9	9	0%	0%	9	9	0%	0%
	SB	681	43	227%	-4%	910	51	338%	13%	910	51	338%	13%
A665 Great Ancoats Street (between Pollard Street and Chapeltown Street)	NB	1,401	27	-20%	-21%	1,429	31	-18%	-9%	1,414	32	-19%	-6%
	SB	764	35	-52%	-15%	1,377	36	-13%	-12%	1,353	36	-15%	-12%
New York Street (between Faulkner Street and George Street)	EB	165	11	-4%	-8%	165	11	-4%	-8%	166	11	-3%	-8%
Ducie Street (between B6181 Dale Street and Peak Street)	EB	2	2	-95%	0%	7	2	-84%	0%	7	2	-84%	0%
	WB	391	11	48%	22%	547	13	106%	44%	546	13	106%	44%
Fountain Street (between Booth Street and Spring Gardens)	NB	303	3	47%	50%	264	3	28%	50%	276	3	34%	50%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5- % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
A6 Piccadilly (between Paton Street and Chatham Street)	NB	25	25	0%	0%	25	25	0%	0%	25	25	0%	0%
	SB	527	39	1324%	5%	518	45	1300%	22%	518	45	1300%	22%
Every Street (between A665 Great Ancoats Street and Carruthers Street)	NB	57	17	-46%	-15%	79	18	-25%	-10%	73	18	-31%	-10%
	SB	399	16	-52%	-24%	680	19	-18%	-10%	675	19	-18%	-10%
B6181 Dale Street (between B6181 Ducie Street and Paton Street)	NB	389	9	47%	0%	513	9	94%	0%	512	9	93%	0%
	SB	0	0	-100%	0%	16	1	-63%	0%	17	1	-60%	0%
Paton Street (between B6181 Dale Street and A6 Piccadilly)	WB	179	4	6%	-33%	408	6	141%	0%	408	6	141%	0%
A665 Great Ancoats Street (between Chapeltown Street and Store Street)	NB	1,366	26	-21%	-21%	1,391	30	-20%	-9%	1,377	30	-21%	-9%
	SB	764	35	-52%	-15%	1,371	36	-14%	-12%	1,348	36	-15%	-12%
New York Street (between George Street and Mosley Street)	EB	165	11	-4%	-8%	165	11	-4%	-8%	166	11	-3%	-8%
A662 Pollard Street (between A665 Great Ancoats Street and Carruthers Street)	EB	100	4	-58%	-20%	101	4	-58%	-20%	101	4	-58%	-20%
	WB	154	1	-67%	-90%	208	2	-55%	-80%	205	2	-55%	-80%
A6 Piccadilly (between Chatham Street and A62 Newton Street)	NB	33	33	3%	3%	33	33	3%	3%	33	33	3%	3%
	SB	537	49	996%	0%	529	57	980%	16%	529	57	980%	16%
B6181 Dale Street (between Paton Street and Port Street)	NB	250	7	-5%	-13%	278	7	5%	-13%	275	7	4%	-13%
	SB	44	3	-79%	-50%	190	5	-10%	-17%	187	5	-11%	-17%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5- % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
Fountain Street (between Spring Gardens and York Street)	NB	281	3	98%	50%	250	3	76%	50%	256	3	80%	50%
York Street (between Fountain Street and West Mosley Street)	EB	165	11	-4%	-8%	165	11	-4%	-8%	166	11	-3%	-8%
Ducie Street (between A665 Great Ancoats Street and Peak Street)	WB	570	11	14%	22%	774	13	55%	44%	772	13	54%	44%
Spring Gardens (between King Street and York Street)	NB	360	23	-6%	0%	376	23	-2%	0%	373	23	-3%	0%
York Street (between Spring Gardens and Fountain Street)	EB	360	23	-6%	0%	376	23	-2%	0%	373	23	-3%	0%
Gurney Street (between Palmerston Street and Every Street)	EB	42	2	56%	0%	24	0	-11%	0%	15	0	-44%	0%
	WB	244	4	542%	300%	187	2	392%	100%	172	1	353%	0%
A62 Newton Street (between A6 Piccadilly and B6181 Dale Street)	NB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	SB	512	10	25500 %	400%	487	12	24250 %	500%	486	12	24200 %	500%
Laystall Street (between Tariff Street and A665 Great Ancoats Street)	EB	30	4	-77%	0%	17	6	-87%	50%	16	6	-88%	50%
Every Street (between Carruthers Street and Gurney Street)	NB	50	10	-51%	-41%	35	11	-66%	-35%	26	11	-75%	-35%
	SB	506	17	-39%	6%	743	15	-11%	-6%	738	14	-11%	-13%
A665 Great Ancoats Street (between Ducie Street and Laystall Street)	NB	1,101	25	-16%	-17%	1,004	27	-23%	-10%	994	26	-24%	-13%
	SB	729	36	-58%	-18%	1,159	37	-33%	-16%	1,137	37	-34%	-16%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5- % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
B6181 Dale Street (between A62 Newton Street and Port Street)	EB	174	1	-49%	-83%	214	6	-37%	0%	216	6	-36%	0%
	WB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Tariff Street (between Brewer Street and Laystall Street)	EB	28	2	-69%	-50%	11	4	-88%	0%	9	4	-90%	0%
	WB	180	0	-24%	0%	228	0	-3%	0%	227	0	-4%	0%
Carruthers Street (between A662 Pollard Street and Every Street)	NB	150	12	285%	300%	144	10	269%	233%	136	9	249%	200%
	SB	37	4	19%	-20%	38	6	23%	20%	28	6	-10%	20%
Port Street (between B6181 Dale Street and Hilton Street)	EB	123	1	6%	-75%	41	5	-65%	25%	42	5	-64%	25%
A6 Dale Street (between A62 Lever Street and Newton Street)	EB	292	3	58%	-57%	280	10	51%	43%	275	10	49%	43%
A62 Newton Street (between A6 Dale Street and Hilton Street)	NB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	SB	424	8	170%	700%	422	8	169%	700%	427	8	172%	700%
A665 Great Ancoats Street (between Laystall Street and Port Street)	NB	1,071	23	-16%	-23%	967	24	-24%	-20%	959	24	-25%	-20%
	SB	716	31	-55%	-18%	1,152	30	-28%	-21%	1,132	30	-29%	-21%
Southgate (between King Street West and Back South Parade)**	NB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Hilton Street (between A62 Newton Street and Port Street)	EB	2	1	-85%	0%	5	0	-62%	0%	3	0	-77%	0%
	WB	224	1	-7%	0%	232	0	-3%	0%	232	0	-3%	0%
	EB	274	3	-28%	-57%	214	3	-44%	-57%	207	3	-46%	-57%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5- % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
Old Mill Street (between A665 Great Ancoats Street and Carruthers Street)	WB	289	10	-50%	25%	454	7	-21%	-13%	449	6	-22%	-25%
Every Street (between Gurney Street and A662 Merrill Street)	NB	9	9	-88%	-47%	11	11	-86%	-35%	11	11	-86%	-35%
	SB	262	13	-67%	-19%	556	13	-30%	-19%	566	13	-29%	-19%
Back South Parade (between St. Mary's Parsonage and Southgate)***	WB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
A62 Lever Street (between Dale Street and Stevenson Square)	NB	280	48	21%	9%	254	41	10%	-7%	254	42	10%	-5%
Hilton Street/Stevenson Square (between A62 Lever Street and A62 Newton Street)	EB	17	1	31%	0%	10	0	-23%	0%	4	0	-69%	0%
	WB	168	1	-51%	-50%	249	1	-28%	-50%	246	1	-29%	-50%
A662 Merrill Street (between Carruthers Street and Every Street)	EB	46	1	-67%	0%	42	1	-70%	0%	42	1	-70%	0%
	WB	44	3	0%	-50%	31	3	-30%	-50%	39	3	-11%	-50%
A62 Lever Street (between Stevenson Square and A665 Great Ancoats Street)	NB	264	47	21%	7%	249	41	14%	-7%	250	42	15%	-5%
Hilton Street (between Oldham Street and A62 Lever Street)***	EB	1	0	0%	0%	5	0	0%	0%	1	0	0%	0%
	WB	168	1	-51%	-50%	249	1	-28%	-50%	246	1	-29%	-50%
Port Street (between Hilton Street and A665 Great Ancoats Street)	EB	54	1	54%	0%	30	0	-14%	0%	31	0	-11%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5- % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
A62 Newton Street (between Hilton Street and A665 Great Ancoats Street)	NB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	SB	365	8	38%	167%	433	9	64%	200%	440	9	67%	200%
Carruthers Street (between Old Mill Street and A662 Pollard Street)	NB	179	15	139%	200%	158	12	111%	140%	158	11	111%	120%
	SB	82	4	-67%	-43%	136	6	-45%	-14%	124	6	-50%	-14%
Red Lion Street (between A6 Church Street and Turner Street)	NB	178	1	65%	0%	152	1	41%	0%	157	1	45%	0%
Hilton Street (between Tib Street and Oldham Street)***	EB	37	0	0%	0%	5	0	0%	0%	1	0	0%	0%
	WB	168	1	-51%	-50%	249	1	-28%	-50%	246	1	-29%	-50%
Turner Street (between Red Lion Street and John Street)	EB	178	1	65%	0%	152	1	41%	0%	157	1	45%	0%
Thomas Street (between Tib Street and John Street)	WB	240	2	-35%	0%	266	2	-28%	0%	264	2	-29%	0%
John Street (between Turner Street and Thomas Street)	NB	178	1	65%	0%	152	1	41%	0%	157	1	45%	0%
Old Mill Street (between Carruthers Street and Butler Street)	EB	238	10	-31%	11%	219	10	-37%	11%	216	10	-38%	11%
	WB	157	6	-78%	-54%	437	8	-39%	-38%	422	8	-41%	-38%
Tib Street (between A665 Swan Street and Thomas Street)	SB	136	2	491%	100%	23	1	0%	0%	19	1	-17%	0%
	EB	26	26	-4%	-4%	26	26	-4%	-4%	26	26	-4%	-4%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5- % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
A6041 Chapel Street (between A6041 Blackfriars Road and A56 Victoria Bridge Street)	WB	239	6	63%	100%	168	3	14%	0%	178	3	21%	0%
Cambrian Street (between Phillips Park Road and Bradford Road)	NB	317	5	70%	0%	243	5	31%	0%	242	5	30%	0%
	SB	450	8	32%	0%	358	8	5%	0%	364	8	7%	0%
Bradford Road (between Cambrian Street and Butler Street)	EB	210	15	0%	-6%	132	16	-37%	0%	140	15	-33%	-6%
	WB	266	13	-62%	-35%	478	15	-31%	-25%	462	15	-34%	-25%
A56 Chapel Street (between A6 Blackfriars Street and A56 Victoria Bridge Street)	EB	26	26	-4%	-4%	26	26	-4%	-4%	26	26	-4%	-4%
	WB	239	6	63%	100%	168	3	14%	0%	178	3	21%	0%
A56 Chapel Street/Victoria Street (between A56 Victoria Bridge Steer and Hunts Bank Approach)	EB	42	42	0%	0%	42	42	0%	0%	42	42	0%	0%
	WB	287	54	46%	6%	217	51	11%	0%	226	51	15%	0%
Thompson Street (between A62 Oldham Road and A664 Rochdale Road)	EB	41	41	0%	0%	41	41	0%	0%	41	41	0%	0%
	WB	76	38	100%	0%	44	38	16%	0%	53	38	39%	0%
Butler Street (between A62 Oldham Road and Old Mill Street)	EB	55	8	-75%	-11%	70	8	-68%	-11%	68	8	-69%	-11%
	WB	283	11	11%	0%	264	10	3%	-9%	249	10	-3%	-9%
Lower Broughton Road (between Sussex Street and A5066 Great Clowes Street)	WB	246	18	10%	-5%	291	21	30%	11%	264	20	18%	5%
	NB	12	6	-8%	0%	13	6	0%	0%	12	6	-8%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5- % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All	HGV
Langley Road South (between Douglas Green and A576 Cromwell Road)	SB	197	7	66%	17%	153	7	29%	17%	152	7	28%	17%
Langley Road South (between Indigo Street and Douglas Green)	EB	227	5	55%	25%	181	4	24%	0%	179	4	23%	0%
	WB	8	2	-11%	0%	9	2	0%	0%	9	2	0%	0%
B5231 Station Road (between Boundary Road and Lees Street)	NB	302	11	-2%	0%	293	11	-5%	0%	290	11	-6%	0%
	SB	674	11	4714%	0%	683	11	4779%	0%	663	11	4636%	0%

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

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

Table 18-28: MA08 2031 future baseline and with the AP2 revised scheme construction traffic (vehicles) – PM peak hour (17:00-18:00) – scenario 1 and scenario 2

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Grafton Street (between A5184 Plymouth Grove and A34 Upper Brook Street)	EB	11	5	11	5	0%	0%	13	5	18%	0%
	WB	80	6	63	6	-21%	0%	57	6	-29%	0%
A34 Upper Brook Street (between Grafton Street and A5184 Plymouth Grove)	NB	1,010	16	1,024	16	1%	0%	1,015	16	0%	0%
	SB	1,039	12	1,019	12	-2%	0%	1,026	12	-1%	0%
A5184 Plymouth Grove (between A34 Upper Brook Street and Grafton Street)	EB	679	5	604	5	-11%	0%	666	5	-2%	0%
	WB	367	5	359	5	-2%	0%	358	5	-2%	0%
A34 Upper Brook Street (between A5184 Plymouth Grove and Brunswick Street)	NB	1,377	21	1,382	21	0%	0%	1,373	21	0%	0%
	SB	1,718	18	1,623	17	-6%	-6%	1,692	17	-2%	-6%
Brunswick Street (between A34 Upper Brook Street and A6 Stockport Road)	EB	625	5	561	5	-10%	0%	575	5	-8%	0%
	WB	216	2	197	2	-9%	0%	196	2	-9%	0%
A34 Upper Brook Street (between Booth Street East and Grosvenor Street)	NB	1,076	22	1,088	23	1%	5%	1,115	23	4%	5%
	SB	1,336	14	1,226	14	-8%	0%	1,282	14	-4%	0%
A34 Grosvenor Street (between A34 Brook Street and A34 Oxford Road)	WB	103	8	99	8	-4%	0%	79	8	-23%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A6 Ardwick Green South (between Grosvenor Street and Higher Ardwick)	EB	1,107	55	1,042	56	-6%	2%	991	55	-10%	0%
	WB	816	47	986	52	21%	11%	1,040	53	27%	13%
Grosvenor Street (between A6 Downing Street and A34 Brook Street)	WB	229	2	206	1	-10%	-50%	208	1	-9%	-50%
Union Street (between Dark Lane and Higher Ardwick)	NB	162	4	37	3	-77%	-25%	37	3	-77%	-25%
	SB	245	2	225	5	-8%	150%	225	5	-8%	150%
Chester Street (between Cambridge Street and A34 Oxford Road)	EB	6	6	6	6	0%	0%	6	6	0%	0%
Mancunian Way (between A34 Brook Street and Sackville Street)	EB	130	0	182	1	40%	0%	157	1	21%	0%
	WB	226	2	181	3	-20%	50%	175	3	-23%	50%
A6 Downing Street (between A635 Mancunian Way and Grosvenor Street)	NB	680	46	913	53	34%	15%	868	54	28%	17%
	SB	1,199	57	1,174	58	-2%	2%	1,027	57	-14%	0%
A635 Mancunian Way (between A6 London Road and A635 Fairfield Street diversion)	EB	2,091	22	-	-	-	-	-	-	-	-
	WB	1,425	19	-	-	-	-	-	-	-	-
A6 London Road (between A57(M) Mancunian Way and Travis Street)	NB	268	37	325	39	21%	5%	277	39	3%	5%
	SB	900	47	752	45	-16%	-4%	728	44	-19%	-6%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A635 Fairfield Street diversion (between A635 Ashton Old Road realignment and A665 Chancellor Lane diversion)	SB	584	13	-	-	-	-	-	-	-	-
A635 Ashton Old Road (between A665 Chancellor Lane and A665 Midland Street)	EB	1,155	18	1,465	30	27%	67%	1,175	33	2%	83%
	WB	744	14	861	25	16%	79%	874	20	17%	43%
Travis Street (between B6469 Fairfield Street and A6 London Road)**	SB	254	4	367	5	44%	25%	194	3	-24%	-25%
B6469 Fairfield Street (between St Andrew's Street and A635 Mancunian Way)	EB	265	9	246	41	-7%	356%	265	10	0%	11%
	WB	274	11	416	44	52%	300%	553	4	102%	-64%
A665 Pin Mill Brow realignment (between A635 Ashton Old Road realignment and A635 Mancunian Way northbound realignment)	NB	1,364	9	1,080	8	-21%	-11%	1,227	19	-10%	111%
	SB	960	5	1,057	6	10%	20%	1,049	16	9%	220%
A635 Mancunian Way northbound realignment (between A635 Fairfield Street diversion and A665 Pin Mill Brow realignment)	NB	906	9	927	8	2%	-11%	1,197	20	32%	122%
	SB	806	11	955	12	18%	9%	1,003	22	24%	100%
	EB	283	6	173	6	-39%	0%	98	6	-65%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B6469 Whitworth Street (between A34 Princess Street and Sackville Street)	WB	155	5	143	6	-8%	20%	166	5	7%	0%
St. Andrew's Street diversion (between B6469 Fairfield Street diversion and Helmet Street)	NB	66	2	-	-	-	-	2	2	-97%	0%
B6469 Fairfield Street (between Travis Street and St Andrew's Street diversion)	EB	181	8	245	41	35%	413%	259	7	43%	-13%
	WB	322	9	417	44	30%	389%	551	2	71%	-78%
A6 London Road (between Travis Street and B6469 Fairfield Street)	NB	268	37	325	39	21%	5%	277	39	3%	5%
	SB	646	43	387	43	-40%	0%	536	42	-17%	-2%
B6469 Fairfield Street (between A6 London Road and Travis Street)	EB	458	13	627	16	37%	23%	397	14	-13%	8%
	WB	388	14	412	18	6%	29%	329	8	-15%	-43%
B5461 Ordsall Lane (between Willburn Street and A57 Regent Road)	NB	595	0	563	0	-5%	0%	555	0	-7%	0%
	SB	455	0	453	1	0%	0%	458	1	1%	0%
Travis Street (between B6469 Fairfield Street and Sheffield Street)	EB	300	5	414	35	38%	600%	-	-	-	-
	WB	539	9	563	37	4%	311%	-	-	-	-
	EB	0	0	-	-	-	-	2	2	0%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Helmet Street (between St. Andrew's Street diversion and A665 Great Ancoats Street)	WB	122	0	-	-	-	-	-	-	-	-
A6 Aytoun Street (between Chorlton Street and Cobourg Street)	EB	20	14	14	14	-30%	0%	14	14	-30%	0%
Adair Street (between New Sheffield Street and Station Car Park Access)	EB	519	6	53	34	-90%	467%	-	-	-	-
	WB	521	10	122	35	-77%	250%	-	-	-	-
A6 London Road (between A6 Whitworth Street and B6469 Fairfield Street)	SB	883	43	593	40	-33%	-7%	621	40	-30%	-7%
A6 Aytoun Street (between Cobourg Street and A6 Whitworth Street)	NB	27	22	23	22	-15%	0%	15	15	-44%	-32%
A6 Whitworth Street (between B6469 Fairfield Street and A6 Aytoun Street)	NB	293	35	324	35	11%	0%	264	34	-10%	-3%
Adair Street (between Station Car Park Access and St. Andrew's Square)	EB	541	8	19	1	-96%	-88%	167	21	-69%	163%
	WB	317	8	81	2	-74%	-75%	29	21	-91%	163%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Chorlton Street (between B6469 Whitworth Street and Bloom Street)	EB	411	25	327	25	-20%	0%	405	24	-1%	-4%
A665 Great Ancoats Street (between Helmet Street and Every Street)	NB	2,148	18	1,990	16	-7%	-11%	2,423	39	13%	117%
	SB	1,472	14	1,775	16	21%	14%	1,823	36	24%	157%
A6 Aytoun Street (between A6 Whitworth Street and Minshull Street)	NB	320	56	346	56	8%	0%	278	47	-13%	-16%
New Sheffield Street (between Adair Street and Chapeltown Street)	EB	288	1	478	3	66%	200%	-	-	-	-
	WB	114	1	379	2	232%	100%	-	-	-	-
St. James Street (between Dickinson Street and A34 Princess Street)**	SB	118	0	88	1	-25%	0%	67	1	-43%	0%
Sheffield Street (between Travis Street and Baird Street)	EB	231	1	442	2	91%	100%	-	-	-	-
	WB	88	1	361	2	310%	100%	-	-	-	-
B5461 Ordsall Lane (between between A57 Regent Road and B5225 Hampson Street)	NB	400	0	400	0	0%	0%	395	0	-1%	0%
	SB	354	0	376	0	6%	0%	378	0	7%	0%
A6 Aytoun Street (between Minshull Street and Auburn Street)	NB	431	56	513	56	19%	0%	284	44	-34%	-21%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A34 Princess Street (between George Street and A5103 Portland Street)	EB	556	50	451	50	-19%	0%	337	50	-39%	0%
	WB	0	0	0	0	0%	0%	0	0	0%	0%
Minshull Street (between Bloom Street and A6 Aytoun Street)	EB	368	1	455	0	24%	-100%	232	0	-37%	-100%
	WB	260	1	290	0	12%	-100%	231	0	-11%	-100%
Bloom Street (between Minshull Street and Chorlton Street)	NB	65	1	65	0	0%	-100%	16	0	-75%	-100%
	SB	0	0	0	0	0%	0%	0	0	0%	0%
Boad Street (between Sheffield Street and Store Street)	NB	0	0	400	2	0%	0%	-	-	-	-
	SB	161	1	363	2	125%	100%	-	-	-	-
A6 London Road (between Auburn Street and A6 Whitworth Street)	SB	704	40	593	40	-16%	0%	621	40	-12%	0%
Store Street (between New Sheffield Street and Boad Street)	EB	433	2	129	4	-70%	100%	128	3	-70%	50%
	WB	429	3	69	3	-84%	0%	69	3	-84%	0%
A665 Great Ancoats Street (between Every Street and Adair Street)	NB	1,644	19	1,481	18	-10%	-5%	1,859	39	13%	105%
	SB	935	15	1,115	17	19%	13%	1,187	38	27%	153%
George Street (between Nicholas Street and A34 Princess Street)	SB	511	0	406	1	-21%	0%	295	1	-42%	0%
	NB	0	0	20	0	0%	0%	-	-	-	-

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Sparkle Street (between Chapeltown Street and Store Street)	SB	48	0	127	0	165%	0%	-	-	-	-
Adair Street (between St. Andrew's Square and A665 Great Ancoats Street)	NB	489	3	0	0	-100%	-100%	247	22	-49%	633%
	SB	224	2	0	0	-100%	-100%	46	22	-79%	1000%
Major Street (between Chorlton Street and Minshull Street)	EB	224	4	172	4	-23%	0%	226	4	1%	0%
	WB	86	0	0	0	-100%	0%	0	0	-100%	0%
Auburn Street (between A6 Aytoun Street and A6 Piccadilly)	EB	398	23	480	23	21%	0%	255	14	-36%	-39%
Palmerston Street (between A665 Great Ancoats Street and Gurney Street)	EB	0	0	0	0	0%	0%	0	0	0%	0%
	WB	294	2	237	2	-19%	0%	227	1	-23%	-50%
Store Street (between Boad Street and Sparkle Street)	EB	330	2	437	5	32%	150%	129	4	-61%	100%
	WB	318	2	341	4	7%	100%	69	3	-78%	50%
Chapeltown Street (between Sparkle Street and A665 Great Ancoats Street)	EB	48	0	129	2	169%	0%	2	2	-96%	0%
	WB	0	0	22	2	0%	0%	60	2	0%	0%
Store Street (between Boad Street and A665 Great Ancoats Street)	EB	282	2	310	5	10%	150%	129	4	-54%	100%
	WB	318	2	321	4	1%	100%	69	3	-78%	50%
	NB	2,130	22	1,481	18	-30%	-18%	1,921	18	-10%	-18%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A665 Great Ancoats Street (between Adair Street and A662 Pollard Street)	SB	1,156	17	1,115	17	-4%	0%	1,047	16	-9%	-6%
Faulkner Street (between New York Street and Charlotte Street)	SB	289	0	200	1	-31%	0%	81	1	-72%	0%
A6 Piccadilly (between B6181 Ducie Street and Paton Street)	NB	8	8	8	8	0%	0%	0	0	-100%	-100%
	SB	349	40	143	39	-59%	-3%	374	38	7%	-5%
A665 Great Ancoats Street (between Pollard Street and Chapeltown Street)	NB	2,065	22	1,584	20	-23%	-9%	1,737	20	-16%	-9%
	SB	1,345	18	1,420	20	6%	11%	1,352	20	1%	11%
New York Street (between Faulkner Street and George Street)	EB	725	11	709	11	-2%	0%	497	9	-31%	-18%
Ducie Street (between B6181 Dale Street and Peak Street)	EB	139	1	2	2	-99%	100%	2	2	-99%	100%
	WB	205	0	2	2	-99%	0%	2	2	-99%	0%
Fountain Street (between Booth Street and Spring Gardens)	NB	263	1	309	1	17%	0%	364	1	38%	0%
A6 Piccadilly (between Paton Street and Chatham Street)	NB	22	22	22	22	0%	0%	14	14	-36%	-36%
	SB	38	38	37	37	-3%	-3%	36	36	-5%	-5%
Every Street (between A665 Great Ancoats Street and Carruthers Street)	NB	339	12	330	11	-3%	-8%	412	13	22%	8%
	SB	412	11	466	11	13%	0%	406	10	-1%	-9%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B6181 Dale Street (between B6181 Ducie Street and Paton Street)	NB	205	0	0	0	-100%	0%	0	0	-100%	0%
	SB	139	1	0	0	-100%	-100%	0	0	-100%	-100%
Paton Street (between B6181 Dale Street and A6 Piccadilly)	WB	307	3	103	2	-66%	-33%	334	4	9%	33%
A665 Great Ancoats Street (between Chapeltown Street and Store Street)	NB	2,113	22	1,689	20	-20%	-9%	1,680	20	-20%	-9%
	SB	1,345	18	1,420	20	6%	11%	1,352	20	1%	11%
New York Street (between George Street and Mosley Street)	EB	725	11	709	11	-2%	0%	497	9	-31%	-18%
A662 Pollard Street (between A665 Great Ancoats Street and Carruthers Street)	EB	539	3	316	3	-41%	0%	598	3	11%	0%
	WB	286	1	114	2	-60%	100%	108	1	-62%	0%
A6 Piccadilly (between Chatham Street and A62 Newton Street)	NB	29	29	29	29	0%	0%	21	21	-28%	-28%
	SB	48	48	47	47	-2%	-2%	46	46	-4%	-4%
B6181 Dale Street (between Paton Street and Port Street)	NB	205	0	0	0	-100%	0%	0	0	-100%	0%
	SB	445	4	103	2	-77%	-50%	334	4	-25%	0%
Fountain Street (between Spring Gardens and York Street)	NB	254	0	305	1	20%	0%	396	1	56%	0%
York Street (between Fountain Street and West Mosley Street)	EB	725	11	709	11	-2%	0%	497	9	-31%	-18%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Ducie Street (between A665 Great Ancoats Street and Peak Street)	WB	451	0	2	2	-100%	0%	2	2	-100%	0%
Spring Gardens (between King Street and York Street)	NB	1,096	13	1,061	13	-3%	0%	769	11	-30%	-15%
York Street (between Spring Gardens and Fountain Street)	EB	1,096	13	1,061	13	-3%	0%	769	11	-30%	-15%
Gurney Street (between Palmerston Street and Every Street)	EB	107	0	320	1	199%	0%	110	0	3%	0%
	WB	28	0	10	0	-64%	0%	11	0	-61%	0%
A62 Newton Street (between A6 Piccadilly and B6181 Dale Street)	NB	0	0	0	0	0%	0%	0	0	0%	0%
	SB	2	2	2	2	0%	0%	2	2	0%	0%
Laystall Street (between Tariff Street and A665 Great Ancoats Street)	EB	151	1	186	3	23%	200%	169	3	12%	200%
Every Street (between Carruthers Street and Gurney Street)	NB	339	12	330	11	-3%	-8%	412	12	22%	0%
	SB	270	9	342	9	27%	0%	379	9	40%	0%
A665 Great Ancoats Street (between Ducie Street and Laystall Street)	NB	1,345	19	1,430	19	6%	0%	1,587	20	18%	5%
	SB	1,582	20	1,694	22	7%	10%	1,440	21	-9%	5%
	EB	283	3	346	2	22%	-33%	521	4	84%	33%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B6181 Dale Street (between A62 Newton Street and Port Street)	WB	0	0	0	0	0%	0%	0	0	0%	0%
Tariff Street (between Brewer Street and Laystall Street)	EB	8	0	184	1	2200%	0%	167	1	1988%	0%
	WB	242	0	0	0	-100%	0%	0	0	-100%	0%
Carruthers Street (between A662 Pollard Street and Every Street)	NB	72	0	47	0	-35%	0%	178	1	147%	0%
	SB	214	2	172	2	-20%	0%	204	1	-5%	-50%
Port Street (between B6181 Dale Street and Hilton Street)	EB	27	1	236	1	774%	0%	186	1	589%	0%
A6 Dale Street (between A62 Lever Street and Newton Street)	EB	184	2	91	1	-51%	-50%	159	1	-14%	-50%
A62 Newton Street (between A6 Dale Street and Hilton Street)	NB	0	0	0	0	0%	0%	0	0	0%	0%
	SB	101	4	257	3	154%	-25%	364	4	260%	0%
A665 Great Ancoats Street (between Laystall Street and Port Street)	NB	1,263	19	1,353	18	7%	-5%	1,512	19	20%	0%
	SB	1,256	19	1,337	19	6%	0%	1,101	18	-12%	-5%
Southgate (between King Street West and Back South Parade)**	NB	0	0	0	0	0%	0%	0	0	0%	0%
Hilton Street (between A62 Newton Street and Port Street)	EB	8	0	0	0	-100%	0%	9	0	13%	0%
	WB	249	0	6	0	-98%	0%	6	0	-98%	0%
	EB	738	6	697	5	-6%	-17%	548	4	-26%	-33%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Old Mill Street (between A665 Great Ancoats Street and Carruthers Street)	WB	224	2	178	2	-21%	0%	230	1	3%	-50%
Every Street (between Gurney Street and A662 Merrill Street)	NB	253	13	10	10	-96%	-23%	302	12	19%	-8%
	SB	263	9	332	9	26%	0%	368	9	40%	0%
Back South Parade (between St. Mary's Parsonage and Southgate)***	WB	0	0	0	0	0%	0%	0	0	0%	0%
A62 Lever Street (between Dale Street and Stevenson Square)	NB	382	36	480	35	26%	-3%	431	35	13%	-3%
Hilton Street/Stevenson Square (between A62 Lever Street and A62 Newton Street)	EB	8	0	6	0	-25%	0%	39	0	388%	0%
	WB	249	0	6	0	-98%	0%	7	0	-97%	0%
A662 Merrill Street (between Carruthers Street and Every Street)	EB	332	0	168	0	-49%	0%	282	0	-15%	0%
	WB	0	0	0	0	0%	0%	0	0	0%	0%
A62 Lever Street (between Stevenson Square and A665 Great Ancoats Street)	NB	374	36	475	35	27%	-3%	413	35	10%	-3%
Hilton Street (between Oldham Street and A62 Lever Street)***	EB	0	0	0	0	0%	0%	21	0	0%	0%
	WB	251	3	9	3	-96%	0%	10	3	-96%	0%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Port Street (between Hilton Street and A665 Great Ancoats Street)	EB	20	1	46	1	130%	0%	21	1	5%	0%
A62 Newton Street (between Hilton Street and A665 Great Ancoats Street)	NB	0	0	6	0	0%	0%	10	0	0%	0%
	SB	101	4	257	3	154%	-25%	345	4	242%	0%
Carruthers Street (between Old Mill Street and A662 Pollard Street)	NB	106	0	105	0	-1%	0%	336	2	217%	0%
	SB	387	3	309	2	-20%	-33%	330	1	-15%	-67%
Red Lion Street (between A6 Church Street and Turner Street)	NB	99	0	120	0	21%	0%	127	0	28%	0%
Hilton Street (between Tib Street and Oldham Street)***	EB	0	0	0	0	0%	0%	21	0	0%	0%
	WB	249	0	7	0	-97%	0%	7	0	-97%	0%
Turner Street (between Red Lion Street and John Street)	EB	99	0	120	0	21%	0%	127	0	28%	0%
Thomas Street (between Tib Street and John Street)	WB	386	1	344	1	-11%	0%	330	1	-15%	0%
John Street (between Turner Street and Thomas Street)	NB	99	0	120	0	21%	0%	127	0	28%	0%
Old Mill Street (between Carruthers Street and Butler Street)	EB	714	7	623	6	-13%	-14%	586	6	-18%	-14%
	WB	481	4	308	4	-36%	0%	261	3	-46%	-25%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Tib Street (between A665 Swan Street and Thomas Street)	SB	137	1	337	1	146%	0%	345	1	152%	0%
A6041 Chapel Street (between A6041 Blackfriars Road and A56 Victoria Bridge Street)	EB	24	24	24	24	0%	0%	24	24	0%	0%
	WB	17	0	18	0	6%	0%	18	0	6%	0%
Cambrian Street (between Phillips Park Road and Bradford Road)	NB	221	1	278	1	26%	0%	274	1	24%	0%
	SB	240	2	419	2	75%	0%	252	2	5%	0%
Bradford Road (between Cambrian Street and Butler Street)	EB	523	14	469	15	-10%	7%	472	15	-10%	7%
	WB	447	10	276	10	-38%	0%	296	9	-34%	-10%
A56 Chapel Street (between A6 Blackfriars Street and A56 Victoria Bridge Street)	EB	24	24	24	24	0%	0%	24	24	0%	0%
	WB	17	0	18	0	6%	0%	18	0	6%	0%
A56 Chapel Street/Victoria Street (between A56 Victoria Bridge Steer and Hunts Bank Approach)	EB	40	40	40	40	0%	0%	38	38	-5%	-5%
	WB	57	41	58	40	2%	-2%	57	39	0%	-5%
Thompson Street (between A62 Oldham Road and A664 Rochdale Road)	EB	52	52	52	52	0%	0%	51	51	-2%	-2%
	WB	35	32	41	32	17%	0%	74	32	111%	0%
	EB	227	8	207	10	-9%	25%	202	9	-11%	13%

Location	Direction	2031 baseline flows		AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Butler Street (between A62 Oldham Road and Old Mill Street)	WB	346	7	317	7	-8%	0%	272	7	-21%	0%
Lower Broughton Road (between Sussex Street and A5066 Great Clowes Street)	WB	405	14	498	14	23%	0%	512	13	26%	-7%
Langley Road South (between Douglas Green and A576 Cromwell Road)	NB	17	6	15	6	-12%	0%	15	6	-12%	0%
	SB	5	4	5	4	0%	0%	5	4	0%	0%
Langley Road South (between Indigo Street and Douglas Green)	EB	2	1	2	1	0%	0%	2	1	0%	0%
	WB	25	3	23	3	-8%	0%	23	3	-8%	0%
B5231 Station Road (between Boundary Road and Lees Street)	NB	260	7	257	7	-1%	0%	258	7	-1%	0%
	SB	34	0	211	8	521%	0%	211	8	521%	0%

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

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

Table 18-29: MA08 2031 future baseline and with the AP2 revised scheme construction traffic (vehicles) – PM peak hour (17:00-18:00) – scenario 3, scenario 4 and scenario 5

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Grafton Street (between A5184 Plymouth Grove and A34 Upper Brook Street)	EB	11	5	0%	0%	10	5	-9%	0%	10	5	-9%	0%
	WB	85	6	6%	0%	47	6	-41%	0%	51	6	-36%	0%
A34 Upper Brook Street (between Grafton Street and A5184 Plymouth Grove)	NB	1,050	16	4%	0%	1,020	16	1%	0%	1,012	16	0%	0%
	SB	970	12	-7%	0%	1,005	11	-3%	-8%	1,016	12	-2%	0%
A5184 Plymouth Grove (between A34 Upper Brook Street and Grafton Street)	EB	709	5	4%	0%	639	5	-6%	0%	676	5	0%	0%
	WB	369	8	1%	60%	350	7	-5%	40%	352	7	-4%	40%
A34 Upper Brook Street (between A5184 Plymouth Grove and Brunswick Street)	NB	1,418	23	3%	10%	1,370	23	-1%	10%	1,363	23	-1%	10%
	SB	1,680	17	-2%	-6%	1,645	16	-4%	-11%	1,692	17	-2%	-6%
Brunswick Street (between A34 Upper Brook Street and A6 Stockport Road)	EB	455	5	-27%	0%	484	5	-23%	0%	497	5	-20%	0%
	WB	90	2	-58%	0%	153	2	-29%	0%	148	2	-31%	0%
A34 Upper Brook Street (between Booth Street East and Grosvenor Street)	NB	1,201	25	12%	14%	1,092	25	1%	14%	1,102	25	2%	14%
	SB	1,232	13	-8%	-7%	1,174	13	-12%	-7%	1,251	13	-6%	-7%
A34 Grosvenor Street (between A34 Brook Street and A34 Oxford Road)	WB	8	8	-92%	0%	80	8	-22%	0%	77	8	-25%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A6 Ardwick Green South (between Grosvenor Street and Higher Ardwick)	EB	1,143	55	3%	0%	1,060	53	-4%	-4%	1,113	54	1%	-2%
	WB	1,444	51	77%	9%	1,052	53	29%	13%	1,036	53	27%	13%
Grosvenor Street (between A6 Downing Street and A34 Brook Street)	WB	265	1	16%	-50%	203	1	-11%	-50%	196	1	-14%	-50%
Union Street (between Dark Lane and Higher Ardwick)	NB	36	3	-78%	-25%	37	3	-77%	-25%	37	3	-77%	-25%
	SB	225	5	-8%	150%	225	5	-8%	150%	225	5	-8%	150%
Chester Street (between Cambridge Street and A34 Oxford Road)	EB	6	6	0%	0%	6	6	0%	0%	6	6	0%	0%
Mancunian Way (between A34 Brook Street and Sackville Street)	EB	199	1	53%	0%	194	1	49%	0%	176	1	35%	0%
	WB	298	3	32%	50%	225	3	0%	50%	287	3	27%	50%
A6 Downing Street (between A635 Mancunian Way and Grosvenor Street)	NB	1,217	52	79%	13%	907	53	33%	15%	889	53	31%	15%
	SB	1,181	57	-2%	0%	1,119	55	-7%	-4%	1,161	56	-3%	-2%
A635 Mancunian Way (between A6 London Road and A635 Fairfield Street diversion)	EB	1,851	47	-11%	114%	2,044	52	-2%	136%	1,855	43	-11%	95%
	WB	531	39	-63%	105%	1,385	45	-3%	137%	1,347	35	-5%	84%
A6 London Road (between A57(M) Mancunian Way and Travis Street)	NB	304	38	13%	3%	289	39	8%	5%	284	39	6%	5%
	SB	820	44	-9%	-6%	769	41	-15%	-13%	777	42	-14%	-11%
A635 Fairfield Street diversion (between A635 Ashton Old Road	SB	-	-	-	-	2,527	79	333%	508%	2,462	67	322%	415%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
realignment and A665 Chancellor Lane diversion)													
A635 Ashton Old Road (between A665 Chancellor Lane and A665 Midland Street)	EB	1,189	42	3%	133%	1,188	42	3%	133%	1,159	41	0%	128%
	WB	184	34	-75%	143%	611	38	-18%	171%	629	36	-15%	157%
Travis Street (between B6469 Fairfield Street and A6 London Road)**	SB	242	3	-5%	-25%	153	3	-40%	-25%	155	3	-39%	-25%
B6469 Fairfield Street (between St Andrew's Street and A635 Mancunian Way)	EB	-	-	-	-	-	-	-	-	-	-	-	-
	WB	-	-	-	-	-	-	-	-	-	-	-	-
A665 Pin Mill Brow realignment (between A635 Ashton Old Road realignment and A635 Mancunian Way northbound realignment)	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	2,293	77	139%	1440%	3,103	84	223%	1580%	2,990	72	211%	1340%
A635 Mancunian Way northbound realignment (between A635 Fairfield Street diversion and A665 Pin Mill Brow realignment)	NB	2,623	76	190%	744%	2,946	79	225%	778%	2,794	67	208%	644%
	SB	-	-	-	-	-	-	-	-	-	-	-	-
B6469 Whitworth Street (between A34 Princess Street and Sackville Street)	EB	240	6	-15%	0%	136	6	-52%	0%	117	6	-59%	0%
	WB	106	5	-32%	0%	176	5	14%	0%	175	5	13%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
St. Andrew's Street diversion (between B6469 Fairfield Street diversion and Helmet Street)	NB	2	2	-97%	0%	-	-	-	-	-	-	-	-
B6469 Fairfield Street (between Travis Street and St Andrew's Street diversion)	EB	344	7	90%	-13%	304	12	68%	50%	275	12	52%	50%
	WB	220	10	-32%	11%	473	17	47%	89%	475	17	48%	89%
A6 London Road (between Travis Street and B6469 Fairfield Street)	NB	304	38	13%	3%	289	39	8%	5%	284	39	6%	5%
	SB	580	42	-10%	-2%	618	39	-4%	-9%	625	40	-3%	-7%
B6469 Fairfield Street (between A6 London Road and Travis Street)	EB	564	14	23%	8%	441	14	-4%	8%	422	14	-8%	8%
	WB	43	15	-89%	7%	291	18	-25%	29%	301	18	-22%	29%
B5461 Ordsall Lane (between Willburn Street and A57 Regent Road)	NB	541	0	-9%	0%	560	0	-6%	0%	561	0	-6%	0%
	SB	462	1	2%	0%	453	1	0%	0%	454	1	0%	0%
Travis Street (between B6469 Fairfield Street and Sheffield Street)	EB	-	-	-	-	-	-	-	-	-	-	-	-
	WB	-	-	-	-	-	-	-	-	-	-	-	-
Helmet Street (between St. Andrew's Street diversion and A665 Great Ancoats Street)	EB	2	2	0%	0%	2	2	0%	0%	2	2	0%	0%
	WB	-	-	-	-	2	2	-98%	0%	2	2	-98%	0%
A6 Aytoun Street (between Chorlton Street and Cobourg Street)	EB	14	14	-30%	0%	14	14	-30%	0%	14	14	-30%	0%
	EB	-	-	-	-	0	0	-100%	-100%	0	0	-100%	-100%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Adair Street (between New Sheffield Street and Station Car Park Access)	WB	-	-	-	-	-	-	-	-	-	-	-	-
A6 London Road (between A6 Whitworth Street and B6469 Fairfield Street)	SB	756	39	-14%	-9%	809	38	-8%	-12%	802	37	-9%	-14%
A6 Aytoun Street (between Cobourg Street and A6 Whitworth Street)	NB	22	22	-19%	0%	24	24	-11%	9%	24	24	-11%	9%
A6 Whitworth Street (between B6469 Fairfield Street and A6 Aytoun Street)	NB	262	34	-11%	-3%	272	35	-7%	0%	275	35	-6%	0%
Adair Street (between Station Car Park Access and St. Andrew's Square)	EB	195	35	-64%	338%	178	20	-67%	150%	181	27	-67%	238%
	WB	44	35	-86%	338%	27	20	-91%	150%	36	27	-89%	238%
Chorlton Street (between B6469 Whitworth Street and Bloom Street)	EB	413	23	0%	-8%	278	23	-32%	-8%	272	24	-34%	-4%
		-	-	-	-								
A665 Great Ancoats Street (between Helmet Street and Every Street)	NB	1,772	47	-18%	161%	1,778	36	-17%	100%	1,774	42	-17%	133%
	SB	1,206	47	-18%	236%	1,737	40	18%	186%	1,749	46	19%	229%
A6 Aytoun Street (between A6 Whitworth Street and Minshull Street)	NB	283	55	-12%	-2%	295	58	-8%	4%	298	58	-7%	4%
New Sheffield Street (between Adair Street and Chapeltown Street)	EB	-	-	-	-	0	0	-100%	-100%	0	0	-100%	-100%
	WB	-	-	-	-	-	-	-	-	-	-	-	-

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
St. James Street (between Dickinson Street and A34 Princess Street)**	SB	77	1	-35%	0%	50	1	-58%	0%	49	1	-58%	0%
Sheffield Street (between Travis Street and Baird Street)	EB	-	-	-	-	0	0	-100%	-100%	0	0	-100%	-100%
	WB	-	-	-	-	-	-	-	-	-	-	-	-
B5461 Ordsall Lane (between between A57 Regent Road and B5225 Hampson Street)	NB	387	0	-3%	0%	394	0	-2%	0%	398	0	-1%	0%
	SB	384	0	8%	0%	367	0	4%	0%	370	0	5%	0%
A6 Aytoun Street (between Minshull Street and Auburn Street)	NB	206	52	-52%	-7%	458	53	6%	-5%	449	52	4%	-7%
A34 Princess Street (between George Street and A5103 Portland Street)	EB	387	49	-30%	-2%	326	50	-41%	0%	329	50	-41%	0%
	WB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Minshull Street (between Bloom Street and A6 Aytoun Street)	EB	144	0	-61%	-100%	392	0	7%	-100%	383	0	4%	-100%
	WB	228	0	-12%	-100%	237	0	-9%	-100%	241	0	-7%	-100%
Bloom Street (between Minshull Street and Chorlton Street)	NB	29	0	-55%	-100%	91	0	40%	-100%	93	0	43%	-100%
	SB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Boad Street (between Sheffield Street and Store Street)	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
A6 London Road (between Auburn Street and A6 Whitworth Street)	SB	756	39	7%	-3%	809	38	15%	-5%	802	37	14%	-8%
	EB	128	3	-70%	50%	241	4	-44%	100%	244	4	-44%	100%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Store Street (between New Sheffield Street and Boad Street)	WB	68	3	-84%	0%	-	-	-	-	-	-	-	-
A665 Great Ancoats Street (between Every Street and Adair Street)	NB	1,281	48	-22%	153%	1,275	37	-22%	95%	1,268	44	-23%	132%
	SB	886	50	-5%	233%	1,087	41	16%	173%	1,106	48	18%	220%
George Street (between Nicholas Street and A34 Princess Street)	SB	345	1	-32%	0%	283	1	-45%	0%	286	1	-44%	0%
Sparkle Street (between Chapeltown Street and Store Street)	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-
Adair Street (between St. Andrew's Square and A665 Great Ancoats Street)	NB	276	37	-44%	1133%	263	26	-46%	767%	267	33	-45%	1000%
	SB	60	36	-73%	1700%	48	25	-79%	1150%	57	32	-75%	1500%
Major Street (between Chorlton Street and Minshull Street)	EB	200	4	-11%	0%	235	2	5%	-50%	226	4	1%	0%
	WB	0	0	-100%	0%	0	0	-100%	0%	0	0	-100%	0%
Auburn Street (between A6 Aytoun Street and A6 Piccadilly)	EB	175	21	-56%	-9%	427	22	7%	-4%	420	22	6%	-4%
Palmerston Street (between A665 Great Ancoats Street and Gurney Street)	EB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	292	1	-1%	-50%	276	2	-6%	0%	273	2	-7%	0%
Store Street (between Boad Street and Sparkle Street)	EB	129	4	-61%	100%	241	4	-27%	100%	244	4	-26%	100%
	WB	68	3	-79%	50%	-	-	-	-	-	-	-	-
	EB	2	2	-96%	0%	2	2	-96%	0%	2	2	-96%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Chapeltown Street (between Sparkle Street and A665 Great Ancoats Street)	WB	47	2	0%	0%	47	2	0%	0%	47	2	0%	0%
Store Street (between Boad Street and A665 Great Ancoats Street)	EB	129	4	-54%	100%	241	4	-15%	100%	244	4	-13%	100%
	WB	68	3	-79%	50%	-	-	-	-	-	-	-	-
A665 Great Ancoats Street (between Adair Street and A662 Pollard Street)	NB	1,373	13	-36%	-41%	1,308	13	-39%	-41%	1,290	13	-39%	-41%
	SB	760	14	-34%	-18%	903	16	-22%	-6%	916	16	-21%	-6%
Faulkner Street (between New York Street and Charlotte Street)	SB	113	1	-61%	0%	60	1	-79%	0%	56	1	-81%	0%
A6 Piccadilly (between B6181 Ducie Street and Paton Street)	NB	7	7	-13%	-13%	9	9	13%	13%	9	9	13%	13%
	SB	622	38	78%	-5%	440	39	26%	-3%	440	39	26%	-3%
A665 Great Ancoats Street (between Pollard Street and Chapeltown Street)	NB	1,421	15	-31%	-32%	1,370	15	-34%	-32%	1,363	15	-34%	-32%
	SB	1,016	18	-24%	0%	1,304	20	-3%	11%	1,314	19	-2%	6%
New York Street (between Faulkner Street and George Street)	EB	418	8	-42%	-27%	422	8	-42%	-27%	395	8	-46%	-27%
Ducie Street (between B6181 Dale Street and Peak Street)	EB	160	3	15%	200%	41	2	-71%	100%	38	2	-73%	100%
	WB	299	3	46%	0%	265	3	29%	0%	262	3	28%	0%
Fountain Street (between Booth Street and Spring Gardens)	NB	368	1	40%	0%	383	1	46%	0%	386	1	47%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A6 Piccadilly (between Paton Street and Chatham Street)	NB	21	21	-5%	-5%	23	23	5%	5%	23	23	5%	5%
	SB	516	37	1258%	-3%	38	38	0%	0%	38	38	0%	0%
Every Street (between A665 Great Ancoats Street and Carruthers Street)	NB	321	11	-5%	-8%	349	11	3%	-8%	346	11	2%	-8%
	SB	163	9	-60%	-18%	471	10	14%	-9%	461	10	12%	-9%
B6181 Dale Street (between B6181 Ducie Street and Paton Street)	NB	297	1	45%	0%	208	1	1%	0%	208	1	1%	0%
	SB	158	1	14%	0%	160	1	15%	0%	161	1	16%	0%
Paton Street (between B6181 Dale Street and A6 Piccadilly)	WB	121	1	-61%	-67%	398	3	30%	0%	399	3	30%	0%
A665 Great Ancoats Street (between Chapeltown Street and Store Street)	NB	1,377	15	-35%	-32%	1,326	14	-37%	-36%	1,319	14	-38%	-36%
	SB	1,016	18	-24%	0%	1,304	20	-3%	11%	1,313	19	-2%	6%
New York Street (between George Street and Mosley Street)	EB	418	8	-42%	-27%	422	8	-42%	-27%	395	8	-46%	-27%
A662 Pollard Street (between A665 Great Ancoats Street and Carruthers Street)	EB	325	3	-40%	0%	460	3	-15%	0%	443	3	-18%	0%
	WB	117	1	-59%	0%	120	1	-58%	0%	118	1	-59%	0%
A6 Piccadilly (between Chatham Street and A62 Newton Street)	NB	28	28	-3%	-3%	30	30	3%	3%	30	30	3%	3%
	SB	524	46	992%	-4%	48	48	0%	0%	48	48	0%	0%
B6181 Dale Street (between Paton Street and Port Street)	NB	238	0	16%	0%	180	0	-12%	0%	180	0	-12%	0%
	SB	220	1	-51%	-75%	530	4	19%	0%	532	4	20%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Fountain Street (between Spring Gardens and York Street)	NB	428	1	69%	0%	427	1	68%	0%	433	1	70%	0%
York Street (between Fountain Street and West Mosley Street)	EB	418	8	-42%	-27%	422	8	-42%	-27%	395	8	-46%	-27%
Ducie Street (between A665 Great Ancoats Street and Peak Street)	WB	484	3	7%	0%	387	3	-14%	0%	387	3	-14%	0%
Spring Gardens (between King Street and York Street)	NB	655	10	-40%	-23%	660	10	-40%	-23%	626	10	-43%	-23%
York Street (between Spring Gardens and Fountain Street)	EB	655	10	-40%	-23%	660	10	-40%	-23%	626	10	-43%	-23%
Gurney Street (between Palmerston Street and Every Street)	EB	57	0	-47%	0%	95	0	-11%	0%	99	0	-7%	0%
	WB	140	0	400%	0%	132	0	371%	0%	124	0	343%	0%
A62 Newton Street (between A6 Piccadilly and B6181 Dale Street)	NB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	SB	474	5	23600 %	150%	2	2	0%	0%	2	2	0%	0%
Laystall Street (between Tariff Street and A665 Great Ancoats Street)	EB	165	3	9%	200%	53	2	-65%	100%	52	2	-66%	100%
Every Street (between Carruthers Street and Gurney Street)	NB	321	11	-5%	-8%	349	11	3%	-8%	346	11	2%	-8%
	SB	346	9	28%	0%	527	9	95%	0%	509	9	89%	0%
A665 Great Ancoats Street (between Ducie Street and Laystall Street)	NB	1,030	16	-23%	-16%	943	15	-30%	-21%	944	15	-30%	-21%
	SB	1,306	19	-17%	-5%	1,297	20	-18%	0%	1,301	20	-18%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B6181 Dale Street (between A62 Newton Street and Port Street)	EB	39	0	-86%	-100%	385	3	36%	0%	386	3	36%	0%
	WB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Tariff Street (between Brewer Street and Laystall Street)	EB	12	0	50%	0%	12	0	50%	0%	14	0	75%	0%
	WB	192	0	-21%	0%	123	0	-49%	0%	125	0	-48%	0%
Carruthers Street (between A662 Pollard Street and Every Street)	NB	284	0	294%	0%	253	0	251%	0%	251	0	249%	0%
	SB	101	1	-53%	-50%	197	1	-8%	-50%	203	1	-5%	-50%
Port Street (between B6181 Dale Street and Hilton Street)	EB	51	1	89%	0%	31	1	15%	0%	31	1	15%	0%
A6 Dale Street (between A62 Lever Street and Newton Street)	EB	169	1	-8%	-50%	156	1	-15%	-50%	156	1	-15%	-50%
A62 Newton Street (between A6 Dale Street and Hilton Street)	NB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	SB	344	4	241%	0%	231	4	129%	0%	233	4	131%	0%
A665 Great Ancoats Street (between Laystall Street and Port Street)	NB	972	14	-23%	-26%	874	14	-31%	-26%	876	14	-31%	-26%
	SB	981	17	-22%	-11%	1,073	18	-15%	-5%	1,081	17	-14%	-11%
Southgate (between King Street West and Back South Parade)**	NB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Hilton Street (between A62 Newton Street and Port Street)	EB	0	0	-100%	0%	12	0	50%	0%	14	0	75%	0%
	WB	206	0	-17%	0%	129	0	-48%	0%	132	0	-47%	0%
	EB	610	3	-17%	-50%	530	3	-28%	-50%	513	3	-30%	-50%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Old Mill Street (between A665 Great Ancoats Street and Carruthers Street)	WB	325	2	45%	0%	231	1	3%	-50%	224	1	0%	-50%
Every Street (between Gurney Street and A662 Merrill Street)	NB	266	11	5%	-15%	257	11	2%	-15%	248	11	-2%	-15%
	SB	207	9	-21%	0%	397	9	51%	0%	386	9	47%	0%
Back South Parade (between St. Mary's Parsonage and Southgate)***	WB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
A62 Lever Street (between Dale Street and Stevenson Square)	NB	430	35	13%	-3%	443	33	16%	-8%	454	34	19%	-6%
Hilton Street/Stevenson Square (between A62 Lever Street and A62 Newton Street)	EB	21	0	163%	0%	30	0	275%	0%	39	0	388%	0%
	WB	123	0	-51%	0%	129	0	-48%	0%	132	0	-47%	0%
A662 Merrill Street (between Carruthers Street and Every Street)	EB	298	0	-10%	0%	328	0	-1%	0%	317	0	-5%	0%
	WB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
A62 Lever Street (between Stevenson Square and A665 Great Ancoats Street)	NB	410	35	10%	-3%	413	33	10%	-8%	415	34	11%	-6%
Hilton Street (between Oldham Street and A62 Lever Street)***	EB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	126	3	-50%	0%	132	3	-47%	0%	135	3	-46%	0%
Port Street (between Hilton Street and A665 Great Ancoats Street)	EB	26	1	30%	0%	24	1	20%	0%	24	1	20%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A62 Newton Street (between Hilton Street and A665 Great Ancoats Street)	NB	21	0	0%	0%	18	0	0%	0%	25	0	0%	0%
	SB	261	4	158%	0%	231	4	129%	0%	233	4	131%	0%
Carruthers Street (between Old Mill Street and A662 Pollard Street)	NB	323	2	205%	0%	292	2	175%	0%	277	2	161%	0%
	SB	298	1	-23%	-67%	323	1	-17%	-67%	323	1	-17%	-67%
Red Lion Street (between A6 Church Street and Turner Street)	NB	137	0	38%	0%	137	0	38%	0%	137	0	38%	0%
Hilton Street (between Tib Street and Oldham Street)***	EB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	123	0	-51%	0%	130	0	-48%	0%	132	0	-47%	0%
Turner Street (between Red Lion Street and John Street)	EB	137	0	38%	0%	137	0	38%	0%	137	0	38%	0%
Thomas Street (between Tib Street and John Street)	WB	283	1	-27%	0%	285	1	-26%	0%	266	1	-31%	0%
John Street (between Turner Street and Thomas Street)	NB	137	0	38%	0%	137	0	38%	0%	137	0	38%	0%
Old Mill Street (between Carruthers Street and Butler Street)	EB	500	5	-30%	-29%	514	5	-28%	-29%	491	4	-31%	-43%
	WB	190	2	-60%	-50%	247	3	-49%	-25%	248	2	-48%	-50%
Tib Street (between A665 Swan Street and Thomas Street)	SB	161	1	18%	0%	155	1	13%	0%	134	1	-2%	0%
	EB	23	23	-4%	-4%	24	24	0%	0%	23	23	-4%	-4%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A6041 Chapel Street (between A6041 Blackfriars Road and A56 Victoria Bridge Street)	WB	38	0	124%	0%	18	0	6%	0%	18	0	6%	0%
Cambrian Street (between Phillips Park Road and Bradford Road)	NB	295	1	33%	0%	288	1	30%	0%	291	1	32%	0%
	SB	322	2	34%	0%	255	2	6%	0%	260	2	8%	0%
Bradford Road (between Cambrian Street and Butler Street)	EB	479	14	-8%	0%	423	14	-19%	0%	419	14	-20%	0%
	WB	212	8	-53%	-20%	290	9	-35%	-10%	285	8	-36%	-20%
A56 Chapel Street (between A6 Blackfriars Street and A56 Victoria Bridge Street)	EB	23	23	-4%	-4%	24	24	0%	0%	23	23	-4%	-4%
	WB	38	0	124%	0%	18	0	6%	0%	18	0	6%	0%
A56 Chapel Street/Victoria Street (between A56 Victoria Bridge Steer and Hunts Bank Approach)	EB	37	37	-8%	-8%	37	37	-8%	-8%	37	37	-8%	-8%
	WB	77	39	35%	-5%	57	39	0%	-5%	56	38	-2%	-7%
Thompson Street (between A62 Oldham Road and A664 Rochdale Road)	EB	50	50	-4%	-4%	51	51	-2%	-2%	50	50	-4%	-4%
	WB	80	32	129%	0%	52	32	49%	0%	52	32	49%	0%
Butler Street (between A62 Oldham Road and Old Mill Street)	EB	162	9	-29%	13%	180	9	-21%	13%	178	9	-22%	13%
	WB	203	7	-41%	0%	208	7	-40%	0%	187	7	-46%	0%
Lower Broughton Road (between Sussex Street and A5066 Great Clowes Street)	WB	551	13	36%	-7%	592	14	46%	0%	529	13	31%	-7%
	NB	15	6	-12%	0%	15	6	-12%	0%	15	6	-12%	0%

Location	Direction	AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 20301 baseline		AP2 revised scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		AP2 revised scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Langley Road South (between Douglas Green and A576 Cromwell Road)	SB	5	4	0%	0%	5	4	0%	0%	5	4	0%	0%
Langley Road South (between Indigo Street and Douglas Green)	EB	2	1	0%	0%	2	1	0%	0%	2	1	0%	0%
	WB	22	3	-12%	0%	23	3	-8%	0%	23	3	-8%	0%
B5231 Station Road (between Boundary Road and Lees Street)	NB	260	7	0%	0%	256	7	-2%	0%	258	7	-1%	0%
	SB	212	8	524%	0%	212	8	524%	0%	213	8	526%	0%

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

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

Figure 18-28: MA08 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 1, AM peak hour

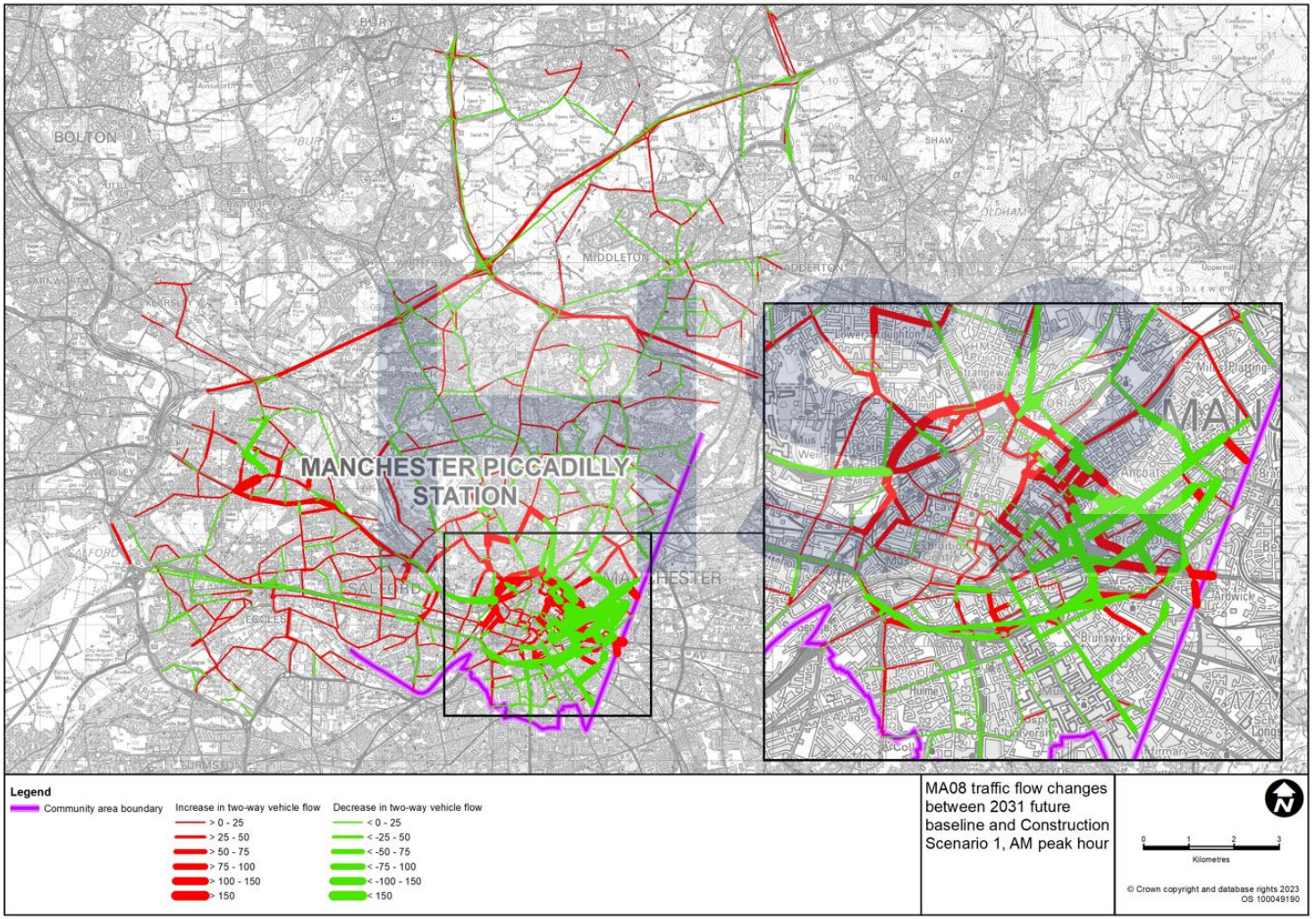


Figure 18-29: MA08 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 1, PM peak hour

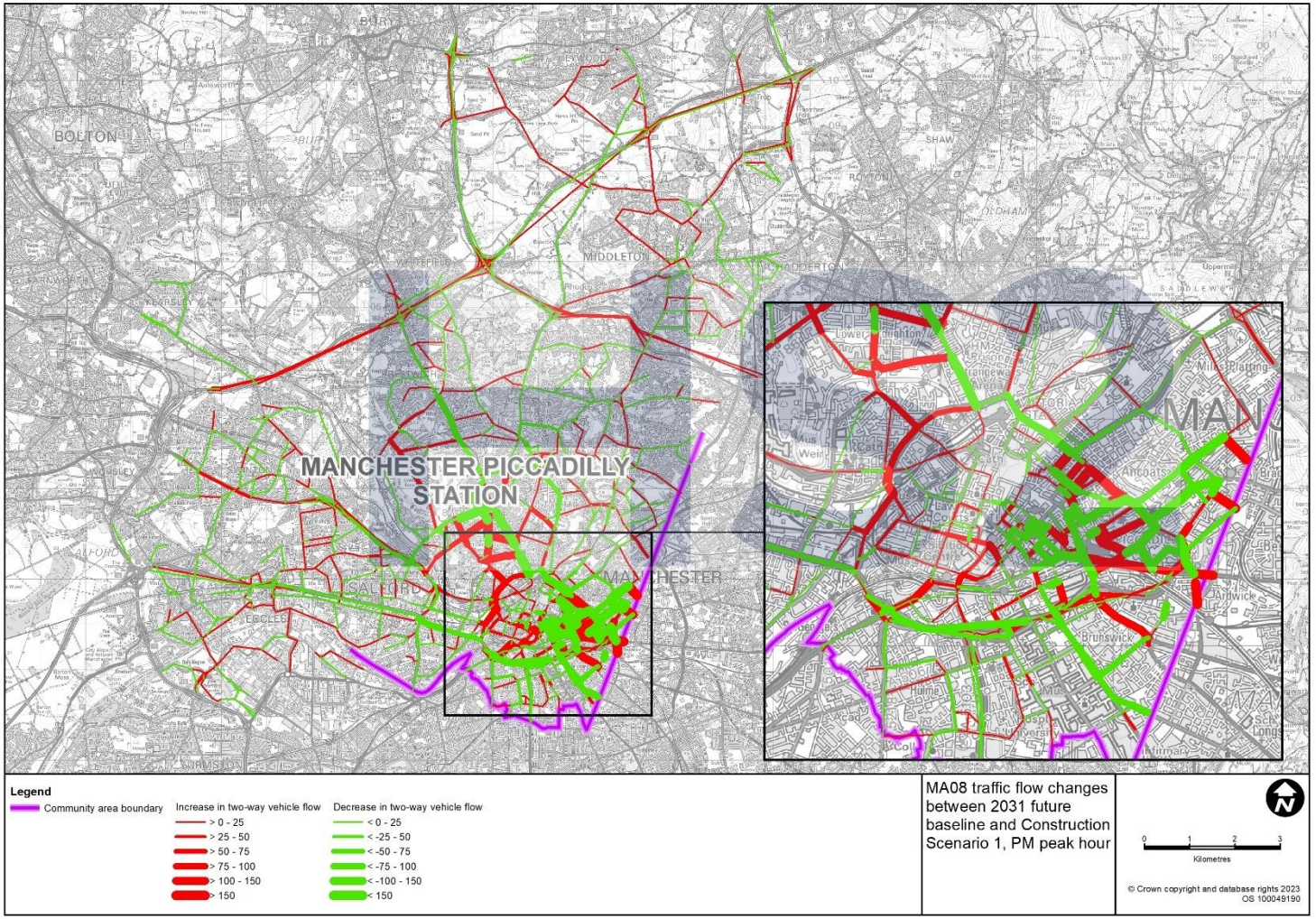


Figure 18-30: MA08 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 2, AM peak hour

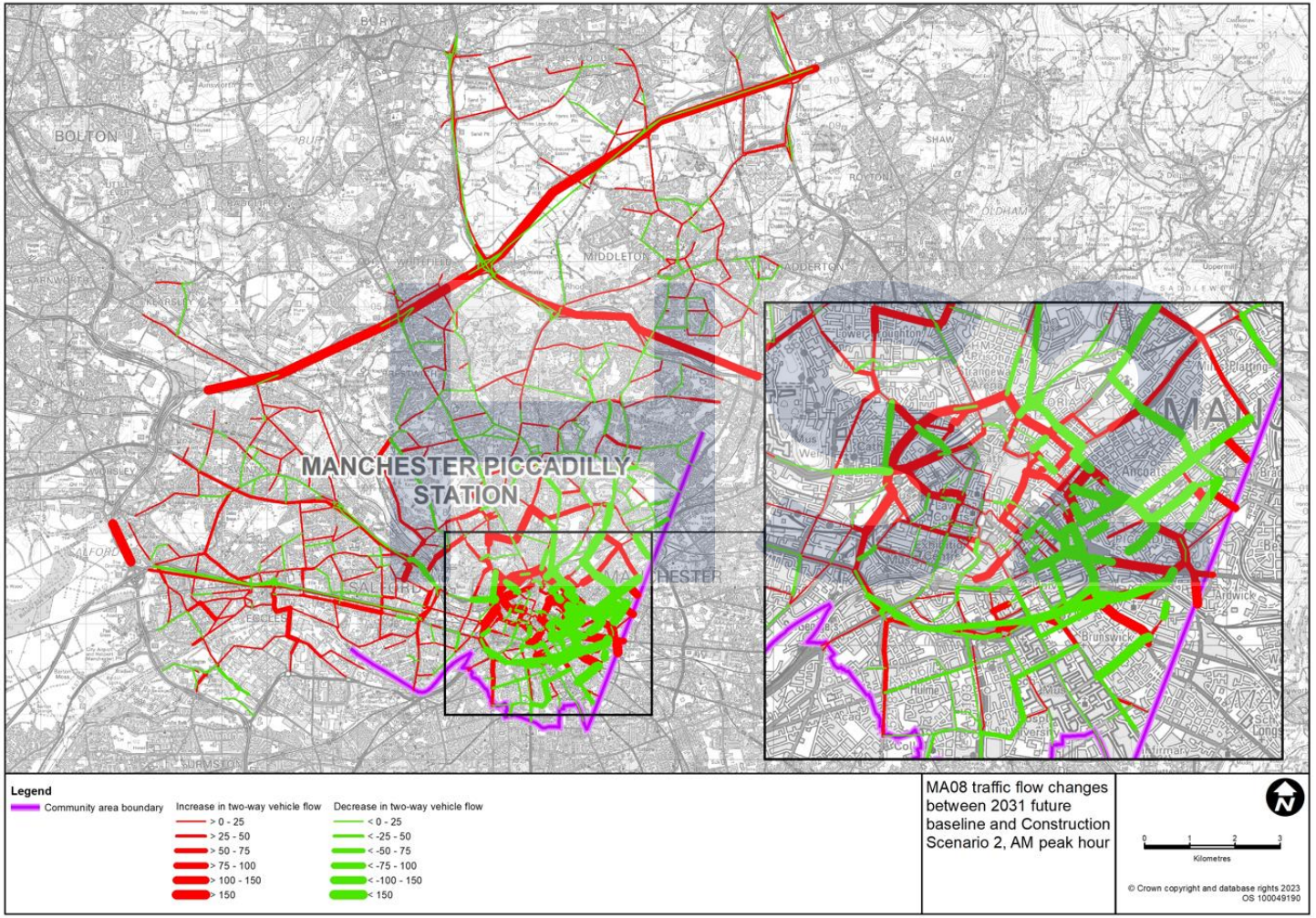


Figure 18-31: MA08 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 2, PM peak hour

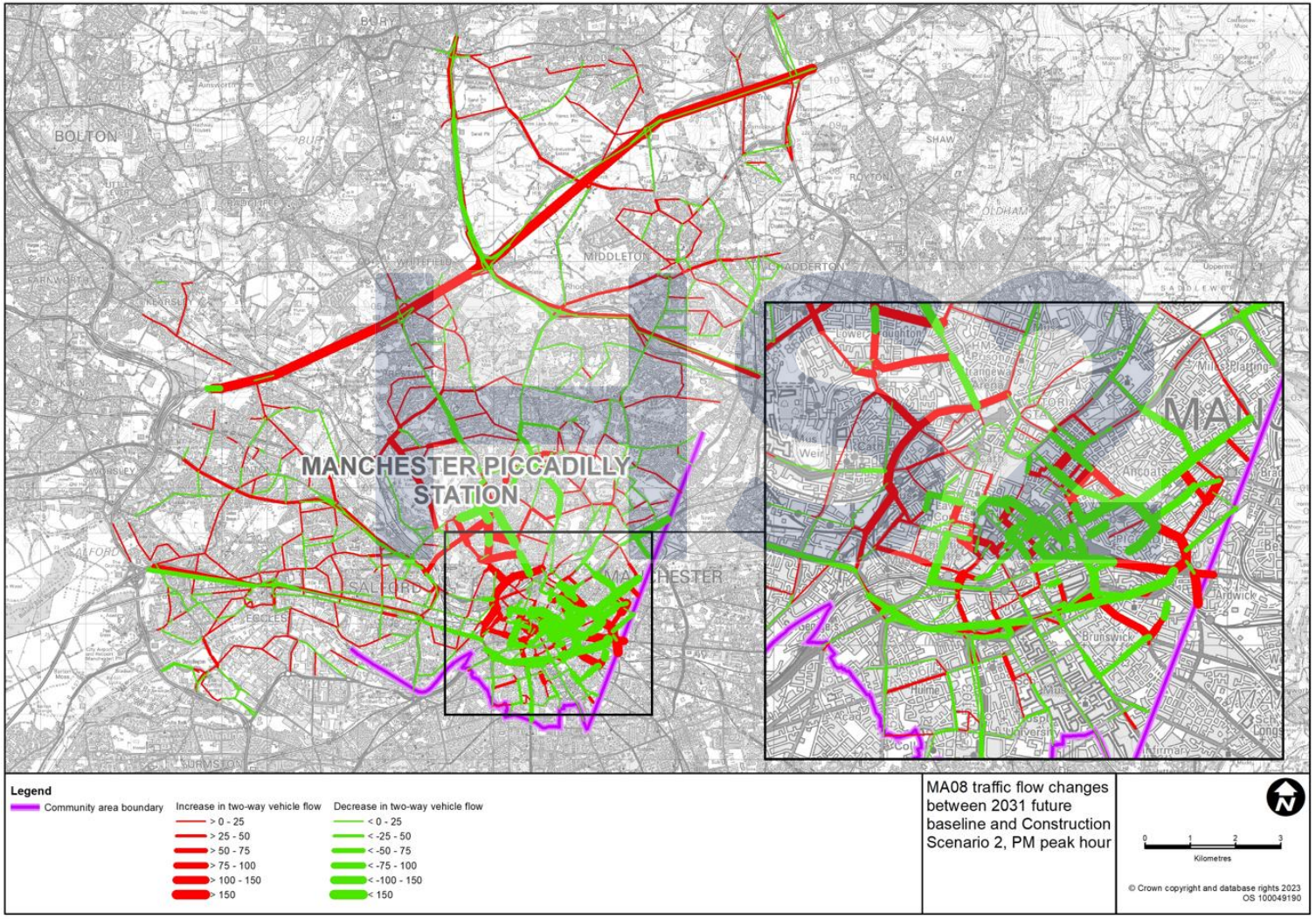


Figure 18-32: MA08 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 3, AM peak hour

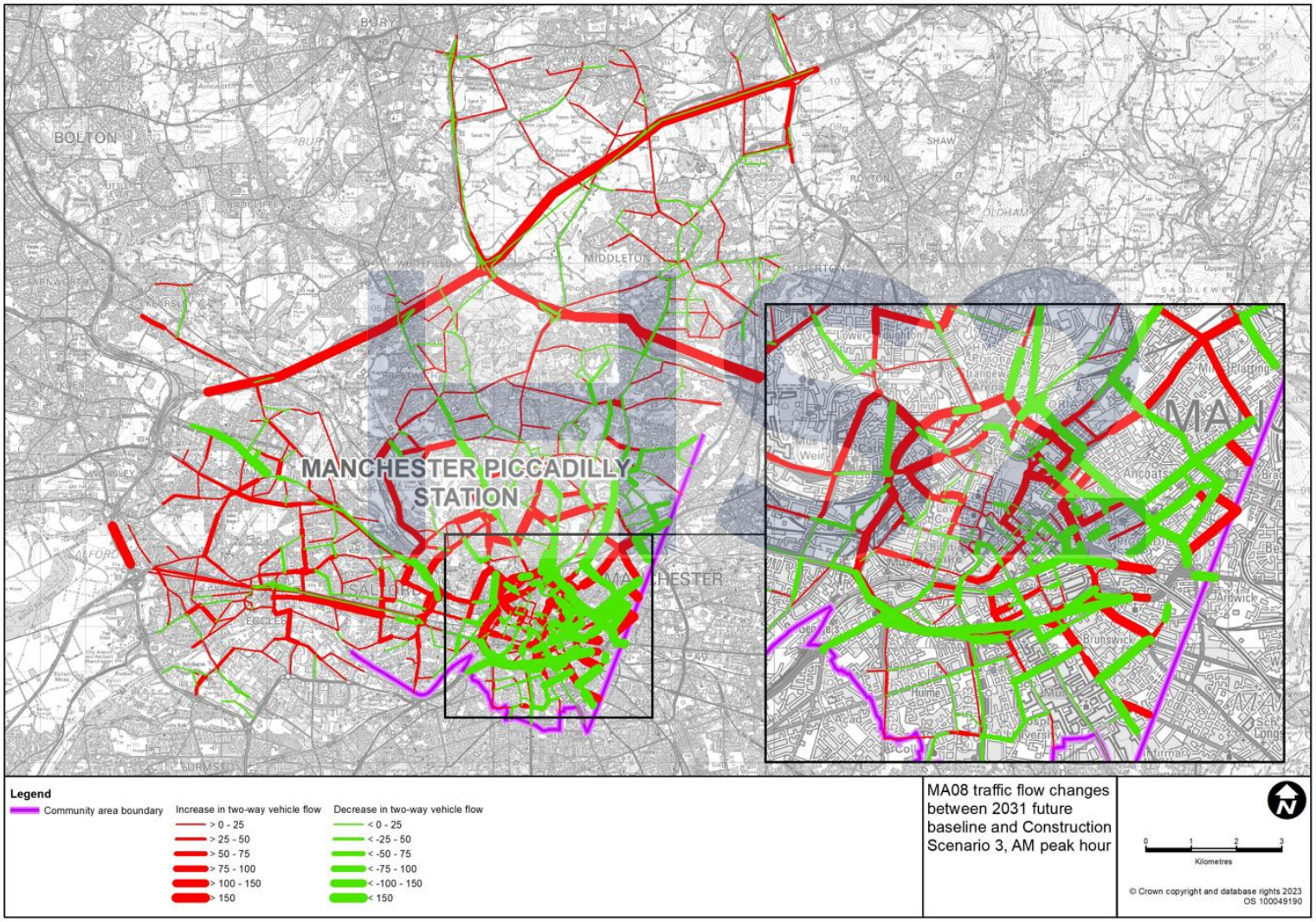


Figure 18-33: MA08 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 3, PM peak hour

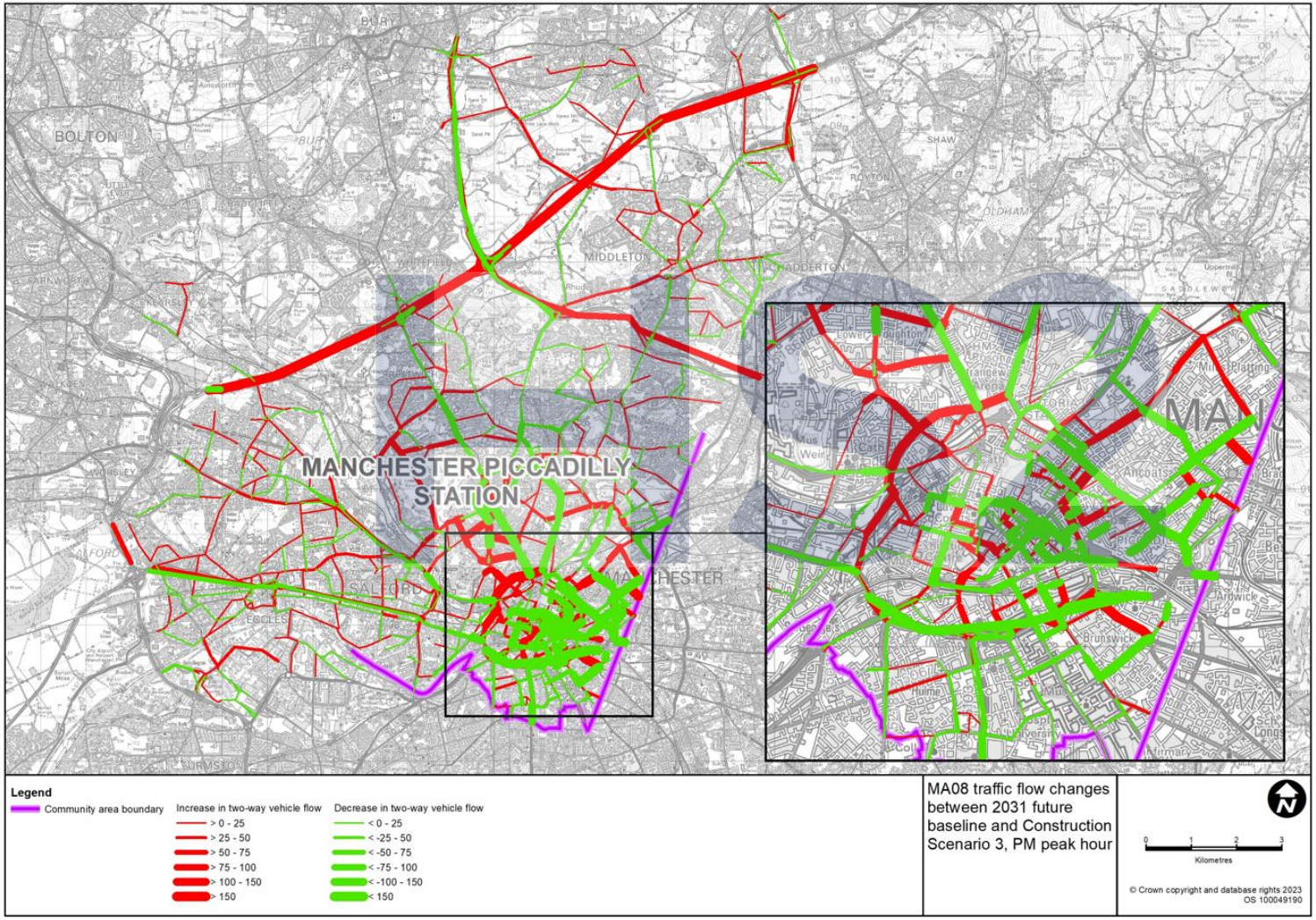


Figure 18-34: MA08 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 4, AM peak hour

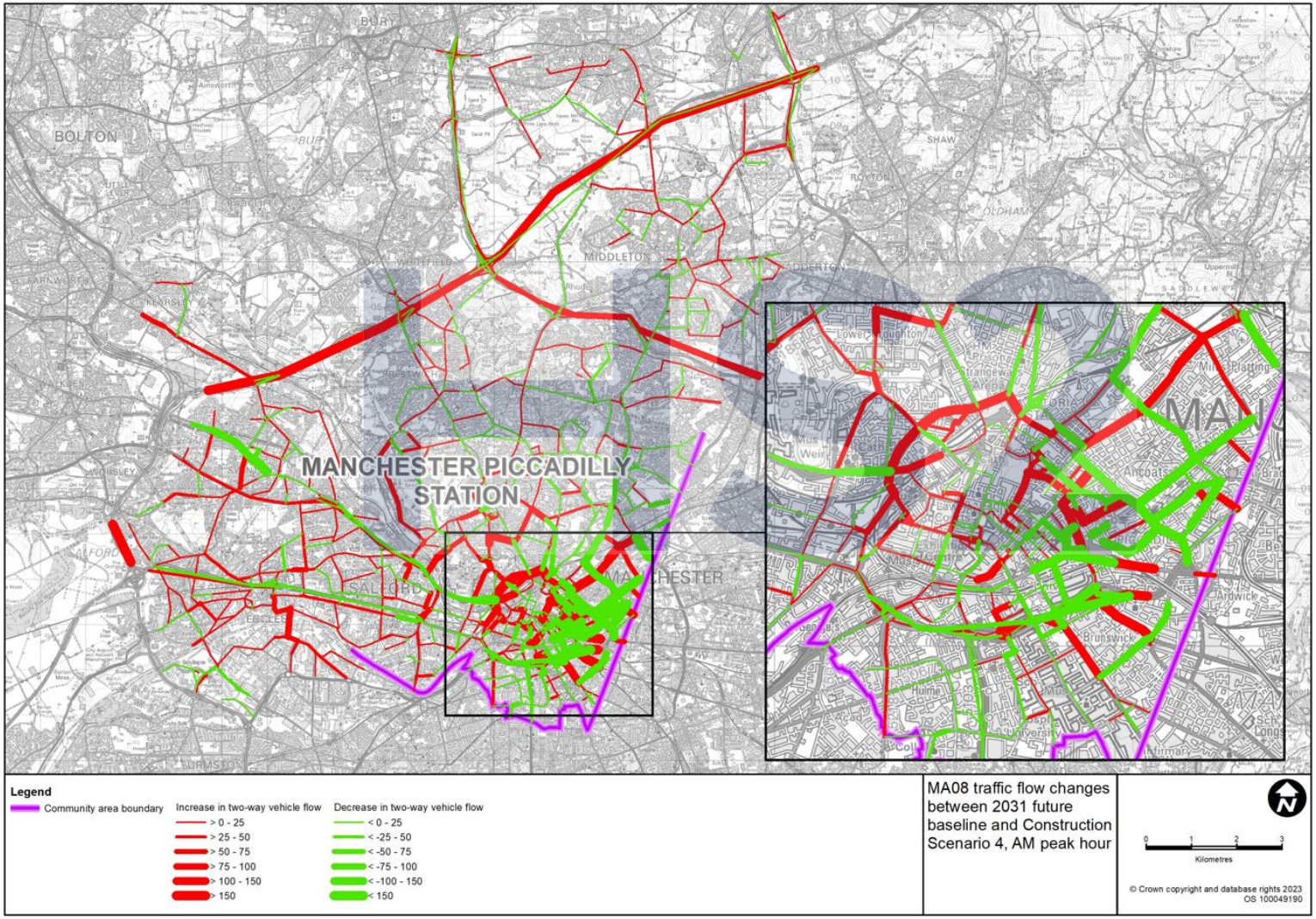


Figure 18-35: MA08 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 4, PM peak hour

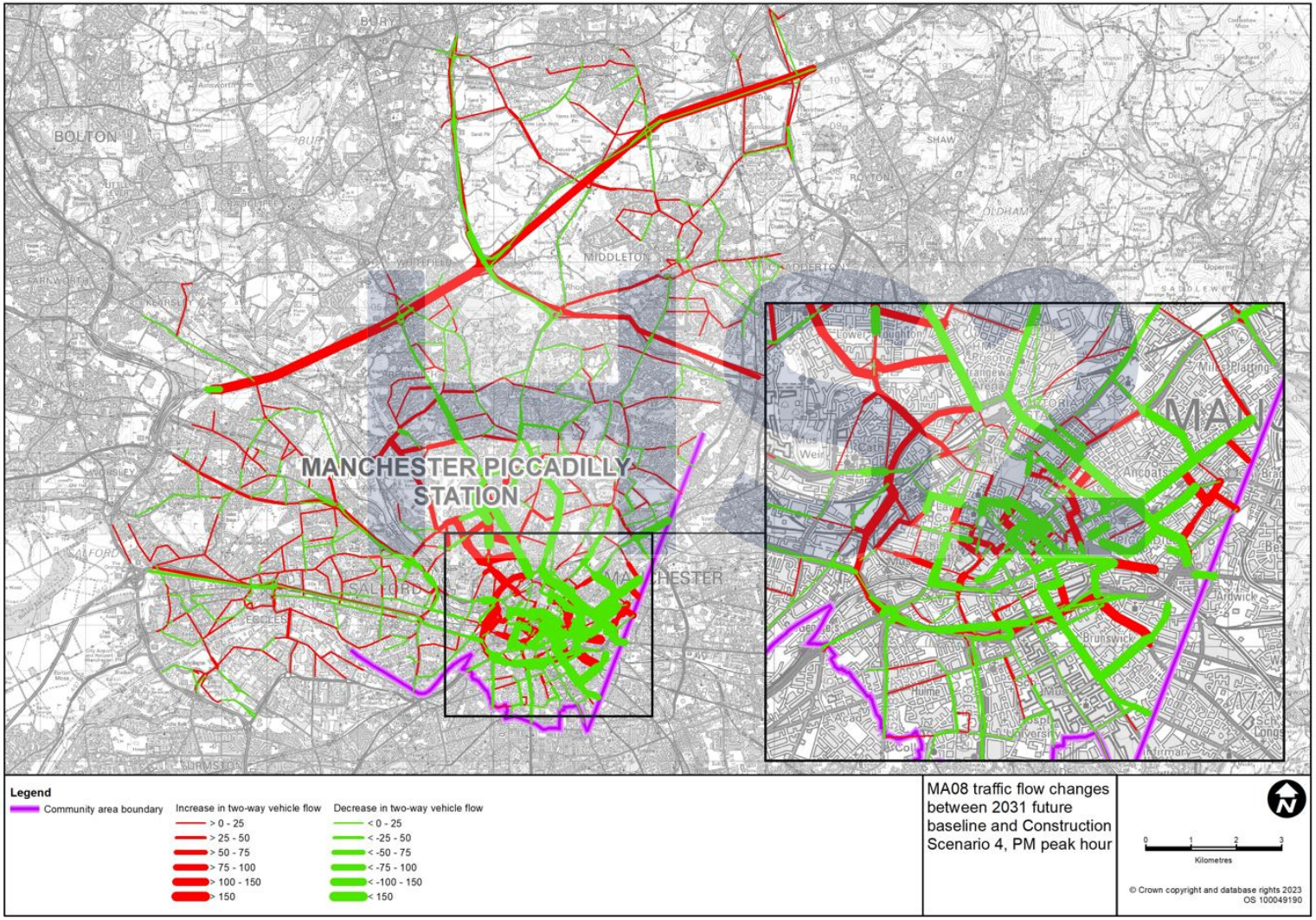


Figure 18-36: MA08 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 5, AM peak hour

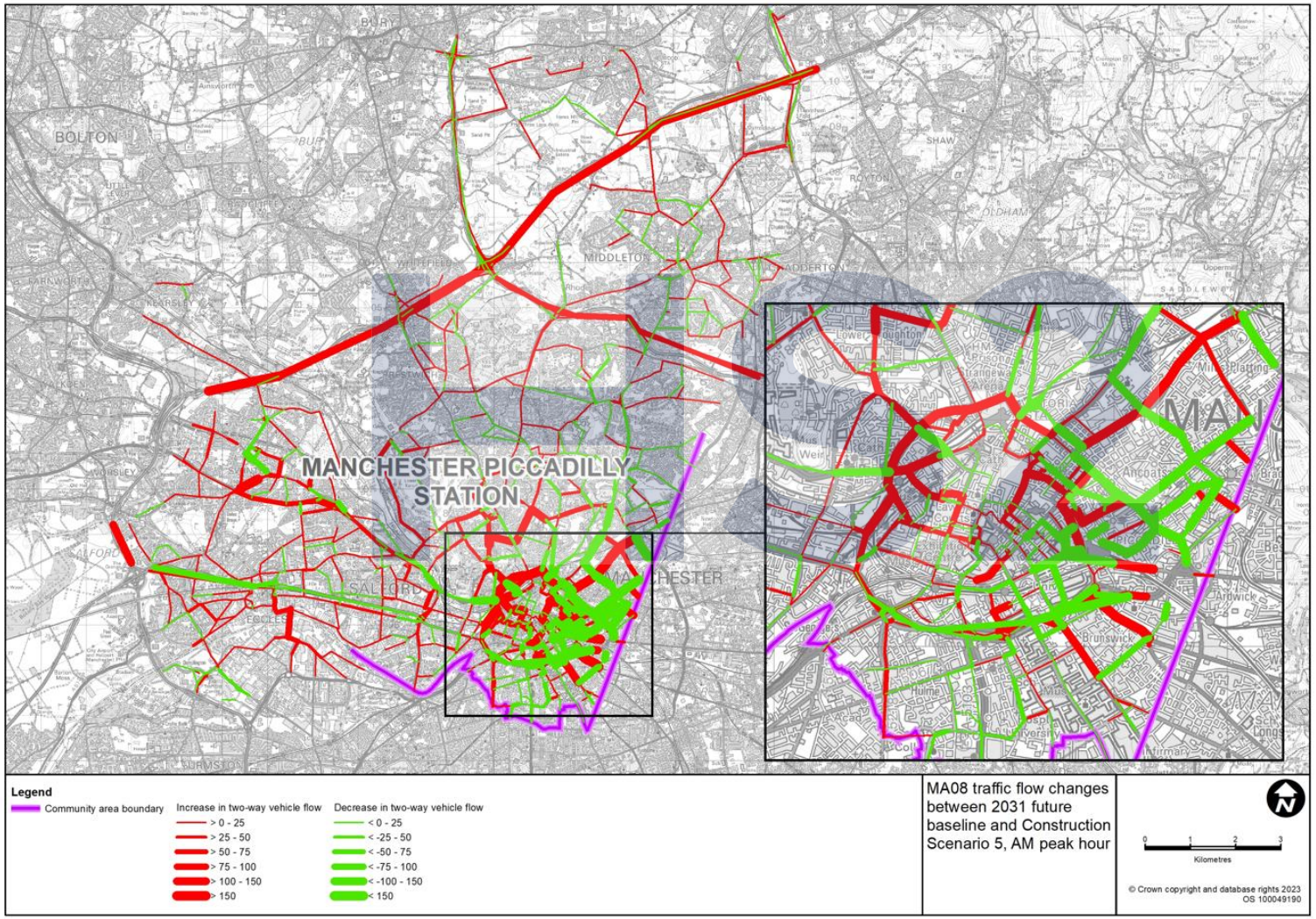
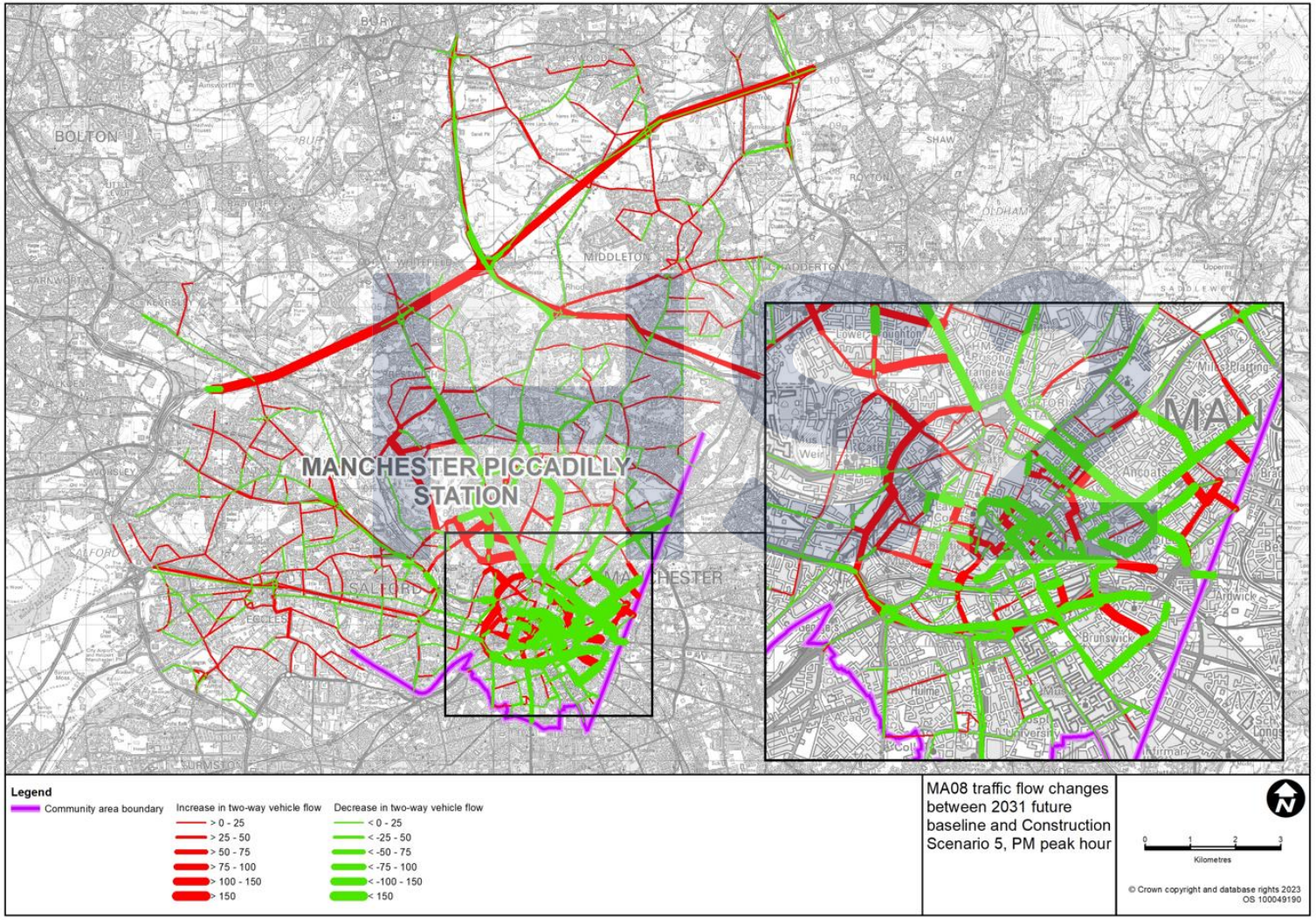


Figure 18-37: MA08 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 5, PM peak hour



Junction performance

16.3.43 Junction capacity analysis was reported in Section 18.5 of the main TA, which was undertaken for the 2030 weekday AM and PM peak hours and compared junction operation for the future baseline and the original scheme.

16.3.44 Updated junction capacity analysis has been undertaken for the AP2 revised scheme taking account of the revised baseline traffic, changes in traffic flows associated with the SES2 changes and AP2 amendments and associated traffic reassignment. Junction capacity analysis has been undertaken for the weekday AM and PM peak hours comparing junction operation in the 2031 future baseline with the modelled scenarios for the AP2 revised scheme with.

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