

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Appendix TR-003-00006 – Report 8 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)

High Speed Rail (Crewe – Manchester)

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MA08: Manchester Piccadilly Station
(including MA04 and MA05)



Department for Transport

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

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16.4 AP2 revised scheme operation description

16.4.1 The MA06, MA07 and MA08 operation description (for the original scheme) is reported in Section 18.4 of the main Transport Assessment (main TA). The SES2 changes and AP2 amendments reported in Section 16.3 of this report mean that Section 18.4 the main TA is replaced by Section 16.3 in this document. Where there is no replacement, the text in the main TA remains valid.

Hulseheath to Manchester Airport (MA06) – overview

Manchester Airport High Speed station and approaches

16.4.2 The operation description for Manchester Airport High Speed station and approaches is reported in Section 18.4 of the main TA. This section of the main TA is unchanged.

Manchester Airport High Speed station

16.4.3 The key features and surface access provision of Manchester Airport High Speed station are set out in Section 18.4 of the main TA.

16.4.4 In the main TA, long-term growth in rail passenger demand was calculated up to 2046. The 2046 passenger demand growth in the main TA has been updated to 2051 for the AP2 revised scheme in order to give greater resilience to long-term growth in travel demand.

16.4.5 The AP2 revised scheme will result in the following surface access changes at Manchester Airport High Speed station:

- a new grade-separated, six-arm gyratory will replace the existing M56 junction 6 to the south-west of its existing location (AP2-006-014);
- a new gyratory to the north of the A538 Hale Road was reported in the main TA. The AP2 revised scheme will provide a revised junction layout in this location (AP2-006-014); and
- a grade-separated link will provide direct access from the new location of the M56 junction 6 to the Manchester Airport High Speed station (AP2-006-014).

Highway network

16.4.6 Highway diversions, realignments, closures and new or modified sections of highway required to accommodate the original scheme are reported in Section 18.4 of the main TA.

16.4.7 The original scheme included the permanent changes to the existing road network required at M56 junction 6 to accommodate Manchester Airport High Speed station. Since the main TA, through engagement with National Highways, the reconfiguration of M56 junction 6 has been undertaken to better accommodate future traffic flows including those associated with

the Manchester Airport High Speed station. The AP2 revised scheme will result in the following changes to the highway network around Manchester Airport High Speed station:

- a new grade-separated six-arm gyratory will replace the existing M56 junction 6 to the south-west of the existing location;
- the main TA reported a new gyratory to the north of the A538 Hale Road. 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;
- no permanent change to the M56 carriageway was reported in the main TA. The AP2 revised scheme will include the permanent realignment of the M56 carriageway approximately 60m south-east of the existing alignment;
- 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. The AP2 revised scheme will no longer widen the A538 Wilmslow Road, and this will remain as two lanes in each direction;
- the main TA reported a realignment of the A538 Hale Road with access to residential properties maintained via a new service road. A new service road will be retained in the AP2 revised scheme; however, this will not change the alignment of the A538 Hale Road from the existing layout;
- 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 did not report permanent changes along Runger Lane. The AP2 revised scheme will result in the realignment of Runger Lane, up to 20m to the west. There will also be modifications to the Runger Lane/Avro Way junction, including the realignment of Avro Way and the widening of the carriageway at the junction of Runger Lane, and the creation of a new access off Runger Lane to the west to serve a surface car park;
- the main TA reported modifications to the junction of Thorley Lane and Runger Lane as part of the 'Rainbow Works' highway improvement package associated with the expansion of Manchester Airport. It was assumed that the modifications of Thorley Lane

and Runger Lane would be delivered before the start of construction of the original scheme. However, a requirement has been identified to include the modifications to the Thorley Lane and Runger Lane junction within the AP2 revised scheme. As part of the AP2 revised scheme, the existing Thorley Lane and Runger Lane junction will be widened to accommodate dedicated right turn lanes and additional through lanes. Additional signalised crossing facilities for non-motorised users will be provided; and

- the main TA did not report a permanent closure of Sunbank Lane. The AP2 revised scheme will include the permanent closure of Sunbank Lane to the east of Yewtree House to accommodate the M56 junction 6 Wilmslow Road link road and the M56 junction 6 westbound exit slip road, with access to properties retained on the southern side of the HS2 route.

16.4.8 The original scheme included other changes to the existing highway network within the MA06 area. The AP2 revised scheme will result in the following changes to the highway network in MA06:

- the main TA reported a permanent realignment of Sunbank Lane between Sunbank Wood and Sunbank Lane overbridge, crossing the AP2 revised scheme on Sunbank Lane overbridge. The realignment of Sunbank Lane will remain in the AP2 revised scheme; however, the realignment has changed and now also includes a section of Chapel Lane. The AP2 revised scheme will include a realignment of Sunbank Lane/Chapel Lane west of its current alignment, crossing the route of the AP2 revised scheme on the Sunbank Lane overbridge. The position of the Sunbank Lane overbridge has moved location in the AP2 revised scheme compared to the original scheme to accommodate the revised M56 highway alignment;
- no permanent change to the A538 Altrincham Road/Mobberley Road junction was noted in the main TA. The AP2 revised scheme will include the relocation and signalisation of the A538 Altrincham Road/Mobberley Road junction to mitigate the impacts of additional traffic movements associated with the construction of the AP2 revised scheme. The footway will also be realigned, and an existing bus stop will be relocated to the west on Mobberley Road; and
- the main TA reported a permanent realignment of Mobberley Road between Arden Lodge and Hough Green Farm, crossing over the Mid-Cheshire Line via the Mobberley Road offline overbridge. The realignment will change as part of the AP2 revised scheme. The proposed realignment as part of the AP2 revised scheme will pass under the HS2 viaduct and over the Mid Cheshire Railway Line, via Mobberley Road offline overbridge.

Avoidance and mitigation measures

16.4.9 The avoidance and mitigation measures are reported in Section 18.4 of the main TA.

16.4.10 The changes to the avoidance and mitigation measures set out in the main TA as part of the AP2 revised scheme are:

- the main TA reported a new gyratory to the north of the A538 Hale Road. The AP2 revised scheme will provide a revised junction layout in this location; and
- the AP2 revised scheme will provide the permanent relocation of the existing A538 Altrincham Road/Mobberley Road junction to mitigate the impact of the additional traffic movements during construction. The junction will be moved to the north and signalised, providing separate left and right turn control with new signals positioned on new traffic islands.

16.4.11 No further avoidance or mitigation measures additional to those reported in the main TA are required.

Davenport Green to Ardwick (MA07) – overview

Manchester tunnel south portal to Manchester tunnel north portal

16.4.12 The operation description for Manchester tunnel south portal to Manchester tunnel north portal is reported in Section 18.4 of the main TA.

16.4.13 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 to The Hollies vent shaft. The AP2 revised scheme includes changes to the permanent access to The Hollies vent shaft. Permanent access to The Hollies vent shaft will be from the A5145 Barlow Moor Road.

Highway network

16.4.14 The permanent changes to the existing road network required in MA07 are set out in Section 18.4 of the main TA.

16.4.15 The AP2 revised scheme includes the permanent realignment of Rondin Road to form a four-arm signalised junction with the A635 Ashton Old Road and Viaduct Street.

Manchester Piccadilly Station (MA08) – overview

Manchester Piccadilly Station approach

16.4.16 The route of the original scheme within this section is set out in Section 18.4 of the main TA.

16.4.17 This section of the main TA is unchanged.

Manchester Piccadilly High Speed station

- 16.4.18 In the main TA, long-term growth in rail passenger demand was calculated up to 2046. 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.
- 16.4.19 The key features of Manchester Piccadilly High Speed station are set out in Section 18.4 of the main TA. This section of the main TA is unchanged.
- 16.4.20 The surface access provision to Manchester Piccadilly High Speed station is set out in Section 18.4 of the main TA. The AP2 revised scheme will result in the following surface access changes at Manchester Piccadilly High Speed station:
- the main TA reported a new multi-modal access road to the north of the Manchester Piccadilly High Speed station, New Sheffield Street, providing access for shuttle buses, private vehicle pick-up/drop-off and taxi/private hire pick-up/drop-off, and a new pedestrian-cycleway along New Sheffield Street. The AP2 revised scheme will change the operation of the new multi-modal access road, New Sheffield Street, to be restricted to taxis and service vehicles only between Ducie Street and Helmet Street; and
 - 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.

Modifications to the existing Manchester Piccadilly Station

- 16.4.21 The modifications to the existing Manchester Piccadilly Station are set out in Section 18.4 of the main TA.
- 16.4.22 The AP2 revised scheme will also include the conversion of the existing Network Rail short stay car park (located at the southern entrance to the existing Manchester Piccadilly Station in the original scheme) to two ranks of blue badge parking spaces. The AP2 revised scheme converts the existing parking bays into 37 blue badge parking spaces in this existing facility. Alternative regular parking provision will be available in the vicinity of Manchester Piccadilly Station, for instance in the multi-storey car park on Adair Street.

Highway network

- 16.4.23 Highway diversions, realignments, closures and new or modified sections of highway required to accommodate the original scheme are reported in Section 18.4 of the main TA.

16.4.24 The AP2 revised scheme will result in the following changes to the highway network in MA08:

- the main TA reported a new multi-modal access road, New Sheffield Street, that will run parallel to, and north of, Manchester Piccadilly High Speed station. The AP2 revised scheme will change the operation of the new multi-modal access road to be restricted to taxis and service vehicles only between Ducie Street and Helmet Street;
- the main TA reported a permanent closure of Baird Street from its junction with Sheffield Street to where it crosses New Sheffield Street. The permanent closure of Baird Street will be retained as part of the AP2 revised scheme, but the closure will increase to be a 110m section at the southern end. A cul-de-sac will be created, with access to the northern section of Baird Street retained via Congou Street;
- the main TA reported a permanent diversion of Boad Street to run parallel and north of the proposed Piccadilly Station between Store Street and New Sheffield Street. As New Sheffield Street will now become access only for service vehicles and taxis, access to Sheffield Street by standard vehicles will no longer be possible;
- the main TA reported a permanent diversion of St. Andrew's Street which will form part of New Sheffield Street. As New Sheffield Street will now become access only for service vehicles and taxis, access to St Andrews Street by standard vehicles will no longer be possible;
- the main TA reported a permanent closure of a 26m section of St. Andrew's Square at the southern end where it meets New Sheffield Street. The AP2 revised scheme will include a permanent closure of a 105m section of St Andrew's Square at the southern end. St Andrew's Square will no longer join onto New Sheffield Street or form part of the gyratory system. A turning head will be provided. The units that are served by St. Andrew's Square will also be removed;
- the main TA reported a closure of Travis Street, between the diverted B6469 Fairfield Street and New Sheffield Street. As part of the AP2 revised scheme, the section of permanent closure will be 250m south of St. Andrew's Street;
- the main TA reported permanent closure of an 85m section of Store Street at the southern end between the A6 London Road and Boad Street, to facilitate the connection to New Sheffield Street and Manchester Piccadilly High Speed station. The permanent closure will be retained; however, as part of the revised AP2 scheme, no vehicle access will be possible from Store Street to New Sheffield Street; and
- the main TA reported permanent realignment of Ducie Street (within the existing highway boundary) between Dale Street and the A6 London Road to accommodate a new junction with the proposed New Sheffield Street. The alignment of the New Sheffield Street/Ducie Street junction will be remodelled as part of the AP2 revised scheme.

Avoidance and mitigation measures

16.4.25 The avoidance and mitigation measures are reported in Section 18.4 of the main TA.

16.4.26 The changes to the avoidance and mitigation measures set out in the main TA as part of the AP2 revised scheme are:

- the main TA reported provision of new multi-storey car parks on Adair Street adjacent to Manchester Piccadilly High Speed station. The AP2 revised scheme will retain multi-storey car park 1 on Adair Street, and multi-storey car park 2 will be relocated 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.

16.5 AP2 revised scheme assessment of operation impacts

- 16.5.1 The SES2 changes and AP2 amendments reported in Section 16.4 of this report mean that Section 18.5 of the main TA is replaced by Section 16.4 in this document. Where there is no replacement, the text in the main TA remains valid.
- 16.5.2 This section provides an overview of the impacts resulting from the operation of the AP2 revised scheme.
- 16.5.3 In the main TA, the future baseline traffic volumes were calculated for 2030, 2038 and 2046. For the SES2 and AP2 ES TA the future baselines have been updated to 2031 and 2039 to reflect the revised programme reported in SES2 and AP2 ES Volume 2, Community Area reports: Hulseheath to Manchester Airport (MA06), Davenport Green to Ardwick (MA07) and Manchester Piccadilly station (MA08), Section 6. The 2046 future baseline has been updated to 2051 in order to give the assessment greater resilience to long term growth in travel demand. Consequently, the construction assessment of the AP2 revised scheme has been undertaken for 2031 and the operational assessment has been undertaken for the anticipated opening year of 2039 and a further assessment year of 2051.

Key operation transport issues

- 16.5.4 The key operation transport issues (for the original scheme) are reported in Section 18.5 of the main TA. This section of the main TA is unchanged.

Public transport

Changes in demand

- 16.5.5 Changes in demand for rail passengers for Manchester Airport High Speed station and Manchester Piccadilly High Speed station are reported in Section 18.5 of the main TA.
- 16.5.6 Passenger demand for future year HS2 and long-distance rail passengers, derived from the Department for Transport PLANET Framework Model, has been updated from PFMv9.6,

which was used to assess the original scheme, to PFMv10a for the assessment of the AP2 revised scheme.

Manchester Airport High Speed station passengers

- 16.5.7 Annual HS2 passenger use of Manchester Airport High Speed station in 2039 and 2051 is forecast to be 5.0 million passengers in 2039, increasing to 5.4 million in 2051.
- 16.5.8 Table 18-230 to Table 18-232 in the main TA summarise forecast use of the Manchester Airport High Speed station for the original scheme for daily, AM peak hour (08:00-09:00) and PM peak hour (17:00-1800). Table 18-230 to Table 18-232 below replace 18-230 to Table 18-232 in the main TA, and can be summarised as:
- by 2039 with the AP2 revised scheme, Manchester Airport High Speed station is forecast to be used by over 15,900 HS2 passengers per day, with more than 1,500 passengers in the AM peak hour (08:00-09:00), and in excess of 1,600 passengers in the PM peak hour (17:00-18:00); and
 - by 2051, total HS2 passengers are forecast to be over 17,000 per day, with more than 1,600 passengers in the AM peak hour (08:00-09:00), and in excess of 1,700 passengers during the PM peak hour (17:00-18:00).

Table 18-230: Manchester Airport High Speed station daily rail passengers – AP2 revised scheme

			2039 AP2 revised scheme	2051 AP2 revised scheme	Difference %
Long distance rail	HS2	Boarding	7,986	8,582	7.5%
		Alighting	7,915	8,500	7.4%
		Total	15,901	17,082	7.4%
	Other	Boarding	-	-	-
		Alighting	-	-	-
		Total	-	-	-
Total long distance			15,901	17,082	7.4%
Suburban rail		Boarding	-	-	-
		Alighting	-	-	-
	Total suburban		-	-	-
Total rail		Boarding	7,986	8,582	7.5%
		Alighting	7,915	8,500	7.4%
	Total rail		15,901	17,082	7.4%

Table 18-231: Manchester Airport High Speed station AM peak hour (08:00–09:00) rail passengers – AP2 revised scheme

			2039 AP2 revised scheme	2051 AP2 revised scheme	Difference %
Long distance rail	HS2	Boarding	775	833	7.5%
		Alighting	753	809	7.4%
		Total	1,529	1,642	7.4%

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			2039 AP2 revised scheme	2051 AP2 revised scheme	Difference %
	Other	Boarding	-	--	-
		Alighting	-	--	-
		Total	-	--	-
	Total long distance		1,529	1,642	7.4%
Suburban rail		Boarding	-	--	-
		Alighting	-	--	-
	Total suburban		-	-	--
Total rail		Boarding	775	833	7.5%
		Alighting	753	809	7.4%
	Total rail		1,529	1,642	7.4%

Table 18-232: Manchester Airport High Speed station PM peak hour (17:00–18:00) rail passengers – AP2 revised scheme

			2039 AP2 revised scheme	2051 AP2 revised scheme	Difference %
Long distance rail	HS2	Boarding	790	849	7.5%
		Alighting	873	938	7.4%
		Total	1,663	1,787	7.5%
	Other	Boarding	-	--	-
		Alighting	-	-	-
		Total	-	-	-
	Total long distance		1,663	1,787	7.5%
Suburban rail		-	-	-	
		-	-	-	
	Total suburban		-	-	-
Total rail		Boarding	790	849	7.5%
		Alighting	873	938	7.4%
	Total rail		1,663	1,787	7.5%

Manchester Piccadilly High Speed station passengers

- 16.5.9 Use of Manchester Piccadilly Station will increase substantially in the baseline without the AP2 revised scheme to 2039 and 2051.
- 16.5.10 Annual HS2 passenger use of Manchester Piccadilly High Speed station in 2039 and 2051 is forecasted to be 10.9 million passengers in 2039, increasing to 11.7 million in 2051. Table 18-233 to Table 18-235 in the main TA summarise forecast use of the Manchester Piccadilly High Speed station for daily, AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00), respectively. Table 18-233 to Table 18-235 below replace Table 18-233 to Table 18-235 in the main TA.

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- 16.5.11 By 2039 with the AP2 revised scheme, Manchester Piccadilly Station and Manchester Piccadilly High Speed station are forecast to be used by just over 150,000 passengers per day, a 17% increase on the future baseline. HS2 will account for over 34,000 passengers per day, with just under 3,300 passengers in the AM peak hour (08:00-09:00) and just under 3,700 passengers in the PM peak hour (17:00-18:00). Passenger demand on other long-distance rail services will fall by 27% from over 58,000 passengers per day in the future baseline to just over 42,000 passengers per day with the AP2 revised scheme, however, overall long-distance rail demand will increase by 32% from just over 58,000 passengers per day to over 77,000 passengers per day. Suburban rail demand will remain largely unchanged, rising from just over 70,000 passengers per day to over 74,000 passengers per day.
- 16.5.12 By 2051 with the AP2 revised scheme, Manchester Piccadilly Station and Manchester Piccadilly High Speed station are forecast to be used by just over 158,000 passengers per day, a 18% increase on the future baseline. HS2 will account for over 37,000 passengers per day, with just under 3,500 passengers in the AM peak hour (08:00-09:00) and just under 4,000 passengers in the PM peak hour (17:00-18:00). Passenger demand on other long-distance rail services will fall by 26% from just over 61,000 passengers per day in the future baseline to just under 46,000 passengers per day with the AP2 revised scheme, however, overall long-distance rail demand will increase by 33% from just under 62,000 passengers per day to over 82,000 passengers per day. Suburban rail demand will remain largely unchanged, rising from just under 73,000 passengers per day to just over 76,000 passengers per day.

Table 18-233: Manchester Piccadilly Station and Manchester Piccadilly High Speed station combined daily rail passengers – future baseline and AP2 revised scheme

			2039 Baseline	2039 AP2 revised scheme	Difference %	2051 Baseline	2051 AP2 revised scheme	Difference %
Long distance rail	HS2	Boarding	-	17,310	-	-	18,618	-
		Alighting	-	17,156	-	-	18,438	-
		Total	-	34,465	-	-	37,056	-
	Other	Boarding	29,014	21,278	-27%	30,695	22,742	-26%
		Alighting	29,465	21,294	-28%	31,393	22,758	-27%
		Total	58,478	42,572	-27%	61,888	45,500	-26%
	Total long distance		58,478	77,037	32%	61,888	82,556	33%
Suburban rail	Boarding	35,484	37,192	5%	36,504	38,126	4%	
	Alighting	34,940	37,109	6%	35,900	38,053	6%	
	Total suburban	70,423	74,301	6%	72,404	76,179	5%	
Total rail	Boarding	64,497	75,779	17%	67,199	79,486	18%	
	Alighting	64,404	75,559	17%	67,093	79,249	18%	
	Total rail	128,902	151,339	17%	134,292	158,735	18%	

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Table 18-234: Manchester Piccadilly Station and Manchester Piccadilly High Speed station combined AM peak hour (08:00–09:00) rail passengers – future baseline and AP2 revised scheme

			2039 Baseline	2039 AP2 revised scheme	Difference %	2051 Baseline	2051 AP2 revised scheme	Difference %
Long distance rail	HS2	Boarding	-	1,516	-	-	1,631	-
		Alighting	-	1,686	-	-	1,812	-
		Total	-	3,202	-	-	3,443	-
	Other	Boarding	2,542	1,864	-27%	2,689	1,992	-26%
		Alighting	2,896	2,093	-28%	3,066	2,237	-27%
		Total	5,437	3,957	-27%	5,754	4,229	-27%
Total long distance			5,437	7,159	32%	5,754	7,672	33%
Suburban rail		Boarding	3,108	3,258	5%	3,198	3,340	4%
		Alighting	3,434	3,647	6%	3,528	3,740	6%
	Total suburban		6,542	6,905	6%	6,726	7,080	5%
Total rail		Boarding	5,650	6,638	17%	5,886	6,963	18%
		Alighting	6,330	7,426	17%	6,594	7,789	18%
	Total rail		11,980	14,064	17%	12,480	14,751	18%

Table 18-235: Manchester Piccadilly Station and Manchester Piccadilly High Speed station combined PM peak hour (17:00–18:00) rail passengers – future baseline and AP2 revised scheme

			2039 Baseline	2039 AP2 revised scheme	Difference %	2051 Baseline	2051 AP2 revised scheme	Difference %
Long distance rail	HS2	Boarding	-	1,916	-	-	2,061	-
		Alighting	-	1,765	-	-	1,897	-
		Total	-	3,681	-	-	3,958	-
	Other	Boarding	3,212	2,356	-27%	3,398	2,518	-26%
		Alighting	3,031	2,190	-28%	3,208	2,341	-27%
		Total	6,243	4,546	-27%	6,607	4,859	-26%
Total long distance			6,243	8,227	32%	6,607	8,817	33%
Suburban rail		Boarding	3,928	4,118	5%	4,041	4,221	4%
		Alighting	3,594	3,817	6%	3,693	3,914	6%
	Total suburban		7,552	7,934	5%	7,734	8,135	5%
Total rail		Boarding	7,141	8,390	17%	7,440	8,800	18%
		Alighting	6,624	7,772	17%	6,901	8,151	18%
	Total rail		13,765	16,161	17%	14,341	16,951	18%

16.5.13 The introduction of HS2 services at Manchester Airport High Speed station and Manchester Piccadilly High Speed station will result in the abstraction of passengers from other long distance rail services including existing services at the central Manchester stations of Manchester Piccadilly, Manchester Victoria, Oxford Road and Deansgate, as well as other

stations along existing routes to Crewe and the south of England. HS2 will provide an alternative, faster journey and therefore some passengers will choose to use HS2 services over existing services. This abstraction will also include the transfer of some journeys from the existing Manchester Piccadilly Station to the Manchester Airport High Speed station, particularly for the residents of south Manchester and north Cheshire as the Manchester Airport High Speed station is a closer alternative.

- 16.5.14 Figure 18-55 to Figure 18-57 in the main TA set out the daily peak, AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00) passenger flows for 2038 and 2046 for Manchester Piccadilly Station and Manchester Airport High Speed station. Figure 18-55 to Figure 18-57 below replace Figure 18-55 to Figure 18-57 in the main TA.

Figure 18-55: AP2 revised scheme daily HS2 demand at Manchester Piccadilly Station and Manchester Airport High Speed station



Figure 18-56: AP2 revised scheme daily AM peak hour (08:00-09:00) HS2 demand at Manchester Piccadilly Station and Manchester Airport High Speed station

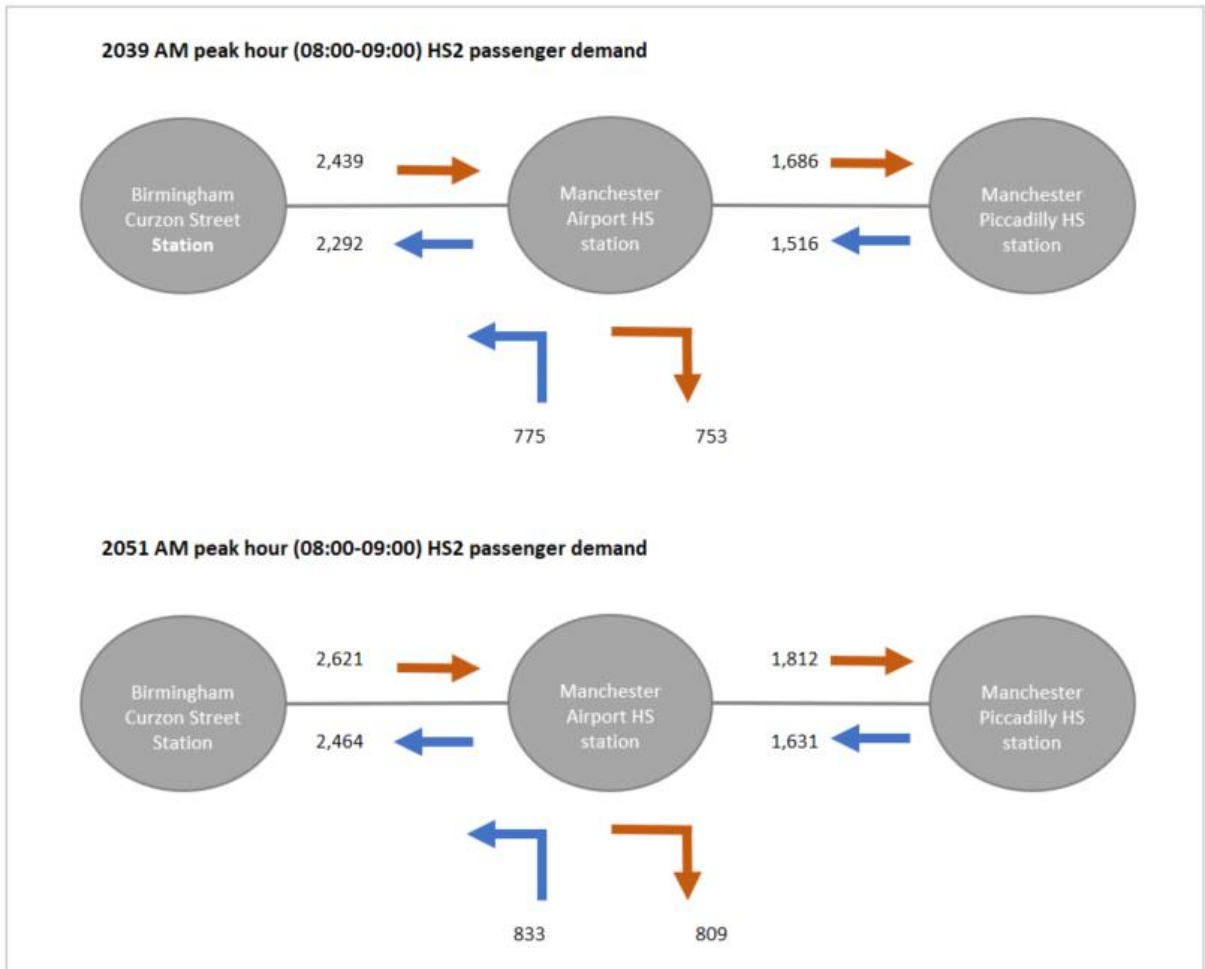
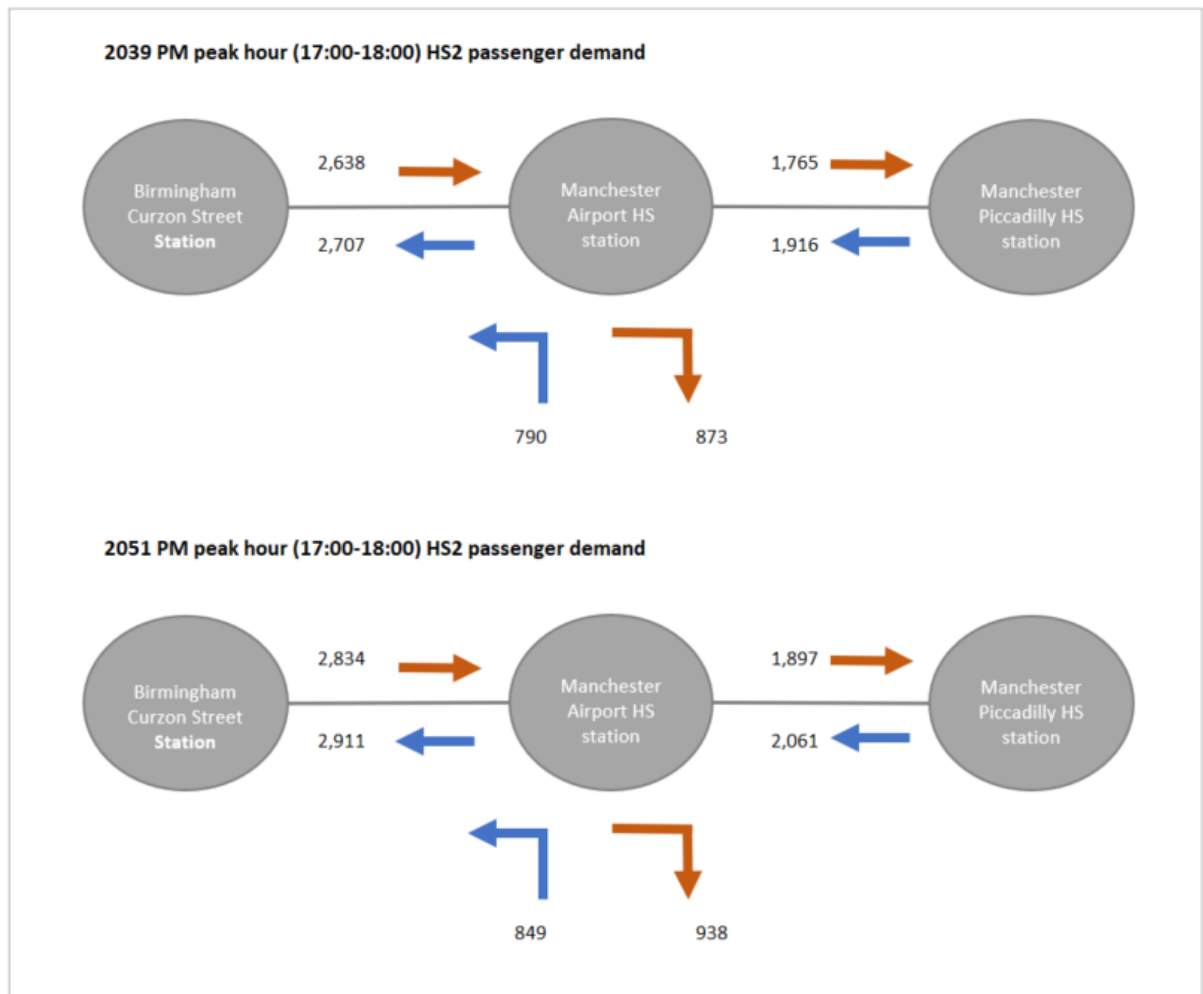


Figure 18-57: AP2 revised scheme daily PM peak hour (17:00–18:00) HS2 demand at Manchester Piccadilly Station and Manchester Airport High Speed station



16.5.15 As shown by the figures above, the majority of HS2 passengers arriving at, or departing from, Curzon Street Station across all time periods depart from, or arrive at, Manchester Piccadilly High Speed station.

Onward mode share and distribution

Mode share

- 16.5.16 Table 18-236 and Table 18-237 in the main TA summarise the onward mode share building on four key inputs: analysis of the 2018 surveys, model projections for 2038 and 2046, analysis from PFM and stakeholder consultation. Model projections have been updated to 2039 and 2051 for the AP2 revised scheme.
- 16.5.17 This section remains unchanged, with the exception of a change in years noted for Table 18-236 and Table 18-237 in the main TA. The relevant years were reported as 2038 and 2046, but as part of the AP2 revised scheme, the relevant years are now 2039 and 2051.

Distribution

MA06 Manchester Airport High Speed station highway distribution

- 16.5.18 Table 18-238 and Figure 18-58 to Figure 18-61 in the main TA summarise distribution of highway trips at Manchester Airport High Speed station for the AM peak hour (08:00-09:00) access/egress and the PM peak hour (17:00-18:00) access/egress.
- 16.5.19 Table 18-239 and Figure 18-62 to Figure 18-65 summarise distribution of public transport trips at Manchester Airport High Speed station for the AM peak hour (08:00-09:00) access/egress and the PM peak hour (17:00-18:00) access/egress.
- 16.5.20 This section remains unchanged, with the exception of a change in years noted for Table 18-238 and Table 18-239 in the main TA. The relevant years were reported as 2038 and 2046, but as part of the AP2 revised scheme, the relevant years are now 2039 and 2051.

MA08 Manchester Piccadilly High Speed station highway distribution

- 16.5.21 Table 18-240 and Figure 18-66 to Figure 18-69 in the main TA summarise distribution of highway trips at Manchester Piccadilly High Speed station for the AM peak hour (08:00-09:00) access/egress and the PM peak hour (17:00-18:00) access/egress.
- 16.5.22 Table 18-241 and Figure 18-70 to Figure 18-73 summarise distribution of public transport trips at Manchester Piccadilly High Speed station for the AM peak hour (08:00-09:00) access/egress and the PM peak hour (17:00-18:00) access/egress.
- 16.5.23 This section remains unchanged, with the exception of a change in years noted for Table 18-240 and Table 18-241 in the main TA. The relevant years were reported as 2038 and 2046, but as part of the AP2 revised scheme, the relevant years are now 2039 and 2051.

Local bus services

MA06

- 16.5.24 The impacts on local bus services in the MA06 area during operation are reported in Section 18.5 of the main TA.
- 16.5.25 The AP2 revised scheme includes the permanent relocation of the existing A538 Altrincham Road/Mobberley Road junction to mitigate the impact of the additional traffic movements during construction. The junction will be moved to the north and signalised, providing separate left and right turn control with signals positioned on new traffic islands. The amendment will result in a negligible change in journey length for bus passengers. The A538 Altrincham Road and Mobberley Road are served by one bus service, route 88 (Altrincham – Wilmslow – Mobberley – Knutsford – Macclesfield).
- 16.5.26 Table 18-242 and Table 18-243 in the main TA set out the changes to the bus journey times for 2038 and 2046. Table 18-242 and Table 18-243 below replace Table 18-242 and Table 18-243 in the main TA for 2039 and 2051 respectively.

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16.5.27 The greatest proportional increases in journey times are forecast on bus routes 103, 288 and 313, which operate between Manchester Airport and Delahays Road via Runger Lane and A538 Hale Road. The greatest proportional increases in journey times forecast for this route, for the 2039 and 2051 AM (08:00-09:00) and PM (17:00-18:00) peak hours, are as follows:

- 12% increase in journey time in the westbound direction (2039 AM peak and 2051 AM peak);
- 5% increase in journey time in the eastbound direction (2039 PM peak); and
- 7% increase in journey time in the eastbound direction (2051 PM peak).

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Table 18-242: Changes in bus journey times with AP2 revised scheme in MA06, 2039

Bus route(s)	Journey time route selection	Time (mm:ss)	Time (mm:ss)	Diff. (mm:ss)	Diff (%)	Time (mm:ss)	Time (mm:ss)	Diff. (mm:ss)	Diff (%)
		AM peak hour (08:00–09:00)				PM peak hour (17:00–18:00)			
		2039 baseline	2039 AP2 revised scheme			2039 baseline	2039 AP2 revised scheme		
88, 283, 741, 869	Mill Lane to Delahays Road via A538 Wilmslow Road and A538 Hale Road (westbound)	13:04	10:22	02:42	-21%	11:53	09:35	02:18	-19%
	Delahays Road to Mill Lane via A538 Hale Road and A538 Wilmslow Road (eastbound)	12:39	09:06	03:34	-28%	09:36	08:49	00:47	-8%
103, 288, 313	Manchester Airport to Delahays Road via Runger Lane and A538 Hale Road (westbound)	09:25	10:32	01:08	+12%	09:02	08:54	00:09	-2%
	Delahays Road to Manchester Airport via A538 Hale Road and Runger Lane (eastbound)	09:04	08:49	00:15	-3%	07:28	07:51	00:23	+5%

Table 18-243: Changes in bus journey times with AP2 revised scheme in MA06, 2051

Bus route(s)	Journey time route selection	Time (mm:ss)	Time (mm:ss)	Diff. (mm:ss)	Diff (%)	Time (mm:ss)	Time (mm:ss)	Diff. (mm:ss)	Diff (%)
		AM peak hour (08:00–09:00)				PM peak hour (17:00–18:00)			
		2051 baseline	2051 AP2 revised scheme			2051 baseline	2051 AP2 revised scheme		
88, 283, 741, 869	Mill Lane to Delahays Road via A538 Wilmslow Road and A538 Hale Road (westbound)	15:57	11:16	04:41	-29%	12:34	10:04	02:30	-20%
	Delahays Road to Mill Lane via A538 Hale Road and A538 Wilmslow Road (eastbound)	14:01	09:38	04:23	-31%	10:09	09:17	00:52	-9%

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Bus route(s)	Journey time route selection	Time (mm:ss)	Time (mm:ss)	Diff. (mm:ss)	Diff (%)	Time (mm:ss)	Time (mm:ss)	Diff. (mm:ss)	Diff (%)
		AM peak hour (08:00–09:00)				PM peak hour (17:00–18:00)			
		2051 baseline	2051 AP2 revised scheme			2051 baseline	2051 AP2 revised scheme		
103, 288, 313	Manchester Airport to Delahays Road via Runger Lane and A538 Hale Road (westbound)	10:48	12:03	01:15	+12%	09:29	09:48	00:19	+3%
	Delahays Road to Manchester Airport via A538 Hale Road and Runger Lane (eastbound)	09:59	08:54	01:06	-11%	07:51	08:26	00:34	+7%

MA07 and MA08

- 16.5.28 The impacts on local bus services in the MA07 and MA08 areas during operation are reported in Section 18.5 of the main TA.
- 16.5.29 There will be impacts on bus journey times associated with the remodelling of the road network around the Manchester Piccadilly High Speed station, the introduction of the new A635/A665 Pin Mill Brow gyratory and increases in traffic associated with the AP2 revised scheme. The impact of these changes on bus journey times has been assessed using the GMSM, which includes journey times for peak hour bus services.
- 16.5.30 Table 18-244 and Table 18-245 in the main TA set out the changes to the bus journey times for 2038 and 2046. Table 18-244 and Table 18-245 below replace Table 18-244 and Table 18-245 in the main TA for 2039 and 2051 respectively.
- 16.5.31 The routes with the greatest proportional increase in journey times in the 2039 AM peak hour (08:00-09:00) are:
- bus routes 7, 7A, 7B, 171, 172, 219, 220, 221, 703, 704, 707, 719, 747 and 768 operating on the A635 Ashton Old Road between the A6010 Alan Turing Way and Manchester City Centre – 15% increase in journey time in the westbound direction.
- 16.5.32 The routes with the greatest proportional increase in journey times in the 2039 PM peak hour (17:00-18:00) are:
- bus routes 201, 202, 203 and 205 operating on the A57 Hyde Road between the A6010 Alan Turing Way and Manchester City Centre – 43% increase in journey time in the eastbound direction; and
 - bus routes 192, 733 and X92 operating on the A6 Stockport Road between the A6010 Alan Turing Way and Manchester City Centre – 41% increase in journey time in the southbound direction.
- 16.5.33 The routes with the greatest proportional increase in journey times in the 2051 AM peak hour (08:00-09:00) is:
- bus routes 7, 7A, 7B, 171, 172, 219, 220, 221, 703, 704, 707, 719, 747 and 768 operating on the A635 Ashton Old Road between the A6010 Alan Turing Way and Manchester City Centre – 13% increase in journey time in the westbound direction.
- 16.5.34 The routes with the greatest proportional increase in journey times in the 2051 PM peak hour (17:00-18:00) are:
- bus routes 201, 202, 203 and 205 operating on the A57 Hyde Road between the A6010 Alan Turing Way and Manchester City Centre – 46% increase in journey time in the eastbound direction; and
 - bus routes 192, 733 and X92 operating on the A6 Stockport Road between the A6010 Alan Turing Way and Manchester City Centre - 42% increase in journey time in the southbound direction.

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Table 18-244: Changes in bus journey times with AP2 revised scheme in MA07 and MA08, 2039

Bus route(s)	Journey time route selection	Time (mm:ss)	Time (mm:ss)	Diff. (mm:ss)	Diff (%)	Time (mm:ss)	Time (mm:ss)	Diff. (mm:ss)	Diff (%)
		AM peak hour (08:00–09:00)				PM peak hour (17:00–18:00)			
		2039 baseline	2039 AP2 revised scheme			2039 baseline	2039 AP2 revised scheme		
7, 7A, 7B, 171, 172, 219, 220, 221, 703, 704, 707, 719, 747, 768	A6010 to City Centre via A635 Ashton Old Road (westbound)	13:26	15:23	01:57	+15%	11:24	10:38	00:47	-7%
	City Centre to A6010 via A635 Ashton Old Road (eastbound)	12:25	13:23	00:58	+8%	17:28	16:18	01:09	+7%
192, 733, X92	A6010 to City Centre via A6 Stockport Road (northbound)	09:43	09:40	00:04	-1%	09:47	09:48	00:01	+0%
	City Centre to A6010 via A6 Stockport Road (southbound)	13:06	12:58	00:08	-1%	09:49	13:49	04:00	+41%
216, 230, 231	A6010 to City Centre via A662 Ashton New Road (westbound)	11:50	11:29	00:20	-3%	10:12	10:16	00:04	+1%
	City Centre to A6010 via A662 Ashton New Road (eastbound)	13:19	12:29	00:50	-6%	12:08	12:02	00:06	-1%

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Bus route(s)	Journey time route selection	Time (mm:ss)	Time (mm:ss)	Diff. (mm:ss)	Diff (%)	Time (mm:ss)	Time (mm:ss)	Diff. (mm:ss)	Diff (%)
		AM peak hour (08:00–09:00)				PM peak hour (17:00–18:00)			
		2039 baseline	2039 AP2 revised scheme			2039 baseline	2039 AP2 revised scheme		
201, 202, 203, 205	A6010 to City Centre via A57 Hyde Road (westbound)	10:34	10:58	00:24	+4%	09:52	09:57	00:05	+1%
	City Centre to A6010 via A57 Hyde Road (eastbound)	13:14	13:08	00:06	-1%	09:24	13:29	04:05	+43%

Table 18-245: Changes in bus journey times with AP2 revised scheme in MA07 and MA08, 2051

Bus route(s)	Journey time route selection	Time (mm:ss)	Time (mm:ss)	Diff. (mm:ss)	Diff (%)	Time (mm:ss)	Time (mm:ss)	Diff. (mm:ss)	Diff (%)
		AM peak hour (08:00–09:00)				PM peak hour (17:00–18:00)			
		2051 baseline	2051 AP2 revised scheme			2051 baseline	2051 AP2 revised scheme		
7, 7A, 7B, 171, 172, 219, 220, 221, 703, 704, 707, 719, 747, 768	A6010 to City Centre via A635 Ashton Old Road (westbound)	15:08	17:02	01:54	+13%	11:50	11:17	00:33	-5%
	City Centre to A6010 via A635 Ashton Old Road (eastbound)	12:53	14:36	01:43	-13%	18:40	17:32	01:08	-6%
192, 733, X92	A6010 to City Centre via A6 Stockport Road (northbound)	12:17	09:52	02:26	-20%	10:05	10:06	00:01	+0%

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Bus route(s)	Journey time route selection	Time (mm:ss)	Time (mm:ss)	Diff. (mm:ss)	Diff (%)	Time (mm:ss)	Time (mm:ss)	Diff. (mm:ss)	Diff (%)
		AM peak hour (08:00–09:00)				PM peak hour (17:00–18:00)			
		2051 baseline	2051 AP2 revised scheme			2051 baseline	2051 AP2 revised scheme		
	City Centre to A6010 via A6 Stockport Road (southbound)	14:32	13:10	01:22	-9%	10:36	15:05	04:29	+42%
216, 230, 231	A6010 to City Centre via A662 Ashton New Road (westbound)	12:44	12:21	00:23	-3%	10:29	10:47	00:18	+3%
	City Centre to A6010 via A662 Ashton New Road (eastbound)	14:40	13:23	01:16	-9%	12:49	13:00	00:11	+1%
201, 202, 203, 205	A6010 to City Centre via A57 Hyde Road (westbound)	13:22	11:33	01:49	-14%	10:11	10:15	00:04	+1%
	City Centre to A6010 via A57 Hyde Road (eastbound)	14:44	13:30	01:14	-8%	10:06	14:44	04:38	+46%

Pedestrians

Manchester Piccadilly High Speed station sustainable mode analysis

- 16.5.35 Impacts on key pedestrian movements around Manchester Piccadilly High Speed station are reported in Section 18.5 of the main TA.
- 16.5.36 Updated analysis has been undertaken for AP2 revised scheme. Pedestrian demand forecasts for the combined Manchester Piccadilly High Speed station and the existing Manchester Piccadilly Station have been derived from the PFM data for the 2039 and 2051 future baseline and with the AP2 revised scheme assessments.
- 16.5.37 Table 18-247 and Table 18-248 in the main TA present the results of the assessment for the AM peak hour (08:00–09:00) and PM peak hour (17:00–18:00), respectively. Table 18-247 and Table 18-248 below replace 18-247 and Table 18-248 in the main TA.
- 16.5.38 The results indicate that Level of Service (LoS) will not change between the future baseline and with the AP2 revised scheme for the majority of locations. However, there will be two locations in the AM peak hour (08:00–09:00), A6 Aytoun Street and existing Station Front, where the LoS is forecast to worsen. On the A6 Aytoun Street the LoS will worsen from LoS C to LoS D between the 2039 AM baseline Fruin LoS and 2039 with the AP2 revised scheme. On the existing Station Front the LoS will worsen from LoS B to LoS C between the 2039 AM baseline Fruin LoS and 2039 with the AP2 revised scheme. In the PM peak hour, there will be one location, existing Station Front, where the LoS is forecast to worsen. On the existing Station Front, the LoS will worsen from LoS B to LoS C between the 2039 PM baseline Fruin LoS and 2039 with the AP2 revised scheme and from LoS B to LoS C between the 2051 PM baseline Fruin LoS and 2051 with the AP2 revised scheme.

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Table 18-247: AP2 revised scheme Manchester Piccadilly High Speed station pedestrian route capacity analysis, AM peak hour (08:00–09:00)

Location	Min walkway width (m)	Effective width (m)	2017 AM baseline peds/min /metre	2017 AM baseline Fruin LoS	2039 AM baseline peds/min /metre	2039 AM baseline Fruin LoS	2039 AM with the AP2 revised scheme peds/min /metre	2039 AM with the AP2 revised scheme Fruin LoS	2051 AM baseline peds/min /metre	2051 AM baseline Fruin LoS	2051 AM with the AP2 revised scheme peds/min /metre	2051 AM with the AP2 revised scheme Fruin LoS
A. A6 Aytoun Street	2.09	1.70	39.29	C	45.57	C	52.86	D	47.10	C	55.02	D
B. Piccadilly Place	1.85	1.57	42.55	C	49.34	D	57.24	D	51.01	D	59.58	D
C. A6 London Road Footbridge	3.60	3.30	20.24	A	23.47	B	27.23	B	24.27	B	28.35	B
D. Station Approach	11.23	4.30	17.18	A	19.92	A	19.92	A	20.59	A	20.59	A
E. A6/Minshull Street	3.68	1.98	3.41	A	3.95	A	3.95	A	4.08	A	4.08	A
F. A6 London Road (north)	2.78	1.68	4.33	A	5.02	A	5.02	A	5.19	A	5.19	A
G. A6 London Road (central)	3.00	1.90	2.84	A	3.30	A	5.66	A	3.41	A	6.15	A
H. B6469 Fairfield Street (west)	3.71	3.08	7.29	A	8.46	A	10.67	A	8.74	A	11.15	A

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Location	Min walkway width (m)	Effective width (m)	2017 AM baseline peds/min /metre	2017 AM baseline Fruin LoS	2039 AM baseline peds/min /metre	2039 AM baseline Fruin LoS	2039 AM with the AP2 revised scheme peds/min /metre	2039 AM with the AP2 revised scheme Fruin LoS	2051 AM baseline peds/min /metre	2051 AM baseline Fruin LoS	2051 AM with the AP2 revised scheme peds/min /metre	2051 AM with the AP2 revised scheme Fruin LoS
I. A6 London Road (south)	3.58	2.80	5.69	A	6.60	A	7.24	A	6.82	A	7.51	A
J. B6469 Fairfield Street (east)	2.40	1.90	2.91	A	3.38	A	4.00	A	3.49	A	6.27	A
K. Existing Station Front	2.54	1.58	20.48	A	23.75	B	36.78	C	24.55	B	31.68	B
L. B6469 Fairfield Street/Travis Street (west)	2.80	2.20	1.19	A	1.37	A	2.14	A	1.42	A	4.61	A
M. B6469 Fairfield Street/Travis Street (east)	2.28	1.61	1.61	A	1.87	A	1.87	A	1.93	A	2.90	A

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Table 18-248: AP2 revised scheme Manchester Piccadilly High Speed station pedestrian route capacity analysis, PM peak hour (17:00–18:00)

Location	Min walkway width (m)	Effective width (m)	2017 PM baseline peds/min/metre	2017 PM baseline Fruin LoS	2039 PM baseline peds/min/metre	2039 PM baseline Fruin LoS	2039 PM with the AP2 revised scheme peds/min/metre	2039 PM with the AP2 revised scheme Fruin LoS	2051 PM baseline peds/min/metre	2051 PM baseline Fruin LoS	2051 PM with the AP2 revised scheme peds/min/metre	2051 PM with the AP2 revised scheme Fruin LoS
A. A6 Aytoun Street	2.09	1.70	42.27	C	49.02	D	57.66	D	50.68	D	60.05	D
B. Piccadilly Place	1.85	1.57	45.77	C	53.08	D	62.43	D	54.87	D	65.02	D
C. A6 London Road Footbridge	3.60	3.30	21.78	A	25.25	B	29.70	B	26.11	B	30.94	B
D. Station Approach	11.23	4.30	19.32	A	22.40	A	22.40	A	23.16	B	23.16	B
E. A6/Minshull Street	3.68	1.98	5.29	A	6.14	A	6.14	A	6.35	A	6.35	A
F. A6 London Road (north)	2.78	1.68	4.53	A	5.26	A	5.26	A	5.43	A	5.43	A

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Location	Min walkway width (m)	Effective width (m)	2017 PM baseline peds/min /metre	2017 PM baseline Fruin LoS	2039 PM baseline peds/min /metre	2039 PM baseline Fruin LoS	2039 PM with the AP2 revised scheme peds/min/ metre	2039 PM with the AP2 revised scheme Fruin LoS	2051 PM baseline peds/min/ metre	2051 PM baseline Fruin LoS	2051 PM with the AP2 revised scheme peds/min/ metre	2051 PM with the AP2 revised scheme Fruin LoS
G. A6 London Road (central)	3.00	1.90	2.98	A	3.46	A	5.98	A	3.58	A	6.23	A
H. B6469 Fairfield Street (west)	3.71	3.08	4.85	A	5.62	A	8.21	A	5.81	A	8.62	A
I. A6 London Road (south)	3.58	2.80	6.95	A	8.06	A	8.67	A	8.33	A	9.00	A
J. B6469 Fairfield Street (east)	2.40	1.90	3.58	A	4.15	A	4.71	A	4.29	A	7.21	A
K. Existing Station Front	2.54	1.58	23.07	B	26.75	B	41.24	C	27.65	B	35.27	C
L. B6469 Fairfield Street/Tra	2.80	2.20	0.46	A	0.53	A	0.81	A	0.55	A	3.32	A

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Location	Min walkway width (m)	Effective width (m)	2017 PM baseline peds/min/metre	2017 PM baseline Fruin LoS	2039 PM baseline peds/min/metre	2039 PM baseline Fruin LoS	2039 PM with the AP2 revised scheme peds/min/metre	2039 PM with the AP2 revised scheme Fruin LoS	2051 PM baseline peds/min/metre	2051 PM baseline Fruin LoS	2051 PM with the AP2 revised scheme peds/min/metre	2051 PM with the AP2 revised scheme Fruin LoS
vis Street (west)												
M. B6469 Fairfield Street/Tra vis Street (east)	2.28	1.61	2.12	A	2.46	A	3.09	A	2.54	A	4.58	A

Cycles

Manchester Airport High Speed station cycle provision

- 16.5.41 Section 18.5 of the main TA summarises the Manchester Airport High Speed station cycle provision. This section of the main TA is unchanged.

Manchester Piccadilly High Speed station cycle provision

- 16.5.42 Section 18.5 of the main TA summarises the Manchester Piccadilly High Speed station cycle provision. This section of the main TA is unchanged.

Taxis and private hire

Manchester Airport taxi and private hire provision

- 16.5.43 Section 18.5 of the main TA summarises the Manchester Airport taxi and private hire provision. This section of the main TA is unchanged.

Manchester Piccadilly taxi and private hire provision

- 16.5.44 Section 18.5 of the main TA summarises the Manchester Piccadilly Station and Manchester Piccadilly High Speed station taxi and private hire provision.
- 16.5.45 The main TA reported a new multi-modal access road to the north of the Manchester Piccadilly High Speed station, New Sheffield Street, providing access for shuttle buses, private vehicle pick-up/drop-off and taxi/private hire pick-up/drop-off, and a new pedestrian-cycleway along New Sheffield Street. The AP2 revised scheme will change the operation of the new multi-modal access road, New Sheffield Street, to be restricted to taxis and service vehicles only between Ducie Street and Helmet Street.

Private vehicle pick-up and drop-off

Manchester Airport High Speed station private vehicle pick-up and drop-off provision

- 16.5.46 Section 18.5 of the main TA summarises the Manchester Airport High Speed station private vehicle pick-up and drop-off provision. This section of the main TA is unchanged.

Manchester Piccadilly High Speed station private vehicle pick-up and drop-off provision

- 16.5.47 Section 18.5 of the main TA summarises the Manchester Piccadilly High Speed station private vehicle pick-up and drop-off provision. This section of the main TA is unchanged.

Private vehicle parking

Manchester Airport High Speed station parking provision

- 16.5.48 Section 18.5 of the main TA summarises the Manchester Airport High Speed station private vehicle parking provision.
- 16.5.49 The design of Manchester Airport High Speed station for the AP2 revised scheme includes the provision of two new multi-storey car parks, comprising a total of 3,992 spaces, including 3,928 car spaces, the addition of three private hire pick-up bays, two taxi holding bays and one taxi pick-up bay to the western forecourt. Staff parking bays remain the same as the original scheme. This includes provision for HS2 and future NPR.
- 16.5.50 Figure 18-76 and Figure 18-77 in the main TA present the parking accumulation at Manchester Airport High Speed station for 2038 and 2046 respectively. Figure 18-76 and Figure 18-77 below replace Figure 18-76 and Figure 18-77 in the main TA.

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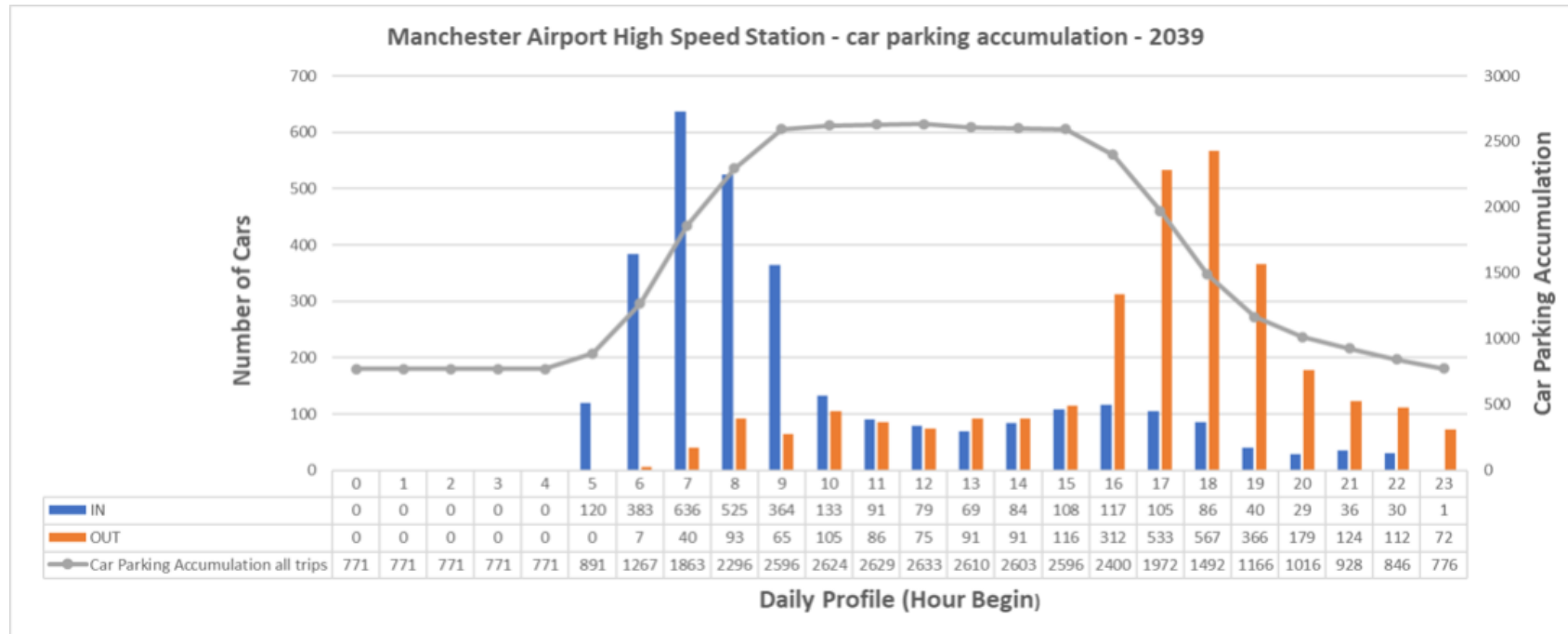
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Figure 18-76: AP2 revised scheme Manchester Airport High Speed station car parking accumulation, 2039



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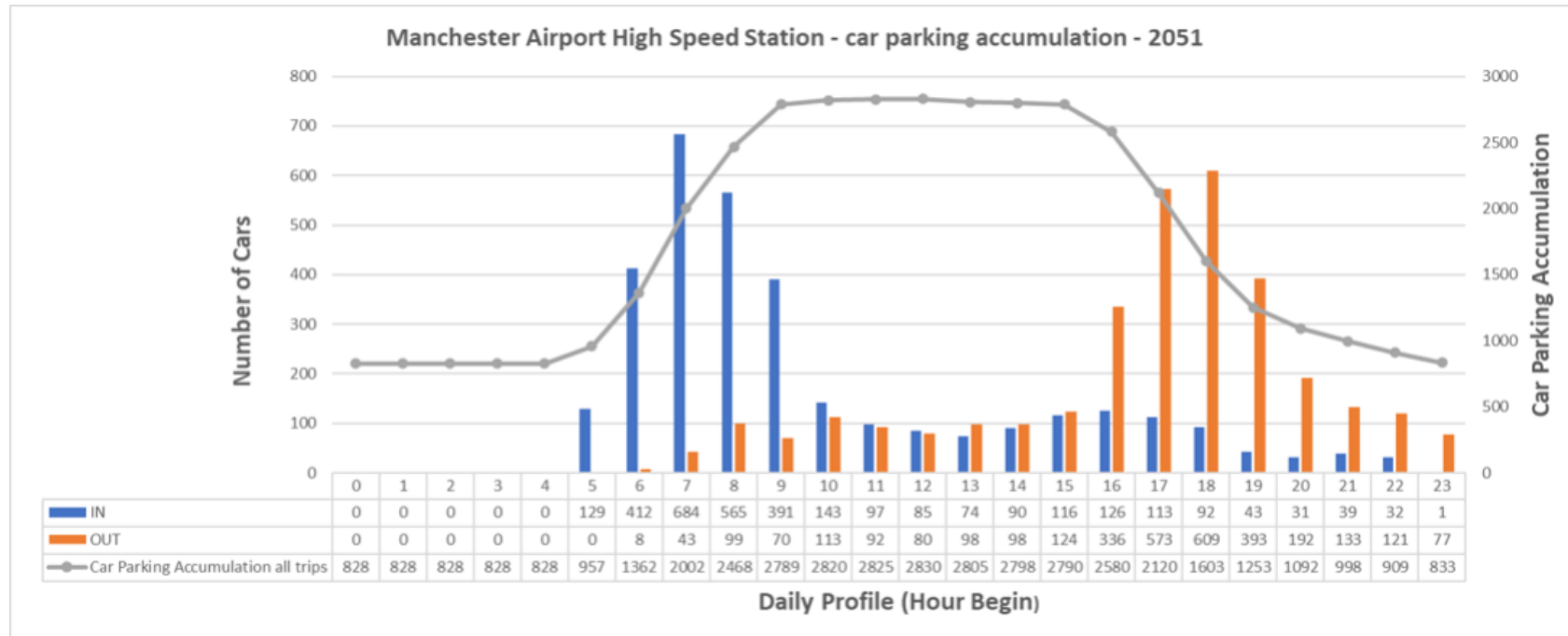
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Figure 18-77: AP2 revised scheme Manchester Airport High Speed station car parking accumulation, 2051



Manchester Piccadilly High Speed station parking provision

- 16.5.51 Section 18.5 of the main TA summarises the Manchester Piccadilly High Speed station private vehicle parking provision.
- 16.5.52 The AP2 design of Manchester Piccadilly High Speed station includes the provision of two new multi-storey car parks, comprising a total of 2,029 parking spaces. This includes provision for HS2 and future NPR.
- 16.5.53 Figure 18-78 and Figure 18-79 in the main TA present the parking accumulation at Manchester Piccadilly High Speed station for 2038 and 2046 respectively. Figure 18-78 and Figure 18-79 below replace Figure 18-78 and Figure 18-79 in the main TA.

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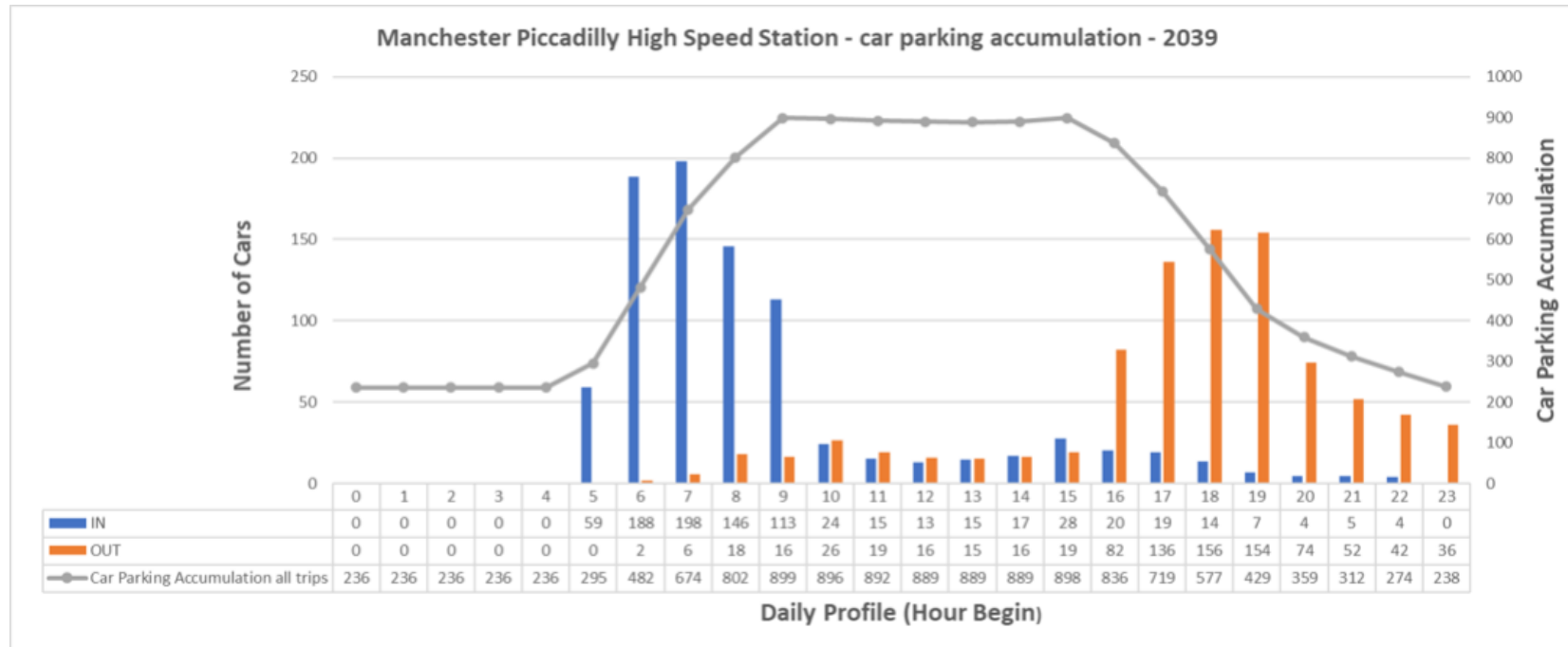
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Figure 18-78: AP2 revised scheme Manchester Piccadilly High Speed station parking accumulation, 2039



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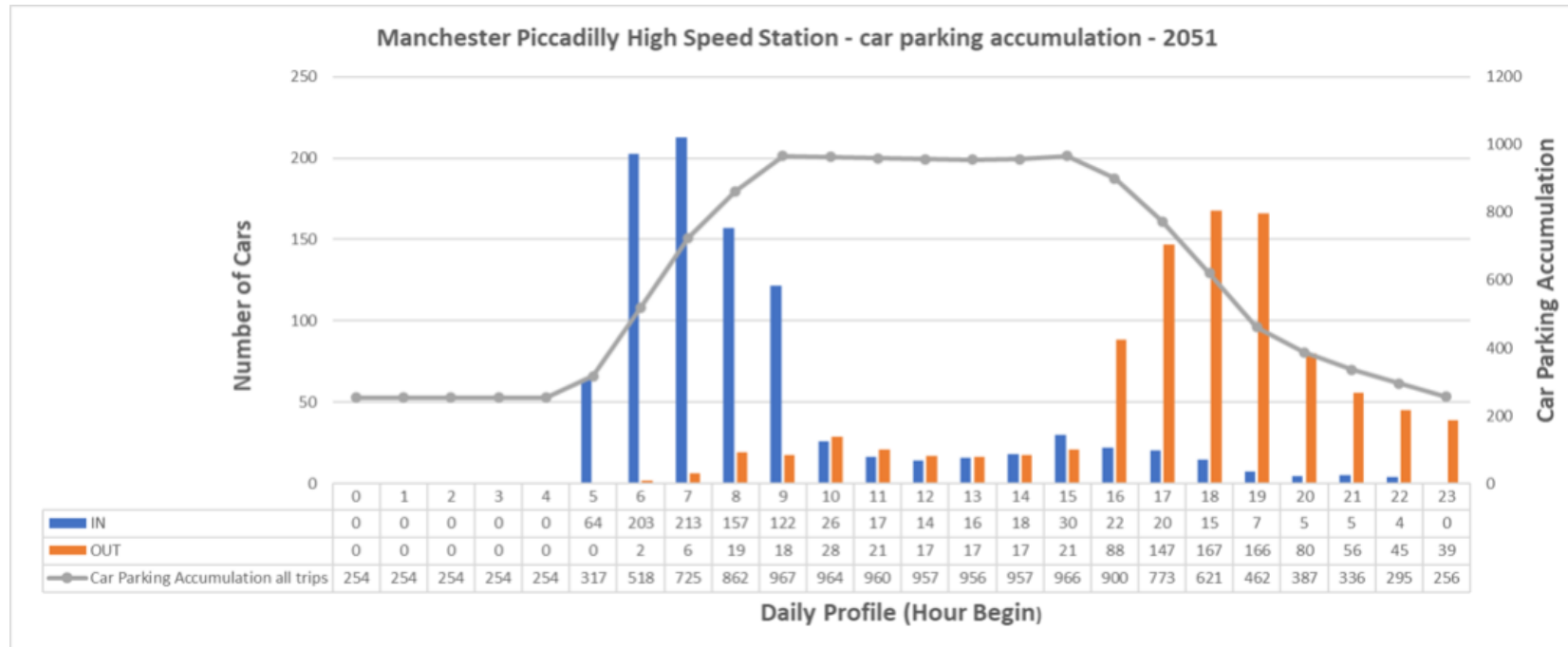
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Figure 18-79: AP2 revised scheme Manchester Piccadilly High Speed station parking accumulation, 2051



Servicing

Manchester Airport High Speed station servicing

- 16.5.54 The design of Manchester Airport High Speed Station includes facilities for servicing. The loading area will be located beneath the eastern forecourt with an access ramp to the north.
- 16.5.55 Service vehicles will access the station using Station Access Road East.

Manchester Piccadilly High Speed station servicing

- 16.5.56 Section 18.5 in the main TA sets out the servicing for Manchester Piccadilly High Speed station.
- 16.5.57 The AP2 revised scheme introduces a loading/unloading bay to provide access to the catering areas within the Network Rail facilities building at Manchester Piccadilly High Speed station. The new loading/unloading facilities will be located in the existing arches at ground level beneath the Network Rail Viaduct. This loading bay will be accessed via the diverted Travis Street.

Highway network

Highway diversions, realignments and closures

MA06

- 16.5.58 Table 18-249 in the main TA summarises the permanent road diversions, realignments and closures and any new or altered junctions required to accommodate the original scheme in the MA06 area. Table 18-249.1 summarises the changes to those in Table 18-249 in the main TA, identifying new or different permanent changes required to support the AP2 revised scheme. Those not listed in Table 18-249.1 remain unchanged to those identified in Table 18-249 of the main TA.

Table 18-249.1: MA06 AP2 revised scheme permanent highway diversion/closure/amendment

Highway name/junction	Description	Change/alteration
M56	Permanent realignment of the M56 carriageway approximately 30m to the south of the existing alignment to facilitate the remodelling of M56 junction 6 (AP2-006-014).	Change in journey length of less than 100m.
Ashley Road	Permanent closure of Ashley Road where it crosses the route of the AP2 revised scheme. Change to the Ashley Road diversion presented in the main TA due to changes to the Mobberley Road permanent realignment as part of the AP2 revised scheme. Users will be diverted via the Ashley Road diversion and the revised Mobberley Road realignment under the HS2	Change in journey length of up to 2.6km.

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Highway name/junction	Description	Change/alteration
	viaduct and over the Mid-Cheshire Railway Line (SES2-006-001).	
Lamb Lane	Permanent closure of Lamb Lane where it crosses the route of the AP2 revised scheme west of the Ashley Road auto-transformer station. Change to the Lamb Lane diversion presented in the main TA due to changes to the Mobberley Road permanent realignment as part of the AP2 revised scheme. Users will be diverted via the Ashley Road diversion and the revised Mobberley Road realignment under the HS2 viaduct and over the Mid-Cheshire Railway Line (SES2-006-001).	Change in journey length of up to 2.1km.
Mobberley Road	Permanent realignment of Mobberley Road. The permanent realignment of Mobberley Road has been updated as part of the AP2 revised scheme. The realignment will route under the HS2 viaduct and over the Mid-Cheshire Railway Line, via Mobberley Road offline overbridge (SES2-006-001).	Change in journey length of less than 100m.
A538 Altrincham Road/Mobberley Road junction	Movement and signalisation of the A538 Altrincham Road/Mobberley Road junction to mitigate the impacts of additional traffic movements associated with the construction of the AP2 revised scheme (AP2-006-015).	Change in journey length of less than 100m.
Sunbank Lane	Permanent closure of Sunbank Lane between Bollinbrook and Airport City South due to the alignment of the M56 slip roads. Users will be diverted along Chapel Lane, Green Gate, High Elm Road and the A538 Hale Road (AP2-006-014).	Change in journey length of up to 3.3km.
Sunbank Lane/Chapel Lane	Permanent realignment of Sunbank Lane/Chapel Lane up to 172m west of its current alignment for 637m, crossing the route of the AP2 revised scheme on the Sunbank Lane overbridge. The position of the Sunbank Lane overbridge has moved as part of the AP2 revised scheme to accommodate the revised highway alignment (AP2-006-014).	Change in journey length of up to 220m.
A538 Hale Road	Junction modifications with the M56 junction 6. The alignment of the A538 Hale Road will remain the same as the existing alignment. The realignment and eastbound diversion reported in the main TA will no longer be required as part of the AP2 revised scheme (AP2-006-014).	No change in journey length.
A538 Wilmslow Road	Junction modifications with the M56 junction 6. The alignment of the A538 Hale Road will remain the same as the existing alignment. The widening between the western and eastern sides of the M56 junction 6 from two lanes in each direction to four lanes in each direction as reported in the main TA will no longer be required as part of the AP2 revised scheme (AP2-006-014).	No change in journey length.

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Highway name/junction	Description	Change/alteration
Hasty Lane	Permanent closure of Hasty Lane 85m north of the A538 Hale Road. Access to residential properties will be provided (AP2-006-014).	No change in journey length.

MA07

- 16.5.59 Table 18-250 in the main TA summarises the permanent road diversions, realignments and extensions and any new or altered junctions required to accommodate the original scheme in the MA07 area.
- 16.5.60 Table 18-250.1 summarises the changes to those in Table 18-250 in the main TA, identifying new or different permanent changes required to support the AP2 revised scheme. Those not listed in Table 18-250.1 remain unchanged to those identified in Table 18-250 of the main TA.

Table 18-250.1: MA06 AP2 revised scheme permanent highway diversion/closure/amendment

Highway name/junction	Description	Change/alteration
A665 Midland Street	Permanent closure of the A665 Midland Street at its northern end where it is crossed by the AP2 revised scheme. Users will be diverted via a retained 10m section of the A665 Midland Street and the A665 Chancellor Lane diversion (SES2-008-002).	Change in journey length of up to 723m.

MA08

- 16.5.61 Table 18-251.1 in the main TA summarises the permanent road diversions, realignments and extensions and any new or altered junctions required to accommodate the original scheme in the MA08 area. Table 18-251 summarises the changes to those in Table 18-251 in the main TA, identifying new or different permanent changes required to support the AP2 revised scheme. Those not listed in Table 18-251.1 remain unchanged to those identified in Table 18-251 of the main TA.

Table 18-251.1: MA08 AP2 revised scheme permanent highway diversion/closure/amendment

Highway name/junction	Description	Change/alteration
A635 Ashton Old Road	Permanent realignment of a 150m section of the A635 Ashton Old Road to accommodate the closure of the northern section of the A665 Chancellor Lane and the diverted A635 Fairfield Street. The realigned A635 Ashton Old Road will tie in with the realigned A665 Pin Mill Brow (SES2-008-002).	The longest diversion is for traffic travelling from the A635 Ashton Old Road to the A665 Great Ancoats Street. Users will be diverted around the new gyratory system, increasing journey length by up to 396m.
A665 Pin Mill Brow	Permanent realignment of a 300m section of the A665 Pin Mill Brow at its southern extent to accommodate the closure of the A665 Chancellor Lane and diverted A635 Fairfield Street (SES2-008-002).	The realigned A665 Pin Mill Brow will be within the existing carriageway and will tie in with the diverted A635 Fairfield Street, the realigned A635 Ashton Old Road and the realigned

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Highway name/junction	Description	Change/alteration
		A635 Mancunian Way, increasing journey length by up to 398m.
B6469 Fairfield Street	Permanent diversion up to 85m south-east of its current alignment for 245m (SES2-008-002).	The diverted B6469 Fairfield Street will tie in with the realigned A635 Mancunian Way, increasing journey length by up to 124m.
A635 Fairfield Street	Permanent diversion of the A635 Fairfield Street 200m south of its current alignment for 590m (SES2-008-002).	The diverted A635 Fairfield Street will tie in with the diverted A665 Chancellor Lane, increasing journey length by up to 158m.
A635 Mancunian Way (northbound)	Permanent realignment of a 307m section of the A635 Mancunian Way northbound carriageway (SES2-008-002).	Change in journey length of less than 100m.
St. Andrew's Square	Permanent closure of a 105m section of St. Andrew's Square at the southern end. St. Andrew's Square will not connect to New Sheffield Street. A turning head will be provided. The units that are served by St. Andrew's Square will also be removed (AP2-008-003).	No change in journey length.
Store Street	Permanent closure of a section of Store Street at the southern end between the A6 London Road and Boad Street. Store Street will be realigned to facilitate connection to New Sheffield Street. As New Sheffield Street will have access restricted to service vehicles and taxis only, northbound private vehicles will be diverted via the B6469 Fairfield Street, the A635 Mancunian Way and the A665 Great Ancoats Street. Southbound private vehicles will be diverted by the A6 London Road, Newton Street and the A665 Great Ancoats Street (AP2-008-003).	Change in journey length of up to 1.9km.
Chapelton Street	Permanent closure of a section of the southern end of Chapelton Street. Users travelling from Store Street to Chapelton Street will be diverted via Old Mill Street, Carruthers Street and the A662 Pollard Street. Users travelling from eastbound will from Chapelton Street to Store Street will be diverted via the A665 Great Ancoats Street (AP2-008-003).	Change in journey length of up to 1.7km.
Baird Street	Permanent closure of a 110m section of Baird Street at the southern end. Access to the northern section of Baird Street will be retained via Congou Street (AP2-008-003).	No change in journey length.
Travis Street	Permanent closure of a 250m section of Travis Street, between its existing junctions with Sheffield Street and St Andrews Street. As New Sheffield Street will have access restricted to service vehicles and taxis only, northbound private vehicles will be diverted via the B6469 Fairfield Street, the A635 Mancunian Way and the A665 Great Ancoats Street. Southbound users will be diverted via the B6469 Fairfield Street, the A635 Mancunian Way and the A665 Great Ancoats Street (AP2-008-003).	Change in journey length of up to 1.2km.

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Highway name/junction	Description	Change/alteration
St. Andrew's Street	Permanent diversion of St. Andrew's Street, 100m east of its current alignment for 260m, and forming part of New Sheffield Street. As New Sheffield Street will become access only for service vehicles and taxis, access to St. Andrew's Street by standard vehicles will no longer be possible. The units that are served by St. Andrew's Street will also be removed (AP2-008-003).	No change in journey length.
Sheffield Street	Permanent diversion of Sheffield Street, 70m north of its current alignment for 886m onto New Sheffield Street. As New Sheffield Street will become access only for service vehicles and taxis, access to Sheffield Street by standard vehicles will no longer be possible. The units that are served by Sheffield Street will also be removed (AP2-008-003).	No change in journey length.
Boad Street	Permanent diversion of Boad Street, 60m to the north-east, to run parallel and north of the Manchester Piccadilly High Speed station, forming part of New Sheffield Street. As New Sheffield Street will become access only for service vehicles and taxis, access to Sheffield Street by standard vehicles will no longer be possible. The units that are served by Sheffield Street will also be removed (AP2-008-003).	No change in journey length.
Helmet Street	Permanent closure of a 100m section of Helmet Street at the southern extent between New Sheffield Street and St. Andrew's Street. A short section of Helmet Street will be realigned to form a new junction with New Sheffield Street. There will also be a narrowing of Helmet Street.	Change in journey length of less than 100m.

Network traffic flows

- 16.5.62 In addition to the highway changes set out above, the introduction of HS2 services at Manchester Airport High Speed station (MA06) and Manchester Piccadilly High Speed station (MA08) will introduce other changes to the transport provision that will result in changes in travel patterns in the area. These include:
- new cycle parking facilities;
 - new taxi and private vehicle pick-up and drop-off facilities;
 - provision for shuttle bus services with new bus stops adjacent to the stations; and
 - multi-storey car parks to accommodate HS2 passengers and staff.
- 16.5.63 The highway changes set out above together with changes in traffic flows arising from the operation of the AP2 revised scheme will result in changes to travel patterns in the area.
- 16.5.64 The strategic model used to assess the impacts of the AP2 revised scheme within the MA06-08 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.

Strategic and local road network traffic flows

16.5.161 The impacts of the AP2 revised scheme on the highway network have been assessed by undertaking strategic model runs for the 2039 and 2051 'with AP2 revised scheme' scenarios, and by comparing the flows and delays against the corresponding future baseline scenarios.

16.5.162 Changes have been made within the strategic model to reflect the new station(s) and the consequential changes to travel patterns, together with proposed changes to the road network including road closures, realigned roads and changes to junction operations.

MA06

16.5.163 Table 18-252 to Table 18-255 in the main TA and set out the traffic flows on highway links in the MA06 area affected by operation of the original scheme for the weekday AM peak hour (08:00–09:00) and weekday PM peak hour (17:00–18:00) for 2038 and 2046 respectively. Table 18-252 to Table 18-255 below replace Table 18-252 to Table 18-255 in the main TA.

16.5.164 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 operation of the AP2 revised scheme; however, this is not expected to change the conclusions of the assessment. Traffic flows on all other links are either unaffected from the future baseline or result in only small changes. It should be noted that due to the simplified way in which the road network is represented in the strategic models, 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.

16.5.165 Figure 18-80 to Figure 18-83 in the main TA and set out traffic flow changes for the AM and PM peak hours respectively for 2038 and 2046. Figure 18-80 to Figure 18-83 below set out traffic flow changes for the AM and PM peak hours respectively for 2039 and 2051 and replace Figure 18-80 to Figure 18-83 in the main TA.

16.5.166 The width of the band indicates the proportional change in traffic, with red representing an increase and green a decrease compared with the 2039 and 2051 future baseline scenario. Flow changes are the combination of changes associated with the SES2 changes and AP2 amendments, revised baseline traffic and associated traffic reassignment.

16.5.167 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.

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Table 18-252: MA06 AP2 revised scheme impacted links, 2039 AM peak

Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	NB	256	6	226	4	-30	-2	-12%	-33%
	SB	82	3	80	3	-2	0	-2%	0%
Mobberley Road (between Breach House Lane and Ashley Road diversion)	NB	372	1	402	1	30	0	8%	0%
	SB	348	2	352	2	4	0	1%	0%
Ashley Road (between Rostherne Lane and Birkinheath Lane)	EB	272	5	232	3	-40	-2	-15%	-40%
	WB	80	3	79	3	-1	0	-1%	0%
A538 Wilmslow Road (between Mill Lane and Altrincham Road)	NB	1,029	39	1,189	39	160	0	16%	0%
	SB	881	57	1,073	62	192	5	22%	9%
Mobberley Road realignment (between Ashley Road diversion and Back Lane)	NB	372	1	638	3	266	2	72%	200%
	SB	348	2	439	3	91	1	26%	50%
Ashley Road diversion (between Birkinheath Lane and Mobberley Road)	EB	334	5	292	2	-42	-3	-13%	-60%
	WB	142	2	143	2	1	0	1%	0%
Rostherne Lane (between New Road and Chester Road)	EB	10	0	13	0	3	0	30%	0%
	WB	0	0	0	0	0	0	0%	0%
Back Lane/Tanyard Lane/Castle Mill Lane/Mill Lane (between Mobberley Road and A538 Wilmslow Road)	EB	208	3	183	2	-25	-1	-12%	-33%
	WB	65	1	56	1	-9	0	-14%	0%
Millington Lane (between Booth Bank Lane and Chester Road)	NB	28	0	32	0	4	0	14%	0%
	SB	16	0	17	0	1	0	6%	0%
A538 Wilmslow Road (between Sunbank Lane and Mill Lane)	NB	962	39	1,134	39	172	0	18%	0%
	SB	772	57	1,044	62	272	5	35%	9%

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Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Cherry Tree Lane (between Chester Road and Marsh Lane)	NB	14	0	15	0	1	0	7%	0%
	SB	8	2	13	2	5	0	63%	0%
A538 Wilmslow Road (between Sunbank Lane and Runger Lane)	NB	1,130	45	1,344	45	214	0	19%	0%
	SB	1,269	61	1,634	67	365	6	29%	10%
A538 Hale Road (between station access gyratory and Runger Lane)	NB	1,358	44	638	5	-720	-39	-53%	-89%
	SB	1,008	46	417	18	-591	-28	-59%	-61%
Runger Lane (between A538 Wilmslow Road and Avro Way)	NB	1,400	19	1,393	26	-7	7	-1%	37%
	SB	651	13	377	17	-274	4	-42%	31%
A538 Wilmslow Road (between Runger Lane and A538 Hale Road)	EB	1,746	55	638	5	-1,108	-50	-63%	-91%
	WB	1,008	46	417	18	-591	-28	-59%	-61%
Runger Lane (between Avro Way and Thorley Lane)	NB	944	10	988	17	44	7	5%	70%
	SB	541	10	336	14	-205	4	-38%	40%
A538 Hale Road (between High Elm Road and A538 Hale Road/station access gyratory)	EB	1,394	18	1,319	16	-75	-2	-5%	-11%
	WB	616	24	600	23	-16	-1	-3%	-4%
Chicago Avenue (between World Way and Malaga Avenue)	EB	148	21	196	23	48	2	32%	10%
	WB	687	32	710	32	23	0	3%	0%
Car park access (between Chicago Avenue and Area 2 car park)	EB	334	32	340	33	6	1	2%	3%
	WB	233	33	234	34	1	1	0%	3%
A538 Hale Road (between Elmridge Drive and High Elm Road)	EB	990	11	906	9	-84	-2	-8%	-18%
	WB	355	10	362	7	7	-3	2%	-30%
World Way (between Terminal 2 Roundabout and Chicago Avenue)	NB	1,305	34	1,594	34	289	0	22%	0%
	SB	782	45	767	43	-15	-2	-2%	-4%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Elmridge Drive (between A538 Hale Road and High Elm Road)	NB	604	1	480	0	-124	-1	-21%	-100%
	SB	1	0	19	0	18	0	1800%	0%
Chapel Lane (between Tithebarn Road and Wicker Lane)	EB	106	1	105	1	-1	0	-1%	0%
	WB	84	3	168	4	84	1	100%	33%
Palma Avenue/Sydney Avenue (between Thorley Lane and Chicago Avenue)	EB	1,294	8	1,667	12	373	4	29%	50%
	WB	140	1	186	0	46	-1	33%	-100%
Tithebarn Road (between A538 Hale Road and Chapel Lane)	NB	41	0	122	1	81	1	198%	0%
	SB	168	2	209	2	41	0	24%	0%
A538 Hale Road (between Tithebarn Road and Elmridge Drive)	EB	844	11	781	8	-63	-3	-7%	-27%
	WB	812	10	698	7	-114	-3	-14%	-30%
Hawley Lane (between Broad Lane and Wicker Lane)	EB	54	1	103	1	49	0	91%	0%
	WB	87	3	190	4	103	1	118%	33%
Bankhall Lane (between Arthog Road and Broad Lane)	EB	54	1	103	1	49	0	91%	0%
	WB	91	3	186	4	95	1	104%	33%
Bankhall Lane (between Rappax Road and Ashley Road)	EB	0	0	3	0	3	0	0%	0%
	WB	9	0	39	0	30	0	333%	0%
A538 Hale Road (between Wicker Lane and Tithebarn Road)	EB	972	13	950	10	-22	-3	-2%	-23%
	WB	813	10	781	8	-32	-2	-4%	-20%
Enterprise Way (between Thorley Lane and Terminal 2 Roundabout)	NB	1,060	16	1,060	18	0	2	0%	13%
	SB	503	6	501	6	-2	0	0%	0%
Palma Avenue (between Sydney Avenue and World Way)	EB	1,154	8	1,561	12	407	4	35%	50%
	WB	101	1	157	0	56	-1	55%	-100%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Arthog Road (between Bankhall Lane and B5162 Park Road)	EB	50	1	96	1	46	0	92%	0%
	WB	75	3	141	3	66	0	88%	0%
Thorley Lane (between Sydney Avenue and Jet Parks 1)	NB	784	17	866	17	82	0	10%	0%
	SB	232	4	239	4	7	0	3%	0%
A538 Hale Road (between Shay Lane and Wicker Lane)	EB	1,025	14	975	11	-50	-3	-5%	-21%
	WB	812	11	782	9	-30	-2	-4%	-18%
Thorley Lane (between Etrop Grange Hotel access and Bailey Lane)	EB	746	19	793	19	47	0	6%	0%
	WB	341	6	315	5	-26	-1	-8%	-17%
Thorley Lane (between Runger Lane and Sydney Avenue)	EB	1,270	17	1,513	20	243	3	19%	18%
	WB	648	11	420	11	-228	0	-35%	0%
Heather Road (between South Downs Road and Ashley Road)	EB	332	1	367	1	35	0	11%	0%
	WB	377	3	479	6	102	3	27%	100%
Thorley Lane (between Shay Lane and Runger Lane)	EB	229	0	966	14	737	14	322%	0%
	WB	309	3	468	5	159	2	51%	67%
Shay Lane (between Thorley Lane and Ash Lane)	EB	13	0	146	1	133	1	1023%	0%
	WB	107	0	91	5	-16	5	-15%	0%
South Downs Road (between B5351 Langham Road and Heather Road)	NB	399	3	500	6	101	3	25%	100%
	SB	346	1	369	1	23	0	7%	0%
B5162 Park Road (between Arthog Road and A538 Hale Road)	EB	429	4	547	4	118	0	28%	0%
	WB	286	2	362	10	76	8	27%	400%
B5161 Langham Road (between Richmond Road and South Downs Road)	EB	355	4	374	4	19	0	5%	0%
	WB	440	6	533	9	93	3	21%	50%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5161 Langham Road (between B5161 Bow Green Road and Richmond Road)	EB	444	4	461	4	17	0	4%	0%
	WB	438	6	518	9	80	3	18%	50%
Ash Lane (between Shay Lane and Clay Lane)	NB	172	2	175	2	3	0	2%	0%
	SB	125	7	158	4	33	-3	26%	-43%
A5144 Delahays Road (between A538 Hale Road and Grove Lane)	NB	530	4	598	4	68	0	13%	0%
	SB	924	4	1,157	11	233	7	25%	175%
Church Brow (between Stamford Road and B5160 Park Road)	WB	95	3	85	3	-10	0	-11%	0%
Grove Lane (between A5144 Delahays Road and Wellfield Lane)	EB	264	12	218	9	-46	-3	-17%	-25%
	WB	314	10	407	13	93	3	30%	30%
A5144 Delahays Road/Thorley Lane (between Grove Lane and Clay Lane)	NB	629	2	691	5	62	3	10%	150%
	SB	636	5	757	5	121	0	19%	0%
A538 Manor Road (between Hamon Road and A538 Lloyd Street)	NB	52	0	40	0	-12	0	-23%	0%
	SB	55	1	50	1	-5	0	-9%	0%
Moss Lane (between A538 Oakfield Road and Stamford Park Road)	EB	230	1	172	1	-58	0	-25%	0%
	WB	262	1	268	1	6	0	2%	0%
Regent Road (between Market Street and B5164 Stamford New Road)	EB	205	3	210	3	5	0	2%	0%
	WB	257	1	315	1	58	0	23%	0%
A538 Manor Road (between Moss Lane and Hamon Road)	NB	57	0	59	0	2	0	4%	0%
	SB	128	1	136	1	8	0	6%	0%
A538 Oakfield Road/Stockport Road (between Moss Lane and A560 Stockport Road)	NB	48	0	37	0	-11	0	-23%	0%
	SB	334	2	263	2	-71	0	-21%	0%

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Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Gorse Lane (between A56 Dunham Road and Oldfield Road)	NB	697	39	680	39	-17	0	-2%	0%
	SB	394	1	378	9	-16	8	-4%	800%
Wellington Road (between Woodlands Parkway and A560 Stockport Road)	EB	87	4	124	4	37	0	43%	0%
	WB	116	0	120	0	4	0	3%	0%
Atlantic Street (between Lyon Road and Baltic Road)	EB	162	2	166	2	4	0	2%	0%
	WB	34	2	34	2	0	0	0%	0%
B5165 Stockport Road (between B5165 Park Road and Brooklands Road)	EB	549	8	641	7	92	-1	17%	-13%
	WB	605	9	671	9	66	0	11%	0%
Manor Avenue (between Epping Drive and A6144 Carrington Lane)	NB	207	3	197	3	-10	0	-5%	0%
	SB	201	5	112	3	-89	-2	-44%	-40%

Table 18-253: MA06 AP2 revised scheme impacted links, 2051 AM peak

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A538 Prestbury Road (between A5102 Hough Lane and Wilmslow Old Road)	EB	378	4	391	12	13	8	3%	200%
	WB	296	5	327	5	31	0	10%	0%
Smith Lane (between Station Road and Broadoak Lane)	NB	46	1	47	1	1	0	2%	0%
	SB	114	0	141	0	27	0	24%	0%
	NB	264	6	229	4	-35	-2	-13%	-33%

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Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	SB	84	3	82	3	-2	0	-2%	0%
Mobberley Road (between Breach House Lane and Ashley Road diversion)	NB	381	1	414	1	33	0	9%	0%
	SB	367	2	389	2	22	0	6%	0%
Ashley Road (between Rostherne Lane and Birkinheath Lane)	EB	279	5	249	3	-30	-2	-11%	-40%
	WB	83	3	81	3	-2	0	-2%	0%
A538 Wilmslow Road (between Mill Lane and Altrincham Road)	NB	1,197	40	1,469	43	272	3	23%	8%
	SB	835	55	1,060	62	225	7	27%	13%
Mobberley Road realignment (between Ashley Road diversion and Back Lane)	NB	381	1	656	3	275	2	72%	200%
	SB	367	2	477	3	110	1	30%	50%
Ashley Road diversion (between Birkinheath Lane and Mobberley Road)	EB	343	5	304	3	-39	-2	-11%	-40%
	WB	150	2	149	2	-1	0	-1%	0%
Rostherne Lane (between New Road and Chester Road)	EB	11	0	20	0	9	0	82%	0%
	WB	0	0	0	0	0	0	0%	0%
Back Lane/Tanyard Lane/Castle Mill Lane/Mill Lane (between Mobberley Road and A538 Wilmslow Road)	EB	220	3	200	2	-20	-1	-9%	-33%
	WB	61	1	58	1	-3	0	-5%	0%
Millington Lane (between Booth Bank Lane and Chester Road)	NB	30	0	35	0	5	0	17%	0%
	SB	20	0	26	0	6	0	30%	0%
A538 Wilmslow Road (between Sunbank Lane and Mill Lane)	NB	1,080	40	1,399	42	319	2	30%	5%
	SB	749	54	1,066	62	317	8	42%	15%
Cherry Tree Lane (between Chester Road and Marsh Lane)	NB	15	0	15	0	0	0	0%	0%
	SB	11	2	18	2	7	0	64%	0%

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Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A538 Wilmslow Road (between Sunbank Lane and Runger Lane)	NB	1,266	46	1,639	48	373	2	29%	4%
	SB	1,251	58	1,700	66	449	8	36%	14%
A538 Hale Road (between station access gyratory and Runger Lane)	NB	1,650	46	730	5	-920	-41	-56%	-89%
	SB	1,076	37	470	17	-606	-20	-56%	-54%
Runger Lane (between A538 Wilmslow Road and Avro Way)	NB	1,690	20	1,417	20	-273	0	-16%	0%
	SB	762	14	429	20	-333	6	-44%	43%
A538 Wilmslow Road (between Runger Lane and A538 Hale Road)	EB	1,968	53	730	5	-1,238	-48	-63%	-91%
	WB	1,076	37	470	17	-606	-20	-56%	-54%
Runger Lane (between Avro Way and Thorley Lane)	NB	1,230	11	1,003	11	-227	0	-18%	0%
	SB	628	10	378	17	-250	7	-40%	70%
A538 Hale Road (between High Elm Road and A538 Hale Road/station access gyratory)	EB	1,606	37	1,486	18	-120	-19	-7%	-51%
	WB	586	26	675	21	89	-5	15%	-19%
Chicago Avenue (between World Way and Malaga Avenue)	EB	145	20	138	21	-7	1	-5%	5%
	WB	693	30	668	31	-25	1	-4%	3%
Car park access (between Chicago Avenue and Area 2 car park)	EB	335	29	340	30	5	1	1%	3%
	WB	262	33	264	34	2	1	1%	3%
World Way (between Terminal 2 Roundabout and Chicago Avenue)	NB	1,620	34	1,694	35	74	1	5%	3%
	SB	781	43	853	44	72	1	9%	2%
Elmridge Drive (between A538 Hale Road and High Elm Road)	NB	285	0	288	0	3	0	1%	0%
	SB	11	6	22	0	11	-6	100%	-100%
Chapel Lane (between Tithebarn Road and Wicker Lane)	EB	58	1	83	2	25	1	43%	100%
	WB	511	10	515	4	4	-6	1%	-60%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Hawley Lane (between Broad Lane and Wicker Lane)	EB	74	1	102	2	28	1	38%	100%
	WB	591	10	606	4	15	-6	3%	-60%
Bankhall Lane (between Arthog Road and Broad Lane)	EB	92	1	114	2	22	1	24%	100%
	WB	254	10	309	4	55	-6	22%	-60%
Bankhall Lane (between Rappax Road and Ashley Road)	EB	38	0	55	1	17	1	45%	0%
	WB	43	1	103	0	60	-1	140%	-100%
Enterprise Way (between Thorley Lane and Terminal 2 Roundabout)	NB	1,090	15	1,023	21	-67	6	-6%	40%
	SB	575	6	574	6	-1	0	0%	0%
Thorley Lane (between Sydney Avenue and Jet Parks 1)	NB	820	17	876	10	56	-7	7%	-41%
	SB	256	4	262	4	6	0	2%	0%
Thorley Lane (between Etrop Grange Hotel access and Bailey Lane)	EB	768	19	818	12	50	-7	7%	-37%
	WB	343	5	336	5	-7	0	-2%	0%
South Downs Road (between Ashley Road and Heather Road)	NB	23	0	78	1	55	1	239%	0%
	SB	60	0	53	0	-7	0	-12%	0%
B5162 Park Road (between Arthog Road and A538 Hale Road)	EB	433	4	407	3	-26	-1	-6%	-25%
	WB	333	5	495	8	162	3	49%	60%
Thorley Lane (between Runger Lane and Sydney Avenue)	EB	1,509	16	1,399	9	-110	-7	-7%	-44%
	WB	738	11	378	7	-360	-4	-49%	-36%
Heather Road (between South Downs Road and Ashley Road)	EB	334	1	348	1	14	0	4%	0%
	WB	414	3	526	6	112	3	27%	100%
Thorley Lane (between Shay Lane and Runger Lane)	EB	255	0	1,034	16	779	16	305%	0%
	WB	303	2	589	6	286	4	94%	200%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Shay Lane (between Thorley Lane and Ash Lane)	EB	15	2	112	1	97	-1	647%	-50%
	WB	153	0	81	5	-72	5	-47%	0%
South Downs Road (between B5351 Langham Road and Heather Road)	NB	437	4	604	7	167	3	38%	75%
	SB	394	1	400	1	6	0	2%	0%
B5161 Langham Road (between Richmond Road and South Downs Road)	EB	398	4	403	4	5	0	1%	0%
	WB	574	6	669	10	95	4	17%	67%
Ash Lane (between Shay Lane and Clay Lane)	NB	173	2	197	2	24	0	14%	0%
	SB	30	7	180	4	150	-3	500%	-43%
B5161 Langham Road (between South Downs Road and B5163 Ashley Road)	EB	3	3	3	3	0	0	0%	0%
	WB	137	3	65	3	-72	0	-53%	0%
A5144 Delahays Road (between A538 Hale Road and Grove Lane)	NB	541	3	619	3	78	0	14%	0%
	SB	973	3	1,245	11	272	8	28%	267%
B5163 Victoria Road (between B5163 Broomfield Lane and B5163 Ashley Road)	NB	134	0	121	0	-13	0	-10%	0%
	SB	80	0	114	1	34	1	43%	0%
B5163 Broomfield Lane (between Victoria Road and A538 Hale Road)	EB	37	0	22	0	-15	0	-41%	0%
	WB	5	0	34	1	29	1	580%	0%
Victoria Road (between A538 Hale Road and B5163 Broomfield Lane)	NB	97	0	99	0	2	0	2%	0%
	SB	75	0	80	0	5	0	7%	0%
Grove Lane (between Wellfield Lane and Ash Lane)	EB	434	8	327	9	-107	1	-25%	13%
	WB	342	9	448	13	106	4	31%	44%
Grove Lane (between A5144 Delahays Road and Wellfield Lane)	EB	247	8	227	9	-20	1	-8%	13%
	WB	342	9	448	13	106	4	31%	44%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Clay Lane (between Grove Lane and Whitecarr Lane)	EB	585	4	409	5	-176	1	-30%	25%
	WB	351	10	514	11	163	1	46%	10%
B5161 Ashley Road (between Cavendish Road and A538 Hale Road)	NB	239	7	215	7	-24	0	-10%	0%
	SB	431	4	372	4	-59	0	-14%	0%
Stamford Park Road (between Ashfield Road and Moss Lane)	EB	189	4	213	3	24	-1	13%	-25%
	WB	301	2	334	2	33	0	11%	0%
The Downs (between Delamer Road and B5164 Railway Street)	EB	149	0	115	0	-34	0	-23%	0%
	WB	82	3	70	3	-12	0	-15%	0%
Moss Lane (between A538 Oakfield Road and Stamford Park Road)	EB	290	2	216	1	-74	-1	-26%	-50%
	WB	274	1	282	1	8	0	3%	0%
Green Lane (between Wood Lane and A5144 Thorley Lane)	NB	142	1	107	1	-35	0	-25%	0%
	SB	102	2	102	3	0	1	0%	50%
Regent Road (between Market Street and B5164 Stamford New Road)	EB	196	18	213	4	17	-14	9%	-78%
	WB	285	1	357	1	72	0	25%	0%
A538 Oakfield Road/Stockport Road (between Moss Lane and A560 Stockport Road)	NB	89	0	107	0	18	0	20%	0%
	SB	414	3	325	2	-89	-1	-21%	-33%
Kingsway (between A56 Dunham Road and Stamford Street)	WB	216	17	258	18	42	1	19%	6%
A56 Dunham Road (between Regent Road and Kingsway)	EB	420	12	457	26	37	14	9%	117%
	WB	1,074	8	1,051	8	-23	0	-2%	0%
Stamford Street (between A56 Dunham Road and Victoria Street)	EB	19	0	6	0	-13	0	-68%	0%
	WB	216	17	258	18	42	1	19%	6%

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Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A56 Old Market Place (between Kingsway and Victoria Street)	NB	497	28	535	43	38	15	8%	54%
	SB	936	7	871	7	-65	0	-7%	0%
Stamford Street (between Victoria Street and B5164 Barrington Road)	EB	9	9	9	9	0	0	0%	0%
	WB	195	25	241	25	46	0	24%	0%
A56 Church Street (between Victoria Street and A560 Woodlands Road)	NB	497	28	535	43	38	15	8%	54%
	SB	1,146	16	1,057	16	-89	0	-8%	0%
A560 Woodlands Road (between A56 Church Street and B5164 Barrington Road)	EB	610	30	648	44	38	14	6%	47%
	WB	1,021	19	923	19	-98	0	-10%	0%
A560 Woodlands Road (between B5164 Barrington Road and A538 Stockport Road)	EB	1,143	28	1,168	42	25	14	2%	50%
	WB	1,604	25	1,496	25	-108	0	-7%	0%
A5144 Thorley Lane (between Wood Lane and Mainwood Road)	NB	1,221	5	1,190	11	-31	6	-3%	120%
	SB	900	7	921	7	21	0	2%	0%
A560 Stockport Road (between Woodlands Parkway and Moss Lane)	EB	723	21	720	35	-3	14	0%	67%
	WB	1,322	20	1,199	21	-123	1	-9%	5%
A560 Shaftesbury Avenue (between B5165 Stockport Road and B5165 Thorley Lane)	EB	528	9	577	25	49	16	9%	178%
	WB	721	5	704	9	-17	4	-2%	80%
A5144 Thorley Lane (between Mainwood Road and A560 Shaftesbury Avenue)	NB	1,227	12	1,196	18	-31	6	-3%	50%
	SB	906	12	927	12	21	0	2%	0%
Wellington Road (between Woodlands Parkway and A560 Stockport Road)	EB	135	3	136	3	1	0	1%	0%
	WB	77	0	117	0	40	0	52%	0%
Aimson Road East (between Mainwood Road and A560 Shaftesbury Avenue)	NB	28	9	85	9	57	0	204%	0%
	SB	9	9	9	9	0	0	0%	0%

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Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A560 Shaftesbury Avenue (between A5144 Thorley Lane and Aimson Road East)	NB	1,048	6	1,138	29	90	23	9%	383%
	SB	1,146	3	1,229	7	83	4	7%	133%
B5165 Thorley Lane (between Granville Road and B5165 Stockport Road)	NB	266	5	258	5	-8	0	-3%	0%
	SB	192	6	191	6	-1	0	-1%	0%
Mossgrove Road (between A560 Stockport Road and Brookway)	NB	93	0	133	0	40	0	43%	0%
	SB	418	3	457	2	39	-1	9%	-33%
A560 Shaftesbury Avenue (between Aimson Road East and A560 Altrincham Road)	NB	1,401	17	1,519	40	118	23	8%	135%
	SB	1,255	13	1,301	17	46	4	4%	31%

Table 18-254: MA06 AP2 revised scheme impacted links, 2039 PM peak

Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A538 Prestbury Road (between A5102 Hough Lane and Wilmslow Old Road)	EB	378	1	417	1	39	0	10%	0%
	WB	0	0	0	0	0	0	0%	0%
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	NB	111	2	46	0	-65	-2	-59%	-100%
	SB	232	2	204	1	-28	-1	-12%	-50%
Mobberley Road (between Breach House Lane and Ashley Road diversion)	NB	415	1	434	1	19	0	5%	0%
	SB	310	1	314	1	4	0	1%	0%
Ashley Road (between Rostherne Lane and Birkinheath Lane)	EB	129	2	52	0	-77	-2	-60%	-100%
	WB	233	1	208	1	-25	0	-11%	0%

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Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Mobberley Road realignment (between Ashley Road diversion and Back Lane)	NB	415	1	463	3	48	2	12%	200%
	SB	310	1	555	1	245	0	79%	0%
B5166 Hollin Lane (between Altrincham Road and Station Road)	NB	69	1	69	1	0	0	0%	0%
	SB	744	5	756	5	12	0	2%	0%
Ashley Road diversion (between Birkinheath Lane and Mobberley Road)	EB	225	4	145	2	-80	-2	-36%	-50%
	WB	365	1	357	1	-8	0	-2%	0%
Rostherne Lane (between New Road and Chester Road)	EB	3	0	5	0	2	0	67%	0%
	WB	0	0	0	0	0	0	0%	0%
B5166 Hollin Lane (between Holly Lane and Altrincham Road)	NB	69	1	69	1	0	0	0%	0%
	SB	744	5	756	5	12	0	2%	0%
Back Lane/Tanyard Lane/Castle Mill Lane/Mill Lane (between Mobberley Road and A538 Wilmslow Road)	EB	68	1	54	1	-14	0	-21%	0%
	WB	259	1	214	0	-45	-1	-17%	-100%
Chester Road (between A556 southbound off-slip and Millington Lane)	NB	32	0	35	0	3	0	9%	0%
	SB	15	0	18	1	3	1	20%	0%
Millington Lane (between Booth Bank Lane and Chester Road)	NB	70	0	91	0	21	0	30%	0%
	SB	17	0	16	0	-1	0	-6%	0%
B5166 Hollin Lane (between Moss Lane and Holly Lane)	NB	69	1	69	1	0	0	0%	0%
	SB	744	5	756	5	12	0	2%	0%
Chapel Lane/Sunbank Lane (between Greengate and A538 Wilmslow Road)	NB	494	10	494	10	0	0	0%	0%
	SB	226	4	230	4	4	0	2%	0%
	NB	10	0	15	0	5	0	50%	0%

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Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Cherry Tree Lane (between Chester Road and Marsh Lane)	SB	50	0	76	1	26	1	52%	0%
A538 Hale Road (between station access gyratory and Runger Lane)	NB	916	18	297	2	-619	-16	-68%	-89%
	SB	1,370	16	519	9	-851	-7	-62%	-44%
Runger Lane (between A538 Wilmslow Road and Avro Way)	NB	637	10	530	10	-107	0	-17%	0%
	SB	1,295	16	1,077	21	-218	5	-17%	31%
A538 Wilmslow Road (between Runger Lane and A538 Hale Road)	EB	1,102	18	297	2	-805	-16	-73%	-89%
	WB	1,370	16	519	9	-851	-7	-62%	-44%
Runger Lane (between Avro Way and Thorley Lane)	NB	418	8	321	8	-97	0	-23%	0%
	SB	944	11	738	16	-206	5	-22%	45%
Terminal Road North (between Malaga Avenue and Outwood Lane)	EB	69	4	242	4	173	0	251%	0%
	WB	10	10	10	10	0	0	0%	0%
Malaga Avenue (between Chicago Avenue and Terminal Road North)	NB	635	9	852	10	217	1	34%	11%
	SB	154	1	422	1	268	0	174%	0%
A538 Hale Road (between High Elm Road and A538 Hale Road/station access gyratory)	EB	824	6	499	5	-325	-1	-39%	-17%
	WB	770	6	843	7	73	1	9%	17%
Chicago Avenue (between World Way and Malaga Avenue)	EB	313	19	421	18	108	-1	35%	-5%
	WB	811	26	870	28	59	2	7%	8%
Car park access (between Chicago Avenue and Area 2 car park)	EB	234	27	233	27	-1	0	0%	0%
	WB	249	28	250	29	1	1	0%	4%
A538 Hale Road (between Elmridge Drive and High Elm Road)	EB	636	3	320	2	-316	-1	-50%	-33%
	WB	526	5	598	6	72	1	14%	20%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
World Way (between Terminal 2 Roundabout and Chicago Avenue)	NB	1,495	27	1,572	27	77	0	5%	0%
	SB	1,354	38	1,340	34	-14	-4	-1%	-11%
Palma Avenue/Sydney Avenue (between Thorley Lane and Chicago Avenue)	EB	1,322	5	1,758	5	436	0	33%	0%
	WB	308	0	610	2	302	2	98%	0%
A538 Hale Road (between Tithebarn Road and Elmridge Drive)	EB	619	3	315	2	-304	-1	-49%	-33%
	WB	495	5	576	6	81	1	16%	20%
A538 Hale Road (between Wicker Lane and Tithebarn Road)	NB	736	6	817	7	81	1	11%	17%
	SB	859	3	557	2	-302	-1	-35%	-33%
Bankhall Lane (between Rappax Road and Ashley Road)	EB	0	0	2	0	2	0	0%	0%
	WB	1	0	3	0	2	0	200%	0%
Enterprise Way (between Thorley Lane and Terminal 2 Roundabout)	NB	624	18	642	21	18	3	3%	17%
	SB	535	5	550	5	15	0	3%	0%
Palma Avenue (between Sydney Avenue and World Way)	EB	1,068	5	1,526	5	458	0	43%	0%
	WB	244	0	561	2	317	2	130%	0%
Thorley Lane (between Sydney Avenue and Jet Parks 1)	NB	672	7	722	9	50	2	7%	29%
	SB	857	5	855	8	-2	3	0%	60%
A538 Hale Road (between Shay Lane and Wicker Lane)	EB	877	3	578	2	-299	-1	-34%	-33%
	WB	737	6	818	8	81	2	11%	33%
Thorley Lane (between Etrop Grange Hotel access and Bailey Lane)	EB	773	8	811	10	38	2	5%	25%
	WB	620	8	605	12	-15	4	-2%	50%
Ashley Road (between Bankhall Lane and B6162 Park Road)	NB	248	3	199	3	-49	0	-20%	0%
	SB	166	0	165	0	-1	0	-1%	0%

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Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Thorley Lane (between Runger Lane and Sydney Avenue)	EB	614	9	823	12	209	3	34%	33%
	WB	987	14	941	16	-46	2	-5%	14%
Heather Road (between South Downs Road and Ashley Road)	EB	210	1	230	1	20	0	10%	0%
	WB	211	1	340	2	129	1	61%	100%
Thorley Lane (between Shay Lane and Runger Lane)	EB	204	1	774	6	570	5	279%	500%
	WB	442	1	703	1	261	0	59%	0%
B5357 Ashley Road (between Harrop Road and B5162 Park Road)	NB	196	0	154	0	-42	0	-21%	0%
	SB	398	1	369	1	-29	0	-7%	0%
Shay Lane (between Thorley Lane and Ash Lane)	EB	0	0	210	1	210	1	0%	0%
	WB	140	0	257	0	117	0	84%	0%
South Downs Road (between B5351 Langham Road and Heather Road)	NB	215	1	344	2	129	1	60%	100%
	SB	211	1	230	1	19	0	9%	0%
B5162 Park Road (between Arthog Road and A538 Hale Road)	EB	491	5	550	5	59	0	12%	0%
	WB	445	2	598	2	153	0	34%	0%
B5161 Langham Road (between Richmond Road and South Downs Road)	EB	215	5	234	5	19	0	9%	0%
	WB	352	5	481	6	129	1	37%	20%
B5161 Langham Road (between B5161 Bow Green Road and Richmond Road)	EB	214	4	233	4	19	0	9%	0%
	WB	351	5	474	6	123	1	35%	20%
Ash Lane (between Shay Lane and Clay Lane)	NB	161	1	335	1	174	0	108%	0%
	SB	149	0	177	0	28	0	19%	0%
B5161 Langham Road (between South Downs Road and B5163 Ashley Road)	EB	4	4	4	4	0	0	0%	0%
	WB	137	4	137	4	0	0	0%	0%

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Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5357 Ashley Road (between Leigh Road and B5163 Victoria Road)	NB	347	0	336	0	-11	0	-3%	0%
	SB	441	1	407	1	-34	0	-8%	0%
B5163 Victoria Road (between B5163 Broomfield Lane and B5163 Ashley Road)	NB	49	0	36	0	-13	0	-27%	0%
	SB	354	0	320	0	-34	0	-10%	0%
Victoria Road (between A538 Hale Road and B5163 Broomfield Lane)	NB	49	0	36	0	-13	0	-27%	0%
	SB	226	0	197	0	-29	0	-13%	0%
Grove Lane (between Wellfield Lane and Ash Lane)	EB	191	3	242	3	51	0	27%	0%
	WB	383	5	421	5	38	0	10%	0%
Grove Lane (between A5144 Delahays Road and Wellfield Lane)	EB	191	3	183	3	-8	0	-4%	0%
	WB	376	5	414	5	38	0	10%	0%
Clay Lane (between Grove Lane and Whitecarr Lane)	EB	304	3	395	3	91	0	30%	0%
	WB	484	4	417	4	-67	0	-14%	0%
A538 Lloyd Street (between Stamford Park Road and A538 Ashley Road)	EB	306	1	290	1	-16	0	-5%	0%
	WB	160	0	160	0	0	0	0%	0%
Aimson Road East (between Mainwood Road and A560 Shaftesbury Avenue)	NB	9	9	17	9	8	0	89%	0%
	SB	9	9	9	9	0	0	0%	0%
The Avenue (between Manor Avenue and Moss Lane)	EB	0	0	0	0	0	0	0%	0%
	WB	137	0	170	0	33	0	24%	0%

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Table 18-255: MA06 AP2 revised scheme impacted links, 2051 PM peak

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A538 Prestbury Road (between A34 Pendleton Way A5102 Hough Lane)	EB	586	7	583	9	-3	2	-1%	29%
	WB	85	0	99	0	14	0	16%	0%
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	NB	185	3	117	2	-68	-1	-37%	-33%
	SB	297	3	253	1	-44	-2	-15%	-67%
Mobberley Road (between Breach House Lane and Ashley Road diversion)	NB	493	1	508	1	15	0	3%	0%
	SB	327	0	310	0	-17	0	-5%	0%
Ashley Road (between Rostherne Lane and Birkinheath Lane)	EB	205	3	120	1	-85	-2	-41%	-67%
	WB	303	2	272	1	-31	-1	-10%	-50%
Mobberley Road realignment (between Ashley Road diversion and Back Lane)	NB	493	1	570	4	77	3	16%	300%
	SB	327	0	600	1	273	1	83%	0%
B5569 Chester Road (between Chapel Lane and A556 southbound off-slip)	NB	19	0	16	0	-3	0	-16%	0%
	SB	255	2	295	3	40	1	16%	50%
Ashley Road diversion (between Birkinheath Lane and Mobberley Road)	EB	304	5	217	3	-87	-2	-29%	-40%
	WB	466	2	445	1	-21	-1	-5%	-50%
Millington Lane (between Booth Bank Lane and Chester Road)	NB	104	0	118	0	14	0	13%	0%
	SB	17	0	19	0	2	0	12%	0%
Chapel Lane/Sunbank Lane (between Greengate and A538 Wilmslow Road)	NB	548	10	548	10	0	0	0%	0%
	SB	247	4	253	4	6	0	2%	0%
Cherry Tree Lane (between Chester Road and Marsh Lane)	NB	10	0	15	0	5	0	50%	0%
	SB	91	0	109	1	18	1	20%	0%
	NB	943	19	318	2	-625	-17	-66%	-89%

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Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A538 Hale Road (between station access gyratory and Runger Lane)	SB	1,477	16	636	9	-841	-7	-57%	-44%
A538 Wilmslow Road (between Runger Lane and A538 Hale Road)	EB	1,277	19	318	2	-959	-17	-75%	-89%
	WB	1,477	16	636	9	-841	-7	-57%	-44%
Runger Lane (between Avro Way and Thorley Lane)	NB	446	8	442	7	-4	-1	-1%	-13%
	SB	1,046	11	993	12	-53	1	-5%	9%
Terminal Road North (between Malaga Avenue and Outwood Lane)	EB	78	4	86	4	8	0	10%	0%
	WB	9	9	9	9	0	0	0%	0%
Malaga Avenue (between Chicago Avenue and Terminal Road North)	NB	670	8	711	8	41	0	6%	0%
	SB	186	1	227	1	41	0	22%	0%
A538 Hale Road (between High Elm Road and A538 Hale Road/station access gyratory)	EB	899	7	553	5	-346	-2	-38%	-29%
	WB	905	6	1,031	7	126	1	14%	17%
Chicago Avenue (between World Way and Malaga Avenue)	EB	355	18	393	17	38	-1	11%	-6%
	WB	854	25	860	25	6	0	1%	0%
Car park access (between Chicago Avenue and Area 2 car park)	EB	250	26	243	25	-7	-1	-3%	-4%
	WB	271	28	272	29	1	1	0%	4%
Outwood Lane (between Terminal Road North and A555 Ringway Road West)	NB	1,173	9	1,144	9	-29	0	-2%	0%
	SB	590	10	600	10	10	0	2%	0%
A538 Hale Road (between Elmridge Drive and High Elm Road)	EB	693	4	375	2	-318	-2	-46%	-50%
	WB	635	6	763	7	128	1	20%	17%
World Way (between Terminal 2 Roundabout and Chicago Avenue)	NB	1,774	26	1,726	25	-48	-1	-3%	-4%
	SB	1,480	33	1,449	33	-31	0	-2%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Elmridge Drive (between A538 Hale Road and High Elm Road)	NB	83	0	30	0	-53	0	-64%	0%
	SB	26	0	150	0	124	0	477%	0%
Chapel Lane (between Tithebarn Road and Wicker Lane)	EB	236	1	186	1	-50	0	-21%	0%
	WB	41	1	242	1	201	0	490%	0%
Palma Avenue/Sydney Avenue (between Thorley Lane and Chicago Avenue)	EB	1,508	5	1,679	5	171	0	11%	0%
	WB	279	0	365	0	86	0	31%	0%
Tithebarn Road (between A538 Hale Road and Chapel Lane)	NB	264	0	208	0	-56	0	-21%	0%
	SB	265	0	267	0	2	0	1%	0%
A538 Hale Road (between Tithebarn Road and Elmridge Drive)	EB	610	3	345	2	-265	-1	-43%	-33%
	WB	609	6	613	7	4	1	1%	17%
Hawley Lane (between Broad Lane and Wicker Lane)	EB	236	1	186	1	-50	0	-21%	0%
	WB	41	1	316	1	275	0	671%	0%
A538 Hale Road (between Wicker Lane and Tithebarn Road)	NB	865	6	821	7	-44	1	-5%	17%
	SB	867	3	612	2	-255	-1	-29%	-33%
Bankhall Lane (between Arthog Road and Broad Lane)	EB	236	1	187	1	-49	0	-21%	0%
	WB	74	1	305	1	231	0	312%	0%
Bankhall Lane (between Rappax Road and Ashley Road)	EB	0	0	7	0	7	0	0%	0%
	WB	3	0	37	0	34	0	1133%	0%
Enterprise Way (between Thorley Lane and Terminal 2 Roundabout)	NB	483	19	524	19	41	0	8%	0%
	SB	480	5	513	5	33	0	7%	0%
Palma Avenue (between Sydney Avenue and World Way)	EB	1,316	5	1,461	5	145	0	11%	0%
	WB	234	0	341	0	107	0	46%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Arthog Road (between Bankhall Lane and B5162 Park Road)	EB	230	1	174	1	-56	0	-24%	0%
	WB	68	1	191	1	123	0	181%	0%
Thorley Lane (between Sydney Avenue and Jet Parks 1)	NB	726	7	762	8	36	1	5%	14%
	SB	1,068	9	1,028	9	-40	0	-4%	0%
A538 Hale Road (between Shay Lane and Wicker Lane)	EB	867	3	686	2	-181	-1	-21%	-33%
	WB	866	7	822	8	-44	1	-5%	14%
Thorley Lane (between Etrop Grange Hotel access and Bailey Lane)	EB	768	7	848	8	80	1	10%	14%
	WB	737	12	740	11	3	-1	0%	-8%
Ashley Road (between Bankhall Lane and B6162 Park Road)	NB	372	4	306	3	-66	-1	-18%	-25%
	SB	224	0	219	0	-5	0	-2%	0%
Thorley Lane (between Runger Lane and Sydney Avenue)	EB	810	9	925	10	115	1	14%	11%
	WB	1,057	14	1,063	14	6	0	1%	0%
Heather Road (between South Downs Road and Ashley Road)	EB	210	1	247	1	37	0	18%	0%
	WB	252	1	375	2	123	1	49%	100%
Thorley Lane (between Shay Lane and Runger Lane)	EB	210	2	767	3	557	1	265%	50%
	WB	407	1	600	0	193	-1	47%	-100%
B5357 Ashley Road (between Harrop Road and B5162 Park Road)	NB	256	0	249	0	-7	0	-3%	0%
	SB	520	1	422	1	-98	0	-19%	0%
Shay Lane (between Thorley Lane and Ash Lane)	EB	23	0	218	1	195	1	848%	0%
	WB	128	0	197	1	69	1	54%	0%
South Downs Road (between B5351 Langham Road and Heather Road)	NB	256	1	380	2	124	1	48%	100%
	SB	211	1	248	1	37	0	18%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5162 Park Road (between Arthog Road and A538 Hale Road)	EB	592	5	658	5	66	0	11%	0%
	WB	491	2	599	2	108	0	22%	0%
B5161 Langham Road (between Richmond Road and South Downs Road)	EB	214	5	252	5	38	0	18%	0%
	WB	407	5	570	6	163	1	40%	20%
B5161 Langham Road (between B5161 Bow Green Road and Richmond Road)	EB	238	4	281	4	43	0	18%	0%
	WB	402	5	565	6	163	1	41%	20%
Ash Lane (between Shay Lane and Clay Lane)	NB	232	1	339	2	107	1	46%	100%
	SB	177	0	222	0	45	0	25%	0%
B5161 Langham Road (between South Downs Road and B5163 Ashley Road)	EB	4	4	4	4	0	0	0%	0%
	WB	150	4	191	4	41	0	27%	0%
B5357 Ashley Road (between Leigh Road and B5163 Victoria Road)	NB	404	0	401	0	-3	0	-1%	0%
	SB	562	1	463	1	-99	0	-18%	0%
A538 Hale Road (between Westminster Road and A5144 Delahays Road)	EB	367	2	440	3	73	1	20%	50%
	WB	465	4	478	6	13	2	3%	50%
Church Brow (between Stamford Road and B5160 Park Road)	WB	210	2	174	2	-36	0	-17%	0%
B5163 Victoria Road (between B5163 Broomfield Lane and B5163 Ashley Road)	NB	93	0	90	0	-3	0	-3%	0%
	SB	413	0	340	0	-73	0	-18%	0%
Victoria Road (between A538 Hale Road and B5163 Broomfield Lane)	NB	93	0	90	0	-3	0	-3%	0%
	SB	307	0	233	0	-74	0	-24%	0%
Grove Lane (between Wellfield Lane and Ash Lane)	EB	225	3	308	3	83	0	37%	0%
	WB	422	4	418	5	-4	1	-1%	25%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5161 Ashley Road (between Cavendish Road and A538 Hale Road)	NB	241	4	306	4	65	0	27%	0%
	SB	389	5	397	5	8	0	2%	0%
Ashfield Road (between Stamford Park Road and A538 Hale Road)	SB	173	0	180	0	7	0	4%	0%
Oxford Road (between A538 Hale Road and A538 Ashley Road)	SB	321	0	313	1	-8	1	-2%	0%
The Downs (between Delamer Road and B5164 Railway Street)	EB	1	1	1	1	0	0	0%	0%
	WB	220	2	182	2	-38	0	-17%	0%
A538 Manor Road (between Hamon Road and A538 Lloyd Street)	NB	279	0	278	0	-1	0	0%	0%
	SB	78	0	89	0	11	0	14%	0%
Green Lane (between Wood Lane and A5144 Thorley Lane)	NB	135	0	140	0	5	0	4%	0%
	SB	46	0	58	0	12	0	26%	0%
Regent Road (between Market Street and B5164 Stamford New Road)	EB	325	1	324	1	-1	0	0%	0%
	WB	103	0	121	0	18	0	17%	0%
Wood Lane (between Green Lane and A5144 Thorley Lane)	EB	247	3	257	2	10	-1	4%	-33%
	WB	232	2	244	2	12	0	5%	0%
Gaskell Road (between Ellesmere Road and B5164 Barrington Road)	NB	229	2	233	2	4	0	2%	0%
	SB	36	2	65	2	29	0	81%	0%
Aimson Road East (between Mainwood Road and A560 Shaftesbury Avenue)	NB	24	9	75	9	51	0	213%	0%
	SB	9	9	9	9	0	0	0%	0%
Baltic Road (between Atlantic Street and George Richards Way)	NB	37	0	43	0	6	0	16%	0%
	SB	30	0	27	0	-3	0	-10%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Dairyhouse Lane (between Sinderland Road and George Richards Way)	NB	37	0	43	0	6	0	16%	0%
	SB	30	0	27	0	-3	0	-10%	0%
Sinderland Road (between Craven Road and Barlow Road)	EB	185	0	188	0	3	0	2%	0%
	WB	205	0	163	0	-42	0	-20%	0%

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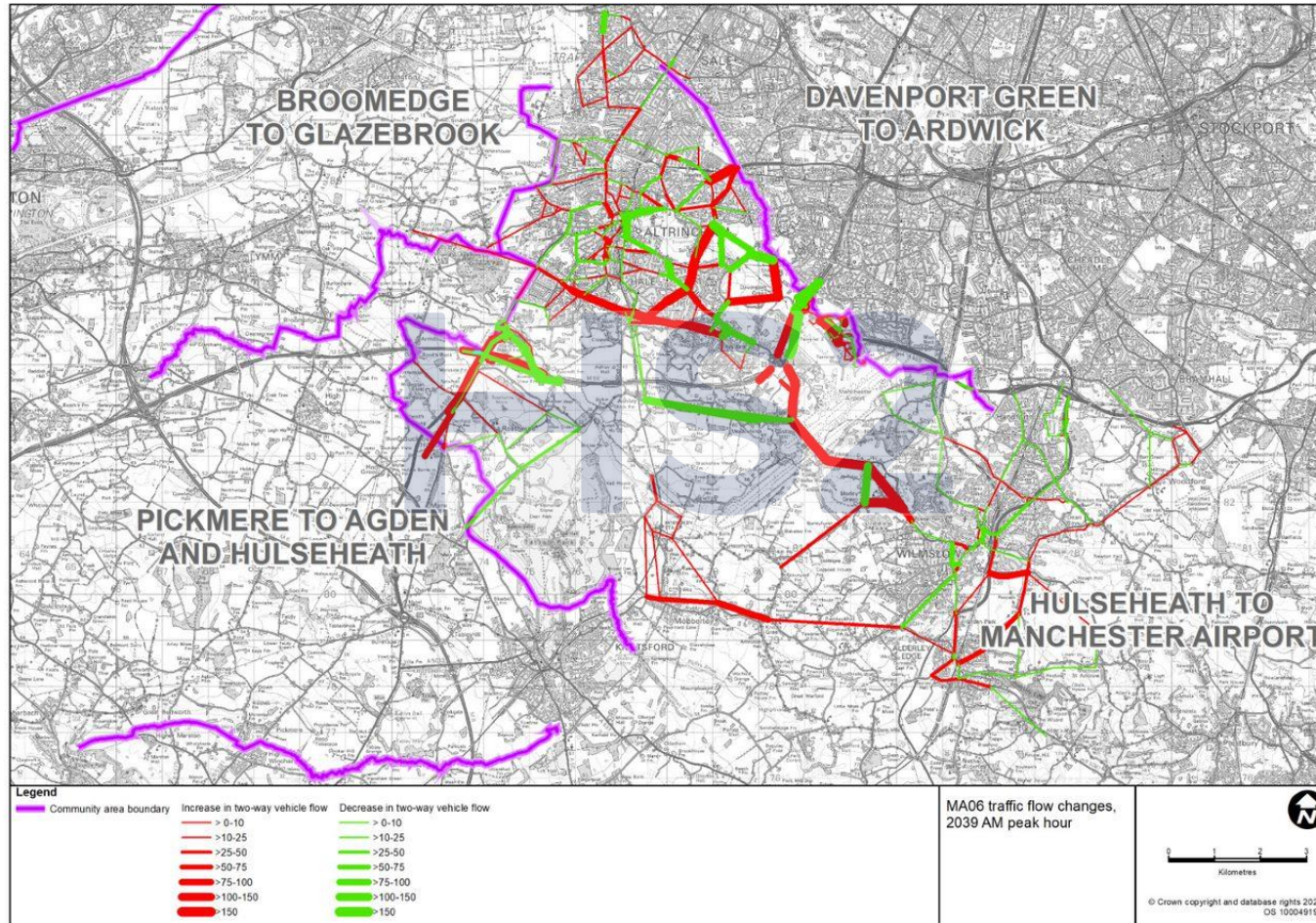
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Figure 18-80: MA06 AP2 revised scheme traffic flow changes, 2039 AM peak



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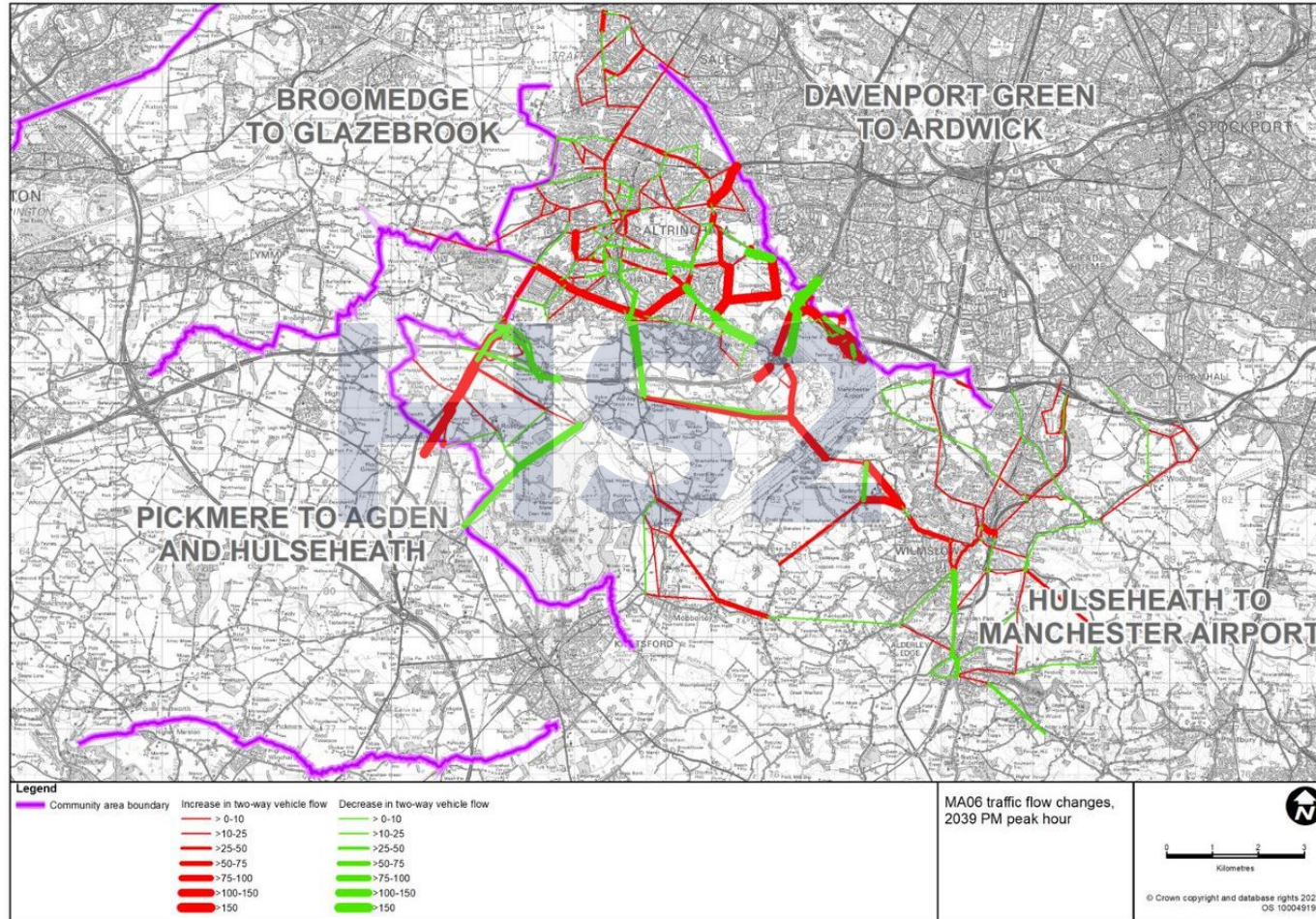
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Figure 18-81: MA06 AP2 revised scheme traffic flow changes, 2039 PM peak hour



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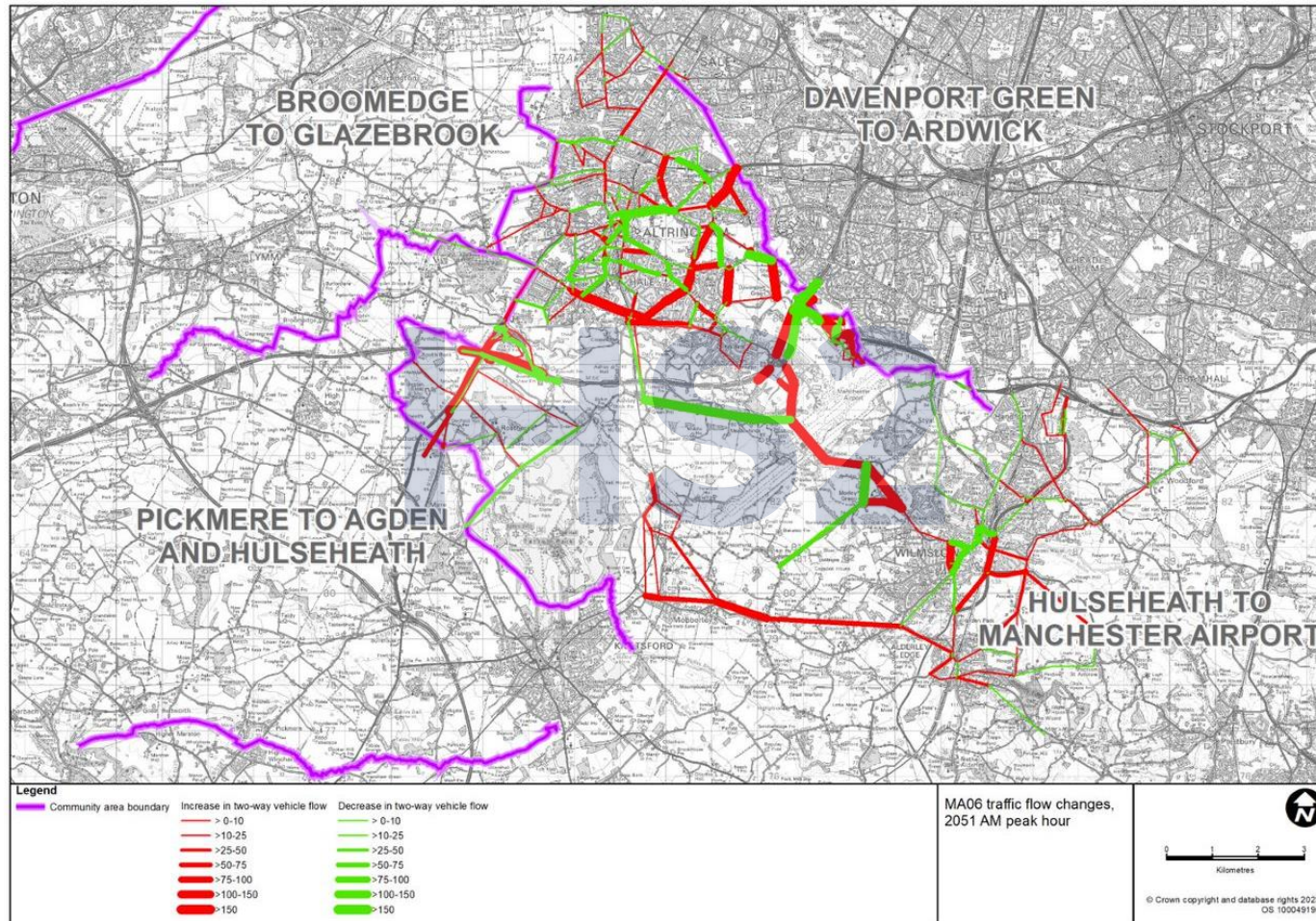
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Figure 18-82: MA06 AP2 revised scheme traffic flow changes, 2051 AM peak



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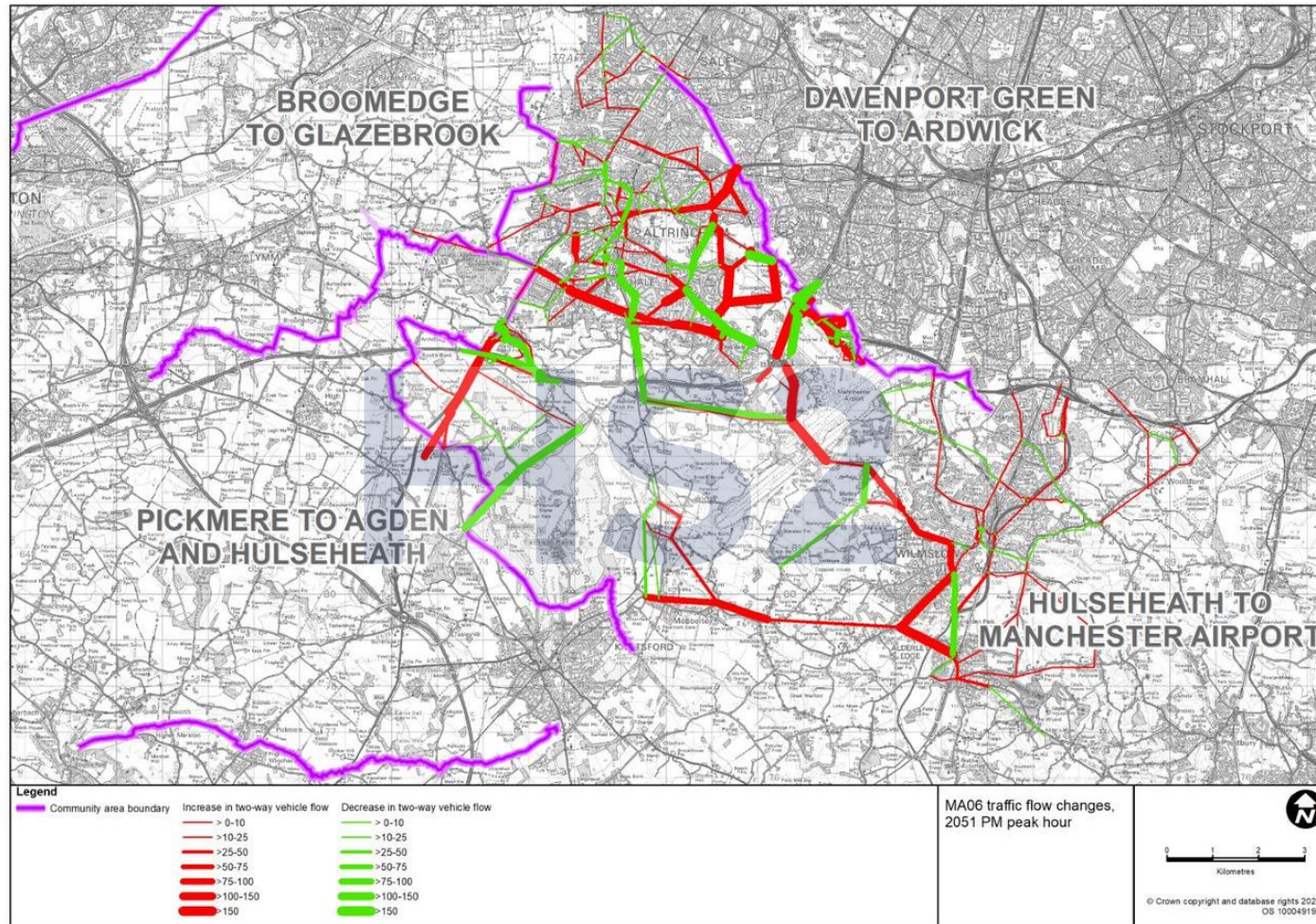
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Figure 18-83: MA06 AP2 revised scheme traffic flow changes, 2051 PM peak



MA07

- 16.5.168 Table 18-256 to Table 18-259 in the main TA and set out the traffic flows on highway links in the MA07 area affected by operation of the original scheme for the weekday AM peak hour (08:00–09:00) and weekday PM peak hour (17:00–18:00) for 2038 and 2046 respectively. Table 18-256 to Table 18-259 below replace Table 18-256 to Table 18-259 in the main TA.
- 16.5.169 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 operation of the AP2 revised scheme; however, this is not expected to change the conclusions of the assessment. Traffic flows on all other links are either unaffected from the future baseline or result in only small changes. 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.
- 16.5.170 Figure 18-84 to Figure 18-87 in the main TA and set out traffic flow changes for the AM and PM peak hours respectively for 2038 and 2046. Figure 18-84 to Figure 18-87 below set out traffic flow changes for the AM and PM peak hours respectively for 2039 and 2051 and replace Figure 18-84 to Figure 18-87 in the main TA.
- 16.5.171 The width of the band indicates the proportional change in traffic, with red representing an increase and green a decrease compared with the 2039 and 2051 future baseline scenario. Flow changes are the combination of changes associated with the SES2 changes and AP2 amendments, revised baseline traffic and associated traffic reassignment.
- 16.5.172 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.

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Table 18-256: MA07 AP2 revised scheme impacted links, 2039 AM peak

Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Bailey Lane/Selstead Road (between Thorley Lane and Portway)	NB	404	17	360	17	-44	0	-11%	0%
	SB	197	19	163	17	-34	-2	-17%	-11%
Portway (between Cornishway and Ruddpark Road)	EB	383	12	405	12	22	0	6%	0%
	WB	247	14	315	14	68	0	28%	0%
Portway (between Oatlands Road and Cornishway)	EB	387	16	409	16	22	0	6%	0%
	WB	251	18	319	18	68	0	27%	0%
Portway (between Selstead Road and Simonsway)	NB	202	9	201	11	-1	2	0%	22%
	SB	301	11	232	11	-69	0	-23%	0%
Greenbrow Road (between Hucklow Avenue and Newall Road)	EB	182	17	54	10	-128	-7	-70%	-41%
	WB	938	20	1,306	33	368	13	39%	65%
Greenbrow Road (between Simonsway and Hucklow Avenue)	NB	127	51	285	85	158	34	124%	67%
	SB	879	62	1,207	74	328	12	37%	19%
Newall Road (between Greenbrow Road and Whitecarr Lane)	EB	569	19	221	14	-348	-5	-61%	-26%
	WB	1,110	13	1,381	26	271	13	24%	100%
Poundswick Lane (between Gladeside Road and Rowlandsway)	EB	52	23	59	23	7	0	13%	0%
	WB	50	22	80	22	30	0	60%	0%
Whitecarr Lane (between Newall Road and Roaring Gate Lane)	EB	465	20	225	15	-240	-5	-52%	-25%
	WB	989	13	1,326	26	337	13	34%	100%
Poundswick Lane (between Rowlandsway and Woodhouse Lane)	EB	47	23	59	23	12	0	26%	0%
	WB	187	21	223	21	36	0	19%	0%
	EB	865	56	348	18	-517	-38	-60%	-68%

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Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Simonsway (between Greenbrow Road and Firbank Road)	WB	111	8	90	8	-21	0	-19%	0%
Greenbrow Road (between Newall Road and Tuffley Road)	NB	402	17	183	19	-219	2	-54%	12%
	SB	187	8	91	8	-96	0	-51%	0%
Gladeside Road (between Greenwood Road and Poundswick Lane)	NB	99	3	41	3	-58	0	-59%	0%
	SB	68	3	77	3	9	0	13%	0%
Crossacres Road (between Brownley Road and Hollyhedge Road)	EB	90	16	96	16	6	0	7%	0%
	WB	89	8	127	8	38	0	43%	0%
Tuffley Road (between Firbank Road and Greenbrow Road)	EB	791	53	280	15	-511	-38	-65%	-72%
	WB	91	5	72	5	-19	0	-21%	0%
Greenwood Road (between Simonsway and Gladeside Road)	NB	108	1	149	1	41	0	38%	0%
	SB	168	5	282	4	114	-1	68%	-20%
Floats Road/Clay Lane/Barnacre Avenue/Newall Road (between Dobbinetts Lane and Whitecarr Lane)	NB	163	1	131	1	-32	0	-20%	0%
	SB	145	0	76	0	-69	0	-48%	0%
Greenbrow Road (between Tuffley Road and Wastdale Road)	NB	100	13	96	13	-4	0	-4%	0%
	SB	584	52	212	12	-372	-40	-64%	-77%
Greenwood Road (between Gladeside Road and Hollyhedge Road Road)	NB	201	12	178	12	-23	0	-11%	0%
	SB	323	10	437	9	114	-1	35%	-10%
Greenbrow Road (between Wastdale Road and Firbank Road)	NB	256	14	251	14	-5	0	-2%	0%
	SB	408	13	359	13	-49	0	-12%	0%
Southmoor Road (between Floats Road and Wythenshawe Hospital Visitor Car Park)	EB	385	11	481	11	96	0	25%	0%
	WB	195	11	341	11	146	0	75%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Highdales Road (between Hollyhedge Road and Firbank Road)	NB	22	3	50	3	28	0	127%	0%
	SB	122	3	120	3	-2	0	-2%	0%
Firbank Road (between Highdales Road and Greenbrow Road)	EB	3	0	32	0	29	0	967%	0%
	WB	48	0	51	0	3	0	6%	0%
Greenbrow Road (between Firbank Road and Hollyhedge Road)	NB	253	14	219	14	-34	0	-13%	0%
	SB	361	13	307	13	-54	0	-15%	0%
Hollyhedge Road (between Southmoor Road and Marden Road)	EB	581	18	746	18	165	0	28%	0%
	WB	929	19	1,034	19	105	0	11%	0%
Hollyhedge Road (between Marden Road and Greenbrow Road)	EB	584	21	749	21	165	0	28%	0%
	WB	932	22	1,035	22	103	0	11%	0%
Southmoor Road (between Hollyhedge Road and Ledson Road)	NB	449	10	512	10	63	0	14%	0%
	SB	351	9	522	9	171	0	49%	0%
Ledson Road (between Floats Road and Southmoor Road)	EB	192	12	216	12	24	0	13%	0%
	WB	470	16	535	16	65	0	14%	0%
A560 Altrincham Road (between B5166 Park Road and Church Road)	EB	188	10	194	14	6	4	3%	40%
	WB	282	12	289	13	7	1	2%	8%
Benchill Road (between Greenwood Road and Rothley Avenue)	EB	5	5	5	5	0	0	0%	0%
	WB	63	5	26	5	-37	0	-59%	0%
Southmoor Road (between Ledson Road and Floatshall Road)	NB	233	20	252	20	19	0	8%	0%
	SB	413	23	580	23	167	0	40%	0%
B5166 Longley Lane (between A560 Altrincham Road and B5168 Sharston Road)	NB	548	8	544	9	-4	1	-1%	13%
	SB	429	4	466	8	37	4	9%	100%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Morningside Drive (between A34 Kingsway and B5095 Wilmslow Road)	EB	75	2	89	2	14	0	19%	0%
	WB	19	0	21	0	2	0	11%	0%
Wendover Road (between Ferndown Road and Maple Road)	NB	19	4	12	4	-7	0	-37%	0%
	SB	185	5	219	5	34	0	18%	0%
B5167 Wythenshawe Road (between Moorcroft Road and B5166 Sale Road)	EB	197	3	216	3	19	0	10%	0%
	WB	104	9	119	8	15	-1	14%	-11%
Thornfield Road (between Mauldeth Road and B5169 Heaton Moor Road)	EB	84	8	83	8	-1	0	-1%	0%
	WB	273	11	321	10	48	-1	18%	-9%
Conway Road (between Norris Road and A6144 Marsland Road)	NB	53	5	70	5	17	0	32%	0%
	SB	62	5	57	5	-5	0	-8%	0%
B5169 Heaton Moor Road (between Green Lane and Clifton Road)	NB	148	6	149	6	1	0	1%	0%
	SB	215	7	254	7	39	0	18%	0%
B5166 Ashton Lane (between York Road and A56 Cross Street)	EB	306	11	339	12	33	1	11%	9%
Doncaster Avenue/Old Moat Lane (between Whitchurch Road and Yew Tree Road)	EB	1	1	1	1	0	0	0%	0%
	WB	22	1	30	1	8	0	36%	0%
A6010 Wilbraham Road (between Lloyd Street South and Yew Tree Road)	EB	586	9	619	9	33	0	6%	0%
	WB	1,029	16	779	15	-250	-1	-24%	-6%
Platt Lane (between Hart Road and Lloyd Street South)	EB	450	3	451	4	1	1	0%	33%
	WB	95	7	208	6	113	-1	119%	-14%
Lloyd Street South (between Platt Lane and Hart Road)	NB	195	1	237	1	42	0	22%	0%
	SB	1	1	1	1	0	0	0%	0%

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Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Platt Lane (between Hart Road and Yew Tree Road)	EB	378	4	383	4	5	0	1%	0%
	WB	133	7	194	7	61	0	46%	0%
Lloyd Street South (between Garswood Road and Thornton Road)	NB	195	1	237	1	42	0	22%	0%
	SB	1	1	1	1	0	0	0%	0%
Yew Tree Road (between Platt Lane and Claremont Road)	NB	333	10	379	10	46	0	14%	0%
	SB	80	8	103	8	23	0	29%	0%
Birch Lane (between A6010 Dickenson Road and A6 Stockport Road)	NB	91	1	95	0	4	-1	4%	-100%
	SB	124	1	119	1	-5	0	-4%	0%
New Bank Street (between Dillon Drive and A6010 Kirkmanshulme Lane)	NB	130	3	156	6	26	3	20%	100%
	SB	96	9	99	8	3	-1	3%	-11%
Whitwell Way (between Garratt Way and A57 Hyde Road)	NB	72	10	75	10	3	0	4%	0%
	SB	362	15	411	15	49	0	14%	0%
Plymouth Grove West (between A6 Stockport Road and A5184 Plymouth Grove)	EB	23	0	48	0	25	0	109%	0%
	WB	3	0	1	0	-2	0	-67%	0%
Garratt Way (between Whitwell Way and Wellington Street)	EB	337	20	360	20	23	0	7%	0%
	WB	362	15	411	15	49	0	14%	0%
Highmead Street (between Chapman Street and High Bank)	EB	173	3	165	2	-8	-1	-5%	-33%
	WB	63	1	47	1	-16	0	-25%	0%
Belle Vue Street (between A57 Hyde Road and Birch Street)	NB	47	0	48	0	1	0	2%	0%
	SB	124	5	171	8	47	3	38%	60%
Birch Street (between A57 Hyde Road and Belle Vue Street)	NB	34	0	63	0	29	0	85%	0%
	SB	31	0	32	0	1	0	3%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Chapman Street (between Highmead Street and Railway Street)	NB	475	11	515	11	40	0	8%	0%
	SB	507	16	540	16	33	0	7%	0%
Corporation Road (between Stamford Road and Maytree Crescent)	NB	698	10	703	10	5	0	1%	0%
	SB	200	8	208	8	8	0	4%	0%
Belle Vue Street (between Birch Street and Gorton Lane)	NB	81	1	111	1	30	0	37%	0%
	SB	154	5	203	8	49	3	32%	60%
A57 Hyde Road (between Higher Ardwick and A665 Devonshire Street North)	EB	434	36	452	34	18	-2	4%	-6%
	WB	921	46	1,145	44	224	-2	24%	-4%
Cornwall Street (between Railway Street and Ogden Lane)	NB	475	11	515	11	40	0	8%	0%
	SB	507	16	540	16	33	0	7%	0%
Cornwall Street (between Ogden Lane and A635 Ashton Old Road)	NB	44	5	58	5	14	0	32%	0%
A665 Devonshire Street North (between Higher Ardwick and A57 Hyde Road)	NB	907	23	783	16	-124	-7	-14%	-30%
	SB	754	18	614	16	-140	-2	-19%	-11%
Press Street/Whitworth Street East (between Widnes Street and Lawton Street)	SB	137	9	141	9	4	0	3%	0%
Higher Ardwick (between Union Street and A665 Chancellor Lane)	EB	232	3	209	13	-23	10	-10%	333%
	WB	346	2	436	8	90	6	26%	300%
A665 Chancellor Lane (between Higher Ardwick and A665 Midland Street)	NB	1,091	25	873	26	-218	1	-20%	4%
	SB	1,051	19	932	21	-119	2	-11%	11%
Gorton Road (between Stainforth Street and A6010 Pottery Lane)	EB	71	3	67	1	-4	-2	-6%	-67%
	WB	427	2	313	3	-114	1	-27%	50%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A6010 Pottery Lane (between Wenlock Way and A635 Ashton Old Road)	NB	1,361	33	1,498	31	137	-2	10%	-6%
	SB	1,168	33	1,284	35	116	2	10%	6%
A665 Midland Street (between A665 Chancellor Lane and Handsworth Street)	NB	80	4	23	1	-57	-3	-71%	-75%
	SB	5	1	5	2	0	1	0%	100%
A635 Ashton Old Road (between Greenside Street and Dakley Street)	EB	710	31	759	30	49	-1	7%	-3%
	WB	1,390	39	1,321	55	-69	16	-5%	41%
B6390 Audenshaw Road (between Stamford Road and A6140 Moss Way)	NB	376	16	379	16	3	0	1%	0%
	SB	257	9	255	9	-2	0	-1%	0%
Victoria Street/Parkhouse Street (between A635 Ashton Old Road and Greenside Street)	EB	0	0	0	0	0	0	0%	0%
	WB	120	4	144	4	24	0	20%	0%
A635 Ashton Old Road (between A6010 Pottery Lane and Greenside Street)	EB	691	28	760	28	69	0	10%	0%
	WB	1,387	36	1,318	53	-69	17	-5%	47%
Greenside Street (between A635 Ashton Old Road and Parkhouse Street)	NB	3	3	36	3	33	0	1100%	0%
	SB	19	3	31	3	12	0	63%	0%
Gable Street (between A635 Ashton Old Road and Stainforth Street)	NB	427	2	313	3	-114	1	-27%	50%
A6010 Alan Turing Way (between A635 Ashton Old Road and Wilson Street)	NB	1,401	34	1,623	34	222	0	16%	0%
	SB	1,096	48	1,252	35	156	-13	14%	-27%
Parkhouse Street (between Greenside Street and Cycle Street)	EB	0	0	0	0	0	0	0%	0%
	WB	97	4	112	4	15	0	15%	0%
Sunny Lowry Road (between A6010 Alan Turing Way and Grey Mare Lane)	NB	630	6	569	4	-61	-2	-10%	-33%
	SB	131	4	136	5	5	1	4%	25%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A6010 Alan Turing Way (between Wilson Street and Sunny Lowry Road)	NB	1,264	32	1,534	35	270	3	21%	9%
	SB	1,223	29	1,320	31	97	2	8%	7%
Greenside Street (between Parkhouse Street and Clayton Lane)	NB	26	3	67	3	41	0	158%	0%
	SB	19	3	31	3	12	0	63%	0%
A6017 Stockport Road (between Howe Street and Birch Street)	EB	162	19	162	19	0	0	0%	0%
	WB	117	17	116	17	-1	0	-1%	0%
Wilson Street (between Ridings Street and Clayton Lane)	EB	181	4	206	5	25	1	14%	25%
	WB	748	8	777	7	29	-1	4%	-13%
A6140 Moss Way (between M60 junction 23 eastbound off-slip and M60 junction 23 westbound on-slip)	NB	323	28	324	28	1	0	0%	0%
	SB	508	13	519	13	11	0	2%	0%
Clayton Lane (between Cycle Street and Greenside Street)	NB	181	4	206	5	25	1	14%	25%
	SB	651	4	671	3	20	-1	3%	-25%
A6017 Stockport Road (between Birch Street and Hamilton Street)	NB	162	19	162	19	0	0	0%	0%
	SB	117	17	116	17	-1	0	-1%	0%
Grey Mare Lane/Sunny Lowry Road (between Albert Street and A6010 Alan Turing Way)	NB	188	9	437	10	249	1	132%	11%
	SB	0	0	0	0	0	0	0%	0%
Albert Street (between Darley Street and Grey Mare Lane)	EB	1	1	1	1	0	0	0%	0%
	WB	144	3	323	3	179	0	124%	0%
A6017 Stockport Road (between Cecil Walk and Hamilton Street)	NB	24	19	27	19	3	0	13%	0%
	SB	160	17	150	17	-10	0	-6%	0%
Albert Street (between Councillor Street and Darley Street)	EB	1	1	1	1	0	0	0%	0%
	WB	52	3	212	3	160	0	308%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Palmerston Street (between Councillor Street and Gurney Street)	EB	20	0	43	0	23	0	115%	0%
	WB	119	4	275	7	156	3	131%	75%
Grey Mare Lane (between Albert Street and A662 Ashton New Road)	NB	46	8	115	9	69	1	150%	13%
	SB	2	2	2	2	0	0	0%	0%
Darley Street (between Albert Street and A662 Ashton New Road)	NB	92	0	112	0	20	0	22%	0%
	SB	0	0	0	0	0	0	0%	0%
Clayton Lane (between Greenside Street and Oldfield Street)	NB	207	7	273	8	66	1	32%	14%
	SB	671	6	702	6	31	0	5%	0%
Manor Road (between A662 Manchester Road and Cooper Street)	EB	271	6	235	6	-36	0	-13%	0%
Manor Road (between Cooper Street and Lewis Road)	EB	301	6	261	6	-40	0	-13%	0%
Councillor Street (between Palmerston Street and A662 Ashton New Road)	NB	21	1	44	1	23	0	110%	0%
	SB	69	3	65	6	-4	3	-6%	100%
A662 Ashton New Road (between Beswick Street and A6010 Alan Turing Way)	EB	353	21	270	19	-83	-2	-24%	-10%
	WB	915	25	799	22	-116	-3	-13%	-12%
Clayton Lane (between Oldfield Street and A662 Ashton New Road)	NB	207	7	273	8	66	1	32%	14%
	SB	671	6	702	6	31	0	5%	0%
Hallkirk Street/Cambrian Street (between A662 Ashton New Road and Phillips Park Road)	NB	243	2	295	3	52	1	21%	50%
	SB	152	1	150	1	-2	0	-1%	0%
Clayton Street (between A662 Ashton New Road and North Road)	NB	55	1	74	1	19	0	35%	0%
	SB	119	1	147	1	28	0	24%	0%
	NB	271	8	287	8	16	0	6%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Bank Street (between A662 Ashton New Road and John Heywood Street)	SB	193	7	233	7	40	0	21%	0%
Edge Lane (between A662 Ashton New Road and North Road)	NB	224	3	242	3	18	0	8%	0%
	SB	152	3	180	3	28	0	18%	0%
Margaret Street (between A635 Manchester Road and Cotton Street West)	NB	136	26	137	26	1	0	1%	0%
	SB	130	38	132	38	2	0	2%	0%
Bank Street (between John Heywood Street and Ravensbury Street)	NB	344	8	359	8	15	0	4%	0%
	SB	142	7	233	7	91	0	64%	0%
Richmond Street/Cotton Street West (between Margaret Street and Katherine Street)	NB	147	26	148	26	1	0	1%	0%
Katherine Street (between Margaret Street and Richmond Street)	EB	183	39	186	39	3	0	2%	0%
Katherine Street (between Margaret Street and A627 Cavendish Street)	EB	77	25	77	25	0	0	0%	0%
	WB	35	24	35	24	0	0	0%	0%
Katherine Street (between A627 Cavendish Street and A627 Oldham Road)	EB	54	40	54	40	0	0	0%	0%
	WB	234	24	237	24	3	0	1%	0%
Bradford Road (between A6010 Alan Turing Way and Varley Street)	EB	214	12	152	13	-62	1	-29%	8%
	WB	836	20	578	15	-258	-5	-31%	-25%
A6010 Alan Turing Way (between Bradford Road and Lord North Street)	EB	1,174	36	975	37	-199	1	-17%	3%
	WB	772	21	715	25	-57	4	-7%	19%
Ten Acres Lane (between Briscoe Lane and Riverpark Road)	NB	286	5	298	5	12	0	4%	0%
	SB	403	7	466	7	63	0	16%	0%

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Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Daisy Bank (between Terence Street and Droylsden Road)	NB	33	1	38	1	5	0	15%	0%
	SB	57	3	63	3	6	0	11%	0%

Table 18-257: MA07 AP2 revised scheme impacted links, 2051 AM peak

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Bailey Lane/Selstead Road (between Thorley Lane and Portway)	NB	366	16	283	16	-83	0	-23%	0%
	SB	205	11	174	11	-31	0	-15%	0%
Portway (between Cornishway and Ruddpark Road)	EB	509	8	501	10	-8	2	-2%	25%
	WB	368	6	393	11	25	5	7%	83%
Portway (between Selstead Road and Simonsway)	EB	39	4	39	4	0	0	0%	0%
	WB	105	4	90	4	-15	0	-14%	0%
Ruddpark Road (between Portway and Simonsway)	NB	236	15	221	20	-15	5	-6%	33%
	SB	323	12	300	14	-23	2	-7%	17%
Peel Hall Road (between Simonsway and Lomond Road)	NB	91	9	93	8	2	-1	2%	-11%
	SB	253	10	290	14	37	4	15%	40%
Greenbrow Road (between Hucklow Avenue and Newall Road)	EB	240	18	62	10	-178	-8	-74%	-44%
	WB	1,045	19	1,351	39	306	20	29%	105%
Poundswick Lane (between Simonsway and Gladeside Road)	EB	130	16	82	16	-48	0	-37%	0%
	WB	152	9	168	9	16	0	11%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Simonsway (between Portway and Greenwood Road)	EB	799	29	869	29	70	0	9%	0%
	WB	963	20	1,103	25	140	5	15%	25%
Greenbrow Road (between Simonsway and Hucklow Avenue)	NB	143	15	70	70	-73	55	-51%	367%
	SB	974	61	1,223	78	249	17	26%	28%
Newall Road (between Greenbrow Road and Whitecarr Lane)	EB	566	25	316	17	-250	-8	-44%	-32%
	WB	1,185	12	1,414	31	229	19	19%	158%
Rowlandsway (between Simonsway and Poundswick Lane)	NB	33	21	33	22	0	1	0%	5%
	SB	189	21	221	21	32	0	17%	0%
Poundswick Lane (between Gladeside Road and Rowlandsway)	EB	34	17	70	17	36	0	106%	0%
	WB	53	21	81	21	28	0	53%	0%
Whitecarr Lane (between Newall Road and Roaring Gate Lane)	EB	428	26	314	18	-114	-8	-27%	-31%
	WB	980	12	1,386	31	406	19	41%	158%
Poundswick Lane (between Rowlandsway and Woodhouse Lane)	EB	43	17	53	17	10	0	23%	0%
	WB	217	21	252	21	35	0	16%	0%
Simonsway (between Greenbrow Road and M56 North Cheshire Motorway)	EB	1,049	126	1,007	114	-42	-12	-4%	-10%
	WB	1,021	69	1,327	86	306	17	30%	25%
Simonsway (between Greenbrow Road and Firbank Road)	EB	948	111	961	46	13	-65	1%	-59%
	WB	84	8	129	8	45	0	54%	0%
Greenbrow Road (between Newall Road and Tuffley Road)	NB	323	21	269	21	-54	0	-17%	0%
	SB	155	8	79	8	-76	0	-49%	0%
Gladeside Road (between Greenwood Road and Poundswick Lane)	NB	100	3	40	3	-60	0	-60%	0%
	SB	119	3	107	3	-12	0	-10%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Tuffley Road (between Firbank Road and Greenbrow Road)	EB	888	108	881	43	-7	-65	-1%	-60%
	WB	37	5	109	5	72	0	195%	0%
Greenwood Road (between Simonsway and Gladeside Road)	NB	72	1	155	1	83	0	115%	0%
	SB	203	5	228	2	25	-3	12%	-60%
Floats Road/Clay Lane/Barnacre Avenue/Newall Road (between Dobbinetts Lane and Whitecarr Lane)	NB	237	2	84	1	-153	-1	-65%	-50%
	SB	169	0	62	0	-107	0	-63%	0%
Greenbrow Road (between Tuffley Road and Wastdale Road)	NB	44	12	135	13	91	1	207%	8%
	SB	736	105	717	37	-19	-68	-3%	-65%
Broadoak Road (between Poundswick Lane and Hollyhedge Road)	NB	20	5	22	5	2	0	10%	0%
	SB	5	5	42	5	37	0	740%	0%
Greenwood Road (between Gladeside Road and Hollyhedge Road Road)	NB	235	11	246	11	11	0	5%	0%
	SB	434	10	459	7	25	-3	6%	-30%
Greenbrow Road (between Wastdale Road and Firbank Road)	NB	218	13	265	13	47	0	22%	0%
	SB	488	27	588	23	100	-4	20%	-15%
Southmoor Road (between Floats Road and Wythenshawe Hospital Visitor Car Park)	EB	456	11	500	11	44	0	10%	0%
	WB	294	11	334	11	40	0	14%	0%
Highdales Road (between Hollyhedge Road and Firbank Road)	NB	66	3	48	3	-18	0	-27%	0%
	SB	123	3	139	5	16	2	13%	67%
Firbank Road (between Highdales Road and Greenbrow Road)	EB	19	0	29	0	10	0	53%	0%
	WB	63	0	59	2	-4	2	-6%	0%
Southmoor Road (between Wythenshawe Hospital Car Parking and Hollyhedge Road)	EB	313	16	355	16	42	0	13%	0%
	WB	619	16	654	16	35	0	6%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Brownley Road (between Hollyhedge Road and Royalthorn Road)	NB	102	7	134	8	32	1	31%	14%
	SB	579	24	620	20	41	-4	7%	-17%
Floats Road (between Southmoor Road and Ledson Road)	NB	466	11	423	11	-43	0	-9%	0%
	SB	281	16	407	17	126	1	45%	6%
Greenbrow Road (between Firbank Road and Hollyhedge Road)	NB	200	13	237	13	37	0	19%	0%
	SB	425	27	529	21	104	-6	24%	-22%
Hollyhedge Road (between Southmoor Road and Marden Road)	EB	799	24	810	17	11	-7	1%	-29%
	WB	1,077	19	1,131	19	54	0	5%	0%
Greenwood Road (between Hollyhedge Road and A560 Altrincham Road)	NB	113	2	114	2	1	0	1%	0%
	SB	557	3	553	5	-4	2	-1%	67%
Hollyhedge Road (between Marden Road and Greenbrow Road)	EB	801	27	813	20	12	-7	1%	-26%
	WB	1,016	22	1,131	22	115	0	11%	0%
Hollyhedge Road (between Greenbrow Road and Highdales Road)	EB	680	7	736	7	56	0	8%	0%
	WB	1,120	17	1,346	16	226	-1	20%	-6%
Southmoor Road (between Hollyhedge Road and Ledson Road)	NB	552	10	617	10	65	0	12%	0%
	SB	579	15	595	8	16	-7	3%	-47%
A560 Gatley Road (between A34 Kingsway and A5149 Wilmslow Road)	EB	382	37	388	38	6	1	2%	3%
	WB	152	29	152	37	0	8	0%	28%
Ledson Road (between Floats Road and Southmoor Road)	EB	241	12	266	10	25	-2	10%	-17%
	WB	527	16	731	16	204	0	39%	0%
Brownley Road (between Royalthorn Road and A560 Altrincham Road)	NB	592	19	636	19	44	0	7%	0%
	SB	435	28	541	26	106	-2	24%	-7%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Benchill Road (between Greenwood Road and Rothley Avenue)	EB	5	5	5	5	0	0	0%	0%
	WB	182	5	124	5	-58	0	-32%	0%
A560 Altrincham Road (between A560 Altrincham Road and M56 junction 2)	NB	869	35	1,032	37	163	2	19%	6%
	SB	798	36	923	34	125	-2	16%	-6%
B5168 Sharston Road (between M56 junction 2 and B5166 Longley Lane)	NB	350	13	414	14	64	1	18%	8%
	SB	360	16	424	17	64	1	18%	6%
A560 Altrincham Road (between M56 junction 3a and Greenwood Road)	EB	550	22	805	61	255	39	46%	177%
	WB	1,021	33	1,158	35	137	2	13%	6%
Hall Lane (between Bowland Road and A560 Altrincham Road)	NB	587	7	391	7	-196	0	-33%	0%
	SB	436	13	373	13	-63	0	-14%	0%
Royal Oak Road (between Spark Road and Hall Lane)	EB	155	3	324	2	169	-1	109%	-33%
	WB	425	4	423	4	-2	0	0%	0%
Lowfield Road (between B6184 Shaw Heath and A6 Wellington Road South)	NB	159	4	170	4	11	0	7%	0%
	SB	3	1	12	1	9	0	300%	0%
B5465 Edgeley Road (between Northgate Road and Castle Street)	EB	234	13	190	13	-44	0	-19%	0%
	WB	729	20	707	29	-22	9	-3%	45%
A560 Altrincham Road (between Brooklands Road and B5167 Ferndown Road)	EB	1,337	27	1,423	49	86	22	6%	81%
	WB	1,312	21	1,332	22	20	1	2%	5%
A560 Altrincham Road (between Southmoor Road and M56 junction 3a)	EB	913	42	952	75	39	33	4%	79%
	WB	737	13	911	13	174	0	24%	0%
A560 Altrincham Road (between B5167 Ferndown Road and Moor Road)	EB	1,210	68	1,299	91	89	23	7%	34%
	WB	1,075	33	1,105	33	30	0	3%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Bloom Street (between Northgate Road and Grenville Street)	EB	488	22	536	22	48	0	10%	0%
	WB	349	9	396	7	47	-2	13%	-22%
Longley Lane (between Moor End and Beech Avenue)	EB	378	13	361	14	-17	1	-4%	8%
	WB	206	80	203	77	-3	-3	-1%	-4%
Moor End (between Longley Lane and B5167 Palatine Road)	SB	378	13	361	14	-17	1	-4%	8%
Longley Lane (between Moor End and B5167 Palatine Road)	WB	206	80	203	77	-3	-3	-1%	-4%
B5166 Church Road (between Patterdale Road and B5167 Palatine Road)	EB	26	9	37	9	11	0	42%	0%
	WB	446	11	438	11	-8	0	-2%	0%
Maple Road (between Keats Mews and Cranleigh Drive)	EB	26	3	38	3	12	0	46%	0%
	WB	3	3	3	3	0	0	0%	0%
B5166 Sale Road (between B5167 Wythenshawe Road and Orton Road)	EB	890	26	902	35	12	9	1%	35%
	WB	803	15	807	15	4	0	0%	0%
Temple Road (between Broad Road and B5397 Dane Road)	NB	98	2	98	2	0	0	0%	0%
	SB	48	8	74	8	26	0	54%	0%
Kingswood Road/Wald Avenue (between Ladybarn Lane and Talbot Road)	EB	68	2	80	2	12	0	18%	0%
	WB	38	0	38	0	0	0	0%	0%
A6010 Wilbraham Road (between Lloyd Street South and Yew Tree Road)	EB	623	8	666	8	43	0	7%	0%
	WB	909	16	1,063	16	154	0	17%	0%
Platt Lane (between Hart Road and Lloyd Street South)	EB	462	3	459	3	-3	0	-1%	0%
	WB	127	6	126	6	-1	0	-1%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Lloyd Street South (between Platt Lane and Hart Road)	NB	248	1	225	1	-23	0	-9%	0%
	SB	1	1	1	1	0	0	0%	0%
Lloyd Street South (between Garswood Road and Thornton Road)	NB	248	1	225	1	-23	0	-9%	0%
	SB	1	1	1	1	0	0	0%	0%
A5103 Princess Road (between Platt Lane and Claremont Road)	NB	2,449	43	2,438	42	-11	-1	0%	-2%
	SB	1,709	56	1,666	54	-43	-2	-3%	-4%
A57 Manchester Road South (between Oldham Street and Seymour Street)	WB	442	22	436	37	-6	15	-1%	68%
A57 Seymour Street (between A57 Manchester Road South and A57 Manchester Road North)	NB	436	17	451	17	15	0	3%	0%
	SB	801	42	834	58	33	16	4%	38%
Seymour Street (between Taylor Lane and A57 Manchester Road North)	NB	729	23	746	23	17	0	2%	0%
	SB	545	21	589	37	44	16	8%	76%
Birch Lane (between A6010 Dickenson Road and A6 Stockport Road)	NB	117	1	113	1	-4	0	-3%	0%
	SB	130	1	121	1	-9	0	-7%	0%
Pink Bank Lane (between Stanley Grove and Kirkmanshulme Lane)	NB	116	1	154	1	38	0	33%	0%
	SB	115	2	114	2	-1	0	-1%	0%
New Bank Street (between Dillon Drive and A6010 Kirkmanshulme Lane)	NB	137	6	192	3	55	-3	40%	-50%
	SB	114	10	126	10	12	0	11%	0%
Whitwell Way (between Garratt Way and A57 Hyde Road)	NB	80	10	90	10	10	0	13%	0%
	SB	432	15	455	17	23	2	5%	13%
Thornbury Way/Garratt Way (between A57 Hyde Road and Whitwell Way)	NB	271	9	314	9	43	0	16%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Taylor Lane/Corporation Road (between Seymour Street and Stamford Road)	NB	634	18	659	18	25	0	4%	0%
	SB	481	14	525	31	44	17	9%	121%
Garratt Way (between Whitewell Way and Wellington Street)	EB	352	19	404	19	52	0	15%	0%
	WB	432	15	455	17	23	2	5%	13%
Chapman Street (between Cross Lane and Highmead Street)	NB	578	13	628	13	50	0	9%	0%
	SB	441	16	396	13	-45	-3	-10%	-19%
High Bank (between Cross Lane and Highmead Street)	NB	16	10	10	9	-6	-1	-38%	-10%
	SB	190	7	179	6	-11	-1	-6%	-14%
East Union Street (between A5067 Stretford Road and A5014 Chester Road)	NB	28	1	27	0	-1	-1	-4%	-100%
	SB	24	1	51	1	27	0	113%	0%
Belle Vue Street (between A57 Hyde Road and Birch Street)	NB	50	1	60	1	10	0	20%	0%
	SB	168	4	287	7	119	3	71%	75%
Birch Street (between A57 Hyde Road and Belle Vue Street)	NB	81	0	130	0	49	0	60%	0%
	SB	22	0	32	0	10	0	45%	0%
Chapman Street (between Highmead Street and Railway Street)	NB	470	10	516	10	46	0	10%	0%
	SB	544	17	535	15	-9	-2	-2%	-12%
City Road (between A5014 Chester Road and A5067 Chorlton Road)	EB	452	10	436	10	-16	0	-4%	0%
	WB	59	5	53	5	-6	0	-10%	0%
Clowes Street (between A57 Hyde Road and Wenlock Way)	EB	328	9	318	10	-10	1	-3%	11%
	WB	46	7	37	7	-9	0	-20%	0%
Belle Vue Street (between Birch Street and Gorton Lane)	NB	131	1	190	1	59	0	45%	0%
	SB	190	4	319	7	129	3	68%	75%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Wenlock Way (between Kniveton Road and A6010 Pottery Lane)	EB	330	12	321	13	-9	1	-3%	8%
	WB	79	13	63	13	-16	0	-20%	0%
A57 Hyde Road (between Higher Ardwick and A665 Devonshire Street North)	EB	475	28	499	29	24	1	5%	4%
	WB	1,009	41	1,246	47	237	6	23%	15%
Inverness Road (between Thorncliffe Avenue and Armadale Road)	EB	0	0	0	0	0	0	0%	0%
	WB	126	0	140	0	14	0	11%	0%
Thorncliffe Avenue (between A627 King Street and Inverness Road)	EB	1	1	1	1	0	0	0%	0%
	WB	128	2	142	2	14	0	11%	0%
Cornwall Street (between Ogden Lane and A635 Ashton Old Road)	NB	26	5	37	5	11	0	42%	0%
A665 Devonshire Street North (between Higher Ardwick and A57 Hyde Road)	NB	926	23	795	15	-131	-8	-14%	-35%
	SB	776	17	652	15	-124	-2	-16%	-12%
Press Street/Whitworth Street East (between Widnes Street and Lawton Street)	SB	143	9	150	8	7	-1	5%	-11%
Vine Street (between Abbey Hey Lane and A635 Ashton Old Road)	NB	69	0	81	0	12	0	17%	0%
	SB	32	0	33	0	1	0	3%	0%
Higher Ardwick (between Union Street and A665 Chancellor Lane)	EB	332	4	247	12	-85	8	-26%	200%
	WB	367	2	441	8	74	6	20%	300%
B6390 Audenshaw Road (between Kings Road and Stamford Road)	EB	648	13	683	16	35	3	5%	23%
	WB	885	13	837	14	-48	1	-5%	8%
A665 Chancellor Lane (between Higher Ardwick and A665 Midland Street)	NB	1,207	25	906	24	-301	-1	-25%	-4%
	SB	1,092	18	967	20	-125	2	-11%	11%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Gorton Road (between Stainforth Street and A6010 Pottery Lane)	EB	74	3	67	2	-7	-1	-9%	-33%
	WB	543	3	415	3	-128	0	-24%	0%
B6390 Audenshaw Road (between Kershaw Lane and Kings Road)	EB	648	13	683	16	35	3	5%	23%
	WB	885	13	837	14	-48	1	-5%	8%
A665 Midland Street (between A665 Chancellor Lane and Handsworth Street)	NB	89	5	25	1	-64	-4	-72%	-80%
	SB	4	1	6	2	2	1	50%	100%
A635 Ashton Old Road (between Greenside Street and Dakley Street)	EB	769	30	819	28	50	-2	7%	-7%
	WB	1,487	34	1,412	51	-75	17	-5%	50%
B6390 Audenshaw Road (between Stamford Road and A6140 Moss Way)	NB	426	11	433	12	7	1	2%	9%
	SB	272	8	260	8	-12	0	-4%	0%
Victoria Street/Parkhouse Street (between A635 Ashton Old Road and Greenside Street)	EB	0	0	0	0	0	0	0%	0%
	WB	147	4	183	4	36	0	24%	0%
A635 Ashton Old Road (between A6010 Pottery Lane and Greenside Street)	EB	754	27	826	26	72	-1	10%	-4%
	WB	1,484	31	1,409	48	-75	17	-5%	55%
Greenside Street (between A635 Ashton Old Road and Parkhouse Street)	NB	12	3	54	3	42	0	350%	0%
	SB	23	3	43	3	20	0	87%	0%
Gable Street (between A635 Ashton Old Road and Stainforth Street)	NB	543	3	415	3	-128	0	-24%	0%
A6010 Alan Turing Way (between A635 Ashton Old Road and Wilson street)	NB	1,519	33	1,684	31	165	-2	11%	-6%
	SB	1,257	47	1,370	33	113	-14	9%	-30%
Parkhouse Street (between Greenside Street and Cycle Street)	EB	0	0	0	0	0	0	0%	0%
	WB	107	4	143	4	36	0	34%	0%

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Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Sunny Lowry Road (between A6010 Alan Turing Way and Grey Mare Lane)	NB	625	6	574	3	-51	-3	-8%	-50%
	SB	144	5	152	5	8	0	6%	0%
A6010 Alan Turing Way (between Wilson Street and Sunny Lowry Road)	NB	1,414	33	1,673	33	259	0	18%	0%
	SB	1,393	27	1,483	29	90	2	6%	7%
Greenside Street (between Parkhouse Street and Clayton Lane)	NB	52	3	95	3	43	0	83%	0%
	SB	23	3	43	3	20	0	87%	0%
A6017 Stockport Road (between Howe Street and Birch Street)	EB	216	19	219	19	3	0	1%	0%
	WB	135	17	143	17	8	0	6%	0%
Wilson Street (between Ridings Street and Clayton Lane)	EB	150	4	155	5	5	1	3%	25%
	WB	765	8	788	9	23	1	3%	13%
Clayton Lane (between Cycle Street and Greenside Street)	NB	150	4	155	5	5	1	3%	25%
	SB	658	4	654	5	-4	1	-1%	25%
A6017 Stockport Road (between Birch Street and Hamilton Street)	NB	216	19	219	19	3	0	1%	0%
	SB	135	17	143	17	8	0	6%	0%
Grey Mare Lane/Sunny Lowry Road (between Albert Street and A6010 Alan Turing Way)	NB	250	10	540	11	290	1	116%	10%
	SB	0	0	0	0	0	0	0%	0%
Albert Street (between Darley Street and Grey Mare Lane)	EB	1	1	1	1	0	0	0%	0%
	WB	161	3	326	3	165	0	102%	0%
A6017 Stockport Road (between Cecil Walk and Hamilton Street)	NB	43	19	51	19	8	0	19%	0%
	SB	295	17	293	17	-2	0	-1%	0%
Albert Street (between Councillor Street and Darley Street)	EB	1	1	1	1	0	0	0%	0%
	WB	65	3	207	3	142	0	218%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Palmerston Street (between Councillor Street and Gurney Street)	EB	5	0	16	0	11	0	220%	0%
	WB	135	4	271	4	136	0	101%	0%
Grey Mare Lane (between Albert Street and A662 Ashton New Road)	NB	91	9	216	9	125	0	137%	0%
	SB	2	2	2	2	0	0	0%	0%
Darley Street (between Albert Street and A662 Ashton New Road)	NB	96	0	119	0	23	0	24%	0%
	SB	0	0	0	0	0	0	0%	0%
Clayton Lane (between Greenside Street and Oldfield Street)	NB	201	7	250	8	49	1	24%	14%
	SB	681	7	698	8	17	1	2%	14%
Manor Road (between A662 Manchester Road and Cooper Street)	EB	322	6	277	6	-45	0	-14%	0%
Councillor Street (between Palmerston Street and A662 Ashton New Road)	NB	6	1	17	1	11	0	183%	0%
	SB	72	3	66	3	-6	0	-8%	0%
A662 Ashton New Road (between Beswick Street and A6010 Alan Turing Way)	EB	364	18	316	18	-48	0	-13%	0%
	WB	920	24	789	21	-131	-3	-14%	-13%
Clayton Lane (between Oldfield Street and A662 Ashton New Road)	NB	201	7	250	8	49	1	24%	14%
	SB	681	7	698	8	17	1	2%	14%
Hallkirk Street/Cambrian Street (between A662 Ashton New Road and Phillips Park Road)	NB	266	3	303	4	37	1	14%	33%
	SB	144	1	151	1	7	0	5%	0%
Clayton Street (between A662 Ashton New Road and North Road)	NB	35	2	58	2	23	0	66%	0%
	SB	98	0	111	1	13	1	13%	0%
Bank Street (between A662 Ashton New Road and John Heywood Street)	NB	321	7	341	7	20	0	6%	0%
	SB	93	1	109	2	16	1	17%	100%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Edge Lane (between A662 Ashton New Road and North Road)	NB	168	2	189	2	21	0	13%	0%
	SB	156	3	175	3	19	0	12%	0%
Margaret Street (between A635 Manchester Road and Cotton Street West)	NB	182	26	182	26	0	0	0%	0%
	SB	167	38	155	38	-12	0	-7%	0%
Bank Street (between John Heywood Street and Ravensbury Street)	NB	416	10	440	7	24	-3	6%	-30%
	SB	1	1	61	2	60	1	6000%	100%
Richmond Street/Cotton Street West (between Margaret Street and Katherine Street)	NB	195	26	194	26	-1	0	-1%	0%
Bank Street (between Ravensbury Street and Tartan Street)	NB	517	9	543	6	26	-3	5%	-33%
	SB	367	10	429	9	62	-1	17%	-10%
Tartan Street/Clayton Street (between Bank Street and John Heywood Street)	EB	53	1	93	1	40	0	75%	0%
	WB	1	1	1	1	0	0	0%	0%
Katherine Street (between Margaret Street and Richmond Street)	EB	255	39	243	39	-12	0	-5%	0%
Katherine Street (between Margaret Street and A627 Cavendish Street)	EB	112	24	113	24	1	0	1%	0%
	WB	36	23	36	23	0	0	0%	0%
Katherine Street (between A627 Cavendish Street and A627 Oldham Road)	EB	55	40	55	39	0	-1	0%	-3%
	WB	270	24	271	24	1	0	0%	0%
Bradford Road (between A6010 Alan Turing Way and Varley Street)	EB	216	12	174	13	-42	1	-19%	8%
	WB	846	18	628	14	-218	-4	-26%	-22%
Bank Street/Bank Bridge Road (between Tartan Street and Riverpark Road)	NB	516	8	542	5	26	-3	5%	-38%
	SB	418	9	520	9	102	0	24%	0%

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Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A6010 Alan Turing Way (between Bradford Road and Lord North Street)	EB	1,376	41	1,185	39	-191	-2	-14%	-5%
	WB	796	26	747	27	-49	1	-6%	4%
Ten Acres Lane (between Briscoe Lane and Riverpark Road)	NB	331	4	338	4	7	0	2%	0%
	SB	360	6	461	6	101	0	28%	0%
Ten Acres Lane (between Briscoe Lane and A62 Oldham Road)	NB	310	3	332	3	22	0	7%	0%
	SB	339	7	383	7	44	0	13%	0%
Daisy Bank (between Terence Street and Droylsden Road)	NB	43	1	52	1	9	0	21%	0%
	SB	42	3	55	3	13	0	31%	0%
Clive Road (between Propps Hall Drive and Lord Lane)	EB	201	3	212	3	11	0	5%	0%
	WB	207	9	237	9	30	0	14%	0%
Lord Lane (between Brierley Avenue and School Road)	NB	118	6	133	6	15	0	13%	0%
	SB	215	10	238	10	23	0	11%	0%
Lord Lane (between School Road and Ashton Road West)	NB	59	5	71	5	12	0	20%	0%
	SB	105	9	127	9	22	0	21%	0%

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Table 18-258: MA07 AP2 revised scheme impacted links, 2039 PM peak

Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Brownley Road (between Crossacres Road and Simonsway)	NB	368	4	368	5	0	1	0%	25%
	SB	363	5	337	2	-26	-3	-7%	-60%
Greenbrow Road (between Simonsway and Hucklow Avenue)	NB	185	66	265	66	80	0	43%	0%
	SB	1,065	21	1,193	23	128	2	12%	10%
Whitecarr Lane (between Newall Road and Roaring Gate Lane)	EB	599	13	462	11	-137	-2	-23%	-15%
	WB	988	7	1,097	10	109	3	11%	43%
Simonsway (between Greenbrow Road and Firbank Road)	EB	645	20	404	19	-241	-1	-37%	-5%
	WB	84	7	62	7	-22	0	-26%	0%
Greenbrow Road (between Newall Road and Tuffley Road)	NB	437	20	301	19	-136	-1	-31%	-5%
	SB	139	8	80	8	-59	0	-42%	0%
Gladeside Road (between Greenwood Road and Poundswick Lane)	NB	32	3	37	3	5	0	16%	0%
	SB	128	3	157	3	29	0	23%	0%
Tuffley Road (between Firbank Road and Greenbrow Road)	EB	594	17	375	16	-219	-1	-37%	-6%
	WB	67	4	46	4	-21	0	-31%	0%
Floats Road/Clay Lane/Barnacre Avenue/Newall Road (between Dobbinetts Lane and Whitecarr Lane)	NB	265	1	269	0	4	-1	2%	-100%
	SB	128	1	95	1	-33	0	-26%	0%
Greenbrow Road (between Tuffley Road and Wastdale Road)	NB	75	12	76	12	1	0	1%	0%
	SB	304	13	184	13	-120	0	-39%	0%
Southmoor Road (between Floats Road and Wythenshawe Hospital Visitor Car Park)	EB	337	12	263	12	-74	0	-22%	0%
	WB	265	15	268	15	3	0	1%	0%
	NB	17	3	18	3	1	0	6%	0%

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Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Highdales Road (between Hollyhedge Road and Firbank Road)	SB	179	3	88	3	-91	0	-51%	0%
Firbank Road (between Highdales Road and Greenbrow Road)	EB	0	0	2	0	2	0	0%	0%
	WB	129	0	59	0	-70	0	-54%	0%
Southmoor Road (between Wythenshawe Hospital Car Parking and Hollyhedge Road)	EB	664	20	570	20	-94	0	-14%	0%
	WB	371	16	354	17	-17	1	-5%	6%
Brownley Road (between Hollyhedge Road and Royalthorn Road)	NB	302	16	277	13	-25	-3	-8%	-19%
	SB	490	12	432	9	-58	-3	-12%	-25%
Floats Road (between Southmoor Road and Ledson Road)	NB	197	12	445	12	248	0	126%	0%
	SB	269	12	323	13	54	1	20%	8%
Greenwood Road (between Hollyhedge Road and A560 Altrincham Road)	NB	299	8	260	7	-39	-1	-13%	-13%
	SB	429	2	347	2	-82	0	-19%	0%
Southmoor Road (between Hollyhedge Road and Ledson Road)	NB	272	7	304	9	32	2	12%	29%
	SB	351	5	517	5	166	0	47%	0%
A560 Altrincham Road (between Brownley Road and B5166 Park Road)	EB	251	7	263	7	12	0	5%	0%
	WB	328	15	379	15	51	0	16%	0%
Southmoor Road (between Ledson Road and Floatshall Road)	NB	149	18	213	19	64	1	43%	6%
	SB	213	14	459	15	246	1	115%	7%
Floatshall Road (between Southmoor Road and Hall Lane)	EB	156	5	183	6	27	1	17%	20%
	WB	107	5	107	6	0	1	0%	20%
Southmoor Road (between Royal Oak Road and A560 Altrincham Road)	NB	247	14	310	15	63	1	26%	7%
	SB	360	11	632	11	272	0	76%	0%

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Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Hall Lane (between Bowland Road and A560 Altrincham Road)	NB	278	9	231	9	-47	0	-17%	0%
	SB	248	6	234	6	-14	0	-6%	0%
Pink Bank Lane (between Stanley Grove and Kirkmanshulme Lane)	NB	62	0	59	0	-3	0	-5%	0%
	SB	62	1	86	1	24	0	39%	0%
A6 Stockport Road (between A5184 Plymouth Grove and Plymouth Grove West)	EB	743	26	688	25	-55	-1	-7%	-4%
	WB	598	24	492	23	-106	-1	-18%	-4%
New Bank Street (between Dillon Drive and A6010 Kirkmanshulme Lane)	NB	77	3	102	3	25	0	32%	0%
	SB	167	3	193	3	26	0	16%	0%
Plymouth Grove West (between A6 Stockport Road and A5184 Plymouth Grove)	EB	95	0	50	0	-45	0	-47%	0%
	WB	18	0	17	0	-1	0	-6%	0%
Wellington Street/Gorton Lane (between Garratt Way and A6010 Pottery Lane)	EB	294	7	310	7	16	0	5%	0%
	WB	137	5	164	5	27	0	20%	0%
A6 Stockport Road (between A665 Devonshire Street and Plymouth Grove West)	EB	759	26	701	25	-58	-1	-8%	-4%
	WB	692	24	542	23	-150	-1	-22%	-4%
Belle Vue Street (between A57 Hyde Road and Birch Street)	NB	106	4	139	4	33	0	31%	0%
	SB	208	3	209	3	1	0	0%	0%
Birch Street (between A57 Hyde Road and Belle Vue Street)	NB	31	0	34	0	3	0	10%	0%
	SB	24	0	31	0	7	0	29%	0%
A6010 Pottery Lane (between A57 Hyde Road and Wenlock Way)	NB	1,037	7	1,236	8	199	1	19%	14%
	SB	757	8	821	9	64	1	8%	13%
Belle Vue Street (between Birch Street and Gorton Lane)	NB	138	4	173	4	35	0	25%	0%
	SB	232	3	240	3	8	0	3%	0%

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Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A665 Devonshire Street (between Coverdale Crescent and A57 Hyde Road)	NB	789	8	590	4	-199	-4	-25%	-50%
	SB	540	5	509	4	-31	-1	-6%	-20%
Vine Street (between Abbey Hey Lane and A635 Ashton Old Road)	NB	127	0	142	0	15	0	12%	0%
	SB	96	0	96	0	0	0	0%	0%
A57 Hyde Road (between Higher Ardwick and A665 Devonshire Street North)	EB	1,191	32	1,332	31	141	-1	12%	-3%
	WB	517	25	550	26	33	1	6%	4%
Cornwall Street (between Ogden Lane and A635 Ashton Old Road)	NB	135	2	163	1	28	-1	21%	-50%
A665 Devonshire Street North (between Higher Ardwick and A57 Hyde Road)	NB	912	10	555	5	-357	-5	-39%	-50%
	SB	700	6	624	5	-76	-1	-11%	-17%
Press Street/Whitworth Street East (between Widnes Street and Lawton Street)	SB	310	2	275	2	-35	0	-11%	0%
Higher Ardwick (between Union Street and A665 Chancellor Lane)	EB	329	2	356	3	27	1	8%	50%
	WB	117	0	183	2	66	2	56%	0%
A665 Chancellor Lane (between Higher Ardwick and A665 Midland Street)	NB	1,216	11	858	6	-358	-5	-29%	-45%
	SB	792	6	755	6	-37	0	-5%	0%
Gorton Road (between Stainforth Street and A6010 Pottery Lane)	EB	34	0	18	0	-16	0	-47%	0%
	WB	90	0	89	0	-1	0	-1%	0%
A6010 Pottery Lane (between Wenlock Way and A635 Ashton Old Road)	NB	1,317	15	1,531	16	214	1	16%	7%
	SB	1,299	16	1,387	17	88	1	7%	6%
A665 Midland Street (between A665 Chancellor Lane and Handsworth Street)	NB	259	2	5	0	-254	-2	-98%	-100%
	SB	6	0	18	1	12	1	200%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Victoria Street/Parkhouse Street (between A635 Ashton Old Road and Greenside Street)	EB	137	0	153	0	16	0	12%	0%
	WB	72	0	111	0	39	0	54%	0%
Gable Street (between A635 Ashton Old Road and Stainforth Street)	NB	90	0	89	0	-1	0	-1%	0%
A635 Ashton Old Road (between Stainforth Street and A6010 Pottery Lane)	EB	1,131	20	962	20	-169	0	-15%	0%
	WB	643	11	517	12	-126	1	-20%	9%
A635 Ashton Old Road (between Gable Street and Stainforth Street)	EB	1,165	20	980	20	-185	0	-16%	0%
	WB	643	11	517	12	-126	1	-20%	9%
A635 Ashton Old Road (between A665 Midland Street and Gable Street)	EB	1,418	21	1,219	22	-199	1	-14%	5%
	WB	779	14	610	15	-169	1	-22%	7%
Parkhouse Street (between Greenside Street and Cycle Street)	EB	141	0	157	0	16	0	11%	0%
	WB	45	0	88	0	43	0	96%	0%
A6010 Alan Turing Way (between Wilson Street and Sunny Lowry Road)	NB	1,488	16	1,737	19	249	3	17%	19%
	SB	1,092	14	1,175	14	83	0	8%	0%
Greenside Street (between Parkhouse Street and Clayton Lane)	NB	30	2	25	2	-5	0	-17%	0%
	SB	38	3	38	3	0	0	0%	0%
Grey Mare Lane/Sunny Lowry Road (between Albert Street and A6010 Alan Turing Way)	NB	97	2	253	3	156	1	161%	50%
	SB	0	0	0	0	0	0	0%	0%
Albert Street (between Darley Street and Grey Mare Lane)	EB	1	1	1	1	0	0	0%	0%
	WB	96	1	227	2	131	1	136%	100%
Albert Street (between Councillor Street and Darley Street)	EB	1	1	1	1	0	0	0%	0%
	WB	41	1	132	1	91	0	222%	0%

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Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Palmerston Street (between Councillor Street and Gurney Street)	EB	106	0	88	0	-18	0	-17%	0%
	WB	335	2	409	2	74	0	22%	0%
Grey Mare Lane (between Albert Street and A662 Ashton New Road)	NB	3	3	28	3	25	0	833%	0%
	SB	1	1	1	1	0	0	0%	0%
Darley Street (between Albert Street and A662 Ashton New Road)	NB	55	0	96	1	41	1	75%	0%
	SB	0	0	0	0	0	0	0%	0%
Hallkirk Street/Cambrian Street (between A662 Ashton New Road and Phillips Park Road)	NB	64	1	106	1	42	0	66%	0%
	SB	200	2	187	2	-13	0	-7%	0%
Bradford Road (between A6010 Alan Turing Way and Varley Street)	EB	706	10	675	12	-31	2	-4%	20%
	WB	542	9	413	8	-129	-1	-24%	-11%
Lord Lane (between Paddock Lane and Brierley Avenue)	NB	355	11	357	11	2	0	1%	0%
	SB	343	9	434	9	91	0	27%	0%
Lord Lane (between Brierley Avenue and School Road)	NB	188	9	191	9	3	0	2%	0%
	SB	115	7	170	8	55	1	48%	14%
Lord Lane (between School Road and Ashton Road West)	NB	66	9	72	9	6	0	9%	0%
	SB	43	7	98	7	55	0	128%	0%

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Table 18-259: MA07 AP2 revised scheme impacted links, 2051 PM peak

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Shadowmoss Road (between Simonsway and Cornishway)	NB	91	4	95	4	4	0	4%	0%
	SB	305	4	289	4	-16	0	-5%	0%
Portway (between Selstead Road and Simonsway)	NB	138	7	117	7	-21	0	-15%	0%
	SB	210	8	183	7	-27	-1	-13%	-13%
Greenbrow Road (between Hucklow Avenue and Newall Road)	EB	164	8	140	8	-24	0	-15%	0%
	WB	1,005	14	1,204	15	199	1	20%	7%
Poundswick Lane (between Simonsway and Gladeside Road)	EB	167	14	171	14	4	0	2%	0%
	WB	286	6	331	6	45	0	16%	0%
Greenbrow Road (between Simonsway and Hucklow Avenue)	NB	165	68	255	68	90	0	55%	0%
	SB	1,061	20	1,253	22	192	2	18%	10%
Rowlandsway (between Simonsway and Poundswick Lane)	NB	101	26	101	26	0	0	0%	0%
	SB	134	21	156	21	22	0	16%	0%
Poundswick Lane (between Gladeside Road and Rowlandsway)	EB	156	16	182	16	26	0	17%	0%
	WB	172	20	193	20	21	0	12%	0%
Poundswick Lane (between Rowlandsway and Woodhouse Lane)	EB	189	17	211	17	22	0	12%	0%
	WB	238	15	277	15	39	0	16%	0%
Simonsway (between Greenbrow Road and Firbank Road)	EB	689	21	473	20	-216	-1	-31%	-5%
	WB	68	7	41	7	-27	0	-40%	0%
Greenbrow Road (between Newall Road and Tuffley Road)	NB	460	20	372	20	-88	0	-19%	0%
	SB	140	8	74	8	-66	0	-47%	0%
	NB	40	3	22	3	-18	0	-45%	0%

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Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Gladeside Road (between Greenwood Road and Poundswick Lane)	SB	156	3	185	3	29	0	19%	0%
Tuffley Road (between Firbank Road and Greenbrow Road)	EB	667	18	470	17	-197	-1	-30%	-6%
	WB	50	4	22	4	-28	0	-56%	0%
Greenwood Road (between Simonsway and Gladeside Road)	NB	208	3	185	3	-23	0	-11%	0%
	SB	88	2	73	2	-15	0	-17%	0%
Floats Road/Clay Lane/Barnacre Avenue/Newall Road (between Dobbinetts Lane and Whitecarr Lane)	NB	260	1	227	0	-33	-1	-13%	-100%
	SB	73	1	96	1	23	0	32%	0%
Greenbrow Road (between Tuffley Road and Wastdale Road)	NB	57	11	55	11	-2	0	-4%	0%
	SB	355	13	205	13	-150	0	-42%	0%
Highdales Road (between Hollyhedge Road and Firbank Road)	NB	18	3	19	3	1	0	6%	0%
	SB	165	3	82	3	-83	0	-50%	0%
Firbank Road (between Highdales Road and Greenbrow Road)	EB	0	0	0	0	0	0	0%	0%
	WB	143	0	79	0	-64	0	-45%	0%
Floats Road (between Southmoor Road and Ledson Road)	NB	371	12	520	12	149	0	40%	0%
	SB	365	12	411	12	46	0	13%	0%
Greenwood Road (between Hollyhedge Road and A560 Altrincham Road)	NB	395	7	339	7	-56	0	-14%	0%
	SB	469	3	426	2	-43	-1	-9%	-33%
Southmoor Road (between Hollyhedge Road and Ledson Road)	NB	378	9	415	9	37	0	10%	0%
	SB	556	5	606	5	50	0	9%	0%
Ledson Road (between Floats Road and Southmoor Road)	EB	206	13	349	11	143	-2	69%	-15%
	WB	338	12	386	12	48	0	14%	0%

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Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Southmoor Road (between Ledson Road and Floatshall Road)	NB	216	20	301	19	85	-1	39%	-5%
	SB	526	15	529	16	3	1	1%	7%
Floatshall Road (between Southmoor Road and Hall Lane)	EB	207	6	263	6	56	0	27%	0%
	WB	121	5	118	5	-3	0	-2%	0%
A560 Altrincham Road (between Southmoor Road and M56 junction 3a)	EB	1,063	41	1,168	41	105	0	10%	0%
	WB	848	12	964	13	116	1	14%	8%
Wendover Road (between Ferndown Road and Maple Road)	NB	29	3	25	3	-4	0	-14%	0%
	SB	99	4	133	4	34	0	34%	0%
Cranleigh Drive (between Maple Road and Brooklands Road)	EB	96	1	130	1	34	0	35%	0%
	WB	27	1	23	1	-4	0	-15%	0%
Lytham Road (between A34 Birchfields Road and A5079 Slade Lane)	EB	95	0	111	0	16	0	17%	0%
	WB	110	0	116	0	6	0	5%	0%
Lloyd Street South (between Platt Lane and Hart Road)	NB	1	1	1	1	0	0	0%	0%
	SB	308	1	276	1	-32	0	-10%	0%
Lloyd Street South (between Garswood Road and Thornton Road)	NB	1	1	1	1	0	0	0%	0%
	SB	308	1	276	1	-32	0	-10%	0%
A5103 Princess Road (between Platt Lane and Claremont Road)	NB	1,528	19	1,520	19	-8	0	-1%	0%
	SB	2,047	21	2,041	20	-6	-1	0%	-5%
East Road (between A6 Stockport Road and Northmoor Road)	EB	216	1	237	1	21	0	10%	0%
	WB	48	0	57	0	9	0	19%	0%
Northmoor Road (between Stanley Grove and Kirkmanshulme Lane)	NB	373	6	407	6	34	0	9%	0%
	SB	336	6	379	6	43	0	13%	0%

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Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A5184 Plymouth Grove (between A6 Stockport Road and Clarence Road)	EB	462	7	469	7	7	0	2%	0%
	WB	230	6	240	6	10	0	4%	0%
A6010 Kirkmanshulme Lane (between New Bank Street and A6010 Pottery Lane)	EB	937	10	930	11	-7	1	-1%	10%
	WB	742	8	824	8	82	0	11%	0%
A6 Stockport Road (between A5184 Plymouth Grove and Plymouth Grove West)	EB	814	25	761	24	-53	-1	-7%	-4%
	WB	643	23	546	22	-97	-1	-15%	-4%
New Bank Street (between Dillon Drive and A6010 Kirkmanshulme Lane)	NB	41	1	138	1	97	0	237%	0%
	SB	185	3	201	3	16	0	9%	0%
Thornbury Way/Garratt Way (between A57 Hyde Road and Whitwell Way)	NB	203	7	230	7	27	0	13%	0%
High Bank (between Cross Lane and Highmead Street)	NB	117	7	132	7	15	0	13%	0%
	SB	123	6	132	6	9	0	7%	0%
Wellington Street/Gorton Lane (between Garratt Way and A6010 Pottery Lane)	EB	334	8	345	8	11	0	3%	0%
	WB	155	5	208	5	53	0	34%	0%
Belle Vue Street (between A57 Hyde Road and Birch Street)	NB	124	4	158	4	34	0	27%	0%
	SB	230	3	249	2	19	-1	8%	-33%
Coverdale Crescent/New Bank Street (between A665 Devonshire Street and Dillon Drive)	EB	338	2	345	2	7	0	2%	0%
	WB	112	3	192	1	80	-2	71%	-67%
A6010 Pottery Lane (between A57 Hyde Road and Wenlock Way)	NB	1,127	7	1,292	8	165	1	15%	14%
	SB	807	8	879	11	72	3	9%	38%
Abbey Hey Lane (between Vine Street and Jetson Street)	EB	112	8	126	8	14	0	13%	0%
	WB	105	6	114	6	9	0	9%	0%

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Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
City Road (between A5014 Chester Road and A5067 Chorlton Road)	EB	181	4	143	4	-38	0	-21%	0%
	WB	152	6	142	6	-10	0	-7%	0%
Belle Vue Street (between Birch Street and Gorton Lane)	NB	150	4	190	4	40	0	27%	0%
	SB	262	3	270	2	8	-1	3%	-33%
A665 Devonshire Street (between Coverdale Crescent and A57 Hyde Road)	NB	823	7	650	4	-173	-3	-21%	-43%
	SB	621	4	585	4	-36	0	-6%	0%
Jetson Street (between Abbey Hey Lane and Burstead Street)	NB	110	6	124	6	14	0	13%	0%
	SB	103	4	112	4	9	0	9%	0%
Vine Street (between Abbey Hey Lane and A635 Ashton Old Road)	NB	156	0	159	0	3	0	2%	0%
	SB	102	0	98	0	-4	0	-4%	0%
Abbey Hey Lane (between Jetson Street and Capital Road)	NB	112	8	126	8	14	0	13%	0%
	SB	105	6	114	6	9	0	9%	0%
Cornwall Street (between Ogden Lane and A635 Ashton Old Road)	NB	153	2	210	2	57	0	37%	0%
A665 Devonshire Street North (between Higher Ardwick and A57 Hyde Road)	NB	974	9	652	6	-322	-3	-33%	-33%
	SB	745	6	669	5	-76	-1	-10%	-17%
Higher Ardwick (between Union Street and A665 Chancellor Lane)	EB	329	1	339	3	10	2	3%	200%
	WB	171	1	200	2	29	1	17%	100%
A665 Chancellor Lane (between Higher Ardwick and A665 Midland Street)	NB	1,275	10	949	7	-326	-3	-26%	-30%
	SB	888	6	826	5	-62	-1	-7%	-17%
Gorton Road (between Stainforth Street and A6010 Pottery Lane)	EB	50	0	23	0	-27	0	-54%	0%
	WB	89	0	96	0	7	0	8%	0%

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Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A665 Midland Street (between A665 Chancellor Lane and Handsworth Street)	NB	231	2	5	0	-226	-2	-98%	-100%
	SB	6	0	19	1	13	1	217%	0%
Victoria Street/Parkhouse Street (between A635 Ashton Old Road and Greenside Street)	EB	154	0	173	0	19	0	12%	0%
	WB	109	0	153	0	44	0	40%	0%
Gable Street (between A635 Ashton Old Road and Stainforth Street)	NB	89	0	96	0	7	0	8%	0%
A635 Ashton Old Road (between Stainforth Street and A6010 Pottery Lane)	EB	1,103	19	951	18	-152	-1	-14%	-5%
	WB	730	11	618	12	-112	1	-15%	9%
A635 Ashton Old Road (between Gable Street and Stainforth Street)	EB	1,154	19	974	18	-180	-1	-16%	-5%
	WB	730	11	618	12	-112	1	-15%	9%
A635 Ashton Old Road (between A665 Midland Street and Gable Street)	EB	1,420	20	1,238	20	-182	0	-13%	0%
	WB	876	14	721	15	-155	1	-18%	7%
A6010 Alan Turing Way (between A635 Ashton Old Road and Wilson street)	NB	1,486	18	1,626	19	140	1	9%	6%
	SB	1,127	17	1,297	16	170	-1	15%	-6%
Parkhouse Street (between Greenside Street and Cycle Street)	EB	157	0	177	0	20	0	13%	0%
	WB	73	0	125	0	52	0	71%	0%
A6010 Alan Turing Way (between Wilson Street and Sunny Lowry Road)	NB	1,565	16	1,881	17	316	1	20%	6%
	SB	1,150	14	1,344	13	194	-1	17%	-7%
Greenside Street (between Parkhouse Street and Clayton Lane)	NB	38	2	30	2	-8	0	-21%	0%
	SB	41	3	42	3	1	0	2%	0%
Clayton Lane (between Cycle Street and Greenside Street)	NB	353	2	273	2	-80	0	-23%	0%
	SB	307	3	312	4	5	1	2%	33%

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Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		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	126	2	322	3	196	1	156%	50%
	SB	0	0	0	0	0	0	0%	0%
Albert Street (between Darley Street and Grey Mare Lane)	EB	1	1	1	1	0	0	0%	0%
	WB	125	1	272	2	147	1	118%	100%
A6010 Alan Turing Way (between Sunny Lowry Road and A662 Ashton New Road)	NB	1,439	14	1,559	14	120	0	8%	0%
	SB	1,150	14	1,344	13	194	-1	17%	-7%
Albert Street (between Councillor Street and Darley Street)	EB	1	1	1	1	0	0	0%	0%
	WB	37	1	165	1	128	0	346%	0%
Palmerston Street (between Councillor Street and Gurney Street)	EB	87	0	89	0	2	0	2%	0%
	WB	313	2	432	2	119	0	38%	0%
Grey Mare Lane (between Albert Street and A662 Ashton New Road)	NB	3	3	51	3	48	0	1600%	0%
	SB	1	1	1	1	0	0	0%	0%
Darley Street (between Albert Street and A662 Ashton New Road)	NB	87	0	108	0	21	0	24%	0%
	SB	0	0	0	0	0	0	0%	0%
Clayton Lane (between Greenside Street and Oldfield Street)	NB	391	4	303	4	-88	0	-23%	0%
	SB	348	6	353	7	5	1	1%	17%
Manor Road (between A662 Manchester Road and Cooper Street)	EB	338	5	406	5	68	0	20%	0%
Manor Road (between Cooper Street and Lewis Road)	EB	386	6	462	6	76	0	20%	0%
A662 Ashton New Road (between North Road and Edge Lane)	EB	842	14	919	14	77	0	9%	0%
	WB	656	12	734	12	78	0	12%	0%
	NB	87	0	89	0	2	0	2%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Councillor Street (between Palmerston Street and A662 Ashton New Road)	SB	277	2	268	2	-9	0	-3%	0%
Clayton Lane (between Oldfield Street and A662 Ashton New Road)	NB	391	4	303	4	-88	0	-23%	0%
	SB	348	6	353	7	5	1	1%	17%
Hallkirk Street/Cambrian Street (between A662 Ashton New Road and Phillips Park Road)	NB	99	1	122	1	23	0	23%	0%
	SB	191	2	173	1	-18	-1	-9%	-50%
Clayton Street (between A662 Ashton New Road and North Road)	NB	150	0	118	0	-32	0	-21%	0%
	SB	108	1	71	1	-37	0	-34%	0%
Tartan Street/Clayton Street (between Bank Street and John Heywood Street)	EB	95	1	107	1	12	0	13%	0%
	WB	1	1	1	1	0	0	0%	0%
Chatsworth Road (between North Road and Edge Lane)	NB	134	2	134	2	0	0	0%	0%
	SB	479	7	553	7	74	0	15%	0%
Bradford Road (between A6010 Alan Turing Way and Varley Street)	EB	685	11	648	12	-37	1	-5%	9%
	WB	596	9	459	8	-137	-1	-23%	-11%
Grimshaw Lane (between Lord North Street and Briscoe Lane)	EB	262	1	230	1	-32	0	-12%	0%
	WB	404	2	353	2	-51	0	-13%	0%
Daisy Bank (between Terence Street and Droylsden Road)	NB	140	1	130	1	-10	0	-7%	0%
	SB	158	2	116	2	-42	0	-27%	0%
Lord Lane (between Brierley Avenue and School Road)	NB	210	9	203	9	-7	0	-3%	0%
	SB	99	7	152	7	53	0	54%	0%
Lord Lane (between School Road and Ashton Road West)	NB	86	9	86	9	0	0	0%	0%
	SB	18	7	71	7	53	0	294%	0%

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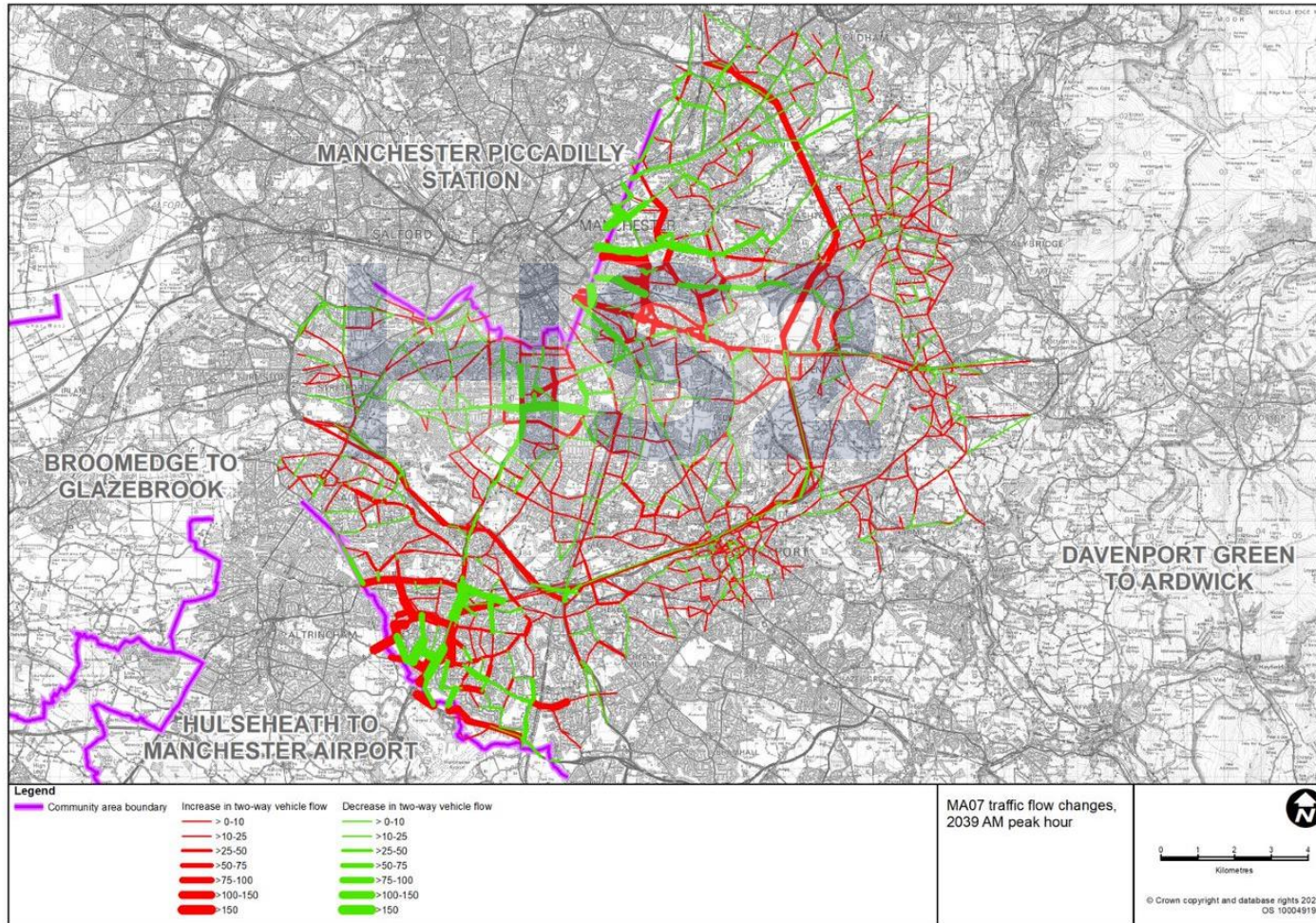
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Figure 18-84: MA07 AP2 revised scheme traffic flow changes, 2039 AM peak



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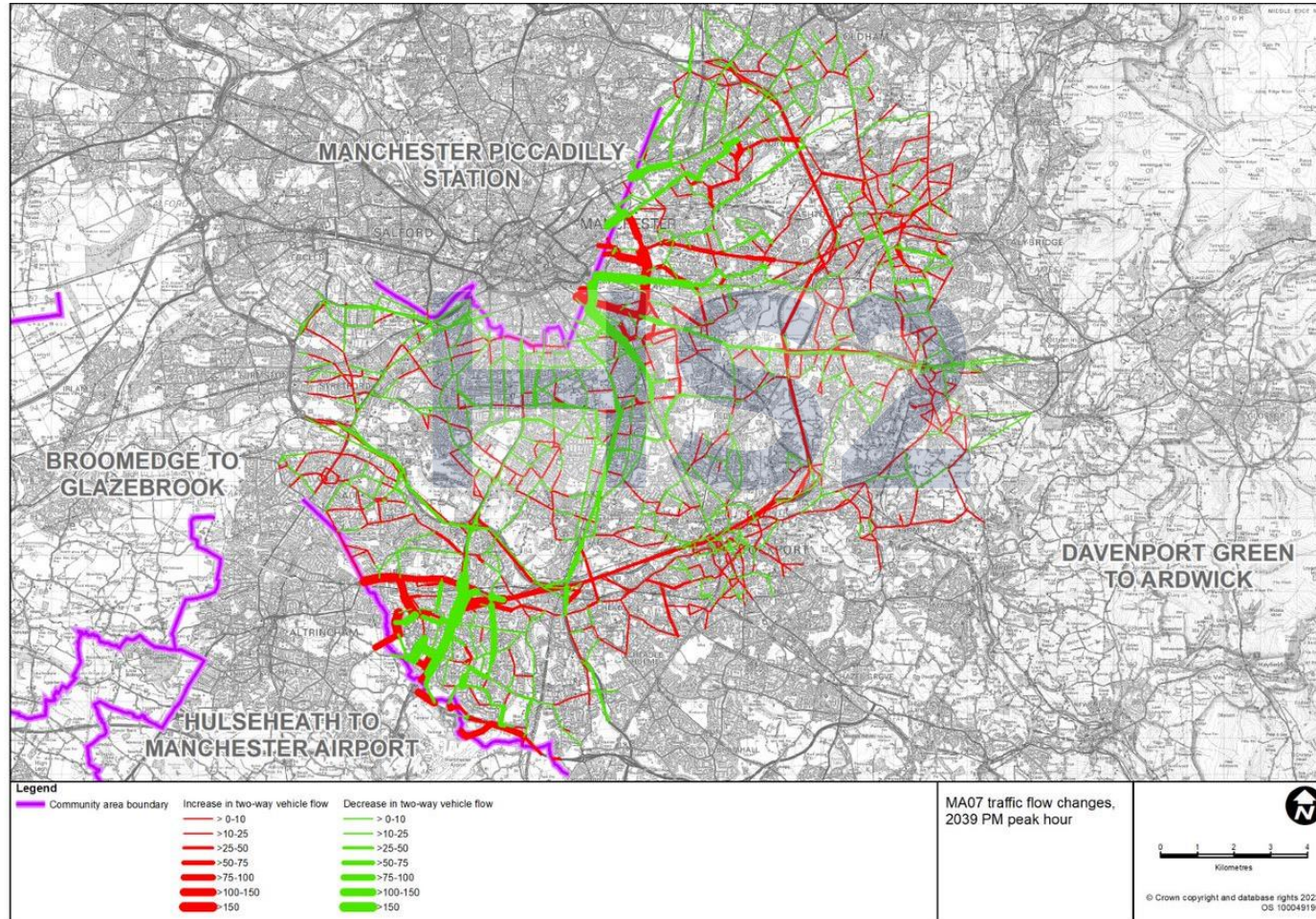
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Figure 18-85: MA07 AP2 revised scheme traffic flow changes, 2039 PM peak



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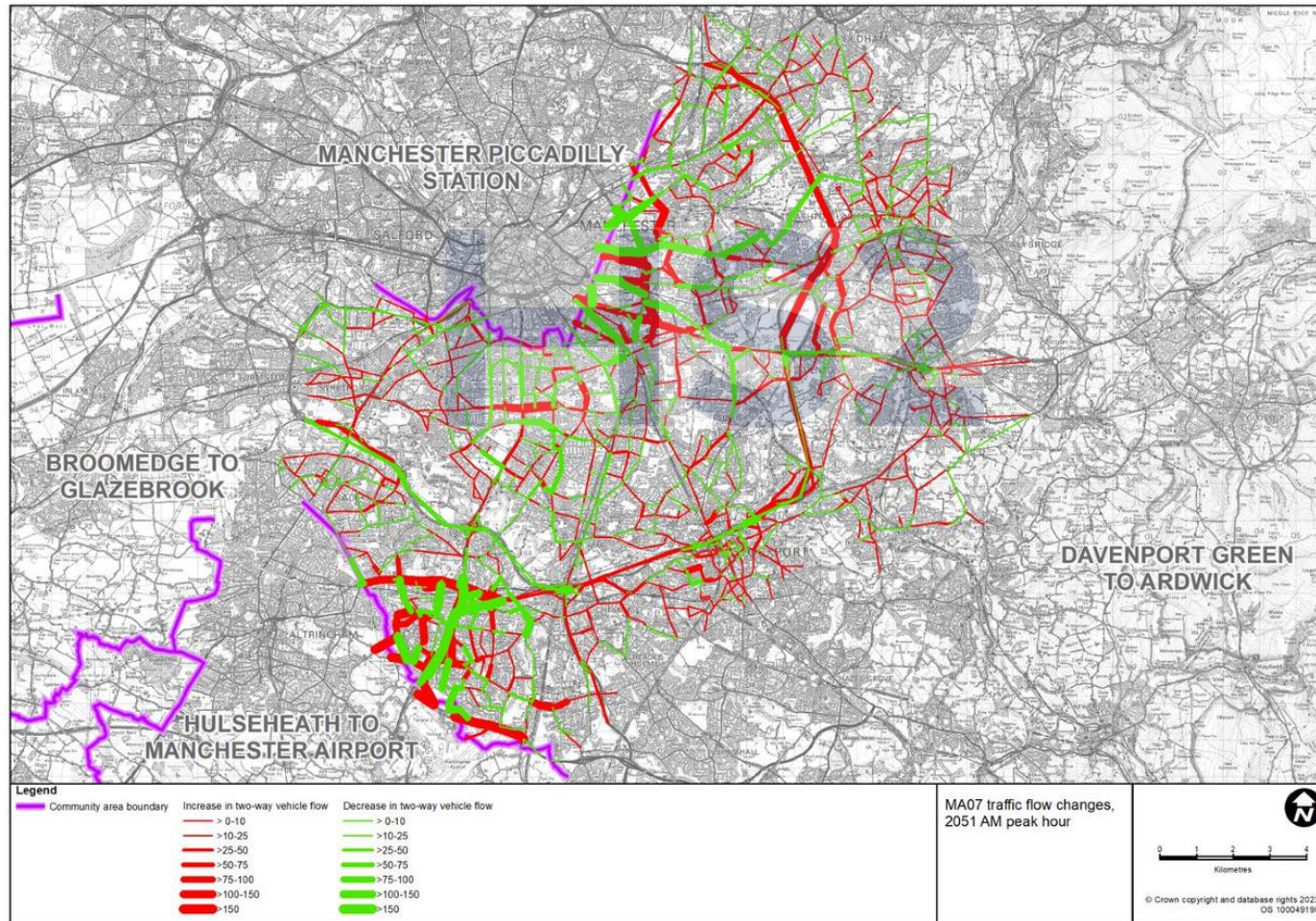
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Figure 18-86: MA07 AP2 revised scheme traffic flow changes, 2051 AM peak



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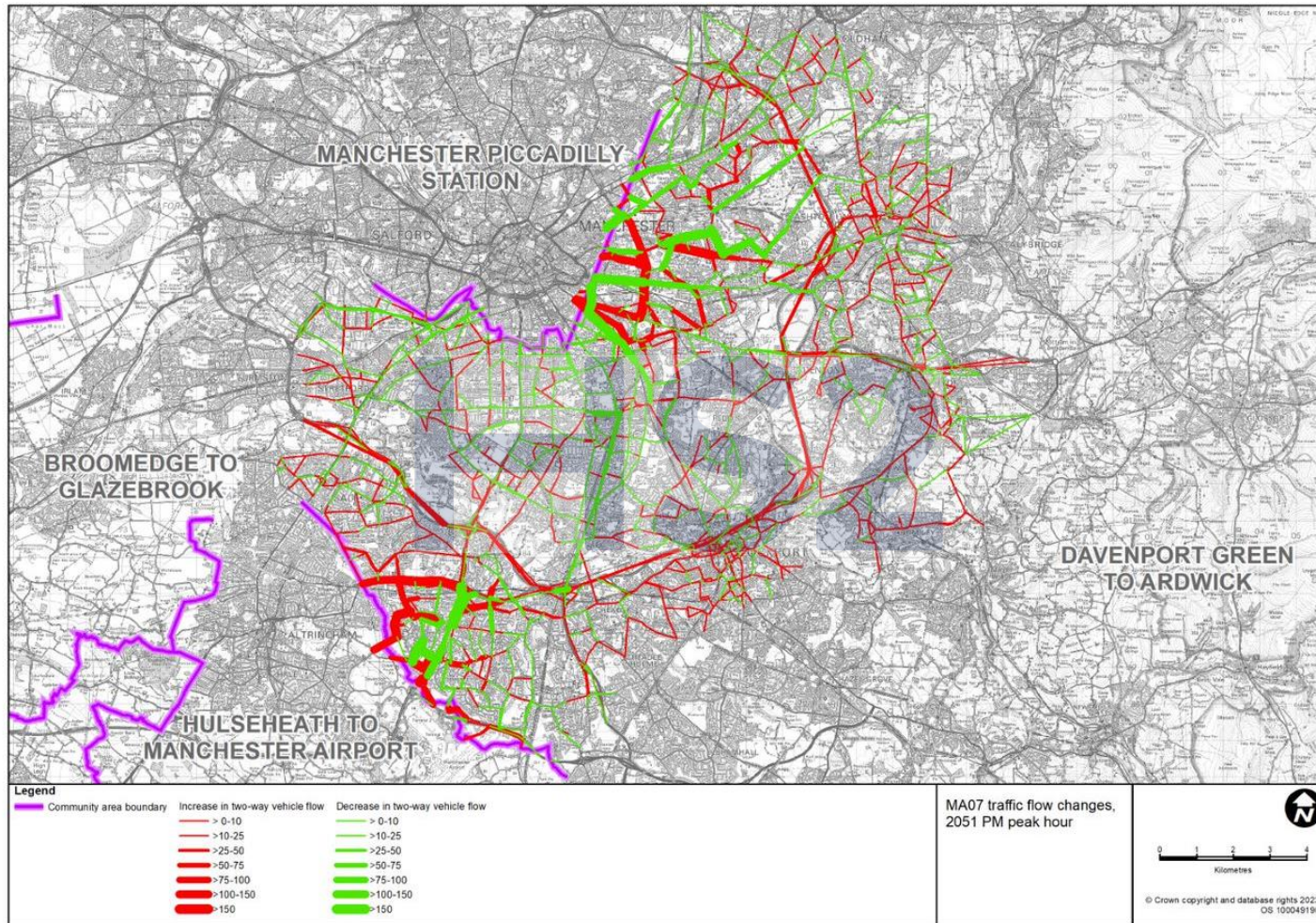
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Figure 18-87: MA07 AP2 revised scheme traffic flow changes, 2051 PM peak



MA08

- 16.5.173 Table 18-260 to Table 18-263 in the main TA and set out the traffic flows on highway links in the MA08 area affected by operation of the original scheme for the weekday AM peak hour (08:00–09:00) and weekday PM peak hour (17:00–18:00) for 2038 and 2046 respectively. Table 18-260 to Table 18-263 below replace Table 18-260 to Table 18-263 in the main TA.
- 16.5.174 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 operation of the AP2 revised scheme; however, this is not expected to change the conclusions of the assessment. Traffic flows on all other links are either unaffected from the future baseline or result in only small changes. It should be noted that due to the simplified way in which the road network is represented in the strategic models, 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.
- 16.5.175 Figure 18-88 to Figure 18-91 in the main TA and set out traffic flow changes for the AM and PM peak hours respectively for 2038 and 2046. Figure 18-88 to Figure 18-91 below set out traffic flow changes for the AM and PM peak hours respectively for 2039 and 2051 and replace Figure 18-88 to Figure 18-91 in the main TA.
- 16.5.176 The width of the band indicates the proportional change in traffic, with red representing an increase and green a decrease compared with the 2039 and 2051 future baseline scenario. Flow changes are the combination of changes associated with the SES2 changes and AP2 amendments, revised baseline traffic and associated traffic reassignment.
- 16.5.177 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.

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Table 18-260: MA08 AP2 revised scheme impacted links, 2039 AM peak

Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Grafton Street (between A5184 Plymouth Grove and A34 Upper Brook Street)	EB	17	3	28	4	11	1	65%	33%
	WB	139	5	158	5	19	0	14%	0%
Brunswick Street (between A34 Upper Brook Street and A6 Stockport Road)	EB	286	8	242	6	-44	-2	-15%	-25%
	WB	497	15	333	14	-164	-1	-33%	-7%
A34 Grosvenor Street (between A34 Brook Street and A34 Oxford Road)	WB	268	11	201	11	-67	0	-25%	0%
A34 Oxford Road (between A34 Grosvenor Street and Chester Street)	NB	393	139	327	138	-66	-1	-17%	-1%
	SB	98	98	97	97	-1	-1	-1%	-1%
Higher Ardwick (between A57 Hyde Road and Ardwick Green North)	NB	488	13	398	11	-90	-2	-18%	-15%
	SB	515	13	468	11	-47	-2	-9%	-15%
Cambridge Street (between A5103 Mancunian Way and Chester Street)	NB	720	16	785	17	65	1	9%	6%
	SB	376	11	476	12	100	1	27%	9%
Higher Ardwick (between Ardwick Green North and Union Street)	NB	393	14	302	12	-91	-2	-23%	-14%
	SB	464	10	411	8	-53	-2	-11%	-20%
Chester Street (between Cambridge Street and A34 Oxford Road)	EB	36	6	41	6	5	0	14%	0%
Union Street (between Dark Lane and Higher Ardwick)	NB	188	11	153	4	-35	-7	-19%	-64%
	SB	146	9	35	4	-111	-5	-76%	-56%
Hulme Street (between Lower Chatham Street and Cambridge Street)	EB	348	0	381	0	33	0	9%	0%
	WB	226	1	314	1	88	0	39%	0%
	NB	1,027	21	869	27	-158	6	-15%	29%

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Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A665 Chancellor Lane diversion (between A665 Midland Street and A635 Fairfield Street diversion)	SB	1,063	18	945	22	-118	4	-11%	22%
A34 Oxford Street (between Chester Street and B6469 Whitworth Street)	NB	393	140	327	139	-66	-1	-17%	-1%
	SB	162	89	162	89	0	0	0%	0%
A635 Mancunian Way (between A6 London Road and A635 Fairfield Street diversion)	EB	1,544	41	1,667	43	123	2	8%	5%
	WB	2,382	62	1,608	47	-774	-15	-32%	-24%
Charles Street (between A34 Princess Street and Sackville Street)	EB	53	5	42	5	-11	0	-21%	0%
	WB	365	5	422	5	57	0	16%	0%
A635 Fairfield Street diversion (between A635 Ashton Old Road realignment and A665 Chancellor Lane diversion)	SB	1,380	63	3,160	95	1,780	32	129%	51%
Travis Street (between B6469 Fairfield Street and A6 London Road)**	SB	151	3	216	0	65	-3	43%	-100%
A6 London Road (between Travis Street and B6469 Fairfield Street)	NB	673	44	591	40	-82	-4	-12%	-9%
	SB	581	40	482	39	-99	-1	-17%	-3%
A665 Pin Mill Brow realignment (between A635 Ashton Old Road realignment and A635 Mancunian Way northbound realignment)	SB	1,028	20	2,977	83	1,949	63	190%	315%
A635 Mancunian Way northbound realignment (between A635 Fairfield Street diversion and A665 Pin Mill Brow realignment)	NB	900	18	2,610	80	1,710	62	190%	344%

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Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B6469 Whitworth Street (between A34 Princess Street and Sackville Street)	EB	508	8	234	7	-274	-1	-54%	-13%
	WB	457	16	360	15	-97	-1	-21%	-6%
B6469 Fairfield Street (between Travis Street and St Andrew's Street diversion)	EB	84	10	317	16	233	6	277%	60%
	WB	119	15	958	25	839	10	705%	67%
Helmet Street (between St Andrew's Street and A665 Great Ancoats Street)	EB	194	4	108	1	-86	-3	-44%	-75%
	WB	154	11	122	0	-32	-11	-21%	-100%
B6469 Fairfield Street (between A6 London Road and Travis Street)	EB	525	19	489	16	-36	-3	-7%	-16%
	WB	684	27	550	24	-134	-3	-20%	-11%
B6469 Whitworth Street (between Sackville Street and Chorlton Street)	EB	483	17	336	14	-147	-3	-30%	-18%
	WB	839	30	897	28	58	-2	7%	-7%
St. Andrew's Street diversion (between B6469 Fairfield Street diversion and Helmet Street)	EB	154	11	186	1	32	-10	21%	-91%
	WB	194	4	130	0	-64	-4	-33%	-100%
Helmet Street (between St. Andrew's Street diversion and A665 Great Ancoats Street)	EB	2	0	108	1	106	1	5300%	0%
	WB	0	0	0	0	0	0	0%	0%
A6 Aytoun Street (between Chorlton Street and Cobourg Street)	EB	139	18	18	17	-121	-1	-87%	-6%
Adair Street (between New Sheffield Street and Station Car Park Access)	EB	343	9	0	0	-343	-9	-100%	-100%
A6 London Road (between A6 Whitworth Street and B6469 Fairfield Street)	SB	821	43	783	43	-38	0	-5%	0%
A6 Aytoun Street (between Cobourg Street and A6 Whitworth Street)	NB	148	27	26	25	-122	-2	-82%	-7%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Adair Street (between Station Car Park Access and St. Andrew's Square)	EB	316	11	9	0	-307	-11	-97%	-100%
	WB	551	26	79	0	-472	-26	-86%	-100%
A665 Great Ancoats Street (between Helmet Street and Every Street)	NB	1,952	42	1,772	45	-180	3	-9%	7%
	SB	2,123	41	2,108	44	-15	3	-1%	7%
A6 Aytoun Street (between A6 Whitworth Street and Minshull Street)	NB	795	71	486	65	-309	-6	-39%	-8%
St. James Street (between Dickinson Street and A34 Princess Street)**	SB	82	1	89	1	7	0	9%	0%
New Sheffield Street (between Adair Street and Chapelton Street)	EB	202	1	110	0	-92	-1	-46%	-100%
A6 Aytoun Street (between Minshull Street and Auburn Street)	NB	471	69	72	64	-399	-5	-85%	-7%
Minshull Street (between Bloom Street and A6 Aytoun Street)	EB	106	2	7	0	-99	-2	-93%	-100%
	WB	414	3	414	2	0	-1	0%	-33%
Bloom Street (between Minshull Street and Chorlton Street)	NB	105	1	98	1	-7	0	-7%	0%
	SB	3	0	4	0	1	0	33%	0%
Store Street (between New Sheffield Street and Boad Street)	EB	417	8	164	3	-253	-5	-61%	-63%
George Street (between Nicholas Street and A34 Princess Street)	SB	164	1	164	1	0	0	0%	0%
Chorlton Street (between Major Street and A5103 Portland Street)	EB	35	25	36	25	1	0	3%	0%
Adair Street (between St. Andrew's Square and A665 Great Ancoats Street)	NB	273	5	36	8	-237	3	-87%	60%
	SB	645	15	197	9	-448	-6	-69%	-40%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Nicholas Street (between St James Street and George Street)	WB	200	4	291	5	91	1	46%	25%
Palmerston Street (between A665 Great Ancoats Street and Gurney Street)	EB	0	0	0	0	0	0	0%	0%
	WB	70	3	64	6	-6	3	-9%	100%
Auburn Street (between A6 Aytoun Street and A6 Piccadilly)	EB	433	31	32	25	-401	-6	-93%	-19%
Store Street (between Boad Street and Sparkle Street)	EB	397	8	164	3	-233	-5	-59%	-63%
Nicholas Street (between George Street and Mosley Street)	WB	287	7	392	8	105	1	37%	14%
Store Street (between Boad Street and A665 Great Ancoats Street)	EB	397	8	164	3	-233	-5	-59%	-63%
A665 Great Ancoats Street (between Adair Street and A662 Pollard Street)	NB	1,831	35	1,433	27	-398	-8	-22%	-23%
	SB	1,867	46	1,433	31	-434	-15	-23%	-33%
Minshull Street (between A5103 Portland Street and Bloom Street)	EB	98	1	7	0	-91	-1	-93%	-100%
	WB	538	5	538	5	0	0	0%	0%
Faulkner Street (between New York Street and Charlotte Street)	SB	146	2	143	2	-3	0	-2%	0%
Nicholas Street (between Mosley Street and Cooper Street)	WB	287	7	392	8	105	1	37%	14%
A6 Piccadilly (between Chatham Street and B6181 Ducie Street)	NB	9	9	9	9	0	0	0%	0%
	SB	211	44	840	50	629	6	298%	14%
A665 Great Ancoats Street (between Pollard Street and Chapeltown Street)	NB	1,813	34	1,558	28	-255	-6	-14%	-18%
	SB	1,624	41	1,464	34	-160	-7	-10%	-17%

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Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Ducie Street (between B6181 Dale Street and Peak Street)	EB	59	0	6	0	-53	0	-90%	0%
	WB	266	8	573	8	307	0	115%	0%
New York Street (between Faulkner Street and George Street)	EB	177	12	169	11	-8	-1	-5%	-8%
Fountain Street (between Booth Street and Spring Gardens)	NB	131	2	216	3	85	1	65%	50%
Store Street (between Boad Street and AA65 Great Ancoats Street)	EB	397	8	164	3	-233	-5	-59%	-63%
Every Street (between A665 Great Ancoats Street and Carruthers Street)	NB	113	19	123	19	10	0	9%	0%
	SB	832	23	697	21	-135	-2	-16%	-9%
B6181 Dale Street (between B6181 Ducie Street and Paton Street)	NB	266	8	436	8	170	0	64%	0%
	SB	59	0	24	0	-35	0	-59%	0%
Paton Street (between B6181 Dale Street and A6 Piccadilly)	WB	172	5	384	5	212	0	123%	0%
A665 Great Ancoats Street (between Chapeltown Street and Store Street)	NB	1,799	34	1,523	27	-276	-7	-15%	-21%
	SB	1,624	41	1,464	34	-160	-7	-10%	-17%
B6181 Dale Street (between Paton Street and Port Street)	NB	265	8	246	7	-19	-1	-7%	-13%
	SB	230	5	218	4	-12	-1	-5%	-20%
Fountain Street (between Spring Gardens and York Street)	NB	111	2	203	2	92	0	83%	0%
York Street (between Fountain Street and West Mosley Street)	EB	177	12	169	11	-8	-1	-5%	-8%
Ducie Street (between A665 Great Ancoats Street and Peak Street)	WB	512	8	809	8	297	0	58%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A665 Great Ancoats Street (between Store Street and Ducie Street)	NB	1,902	40	1,763	32	-139	-8	-7%	-20%
	SB	1,755	43	1,084	36	-671	-7	-38%	-16%
Gurney Street (between Palmerston Street and Every Street)	EB	20	0	43	0	23	0	115%	0%
	WB	50	1	210	1	160	0	320%	0%
Laystall Street (between Tariff Street and A665 Great Ancoats Street)	EB	142	4	20	5	-122	1	-86%	25%
Every Street (between Carruthers Street and Gurney Street)	NB	110	17	57	12	-53	-5	-48%	-29%
	SB	851	19	758	15	-93	-4	-11%	-21%
A665 Great Ancoats Street (between Ducie Street and Laystall Street)	NB	1,390	32	1,106	23	-284	-9	-20%	-28%
	SB	1,755	43	1,236	36	-519	-7	-30%	-16%
B6181 Dale Street (between A62 Newton Street and Port Street)	EB	335	6	253	6	-82	0	-24%	0%
	WB	0	0	0	0	0	0	0%	0%
Fountain Street (between York Street and Market Street)	NB	319	12	431	14	112	2	35%	17%
Tariff Street (between Brewer Street and Laystall Street)	EB	85	3	14	4	-71	1	-84%	33%
	WB	248	0	236	0	-12	0	-5%	0%
Carruthers Street (between A662 Pollard Street and Every Street)	NB	51	4	170	9	119	5	233%	125%
	SB	29	6	44	7	15	1	52%	17%
Port Street (between B6181 Dale Street and Hilton Street)	EB	118	4	49	5	-69	1	-58%	25%
King Street West (between St Mary's Parsonage and Southgate)	EB	566	5	616	5	50	0	9%	0%
	NB	120	0	5	0	-115	0	-96%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A662 Pollard Street (between A665 Great Ancoats Street and Carruthers Street)	SB	211	5	75	1	-136	-4	-64%	-80%
A665 Great Ancoats Street (between Laystall Street and Port Street)	NB	1,352	32	1,075	23	-277	-9	-20%	-28%
	SB	1,621	38	1,230	30	-391	-8	-24%	-21%
Southgate (between King Street West and Back South Parade)**	NB	0	0	0	0	0	0	0%	0%
Old Mill Street (between A665 Great Ancoats Street and Carruthers Street)	EB	393	8	236	4	-157	-4	-40%	-50%
	WB	596	9	467	4	-129	-5	-22%	-56%
Every Street (between Gurney Street and A662 Merrill Street)	NB	89	17	14	12	-75	-5	-84%	-29%
	SB	801	17	547	13	-254	-4	-32%	-24%
A662 Merrill Street (between Carruthers Street and Every Street)	EB	150	1	68	1	-82	0	-55%	0%
	WB	40	5	30	1	-10	-4	-25%	-80%
High Street (between Market Street and A6 Church Street)	NB	319	12	431	14	112	2	35%	17%
A665 Great Ancoats Street (between Port Street and A62 Newton Street)	NB	1,114	32	1,064	25	-50	-7	-4%	-22%
	SB	1,225	28	1,060	23	-165	-5	-13%	-18%
Red Lion Street (between A6 Church Street and Turner Street)	NB	66	0	109	1	43	1	65%	0%
Beswick Street (between Old Mill Street and A662 Merrill Street)	EB	191	3	100	2	-91	-1	-48%	-33%
	WB	146	6	193	5	47	-1	32%	-17%
Turner Street (between Red Lion Street and John Street)	EB	66	0	109	1	43	1	65%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Thomas Street (between Tib Street and John Street)	WB	398	3	314	2	-84	-1	-21%	-33%
John Street (between Turner Street and Thomas Street)	NB	66	0	109	1	43	1	65%	0%
A665 Great Ancoats Street (between A62 Newton Street and A62 Lever Street)	NB	1,015	30	884	23	-131	-7	-13%	-23%
	SB	1,376	30	1,263	29	-113	-1	-8%	-3%
Old Mill Street (between Carruthers Street and Butler Street)	EB	356	9	239	11	-117	2	-33%	22%
	WB	738	13	453	10	-285	-3	-39%	-23%
A6 Blackfriars Street (between A6041 Chapel Street and Parsonage)	WB	80	26	76	26	-4	0	-5%	0%
A665 Great Ancoats Street (between A62 Lever Street and A62 Oldham Road)	NB	1,203	64	1,075	53	-128	-11	-11%	-17%
	SB	1,336	19	1,192	18	-144	-1	-11%	-5%
A664 Nicholas Croft (between A6 Church Street and Shudehill)**	NB	264	61	273	61	9	0	3%	0%
A62 Oldham Road (between A665 Addington Street and A665 Great Ancoats Street)	NB	224	27	216	25	-8	-2	-4%	-7%
	SB	1,759	60	1,664	61	-95	1	-5%	2%
Bradford Road (between Cambrian Street and Butler Street)	EB	206	15	109	15	-97	0	-47%	0%
	WB	700	21	504	16	-196	-5	-28%	-24%
Butler Street (between Bradford Road and A62 Oldham Road)	NB	369	14	416	15	47	1	13%	7%
	SB	301	11	142	10	-159	-1	-53%	-9%
A6042 Corporation Street (between Todd Street and Hanover Street)	NB	90	6	100	6	10	0	11%	0%
	SB	35	3	78	3	43	0	123%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Gravel Lane (between A6041 Blackfriars Road and Queen Street)	NB	0	0	0	0	0	0	0%	0%
	SB	378	0	380	1	2	1	1%	0%
A665 Addington Street (between A664 Rochdale Road and A62 Oldham Road)	EB	1,276	23	1,143	21	-133	-2	-10%	-9%
Gravel Lane (between Queen Street and Greengate)**	SB	378	0	398	1	20	1	5%	0%
Bradford Road (between Cambrian Street and Varley Street)	EB	377	18	316	18	-61	0	-16%	0%
	WB	1,020	26	808	22	-212	-4	-21%	-15%
A6042 Corporation Street (between Hanover Street and Long Millgate)	NB	90	6	100	6	10	0	11%	0%
	SB	208	5	251	5	43	0	21%	0%
Greengate (between B6182 New Bridge Street and Gravel Lane)	NB	378	0	398	1	20	1	5%	0%
Butler Street (between A62 Oldham Road and Old Mill Street)	EB	260	9	83	8	-177	-1	-68%	-11%
	WB	299	11	337	13	38	2	13%	18%
A6042 Corporation Street (between Long Millgate and A665 Cheetham Hill Road)	NB	90	6	100	6	10	0	11%	0%
	SB	208	5	251	5	43	0	21%	0%
B6182 New Bridge Street (between A6042 Trinity Way and B6182 Greengate)	SB	378	0	398	1	20	1	5%	0%
A6042 Trinity Way (between A6041 Blackfriars Road and B6182 New Bridge Street)	EB	1,480	23	1,454	21	-26	-2	-2%	-9%
	WB	981	23	1,169	21	188	-2	19%	-9%
A6041 Blackfriars Road (between Mount Street and A6042 Trinity Way)	EB	907	30	884	30	-23	0	-3%	0%
	WB	383	27	432	29	49	2	13%	7%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Sussex Street (between Lower Broughton Road and A5066 Great Clowes Street)	EB	316	14	277	13	-39	-1	-12%	-7%
A664 Rochdale Road (between Livesey Street and Osborne Street)	NB	219	4	204	4	-15	0	-7%	0%
	SB	760	14	660	13	-100	-1	-13%	-7%
A664 Rochdale Road (between Osborne Street and Collyhurst Street)	NB	263	7	252	5	-11	-2	-4%	-29%
	SB	808	14	708	13	-100	-1	-12%	-7%
A6010 Hulme Hall Lane (between A62 Oldham Road and Drewett Street)	NB	853	29	899	30	46	1	5%	3%
	SB	1,026	35	908	36	-118	1	-12%	3%
B6180 Waterloo Road (between A6010 Elizabeth Street and Dudley Street)	NB	152	7	166	8	14	1	9%	14%
	SB	275	4	295	4	20	0	7%	0%
B6180 Waterloo Road (between Dudley Street and A665 Cheetham Hill Road)	NB	162	8	177	8	15	0	9%	0%
	SB	277	6	297	6	20	0	7%	0%

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

Table 18-261: MA08 AP2 revised scheme impacted links, 2051 AM peak

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Grafton Street (between A5184 Plymouth Grove and A34 Upper Brook Street)	EB	22	4	32	4	10	0	45%	0%
	WB	139	5	166	5	27	0	19%	0%
Brunswick Street (between A34 Upper Brook Street and A6 Stockport Road)	EB	415	8	293	5	-122	-3	-29%	-38%
	WB	572	16	494	14	-78	-2	-14%	-13%

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Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Royce Road (between A5067 Chorlton Road and City Road)	EB	546	14	524	14	-22	0	-4%	0%
	WB	136	8	112	8	-24	0	-18%	0%
B5177 Oxford Road (between Booth Street East and Grosvenor Street)	NB	120	120	119	119	-1	-1	-1%	-1%
	SB	94	94	94	94	0	0	0%	0%
A34 Grosvenor Street (between A34 Brook Street and A34 Oxford Road)	WB	325	11	269	10	-56	-1	-17%	-9%
A34 Oxford Road (between A34 Grosvenor Street and Chester Street)	NB	441	134	386	132	-55	-2	-12%	-1%
	SB	94	94	94	94	0	0	0%	0%
Higher Ardwick (between A57 Hyde Road and Ardwick Green North)	NB	592	14	445	10	-147	-4	-25%	-29%
	SB	611	14	482	11	-129	-3	-21%	-21%
Higher Ardwick (between Ardwick Green North and Union Street)	NB	489	15	346	11	-143	-4	-29%	-27%
	SB	547	11	417	7	-130	-4	-24%	-36%
Union Street (between Dark Lane and Higher Ardwick)	NB	183	11	163	4	-20	-7	-11%	-64%
	SB	206	10	38	5	-168	-5	-82%	-50%
Hulme Street (between Lower Chatham Street and Cambridge Street)	EB	376	0	404	0	28	0	7%	0%
	WB	274	1	355	2	81	1	30%	100%
A665 Chancellor Lane diversion (between A665 Midland Street and A635 Fairfield Street diversion)	NB	1,138	21	892	25	-246	4	-22%	19%
	SB	1,108	18	971	20	-137	2	-12%	11%
A34 Oxford Street (between Chester Street and B6469 Whitworth Street)	NB	440	134	384	132	-56	-2	-13%	-1%
	SB	176	86	167	86	-9	0	-5%	0%
A635 Mancunian Way (between A6 London Road and A635 Fairfield Street diversion)	EB	1,627	38	1,693	39	66	1	4%	3%
	WB	2,514	64	1,577	43	-937	-21	-37%	-33%

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Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Charles Street (between A34 Princess Street and Sackville Street)	EB	84	5	46	5	-38	0	-45%	0%
	WB	459	5	491	5	32	0	7%	0%
A635 Fairfield Street diversion (between A635 Ashton Old Road realignment and A665 Chancellor Lane diversion)	SB	1,569	61	3,225	86	1,656	25	106%	41%
Travis Street (between B6469 Fairfield Street and A6 London Road)*	SB	203	4	242	0	39	-4	19%	-100%
Sackville Street (between B6469 Whitworth Street and Charles Street)	NB	733	13	572	12	-161	-1	-22%	-8%
	SB	152	5	124	5	-28	0	-18%	0%
A6 London Road (between Travis Street and B6469 Fairfield Street)	NB	558	43	556	42	-2	-1	0%	-2%
	SB	534	38	506	37	-28	-1	-5%	-3%
A665 Pin Mill Brow realignment (between A635 Ashton Old Road realignment and A635 Mancunian Way northbound realignment)	SB	1,032	19	3,010	77	1,978	58	192%	305%
A635 Mancunian Way northbound realignment (between A635 Fairfield Street diversion and A665 Pin Mill Brow realignment)	NB	967	17	2,665	73	1,698	56	176%	329%
A34 Oxford Street (between B6469 Whitworth Street and A5103 Portland Street)	NB	137	137	135	135	-2	-2	-1%	-1%
	SB	93	0	81	0	-12	0	-13%	0%
B6469 Whitworth Street (between A34 Princess Street and Sackville Street)	EB	570	8	454	8	-116	0	-20%	0%
	WB	434	14	426	15	-8	1	-2%	7%
	EB	83	10	313	16	230	6	277%	60%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B6469 Fairfield Street (between Travis Street and St Andrew's Street diversion)	WB	124	11	1,013	21	889	10	717%	91%
Helmet Street (between St Andrew's Street and A665 Great Ancoats Street)	EB	230	4	113	1	-117	-3	-51%	-75%
	WB	158	11	138	0	-20	-11	-13%	-100%
B6469 Fairfield Street (between A6 London Road and Travis Street)	EB	602	18	510	16	-92	-2	-15%	-11%
	WB	658	21	563	21	-95	0	-14%	0%
B6469 Whitworth Street (between Sackville Street and Chorlton Street)	EB	601	19	378	14	-223	-5	-37%	-26%
	WB	883	27	854	27	-29	0	-3%	0%
St. Andrew's Street diversion (between B6469 Fairfield Street diversion and Helmet Street)	EB	158	11	198	1	40	-10	25%	-91%
	WB	230	4	148	0	-82	-4	-36%	-100%
Helmet Street (between St. Andrew's Street diversion and A665 Great Ancoats Street)	EB	3	0	113	1	110	1	3667%	0%
	WB	0	0	0	0	0	0	0%	0%
A6 Aytoun Street (between Chorlton Street and Cobourg Street)	EB	189	19	19	17	-170	-2	-90%	-11%
Adair Street (between New Sheffield Street and Station Car Park Access)	EB	392	9	0	0	-392	-9	-100%	-100%
A6 London Road (between A6 Whitworth Street and B6469 Fairfield Street)	SB	831	43	805	41	-26	-2	-3%	-5%
A6 Aytoun Street (between Cobourg Street and A6 Whitworth Street)	NB	197	28	27	25	-170	-3	-86%	-11%
Adair Street (between Station Car Park Access and St. Andrew's Square)	EB	342	11	11	0	-331	-11	-97%	-100%
	WB	546	25	85	0	-461	-25	-84%	-100%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Chorlton Street (between B6469 Whitworth Street and Bloom Street)	EB	54	23	77	24	23	1	43%	4%
A6 Aytoun Street (between A6 Whitworth Street and Minshull Street)	NB	681	65	512	63	-169	-2	-25%	-3%
St. James Street (between Dickinson Street and A34 Princess Street)*	SB	6	0	15	0	9	0	150%	0%
New Sheffield Street (between Adair Street and Chapelton Street)	EB	162	2	119	0	-43	-2	-27%	-100%
A6 Aytoun Street (between Minshull Street and Auburn Street)	NB	389	64	91	63	-298	-1	-77%	-2%
Minshull Street (between Bloom Street and A6 Aytoun Street)	EB	149	3	23	0	-126	-3	-85%	-100%
	WB	416	2	412	2	-4	0	-1%	0%
Store Street (between New Sheffield Street and Boad Street)	EB	336	7	186	3	-150	-4	-45%	-57%
Chorlton Street (between Major Street and A5103 Portland Street)	EB	28	23	39	25	11	2	39%	9%
Adair Street (between St. Andrew's Square and A665 Great Ancoats Street)	NB	280	5	39	8	-241	3	-86%	60%
	SB	656	13	211	9	-445	-4	-68%	-31%
Nicholas Street (between St James Street and George Street)	WB	226	4	316	5	90	1	40%	25%
Palmerston Street (between A665 Great Ancoats Street and Gurney Street)	EB	0	0	0	0	0	0	0%	0%
	WB	72	3	64	3	-8	0	-11%	0%
Auburn Street (between A6 Aytoun Street and A6 Piccadilly)	EB	353	28	52	24	-301	-4	-85%	-14%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Store Street (between Boad Street and Sparkle Street)	EB	373	6	186	3	-187	-3	-50%	-50%
Store Street (between Boad Street and A665 Great Ancoats Street)	EB	373	6	186	3	-187	-3	-50%	-50%
A665 Great Ancoats Street (between Adair Street and A662 Pollard Street)	NB	1,905	33	1,458	25	-447	-8	-23%	-24%
	SB	1,924	45	1,486	30	-438	-15	-23%	-33%
Minshull Street (between A5103 Portland Street and Bloom Street)	EB	127	2	23	0	-104	-2	-82%	-100%
	WB	539	4	539	4	0	0	0%	0%
Ducie Street (between B6181 Dale Street and Peak Street)	EB	68	1	7	0	-61	-1	-90%	-100%
	WB	276	8	584	8	308	0	112%	0%
Fountain Street (between Booth Street and Spring Gardens)	NB	136	2	240	3	104	1	76%	50%
Store Street (between Boad Street and A665 Great Ancoats Street)	EB	373	6	186	3	-187	-3	-50%	-50%
Every Street (between A665 Great Ancoats Street and Carruthers Street)	NB	127	18	134	17	7	-1	6%	-6%
	SB	850	23	698	21	-152	-2	-18%	-9%
B6181 Dale Street (between B6181 Ducie Street and Paton Street)	NB	276	8	428	8	152	0	55%	0%
	SB	68	1	28	0	-40	-1	-59%	-100%
Paton Street (between B6181 Dale Street and A6 Piccadilly)	WB	179	5	333	5	154	0	86%	0%
A665 Great Ancoats Street (between Chapeltown Street and Store Street)	NB	1,864	32	1,557	25	-307	-7	-16%	-22%
	SB	1,696	43	1,524	33	-172	-10	-10%	-23%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Fountain Street (between Spring Gardens and York Street)	NB	117	1	201	2	84	1	72%	100%
Ducie Street (between A665 Great Ancoats Street and Peak Street)	WB	527	8	837	8	310	0	59%	0%
B6181 Dale Street (between Paton Street and Port Street)	NB	58	1	53	1	-5	0	-9%	0%
	SB	281	2	208	1	-73	-1	-26%	-50%
A665 Great Ancoats Street (between Store Street and Ducie Street)	NB	2,007	39	1,874	29	-133	-10	-7%	-26%
	SB	1,829	46	1,143	35	-686	-11	-38%	-24%
Gurney Street (between Palmerston Street and Every Street)	EB	5	0	16	0	11	0	220%	0%
	WB	63	1	207	1	144	0	229%	0%
Laystall Street (between Tariff Street and A665 Great Ancoats Street)	EB	166	4	23	5	-143	1	-86%	25%
Every Street (between Carruthers Street and Gurney Street)	NB	112	12	28	10	-84	-2	-75%	-17%
	SB	865	19	744	17	-121	-2	-14%	-11%
A665 Great Ancoats Street (between Ducie Street and Laystall Street)	NB	1,480	31	1,204	21	-276	-10	-19%	-32%
	SB	1,829	46	1,311	35	-518	-11	-28%	-24%
B6181 Dale Street (between A62 Newton Street and Port Street)	EB	344	6	222	6	-122	0	-35%	0%
	WB	0	0	0	0	0	0	0%	0%
Fountain Street (between York Street and Market Street)	NB	342	12	449	13	107	1	31%	8%
Tariff Street (between Brewer Street and Laystall Street)	EB	102	4	16	4	-86	0	-84%	0%
	WB	256	0	254	0	-2	0	-1%	0%
	NB	77	7	199	8	122	1	158%	14%

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Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Carruthers Street (between A662 Pollard Street and Every Street)	SB	47	6	47	5	0	-1	0%	-17%
Port Street (between B6181 Dale Street and Hilton Street)	EB	121	4	67	5	-54	1	-45%	25%
A662 Pollard Street (between A665 Great Ancoats Street and Carruthers Street)	NB	140	0	6	0	-134	0	-96%	0%
	SB	203	4	87	1	-116	-3	-57%	-75%
A6 Dale Street (between A62 Lever Street and Newton Street)	EB	192	6	288	9	96	3	50%	50%
A665 Great Ancoats Street (between Laystall Street and Port Street)	NB	1,440	31	1,176	21	-264	-10	-18%	-32%
	SB	1,671	40	1,304	29	-367	-11	-22%	-28%
Southgate (between King Street West and Back South Parade)*	NB	0	0	0	0	0	0	0%	0%
Hilton Street (between A62 Newton Street and Port Street)	EB	38	0	0	0	-38	0	-100%	0%
	WB	260	0	259	0	-1	0	0%	0%
Old Mill Street (between A665 Great Ancoats Street and Carruthers Street)	EB	377	6	206	4	-171	-2	-45%	-33%
	WB	657	9	464	4	-193	-5	-29%	-56%
Every Street (between Gurney Street and A662 Merrill Street)	NB	106	12	12	10	-94	-2	-89%	-17%
	SB	802	17	537	16	-265	-1	-33%	-6%
Back South Parade (between St. Mary's Parsonage and Southgate)	WB	0	0	0	0	0	0	0%	0%
A62 Lever Street (between Dale Street and Stevenson Square)	NB	295	45	316	42	21	-3	7%	-7%
	EB	162	1	79	1	-83	0	-51%	0%

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Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A662 Merrill Street (between Carruthers Street and Every Street)	WB	49	5	30	0	-19	-5	-39%	-100%
A62 Lever Street (between Stevenson Square and A665 Great Ancoats Street)	NB	233	45	277	42	44	-3	19%	-7%
Hilton Street (between Oldham Street and A62 Lever Street)**	EB	0	0	81	1	81	1	0%	0%
	WB	329	2	307	2	-22	0	-7%	0%
High Street (between Market Street and A6 Church Street)	NB	342	12	449	13	107	1	31%	8%
Carruthers Street (between Old Mill Street and A662 Pollard Street)	NB	135	9	210	9	75	0	56%	0%
	SB	281	8	187	7	-94	-1	-33%	-13%
A665 Great Ancoats Street (between Port Street and A62 Newton Street)	NB	1,211	30	1,202	24	-9	-6	-1%	-20%
	SB	1,228	30	1,127	23	-101	-7	-8%	-23%
Red Lion Street (between A6 Church Street and Turner Street)	NB	69	0	76	0	7	0	10%	0%
Hilton Street (between Tib Street and Oldham Street)**	EB	0	0	99	1	99	1	0%	0%
	WB	329	2	307	2	-22	0	-7%	0%
Beswick Street (between Old Mill Street and A662 Merrill Street)	EB	229	3	125	3	-104	0	-45%	0%
	WB	199	4	253	6	54	2	27%	50%
Turner Street (between Red Lion Street and John Street)	EB	69	0	76	0	7	0	10%	0%
Thomas Street (between Tib Street and John Street)	WB	345	3	340	2	-5	-1	-1%	-33%
John Street (between Turner Street and Thomas Street)	NB	69	0	76	0	7	0	10%	0%

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Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A665 Great Ancoats Street (between A62 Newton Street and A62 Lever Street)	NB	1,167	29	1,015	21	-152	-8	-13%	-28%
	SB	1,382	32	1,293	28	-89	-4	-6%	-13%
Old Mill Street (between Carruthers Street and Butler Street)	EB	340	11	242	10	-98	-1	-29%	-9%
	WB	766	13	478	8	-288	-5	-38%	-38%
A665 Great Ancoats Street (between A62 Lever Street and A62 Oldham Road)	NB	1,359	61	1,208	52	-151	-9	-11%	-15%
	SB	1,340	21	1,209	18	-131	-3	-10%	-14%
A62 Oldham Road (between A665 Addington Street and A665 Great Ancoats Street)	NB	241	26	236	25	-5	-1	-2%	-4%
	SB	1,792	62	1,695	60	-97	-2	-5%	-3%
A6041 Chapel Street (between A6041 Blackfriars Road and A56 Victoria Bridge Street)	EB	70	26	26	26	-44	0	-63%	0%
	WB	313	6	266	6	-47	0	-15%	0%
A664 Shudehill (between Thomas Street and Bus Station Entry)	EB	305	86	302	85	-3	-1	-1%	-1%
	WB	262	38	250	38	-12	0	-5%	0%
Bradford Road (between Cambrian Street and Butler Street)	EB	183	15	120	15	-63	0	-34%	0%
	WB	748	20	569	15	-179	-5	-24%	-25%
A56 Chapel Street (between A6 Blackfriars Street and A56 Victoria Bridge Street)	EB	70	26	26	26	-44	0	-63%	0%
	WB	313	6	266	6	-47	0	-15%	0%
Butler Street (between Bradford Road and A62 Oldham Road)	NB	480	14	513	15	33	1	7%	7%
	SB	371	11	173	11	-198	0	-53%	0%
A664 Shudehill (between Bus Station Entry and Hanover Street)	EB	259	40	256	40	-3	0	-1%	0%
	WB	278	54	266	54	-12	0	-4%	0%

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Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A665 Swan Street (between Tib Street and A664 Rochdale Road)	WB	1,506	26	1,273	19	-233	-7	-15%	-27%
Gravel Lane (between A6041 Blackfriars Road and Queen Street)	NB	0	0	0	0	0	0	0%	0%
	SB	291	1	317	1	26	0	9%	0%
A665 Addington Street (between A664 Rochdale Road and A62 Oldham Road)	EB	1,315	24	1,257	22	-58	-2	-4%	-8%
A56 Chapel Street/Victoria Street (between A56 Victoria Bridge Steer and Hunts Bank Approach)	EB	41	41	40	40	-1	-1	-2%	-2%
	WB	360	53	313	53	-47	0	-13%	0%
Gravel Lane (between Queen Street and Greengate)*	SB	291	1	337	1	46	0	16%	0%
Bradford Road (between Cambrian Street and Varley Street)	EB	335	17	289	18	-46	1	-14%	6%
	WB	1,031	25	847	20	-184	-5	-18%	-20%
Greengate (between B6182 New Bridge Street and Gravel Lane)	NB	291	1	337	1	46	0	16%	0%
Butler Street (between A62 Oldham Road and Old Mill Street)	EB	326	9	160	9	-166	0	-51%	0%
	WB	400	11	432	12	32	1	8%	9%
B6182 New Bridge Street (between A6042 Trinity Way and B6182 Greengate)	SB	291	1	337	1	46	0	16%	0%
A56 Great Ducie Street (between A6042 New Bridge Street and Sherborne Street West)	NB	1,018	27	821	22	-197	-5	-19%	-19%
	SB	735	16	742	16	7	0	1%	0%
Sussex Street (between Lower Broughton Road and A5066 Great Clowes Street)	EB	413	12	337	12	-76	0	-18%	0%
	EB	43	2	46	2	3	0	7%	0%

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Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Elton Street (between Alexandra Street and Cottenham Lane)	WB	225	0	241	2	16	2	7%	0%
Cottenham Lane/Sherbourne Street West (between Edward Street and A56 Bury New Road)	EB	43	2	46	2	3	0	7%	0%
	WB	225	0	241	2	16	2	7%	0%
A664 Rochdale Road (between Livesey Street and Osborne Street)	NB	359	5	285	4	-74	-1	-21%	-20%
	SB	801	14	684	14	-117	0	-15%	0%
A664 Rochdale Road (between Osborne Street and Collyhurst Street)	NB	387	7	313	5	-74	-2	-19%	-29%
	SB	839	14	742	14	-97	0	-12%	0%
A6010 Hulme Hall Lane (between A62 Oldham Road and Drewett Street)	NB	951	28	981	29	30	1	3%	4%
	SB	1,251	36	1,116	37	-135	1	-11%	3%
B6186 Camp Street (between Lower Broughton Road and A5066 Great Clowes Street)	EB	83	3	64	2	-19	-1	-23%	-33%
	WB	467	5	418	5	-49	0	-10%	0%
B6180 Waterloo Road (between A6010 Elizabeth Street and Dudley Street)	NB	168	7	176	7	8	0	5%	0%
	SB	258	3	308	3	50	0	19%	0%
B6180 Waterloo Road (between Dudley Street and A665 Cheetham Hill Road)	NB	178	8	188	8	10	0	6%	0%
	SB	260	5	310	5	50	0	19%	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.

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Table 18-262: MA08 AP2 revised scheme impacted links, 2039 PM peak

Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Brunswick Street (between A34 Upper Brook Street and A6 Stockport Road)	EB	614	6	491	5	-123	-1	-20%	-17%
	WB	231	2	175	2	-56	0	-24%	0%
Higher Ardwick (between A57 Hyde Road and Ardwick Green North)	EB	563	8	443	7	-120	-1	-21%	-13%
	WB	527	3	525	6	-2	3	0%	100%
A34 Grosvenor Street (between A34 Brook Street and A34 Oxford Road)	WB	118	8	93	8	-25	0	-21%	0%
Higher Ardwick (between Ardwick Green North and Union Street)	NB	470	5	323	4	-147	-1	-31%	-20%
	SB	368	2	340	5	-28	3	-8%	150%
Grosvenor Street (between A6 Downing Street and A34 Brook Street)	WB	261	2	241	1	-20	-1	-8%	-50%
Union Street (between Dark Lane and Higher Ardwick)	NB	145	4	40	3	-105	-1	-72%	-25%
	SB	256	3	229	5	-27	2	-11%	67%
Sackville Street (between A57(M) Mancunian Way and Charles Street)	NB	404	1	487	0	83	-1	21%	-100%
A635 Mancunian Way (between A6 London Road and A635 Fairfield Street diversion)	EB	2,092	23	1,917	22	-175	-1	-8%	-4%
	WB	1,552	17	1,360	16	-192	-1	-12%	-6%
Charles Street (between A34 Princess Street and Sackville Street)	EB	66	5	51	5	-15	0	-23%	0%
	WB	531	5	331	5	-200	0	-38%	0%
A635 Fairfield Street diversion (between A635 Ashton Old Road realignment and A665 Chancellor Lane diversion)	SB	613	14	2,444	36	1,831	22	299%	157%

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Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Great Bridgewater Street/Chepstow Street (between A5103 Lower Mosley Street and A34 Oxford Street)	EB	511	20	476	21	-35	1	-7%	5%
	WB	481	19	363	18	-118	-1	-25%	-5%
B6469 Whitworth Street West (between Gloucester Street and A34 Princess Street)	EB	451	2	369	0	-82	-2	-18%	-100%
	WB	527	123	500	122	-27	-1	-5%	-1%
Sackville Street (between B6469 Whitworth Street and Charles Street)	NB	332	5	406	5	74	0	22%	0%
	SB	393	5	200	5	-193	0	-49%	0%
B6469 Whitworth Street (between A34 Oxford Street and A34 Princess Street)	EB	451	2	369	0	-82	-2	-18%	-100%
	WB	527	123	500	122	-27	-1	-5%	-1%
A6 London Road (between Travis Street and B6469 Fairfield Street)	NB	318	37	324	37	6	0	2%	0%
	SB	619	43	513	37	-106	-6	-17%	-14%
A665 Pin Mill Brow realignment (between A635 Ashton Old Road realignment and A635 Mancunian Way northbound realignment)	SB	1,001	5	3,053	43	2,052	38	205%	760%
A635 Mancunian Way northbound realignment (between A635 Fairfield Street diversion and A665 Pin Mill Brow realignment)	NB	871	8	2,923	38	2,052	30	236%	375%
B6469 Whitworth Street (between A34 Princess Street and Sackville Street)	EB	361	6	263	6	-98	0	-27%	0%
	WB	160	5	168	5	8	0	5%	0%
B6469 Fairfield Street (between Travis Street and St Andrew's Street diversion)	EB	194	8	391	13	197	5	102%	63%
	WB	333	9	993	18	660	9	198%	100%

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Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Helmet Street (between St Andrew's Street and A665 Great Ancoats Street)	EB	223	1	101	0	-122	-1	-55%	-100%
	WB	78	2	125	0	47	-2	60%	-100%
B6469 Fairfield Street (between A6 London Road and Travis Street)	EB	563	13	552	13	-11	0	-2%	0%
	WB	694	14	353	16	-341	2	-49%	14%
B6469 Whitworth Street (between Sackville Street and Chorlton Street)	EB	348	11	378	11	30	0	9%	0%
	WB	924	17	703	16	-221	-1	-24%	-6%
A5103 Portland Street (between A34 Oxford Street and Dickinson Street)	EB	485	128	481	131	-4	3	-1%	2%
	WB	572	31	399	30	-173	-1	-30%	-3%
St. Andrew's Street diversion (between B6469 Fairfield Street diversion and Helmet Street)	EB	78	2	72	0	-6	-2	-8%	-100%
	WB	223	1	201	0	-22	-1	-10%	-100%
Helmet Street (between St. Andrew's Street diversion and A665 Great Ancoats Street)	EB	0	0	101	0	101	0	0%	0%
	WB	125	0	0	0	-125	0	-100%	0%
A34 Oxford Street (between A5103 Portland Street and George Street)	NB	339	28	252	28	-87	0	-26%	0%
	SB	507	1	490	1	-17	0	-3%	0%
B6469 Fairfield Street (between A6 Whitworth Street and A6 London Road)	EB	535	17	484	17	-51	0	-10%	0%
	WB	687	12	545	11	-142	-1	-21%	-8%
Bloom Street (between Sackville Street and A34 Princess Street)	NB	144	0	229	0	85	0	59%	0%
	SB	295	2	259	3	-36	1	-12%	50%
Adair Street (between New Sheffield Street and Station Car Park Access)	EB	555	6	0	0	-555	-6	-100%	-100%

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Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A6 London Road (between A6 Whitworth Street and B6469 Fairfield Street)	SB	886	43	767	34	-119	-9	-13%	-21%
A34 Princess Street (between Bloom Street and A5103 Portland Street)	SB	459	131	380	127	-79	-4	-17%	-3%
Adair Street (between Station Car Park Access and St. Andrew's Square)	EB	583	8	108	0	-475	-8	-81%	-100%
	WB	404	8	4	0	-400	-8	-99%	-100%
Chorlton Street (between B6469 Whitworth Street and Bloom Street)	EB	445	24	277	24	-168	0	-38%	0%
A665 Great Ancoats Street (between Helmet Street and Every Street)	NB	2,149	18	1,882	17	-267	-1	-12%	-6%
	SB	1,542	14	1,764	20	222	6	14%	43%
Bloom Street (between Sackville Street and Chorlton Street)	EB	363	3	368	3	5	0	1%	0%
	WB	301	8	202	9	-99	1	-33%	13%
A6 Aytoun Street (between A6 Whitworth Street and Minshull Street)	NB	374	56	345	57	-29	1	-8%	2%
New Sheffield Street (between Adair Street and Chapeltown Street)	EB	225	1	115	0	-110	-1	-49%	-100%
A34 Princess Street (between George Street and A5103 Portland Street)	NB	0	0	0	0	0	0	0%	0%
	SB	473	49	302	48	-171	-1	-36%	-2%
Chorlton Street (between Bloom Street and Major Street)	EB	400	32	229	31	-171	-1	-43%	-3%
	WB	195	2	218	1	23	-1	12%	-50%
A6 London Road (between Auburn Street and A6 Whitworth Street)	SB	709	40	767	34	58	-6	8%	-15%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Store Street (between New Sheffield Street and Boad Street)	EB	434	2	208	1	-226	-1	-52%	-50%
George Street (between Nicholas Street and A34 Princess Street)	SB	518	0	323	0	-195	0	-38%	0%
Adair Street (between St. Andrew's Square and A665 Great Ancoats Street)	NB	512	3	196	7	-316	4	-62%	133%
	SB	287	2	26	5	-261	3	-91%	150%
Major Street (between Chorlton Street and Minshull Street)	EB	196	4	220	3	24	-1	12%	-25%
	WB	116	0	0	0	-116	0	-100%	0%
Palmerston Street (between A665 Great Ancoats Street and Gurney Street)	EB	0	0	5	0	5	0	0%	0%
	WB	301	2	276	2	-25	0	-8%	0%
Store Street (between Boad Street and Sparkle Street)	EB	343	2	208	1	-135	-1	-39%	-50%
Store Street (between Boad Street and A665 Great Ancoats Street)	EB	293	2	208	1	-85	-1	-29%	-50%
George Street (between Nicholas Street and Charlotte Street)	SB	296	0	227	0	-69	0	-23%	0%
A665 Great Ancoats Street (between Adair Street and A662 Pollard Street)	NB	2,151	22	1,420	13	-731	-9	-34%	-41%
	SB	1,279	16	956	16	-323	0	-25%	0%
Minshull Street (between A5103 Portland Street and Bloom Street)	EB	434	0	303	0	-131	0	-30%	0%
	WB	509	5	508	4	-1	-1	0%	-20%
Faulkner Street (between New York Street and Charlotte Street)	SB	285	0	61	0	-224	0	-79%	0%

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Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A5103 Portland Street (between Dickinson Street and Minshull Street)	NB	576	142	414	111	-162	-31	-28%	-22%
	SB	680	177	681	176	1	-1	0%	-1%
New York Street (between A5103 Portland Street and Faulkner Street)	EB	474	11	384	7	-90	-4	-19%	-36%
A6 Piccadilly (between Chatham Street and B6181 Ducie Street)	NB	8	8	8	8	0	0	0%	0%
	SB	354	40	341	38	-13	-2	-4%	-5%
A665 Great Ancoats Street (between Pollard Street and Chapeltown Street)	NB	2,100	22	1,498	12	-602	-10	-29%	-45%
	SB	1,446	17	1,346	18	-100	1	-7%	6%
New York Street (between Faulkner Street and George Street)	EB	759	11	445	7	-314	-4	-41%	-36%
Store Street (between Boad Street and A665 Great Ancoats Street)	EB	293	2	208	1	-85	-1	-29%	-50%
Every Street (between A665 Great Ancoats Street and Carruthers Street)	NB	349	12	324	11	-25	-1	-7%	-8%
	SB	418	11	498	10	80	-1	19%	-9%
B6181 Dale Street (between B6181 Ducie Street and Paton Street)	NB	219	0	207	0	-12	0	-5%	0%
	SB	145	1	217	1	72	0	50%	0%
Paton Street (between B6181 Dale Street and A6 Piccadilly)	WB	312	4	300	3	-12	-1	-4%	-25%
A665 Great Ancoats Street (between Chapeltown Street and Store Street)	NB	2,141	22	1,439	12	-702	-10	-33%	-45%
	SB	1,446	17	1,346	18	-100	1	-7%	6%
New York Street (between George Street and Mosley Street)	EB	759	11	445	7	-314	-4	-41%	-36%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A662 Pollard Street (between A665 Great Ancoats Street and Carruthers Street)	EB	534	3	435	3	-99	0	-19%	0%
	WB	315	1	123	1	-192	0	-61%	0%
Fountain Street (between Spring Gardens and York Street)	NB	242	0	440	1	198	1	82%	0%
York Street (between Fountain Street and West Mosley Street)	EB	759	11	445	7	-314	-4	-41%	-36%
Ducie Street (between B6181 Dale Street and Peak Street)	NB	399	1	174	0	-225	-1	-56%	-100%
A6042 Cross Street (between A34 John Dalton Street and King Street)	NB	641	24	434	23	-207	-1	-32%	-4%
	SB	0	0	0	0	0	0	0%	0%
King Street (between Essex Street and Spring Gardens)	EB	1,157	13	702	10	-455	-3	-39%	-23%
	WB	508	36	441	33	-67	-3	-13%	-8%
Spring Gardens (between King Street and York Street)	NB	1,158	13	669	9	-489	-4	-42%	-31%
York Street (between Spring Gardens and Fountain Street)	EB	1,158	13	669	9	-489	-4	-42%	-31%
B6181 Dale Street (between Paton Street and Port Street)	NB	31	1	37	1	6	0	19%	0%
	SB	287	3	349	3	62	0	22%	0%
A665 Great Ancoats Street (between Store Street and Ducie Street)	NB	1,847	19	1,456	14	-391	-5	-21%	-26%
	SB	1,673	20	1,340	18	-333	-2	-20%	-10%
Gurney Street (between Palmerston Street and Every Street)	EB	106	0	83	0	-23	0	-22%	0%
	WB	34	0	133	0	99	0	291%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
King Street (between A6042 Cross Street and Essex Street)	EB	602	8	419	8	-183	0	-30%	0%
	WB	110	36	174	33	64	-3	58%	-8%
A34 Bridge Street (between St Mary's Parsonage and A56 Deansgate)	EB	399	46	299	44	-100	-2	-25%	-4%
	WB	378	43	350	42	-28	-1	-7%	-2%
Laystall Street (between Tariff Street and A665 Great Ancoats Street)	EB	157	1	61	1	-96	0	-61%	0%
Every Street (between Carruthers Street and Gurney Street)	NB	349	12	324	11	-25	-1	-7%	-8%
	SB	305	9	566	9	261	0	86%	0%
A665 Great Ancoats Street (between Ducie Street and Laystall Street)	NB	1,375	19	998	13	-377	-6	-27%	-32%
	SB	1,674	20	1,357	18	-317	-2	-19%	-10%
Tariff Street (between Brewer Street and Laystall Street)	EB	8	0	25	0	17	0	213%	0%
	WB	251	0	137	0	-114	0	-45%	0%
Carruthers Street (between A662 Pollard Street and Every Street)	NB	90	0	262	1	172	1	191%	0%
	SB	203	3	193	1	-10	-2	-5%	-67%
Port Street (between B6181 Dale Street and Hilton Street)	EB	31	1	38	1	7	0	23%	0%
A6 Dale Street (between A62 Lever Street and Newton Street)	EB	181	1	131	2	-50	1	-28%	100%
A62 Newton Street (between A6 Dale Street and Hilton Street)	NB	0	0	0	0	0	0	0%	0%
	SB	108	4	221	3	113	-1	105%	-25%
	NB	1,292	20	933	13	-359	-7	-28%	-35%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A665 Great Ancoats Street (between Laystall Street and Port Street)	SB	1,347	19	1,129	18	-218	-1	-16%	-5%
Hilton Street (between A62 Newton Street and Port Street)	EB	8	0	24	0	16	0	200%	0%
	WB	258	0	144	0	-114	0	-44%	0%
Old Mill Street (between A665 Great Ancoats Street and Carruthers Street)	EB	720	7	512	3	-208	-4	-29%	-57%
	WB	222	2	278	1	56	-1	25%	-50%
Hilton Street/Stevenson Square (between A62 Lever Street and A62 Newton Street)	EB	20	0	57	0	37	0	185%	0%
	WB	258	0	144	0	-114	0	-44%	0%
A662 Merrill Street (between Carruthers Street and Every Street)	EB	327	0	325	0	-2	0	-1%	0%
	WB	0	0	0	0	0	0	0%	0%
Hilton Street (between Oldham Street and A62 Lever Street)	EB	0	0	0	0	0	0	0%	0%
	WB	260	3	147	3	-113	0	-43%	0%
Port Street (between Hilton Street and A665 Great Ancoats Street)	EB	24	1	30	1	6	0	25%	0%
A62 Newton Street (between Hilton Street and A665 Great Ancoats Street)	NB	12	0	33	0	21	0	175%	0%
	SB	108	4	221	3	113	-1	105%	-25%
A665 Great Ancoats Street (between Port Street and A62 Newton Street)	NB	1,192	21	908	15	-284	-6	-24%	-29%
	SB	1,252	18	1,043	17	-209	-1	-17%	-6%
Red Lion Street (between A6 Church Street and Turner Street)	NB	85	0	127	0	42	0	49%	0%
	EB	0	0	0	0	0	0	0%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Hilton Street (between Tib Street and Oldham Street)	WB	258	0	145	0	-113	0	-44%	0%
Turner Street (between Red Lion Street and John Street)	EB	85	0	127	0	42	0	49%	0%
Thomas Street (between Tib Street and John Street)	WB	399	1	312	1	-87	0	-22%	0%
John Street (between Turner Street and Thomas Street)	NB	85	0	127	0	42	0	49%	0%
A665 Great Ancoats Street (between A62 Newton Street and A62 Lever Street)	NB	1,203	21	932	15	-271	-6	-23%	-29%
	SB	1,358	22	1,255	20	-103	-2	-8%	-9%
Old Mill Street (between Carruthers Street and Butler Street)	EB	720	7	513	5	-207	-2	-29%	-29%
	WB	494	5	274	3	-220	-2	-45%	-40%
Thomas Street (between John Street and High Street)	NB	484	1	439	1	-45	0	-9%	0%
A665 Great Ancoats Street (between A62 Lever Street and A62 Oldham Road)	NB	1,483	49	1,216	42	-267	-7	-18%	-14%
	SB	1,261	11	1,112	9	-149	-2	-12%	-18%
A664 Nicholas Croft (between A6 Church Street and Shudehill)	NB	406	57	323	52	-83	-5	-20%	-9%
Shudehill (between Dantzic Street and A664 Nicholas Croft)	EB	272	37	268	36	-4	-1	-1%	-3%
	WB	249	58	175	55	-74	-3	-30%	-5%
Thomas Street (between Shudehill and High Street)	SB	334	39	320	37	-14	-2	-4%	-5%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A665 Swan Street (between Oldham Street and Tib Street)	WB	1,358	15	1,163	9	-195	-6	-14%	-40%
Withy Grove (between A6042 Corporation Street and Dantzic Street)	EB	272	37	268	36	-4	-1	-1%	-3%
	WB	249	58	175	55	-74	-3	-30%	-5%
A664 Shudehill (between A664 Nicholas Croft and Thomas Street)	EB	476	76	463	72	-13	-4	-3%	-5%
	WB	43	43	43	43	0	0	0%	0%
A62 Oldham Road (between A665 Addington Street and A665 Great Ancoats Street)	NB	357	27	291	25	-66	-2	-18%	-7%
	SB	1,537	47	1,392	45	-145	-2	-9%	-4%
A664 Shudehill (between Thomas Street and Bus Station Entry)	EB	262	87	257	83	-5	-4	-2%	-5%
	WB	97	30	89	30	-8	0	-8%	0%
Bradford Road (between Cambrian Street and Butler Street)	EB	519	13	407	14	-112	1	-22%	8%
	WB	475	10	326	9	-149	-1	-31%	-10%
Butler Street (between Bradford Road and A62 Oldham Road)	NB	484	8	388	7	-96	-1	-20%	-13%
	SB	368	10	338	11	-30	1	-8%	10%
A6042 Corporation Street (between Withy Grove and Todd Street)	NB	249	58	175	55	-74	-3	-30%	-5%
	SB	272	37	268	36	-4	-1	-1%	-3%
A664 Shudehill (between Bus Station Entry and Hanover Street)	EB	224	49	221	47	-3	-2	-1%	-4%
	WB	113	47	105	46	-8	-1	-7%	-2%
A665 Swan Street (between Tib Street and A664 Rochdale Road)	WB	1,216	14	996	9	-220	-5	-18%	-36%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A6042 Corporation Street (between Todd Street and Hanover Street)	NB	194	3	122	2	-72	-1	-37%	-33%
	SB	85	1	87	1	2	0	2%	0%
A664 Shudehill (between Hanover Street and A665 Swan Street)	EB	387	56	384	54	-3	-2	-1%	-4%
	WB	393	48	367	46	-26	-2	-7%	-4%
Bradford Road (between Cambrian Street and Varley Street)	EB	695	13	651	14	-44	1	-6%	8%
	WB	687	11	554	10	-133	-1	-19%	-9%
A6042 Corporation Street (between Hanover Street and Long Millgate)	NB	194	3	122	2	-72	-1	-37%	-33%
	SB	246	2	249	2	3	0	1%	0%
Butler Street (between A62 Oldham Road and Old Mill Street)	EB	227	8	189	9	-38	1	-17%	13%
	WB	360	8	247	7	-113	-1	-31%	-13%
A6042 Corporation Street (between Long Millgate and A665 Cheetham Hill Road)	NB	194	3	122	2	-72	-1	-37%	-33%
	SB	246	2	249	2	3	0	1%	0%
A56 Great Ducie Street (between A6042 New Bridge Street and Sherborne Street West)	NB	1,120	19	958	15	-162	-4	-14%	-21%
	SB	250	9	254	9	4	0	2%	0%
Elton Street (between Alexandra Street and Cottenham Lane)	EB	51	1	112	0	61	-1	120%	-100%
	WB	186	2	267	2	81	0	44%	0%
Cottenham Lane/Sherbourne Street West (between Edward Street and A56 Bury New Road)	EB	51	1	112	0	61	-1	120%	-100%
	WB	186	2	267	2	81	0	44%	0%
Collyhurst Road (between Dalton Street and Smedley Road)	NB	162	2	155	1	-7	-1	-4%	-50%
	SB	101	1	119	1	18	0	18%	0%

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Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A6010 Hulme Hall Lane (between A62 Oldham Road and Drewett Street)	NB	755	17	797	18	42	1	6%	6%
	SB	869	13	802	11	-67	-2	-8%	-15%
B6186 Camp Street (between Lower Broughton Road and A5066 Great Clowes Street)	EB	198	2	165	2	-33	0	-17%	0%
	WB	164	5	156	6	-8	1	-5%	20%
A5066 Great Clowes Street (between Fenney Street and A576 Great Cheetham Street West)	NB	531	9	348	6	-183	-3	-34%	-33%
	SB	509	13	561	10	52	-3	10%	-23%
A576 Great Cheetham Street West (between A5066 Great Clowes Street and A56 Bury New Road)	EB	440	12	314	8	-126	-4	-29%	-33%
	WB	682	20	572	15	-110	-5	-16%	-25%
B6187 Great Clowes Street (between A576 Great Cheetham Street West and A56 Bury New Road)	NB	702	4	606	4	-96	0	-14%	0%
	SB	411	4	370	4	-41	0	-10%	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 18-263: MA08 AP2 revised scheme impacted links, 2051 PM peak

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Grafton Street (between A5184 Plymouth Grove and A34 Upper Brook Street)	EB	13	5	11	5	-2	0	-15%	0%
	WB	117	6	89	6	-28	0	-24%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Brunswick Street (between A34 Upper Brook Street and A6 Stockport Road)	EB	594	4	531	4	-63	0	-11%	0%
	WB	275	3	194	2	-81	-1	-29%	-33%
A34 Grosvenor Street (between A34 Brook Street and A34 Oxford Road)	WB	135	8	109	8	-26	0	-19%	0%
Higher Ardwick (between Ardwick Green North and Union Street)	NB	412	5	321	4	-91	-1	-22%	-20%
	SB	420	3	389	5	-31	2	-7%	67%
Grosvenor Street (between A6 Downing Street and A34 Brook Street)	WB	334	2	279	1	-55	-1	-16%	-50%
Union Street (between Dark Lane and Higher Ardwick)	NB	88	4	42	3	-46	-1	-52%	-25%
	SB	253	2	249	5	-4	3	-2%	150%
Sackville Street (between A57(M) Mancunian Way and Charles Street)	NB	384	1	535	0	151	-1	39%	-100%
A34 Oxford Street (between Chester Street and B6469 Whitworth Street)	NB	431	118	266	119	-165	1	-38%	1%
	SB	375	99	455	97	80	-2	21%	-2%
A635 Mancunian Way (between A6 London Road and A635 Fairfield Street diversion)	EB	2,116	24	1,929	21	-187	-3	-9%	-13%
	WB	1,662	17	1,403	16	-259	-1	-16%	-6%
Charles Street (between A34 Princess Street and Sackville Street)	EB	47	5	41	5	-6	0	-13%	0%
	WB	672	5	417	5	-255	0	-38%	0%
A635 Fairfield Street diversion (between A635 Ashton Old Road realignment and A665 Chancellor Lane diversion)	SB	786	14	2,568	35	1,782	21	227%	150%
	EB	593	20	545	21	-48	1	-8%	5%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Great Bridgewater Street/Chepstow Street (between A5103 Lower Mosley Street and A34 Oxford Street)	WB	399	17	309	15	-90	-2	-23%	-12%
B6469 Whitworth Street West (between Gloucester Street and A34 Princess Street)	EB	533	2	437	1	-96	-1	-18%	-50%
	WB	543	122	523	121	-20	-1	-4%	-1%
Sackville Street (between B6469 Whitworth Street and Charles Street)	NB	263	5	411	5	148	0	56%	0%
	SB	503	5	252	5	-251	0	-50%	0%
B6469 Whitworth Street (between A34 Oxford Street and A34 Princess Street)	EB	533	2	437	1	-96	-1	-18%	-50%
	WB	543	122	523	121	-20	-1	-4%	-1%
A6 London Road (between Travis Street and B6469 Fairfield Street)	NB	392	36	377	36	-15	0	-4%	0%
	SB	643	40	565	36	-78	-4	-12%	-10%
A665 Pin Mill Brow realignment (between A635 Ashton Old Road realignment and A635 Mancunian Way northbound realignment)	SB	1,119	5	3,084	40	1,965	35	176%	700%
A635 Mancunian Way northbound realignment (between A635 Fairfield Street diversion and A665 Pin Mill Brow realignment)	NB	845	10	2,997	37	2,152	27	255%	270%
B6469 Whitworth Street (between A34 Princess Street and Sackville Street)	EB	493	6	279	6	-214	0	-43%	0%
	WB	203	5	165	5	-38	0	-19%	0%
B6469 Fairfield Street (between Travis Street and St Andrew's Street diversion)	EB	224	8	377	13	153	5	68%	63%
	WB	367	10	1,070	18	703	8	192%	80%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B6469 Fairfield Street (between A6 London Road and Travis Street)	EB	647	12	551	13	-96	1	-15%	8%
	WB	820	14	400	16	-420	2	-51%	14%
B6469 Whitworth Street (between Sackville Street and Chorlton Street)	EB	327	11	398	10	71	-1	22%	-9%
	WB	976	16	768	16	-208	0	-21%	0%
A5103 Portland Street (between A34 Oxford Street and Dickinson Street)	EB	486	123	483	127	-3	4	-1%	3%
	WB	537	29	432	27	-105	-2	-20%	-7%
St. Andrew's Street diversion (between B6469 Fairfield Street diversion and Helmet Street)	EB	84	2	72	1	-12	-1	-14%	-50%
	WB	136	1	224	0	88	-1	65%	-100%
Helmet Street (between St. Andrew's Street diversion and A665 Great Ancoats Street)	EB	0	0	104	1	104	1	0%	0%
	WB	46	0	0	0	-46	0	-100%	0%
A34 Oxford Street (between A5103 Portland Street and George Street)	NB	430	28	339	28	-91	0	-21%	0%
	SB	483	1	463	1	-20	0	-4%	0%
B6469 Fairfield Street (between A6 Whitworth Street and A6 London Road)	EB	530	16	495	16	-35	0	-7%	0%
	WB	735	12	585	11	-150	-1	-20%	-8%
Bloom Street (between Sackville Street and A34 Princess Street)	NB	178	0	225	0	47	0	26%	0%
	SB	321	2	231	3	-90	1	-28%	50%
Adair Street (between New Sheffield Street and Station Car Park Access)	EB	532	6	0	0	-532	-6	-100%	-100%
A6 London Road (between A6 Whitworth Street and B6469 Fairfield Street)	SB	914	39	798	33	-116	-6	-13%	-15%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A34 Princess Street (between Bloom Street and A5103 Portland Street)	SB	481	124	403	122	-78	-2	-16%	-2%
Adair Street (between Station Car Park Access and St. Andrew's Square)	EB	579	8	120	0	-459	-8	-79%	-100%
	WB	495	9	4	0	-491	-9	-99%	-100%
Chorlton Street (between B6469 Whitworth Street and Bloom Street)	EB	463	23	303	24	-160	1	-35%	4%
A665 Great Ancoats Street (between Helmet Street and Every Street)	NB	2,227	19	1,882	17	-345	-2	-15%	-11%
	SB	1,760	16	1,840	20	80	4	5%	25%
Bloom Street (between Sackville Street and Chorlton Street)	EB	370	3	337	3	-33	0	-9%	0%
	WB	288	8	167	9	-121	1	-42%	13%
A6 Aytoun Street (between A6 Whitworth Street and Minshull Street)	NB	423	55	408	56	-15	1	-4%	2%
New Sheffield Street (between Adair Street and Chapeltown Street)	EB	234	1	124	0	-110	-1	-47%	-100%
A34 Princess Street (between George Street and A5103 Portland Street)	NB	0	0	0	0	0	0	0%	0%
	SB	439	46	333	47	-106	1	-24%	2%
Chorlton Street (between Bloom Street and Major Street)	EB	323	29	226	29	-97	0	-30%	0%
	WB	114	2	117	1	3	-1	3%	-50%
A6 London Road (between Auburn Street and A6 Whitworth Street)	SB	727	37	798	33	71	-4	10%	-11%
Store Street (between New Sheffield Street and Boad Street)	EB	413	2	243	1	-170	-1	-41%	-50%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A665 Great Ancoats Street (between Every Street and Adair Street)	NB	1,726	20	1,417	15	-309	-5	-18%	-25%
	SB	1,071	16	1,149	21	78	5	7%	31%
George Street (between Nicholas Street and A34 Princess Street)	SB	424	0	316	0	-108	0	-25%	0%
Chorlton Street (between Major Street and A5103 Portland Street)	EB	254	24	219	24	-35	0	-14%	0%
Adair Street (between St. Andrew's Square and A665 Great Ancoats Street)	NB	520	3	216	7	-304	4	-58%	133%
	SB	369	2	27	5	-342	3	-93%	150%
Major Street (between Chorlton Street and Minshull Street)	EB	116	4	119	3	3	-1	3%	-25%
	WB	62	0	0	0	-62	0	-100%	0%
Palmerston Street (between A665 Great Ancoats Street and Gurney Street)	EB	0	0	19	0	19	0	0%	0%
	WB	276	2	264	2	-12	0	-4%	0%
Store Street (between Boad Street and Sparkle Street)	EB	345	2	243	1	-102	-1	-30%	-50%
George Street (between Nicholas Street and Charlotte Street)	SB	353	0	212	0	-141	0	-40%	0%
A665 Great Ancoats Street (between Adair Street and A662 Pollard Street)	NB	2,243	23	1,460	11	-783	-12	-35%	-52%
	SB	1,437	18	1,004	16	-433	-2	-30%	-11%
Minshull Street (between A5103 Portland Street and Bloom Street)	EB	386	0	280	1	-106	1	-27%	0%
	WB	521	5	524	4	3	-1	1%	-20%
Faulkner Street (between New York Street and Charlotte Street)	SB	161	0	26	0	-135	0	-84%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A5103 Portland Street (between Dickinson Street and Minshull Street)	NB	512	127	379	100	-133	-27	-26%	-21%
	SB	684	173	685	172	1	-1	0%	-1%
New York Street (between A5103 Portland Street and Faulkner Street)	EB	424	8	344	6	-80	-2	-19%	-25%
A6 Piccadilly (between Chatham Street and B6181 Ducie Street)	NB	7	7	8	8	1	1	14%	14%
	SB	373	39	354	37	-19	-2	-5%	-5%
A665 Great Ancoats Street (between Pollard Street and Chapeltown Street)	NB	2,198	23	1,580	12	-618	-11	-28%	-48%
	SB	1,610	19	1,455	17	-155	-2	-10%	-11%
New York Street (between Faulkner Street and George Street)	EB	585	9	370	6	-215	-3	-37%	-33%
Every Street (between A665 Great Ancoats Street and Carruthers Street)	NB	363	12	312	13	-51	1	-14%	8%
	SB	547	11	515	10	-32	-1	-6%	-9%
B6181 Dale Street (between B6181 Ducie Street and Paton Street)	NB	231	0	224	0	-7	0	-3%	0%
	SB	155	1	220	1	65	0	42%	0%
Paton Street (between B6181 Dale Street and A6 Piccadilly)	WB	330	3	312	3	-18	0	-5%	0%
A665 Great Ancoats Street (between Chapeltown Street and Store Street)	NB	2,241	23	1,524	11	-717	-12	-32%	-52%
	SB	1,610	19	1,455	17	-155	-2	-10%	-11%
New York Street (between George Street and Mosley Street)	EB	585	9	370	6	-215	-3	-37%	-33%
A662 Pollard Street (between A665 Great Ancoats Street and Carruthers Street)	EB	570	3	469	2	-101	-1	-18%	-33%
	WB	352	1	137	1	-215	0	-61%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Fountain Street (between Spring Gardens and York Street)	NB	308	0	447	1	139	1	45%	0%
York Street (between Fountain Street and West Mosley Street)	EB	585	9	370	6	-215	-3	-37%	-33%
Ducie Street (between B6181 Dale Street and Peak Street)	NB	434	1	205	0	-229	-1	-53%	-100%
A6042 Cross Street (between A34 John Dalton Street and King Street)	NB	576	20	461	21	-115	1	-20%	5%
	SB	0	0	0	0	0	0	0%	0%
Ducie Street (between A665 Great Ancoats Street and Peak Street)	WB	509	0	555	1	46	1	9%	0%
King Street (between Essex Street and Spring Gardens)	EB	984	11	630	7	-354	-4	-36%	-36%
	WB	443	32	463	31	20	-1	5%	-3%
Spring Gardens (between King Street and York Street)	NB	951	10	598	7	-353	-3	-37%	-30%
York Street (between Spring Gardens and Fountain Street)	EB	951	10	598	7	-353	-3	-37%	-30%
B6181 Dale Street (between Paton Street and Port Street)	NB	35	1	43	1	8	0	23%	0%
	SB	298	2	341	3	43	1	14%	50%
A665 Great Ancoats Street (between Store Street and Ducie Street)	NB	2,002	19	1,557	13	-445	-6	-22%	-32%
	SB	1,819	21	1,429	18	-390	-3	-21%	-14%
King Street (between A6042 Cross Street and Essex Street)	EB	557	7	442	7	-115	0	-21%	0%
	WB	157	35	180	27	23	-8	15%	-23%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A34 Bridge Street (between St Mary's Parsonage and A56 Deansgate)	EB	372	41	307	42	-65	1	-17%	2%
	WB	364	39	351	39	-13	0	-4%	0%
Laystall Street (between Tariff Street and A665 Great Ancoats Street)	EB	167	1	76	1	-91	0	-54%	0%
A665 Great Ancoats Street (between Ducie Street and Laystall Street)	NB	1,493	19	1,061	13	-432	-6	-29%	-32%
	SB	1,820	21	1,488	18	-332	-3	-18%	-14%
B6181 Dale Street (between A62 Newton Street and Port Street)	EB	298	2	341	3	43	1	14%	50%
	WB	0	0	0	0	0	0	0%	0%
Tariff Street (between Brewer Street and Laystall Street)	EB	9	0	26	0	17	0	189%	0%
	WB	276	0	156	0	-120	0	-43%	0%
Port Street (between B6181 Dale Street and Hilton Street)	EB	35	1	43	1	8	0	23%	0%
A6 Dale Street (between A62 Lever Street and Newton Street)	EB	182	1	134	1	-48	0	-26%	0%
A62 Newton Street (between A6 Dale Street and Hilton Street)	NB	0	0	0	0	0	0	0%	0%
	SB	118	3	209	3	91	0	77%	0%
A665 Great Ancoats Street (between Laystall Street and Port Street)	NB	1,405	19	999	13	-406	-6	-29%	-32%
	SB	1,467	20	1,234	17	-233	-3	-16%	-15%
Hilton Street (between A62 Newton Street and Port Street)	EB	9	0	26	0	17	0	189%	0%
	WB	283	0	163	0	-120	0	-42%	0%
Old Mill Street (between A665 Great Ancoats Street and Carruthers Street)	EB	702	8	511	2	-191	-6	-27%	-75%
	WB	228	2	280	1	52	-1	23%	-50%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Hilton Street/Stevenson Square (between A62 Lever Street and A62 Newton Street)	EB	25	0	70	0	45	0	180%	0%
	WB	283	0	163	0	-120	0	-42%	0%
A662 Merrill Street (between Carruthers Street and Every Street)	EB	367	0	367	0	0	0	0%	0%
	WB	0	0	0	0	0	0	0%	0%
Hilton Street (between Oldham Street and A62 Lever Street)	EB	0	0	0	0	0	0	0%	0%
	WB	286	3	166	3	-120	0	-42%	0%
Port Street (between Hilton Street and A665 Great Ancoats Street)	EB	27	1	35	1	8	0	30%	0%
A665 Great Ancoats Street (between Port Street and A62 Newton Street)	NB	1,319	21	998	15	-321	-6	-24%	-29%
	SB	1,377	19	1,142	16	-235	-3	-17%	-16%
Red Lion Street (between A6 Church Street and Turner Street)	NB	94	0	124	0	30	0	32%	0%
Hilton Street (between Tib Street and Oldham Street)	EB	0	0	0	0	0	0	0%	0%
	WB	284	0	164	0	-120	0	-42%	0%
Turner Street (between Red Lion Street and John Street)	EB	94	0	124	0	30	0	32%	0%
Thomas Street (between Tib Street and John Street)	WB	378	1	335	0	-43	-1	-11%	-100%
John Street (between Turner Street and Thomas Street)	NB	94	0	124	0	30	0	32%	0%
A665 Great Ancoats Street (between A62 Newton Street and A62 Lever Street)	NB	1,324	21	1,033	15	-291	-6	-22%	-29%
	SB	1,485	22	1,342	20	-143	-2	-10%	-9%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Old Mill Street (between Carruthers Street and Butler Street)	EB	722	8	512	6	-210	-2	-29%	-25%
	WB	493	3	287	3	-206	0	-42%	0%
Thomas Street (between John Street and High Street)	NB	472	1	459	1	-13	0	-3%	0%
A665 Great Ancoats Street (between A62 Lever Street and A62 Oldham Road)	NB	1,606	48	1,319	40	-287	-8	-18%	-17%
	SB	1,385	11	1,190	9	-195	-2	-14%	-18%
A664 Nicholas Croft (between A6 Church Street and Shudehill)	NB	395	51	305	47	-90	-4	-23%	-8%
Shudehill (between Dantziec Street and A664 Nicholas Croft)	EB	287	35	299	34	12	-1	4%	-3%
	WB	230	54	153	52	-77	-2	-33%	-4%
Thomas Street (between Shudehill and High Street)	SB	390	37	339	35	-51	-2	-13%	-5%
A665 Swan Street (between Oldham Street and Tib Street)	WB	1,431	14	1,257	9	-174	-5	-12%	-36%
Withy Grove (between A6042 Corporation Street and Dantziec Street)	EB	287	35	298	34	11	-1	4%	-3%
	WB	230	54	153	52	-77	-2	-33%	-4%
A664 Shudehill (between A664 Nicholas Croft and Thomas Street)	EB	501	71	498	68	-3	-3	-1%	-4%
	WB	43	43	43	43	0	0	0%	0%
A62 Oldham Road (between A665 Addington Street and A665 Great Ancoats Street)	NB	413	26	310	24	-103	-2	-25%	-8%
	SB	1,666	46	1,480	44	-186	-2	-11%	-4%
A664 Shudehill (between Thomas Street and Bus Station Entry)	EB	282	82	279	78	-3	-4	-1%	-5%
	WB	145	30	94	29	-51	-1	-35%	-3%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Bradford Road (between Cambrian Street and Butler Street)	EB	511	14	331	14	-180	0	-35%	0%
	WB	537	9	354	9	-183	0	-34%	0%
A6042 Corporation Street (between Withy Grove and Todd Street)	NB	230	54	153	52	-77	-2	-33%	-4%
	SB	287	35	298	34	11	-1	4%	-3%
A664 Shudehill (between Bus Station Entry and Hanover Street)	EB	246	46	244	44	-2	-2	-1%	-4%
	WB	161	46	110	45	-51	-1	-32%	-2%
A665 Swan Street (between Tib Street and A664 Rochdale Road)	WB	1,337	14	1,086	9	-251	-5	-19%	-36%
A6042 Corporation Street (between Todd Street and Hanover Street)	NB	178	2	102	1	-76	-1	-43%	-50%
	SB	91	1	101	1	10	0	11%	0%
A664 Shudehill (between Hanover Street and A665 Swan Street)	EB	423	54	412	53	-11	-1	-3%	-2%
	WB	470	46	394	45	-76	-1	-16%	-2%
Bradford Road (between Cambrian Street and Varley Street)	EB	671	14	586	14	-85	0	-13%	0%
	WB	752	10	573	9	-179	-1	-24%	-10%
A6042 Corporation Street (between Hanover Street and Long Millgate)	NB	178	2	102	1	-76	-1	-43%	-50%
	SB	254	2	264	2	10	0	4%	0%
Butler Street (between A62 Oldham Road and Old Mill Street)	EB	205	8	191	9	-14	1	-7%	13%
	WB	375	8	333	8	-42	0	-11%	0%
A6042 Corporation Street (between Long Millgate and A665 Cheetham Hill Road)	NB	178	2	102	1	-76	-1	-43%	-50%
	SB	256	2	264	2	8	0	3%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B6186 Camp Street (between Lower Broughton Road and A5066 Great Clowes Street)	EB	215	2	192	2	-23	0	-11%	0%
	WB	225	6	175	6	-50	0	-22%	0%
A576 Great Cheetham Street West (between A5066 Great Clowes Street and A56 Bury New Road)	EB	457	9	424	9	-33	0	-7%	0%
	WB	701	18	601	16	-100	-2	-14%	-11%
B6187 Great Clowes Street (between A576 Great Cheetham Street West and A56 Bury New Road)	NB	689	4	626	4	-63	0	-9%	0%
	SB	377	4	330	4	-47	0	-12%	0%

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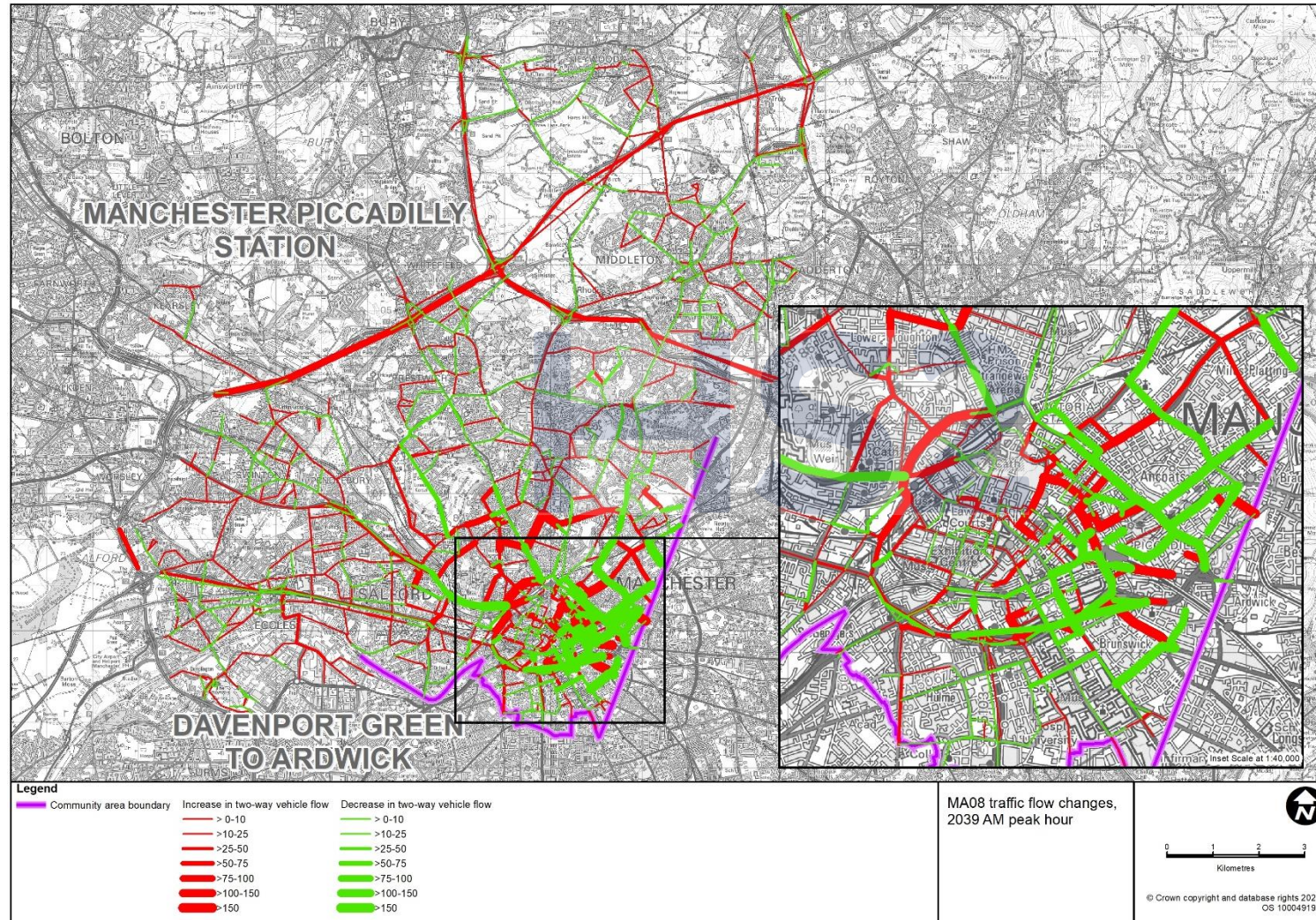
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Figure 18-88: MA08 AP2 revised scheme traffic flow changes, 2039 AM peak



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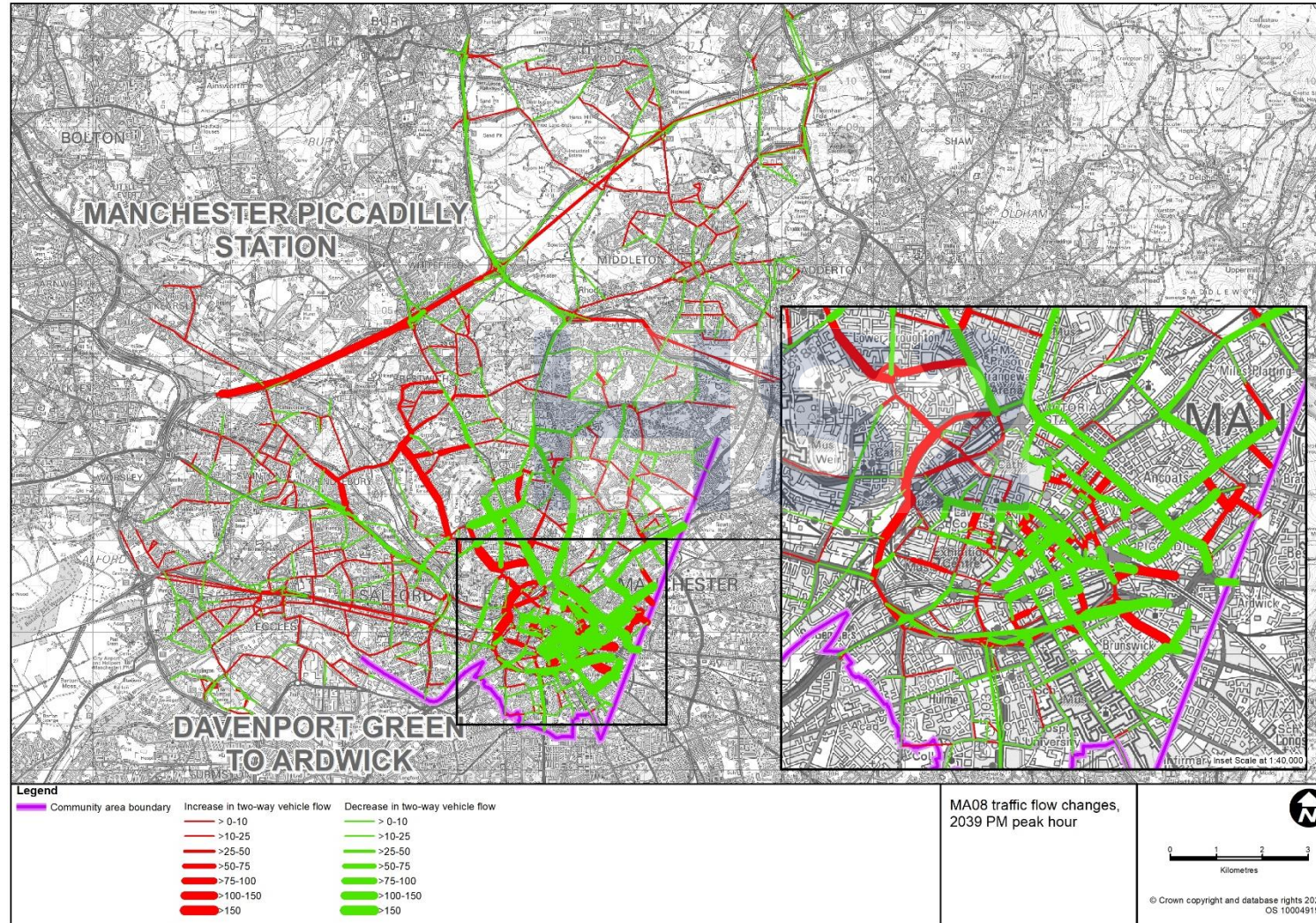
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Figure 18-89: MA08 AP2 revised scheme traffic flow changes, 2039 PM peak



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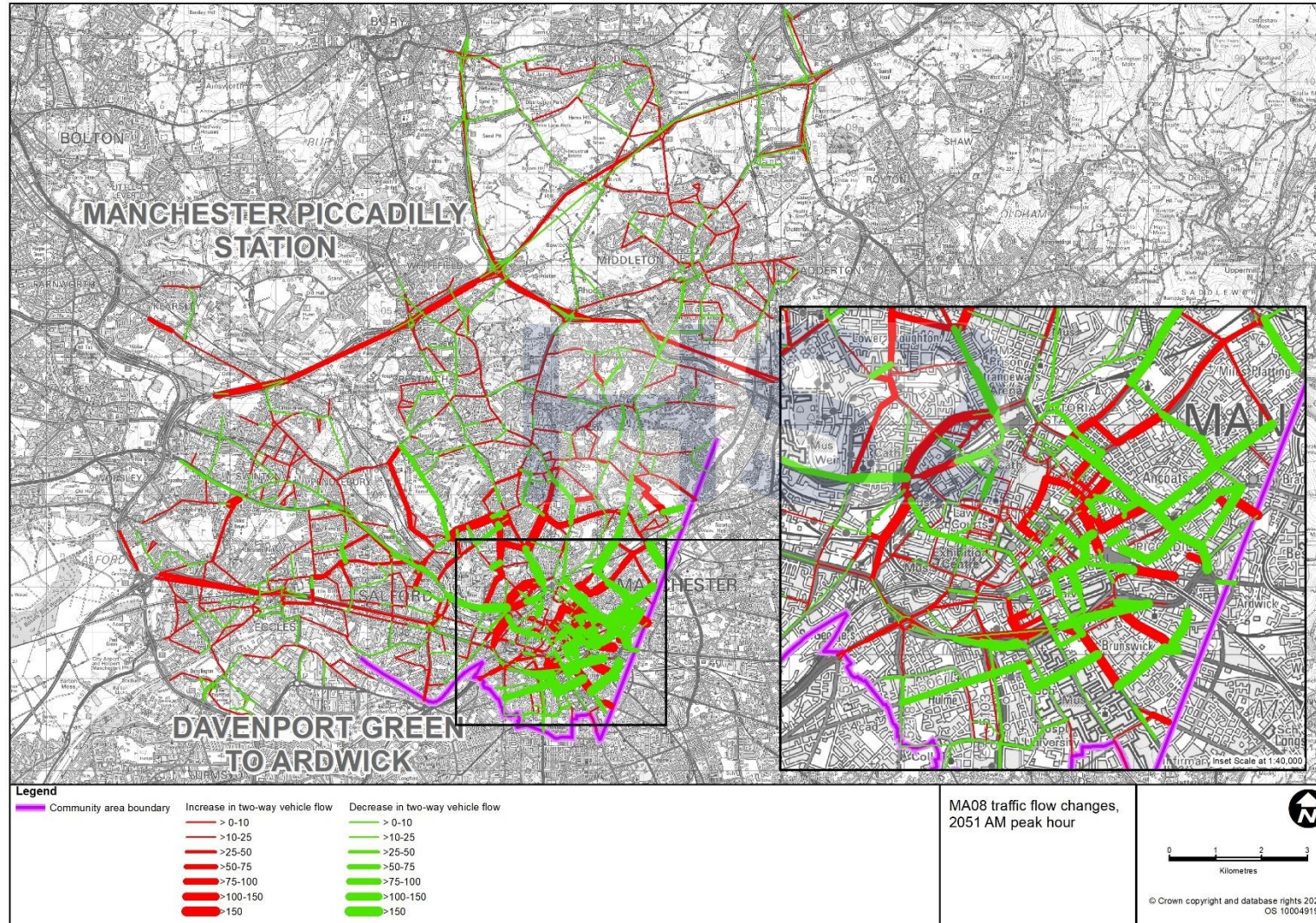
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Figure 18-90: MA08 AP2 revised scheme traffic flow changes, 2051 AM peak



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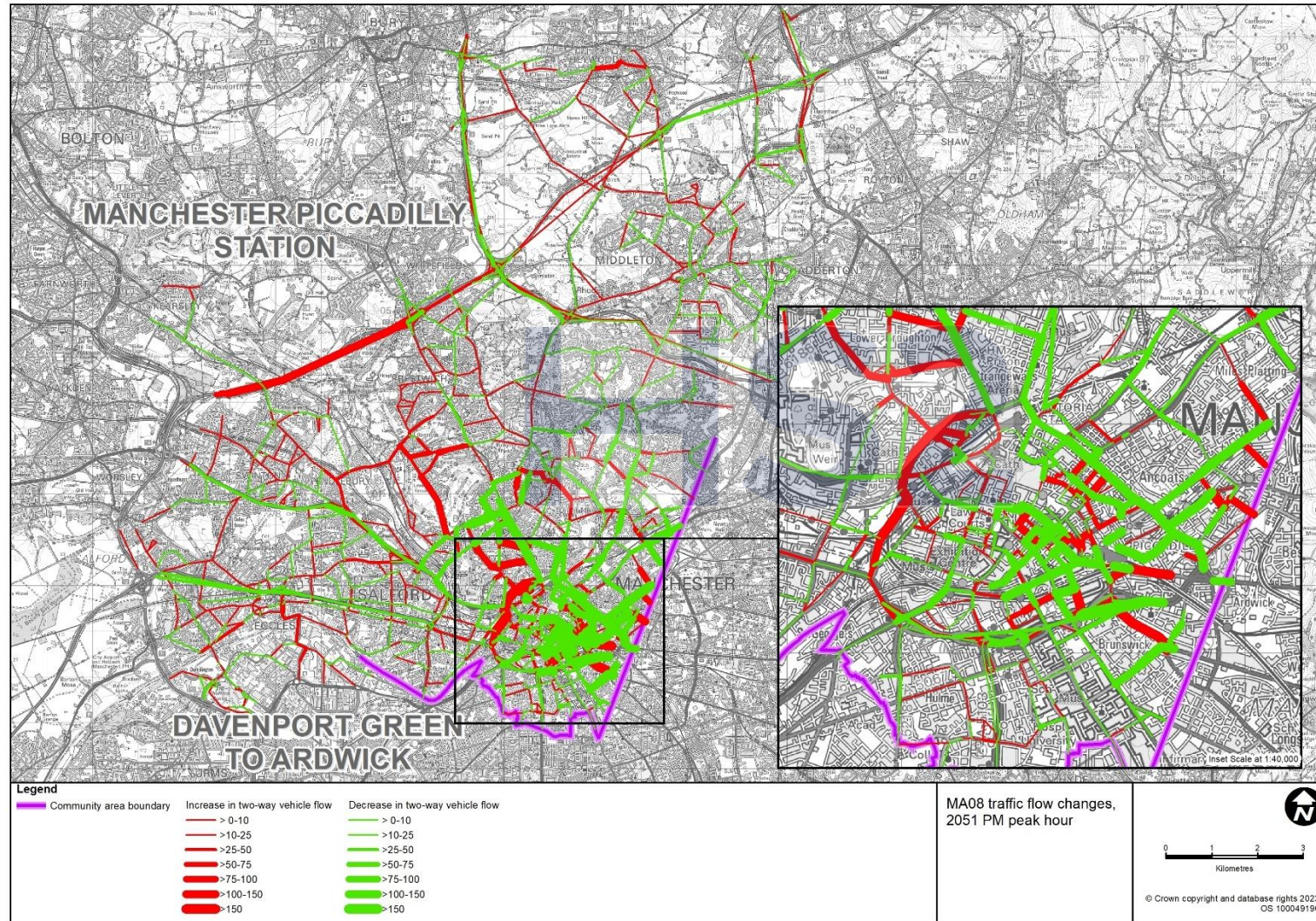
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Figure 18-91: MA08 AP2 revised scheme traffic flow changes, 2051 PM peak



Junction performance

- 16.5.288 Junction capacity analysis was reported in Section 18.5 of the main TA, which was undertaken for the 2038 and 2046 weekday AM and PM peak hours and compared junction operation for the future baseline and the original scheme.
- 16.5.289 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 future baseline and with the AP2 revised scheme for 2039 and 2051.

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