



M62 Junction 19

	Existing Provision		
	Number of Lanes on Mainline		Merge / Diverge Category
	Upstream	Downstream	
EB Diverge	4	4	Layout A Option 1 (taper diverge)
EB Merge	4	4	Layout A Option 2 (2 lane taper merge)
WB Diverge	4	4	Layout A Option 1 (taper diverge)
WB Merge	4	4	Layout A Option 2 (2 lane taper merge)

	2038 'Baseline Consented' Suggested - AM Peak		
	Number of Lanes on Mainline		Merge / Diverge Category
	Upstream	Downstream	
EB Diverge	3	3	A
EB Merge	3	3	B
WB Diverge	4	3	C
WB Merge	3	4	D

	2038 'Do Something' Suggested - AM Peak		
	Number of Lanes on Mainline		Merge / Diverge Category
	Upstream	Downstream	
EB Diverge	3	3	A
EB Merge	3	3	B
WB Diverge	4	3	C
WB Merge	3	4	D

	2038 'Baseline Consented' Suggested - Inter Peak		
	Number of Lanes on Mainline		Merge / Diverge Category
	Upstream	Downstream	
EB Diverge	3	3	A
EB Merge	3	4	D
WB Diverge	3	3	A
WB Merge	3	3	A

	2038 'Do Something' Suggested - Inter Peak		
	Number of Lanes on Mainline		Merge / Diverge Category
	Upstream	Downstream	
EB Diverge	3	3	A
EB Merge	3	4	D
WB Diverge	3	3	A
WB Merge	3	3	A

	2038 'Baseline Consented' Suggested - PM Peak		
	Number of Lanes on Mainline		Merge / Diverge Category
	Upstream	Downstream	
EB Diverge	4	3	C
EB Merge	3	4	D
WB Diverge	5	4	C
WB Merge	4	4	A

	2038 'Do Something' Suggested - PM Peak		
	Number of Lanes on Mainline		Merge / Diverge Category
	Upstream	Downstream	
EB Diverge	4	3	C
EB Merge	3	4	D
WB Diverge	5	4	C
WB Merge	4	4	A

M66 Junction 3

	Existing Provision		
	Number of Lanes on Mainline		Merge / Diverge Category
	Upstream	Downstream	
NB Diverge	3	3	Layout A Option 1 (taper diverge)
NB Merge	3	3	Layout A Option 2 (2 lane taper merge)
SB Diverge	3	3	Layout A Option 1 (taper diverge)
SB Merge	3	3	Layout A Option 2 (2 lane taper merge)

	2038 'Baseline Consented' Suggested - AM Peak		
	Number of Lanes on Mainline		Merge / Diverge Category
	Upstream	Downstream	
NB Diverge	3	2	C
NB Merge	2	3	D
SB Diverge	3	3	A
SB Merge	3	3	A

	2038 'Do Something' Suggested - AM Peak		
	Number of Lanes on Mainline		Merge / Diverge Category
	Upstream	Downstream	
NB Diverge	3	2	C
NB Merge	2	3	D
SB Diverge	3	3	A
SB Merge	3	3	A

	2038 'Baseline Consented' Suggested - Inter Peak		
	Number of Lanes on Mainline		Merge / Diverge Category
	Upstream	Downstream	
NB Diverge	2	2	A
NB Merge	2	2	A
SB Diverge	2	2	A
SB Merge	2	3	D

	2038 'Do Something' Suggested - Inter Peak		
	Number of Lanes on Mainline		Merge / Diverge Category
	Upstream	Downstream	
NB Diverge	2	2	A
NB Merge	2	2	A
SB Diverge	2	2	A
SB Merge	2	3	D

	2038 'Baseline Consented' Suggested - PM Peak		
	Number of Lanes on Mainline		Merge / Diverge Category
	Upstream	Downstream	
NB Diverge	3	3	A
NB Merge	3	4	D
SB Diverge	3	3	A
SB Merge	3	3	A

	2038 'Do Something' Suggested - PM Peak		
	Number of Lanes on Mainline		Merge / Diverge Category
	Upstream	Downstream	
NB Diverge	3	3	A
NB Merge	3	4	D
SB Diverge	3	3	A
SB Merge	3	3	A

M62 J19

Merge Calculation

		AM Peak	Inter Peak	PM Peak
E/B entry-slip merge				
<i>2038 'Do Something' Cumulative Development</i>				
D1	Slip Road Merge Flow	813	595	669
E (EB)	M66 Upstream Mainline Flow	4459	4804	4966
W/B entry-slip merge				
<i>2038 'Do Something' Cumulative Development</i>				
D2	Slip Road Merge Flow	803	416	542
E (WB)	M66 Upstream Mainline Flow	4900	4698	6547

Diverge Calculation

		AM Peak	Inter Peak	PM Peak
E/B exit-slip diverge				
<i>2038 'Do Something' Cumulative Development</i>				
D3	Slip Road Diverge Flow	613	318	660
E (EB)	M66 Downstream Mainline Flow	4459	4804	4966
W/B exit-slip diverge				
<i>2038 'Do Something' Cumulative Development</i>				
D4	Slip Road Diverge Flow	650	531	670
E (WB)	M66 Downstream Mainline Flow	4900	4698	6547

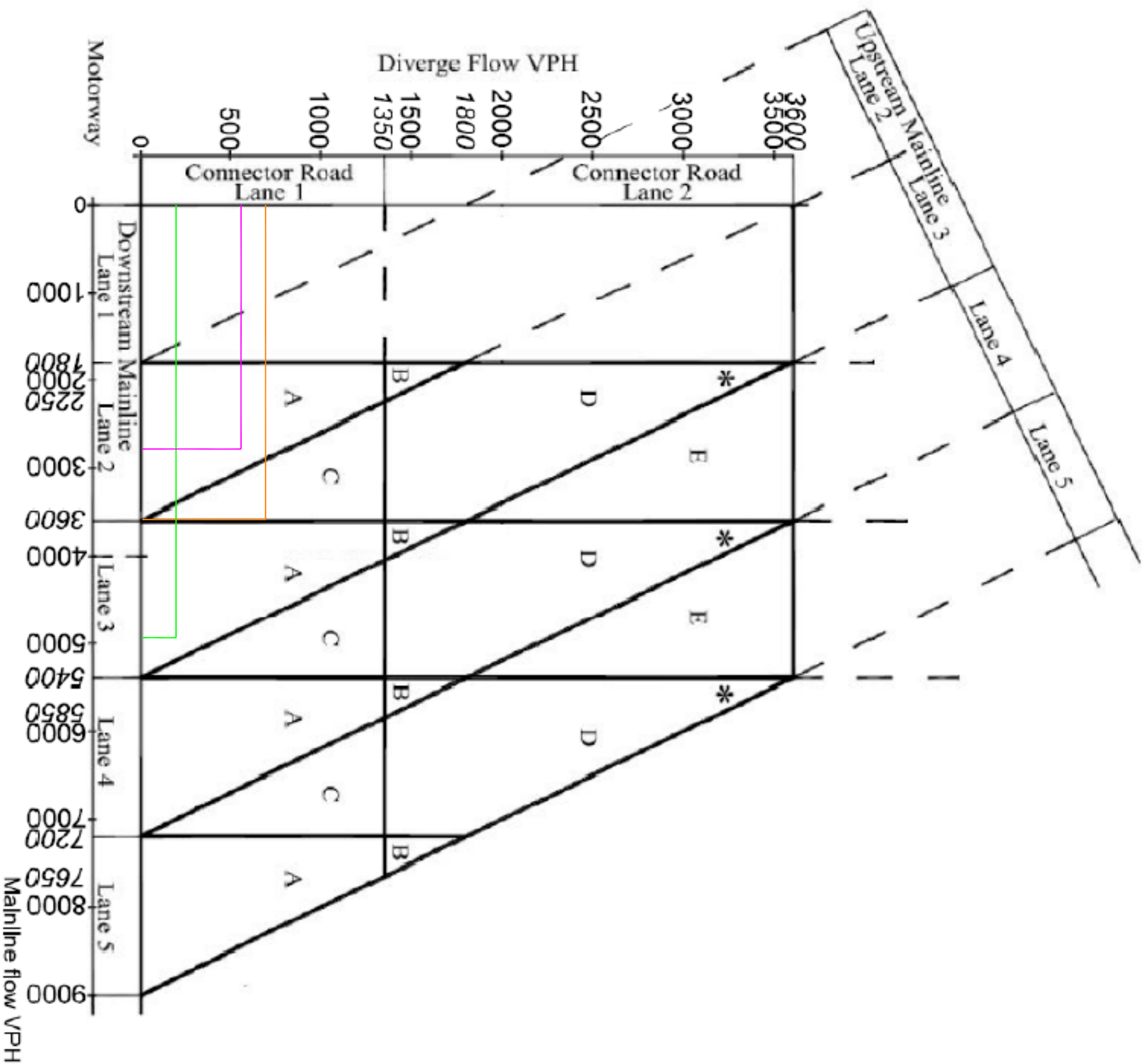
M66 J3

Merge Calculation

		AM Peak	Inter Peak	PM Peak
N/B entry-slip merge				
<i>2038 'Do Something' Cumulative Development</i>				
H1	Slip Road Merge Flow	564	588	1159
I (NB)	M66 Upstream Mainline Flow	3594	2788	4943
S/B entry-slip merge				
<i>2038 'Do Something' Cumulative Development</i>				
H2	Slip Road Merge Flow	520	569	535
I (SB)	M66 Upstream Mainline Flow	4561	3100	4068

Diverge Calculation

		AM Peak	Inter Peak	PM Peak
N/B exit-slip diverge				
<i>2038 'Do Something' Cumulative Development</i>				
H3	Slip Road Diverge Flow	686	550	188
I (NB)	M66 Downstream Mainline Flow	3594	2788	4943
S/B exit-slip diverge				
<i>2038 'Do Something' Cumulative Development</i>				
H4	Slip Road Diverge Flow	482	384	576
I (SB)	M66 Downstream Mainline Flow	4561	3100	4068



Revision:
A -

Key:

- 2038 Baseline Consented AM Peak
- 2038 Do Something AM Peak
- 2038 Baseline Consented Inter Peak
- 2038 Do Something Inter Peak
- 2038 Baseline Consented PM Peak
- 2038 Do Something PM Peak

Client:
Russell Homes

Project:
South Heywood Development Area

Drawing Title:
M66 J3
Northbound Diverge
2038 'Do Something'

Drawing Number:
Appendix TA17_005

Date:
28.09.2022

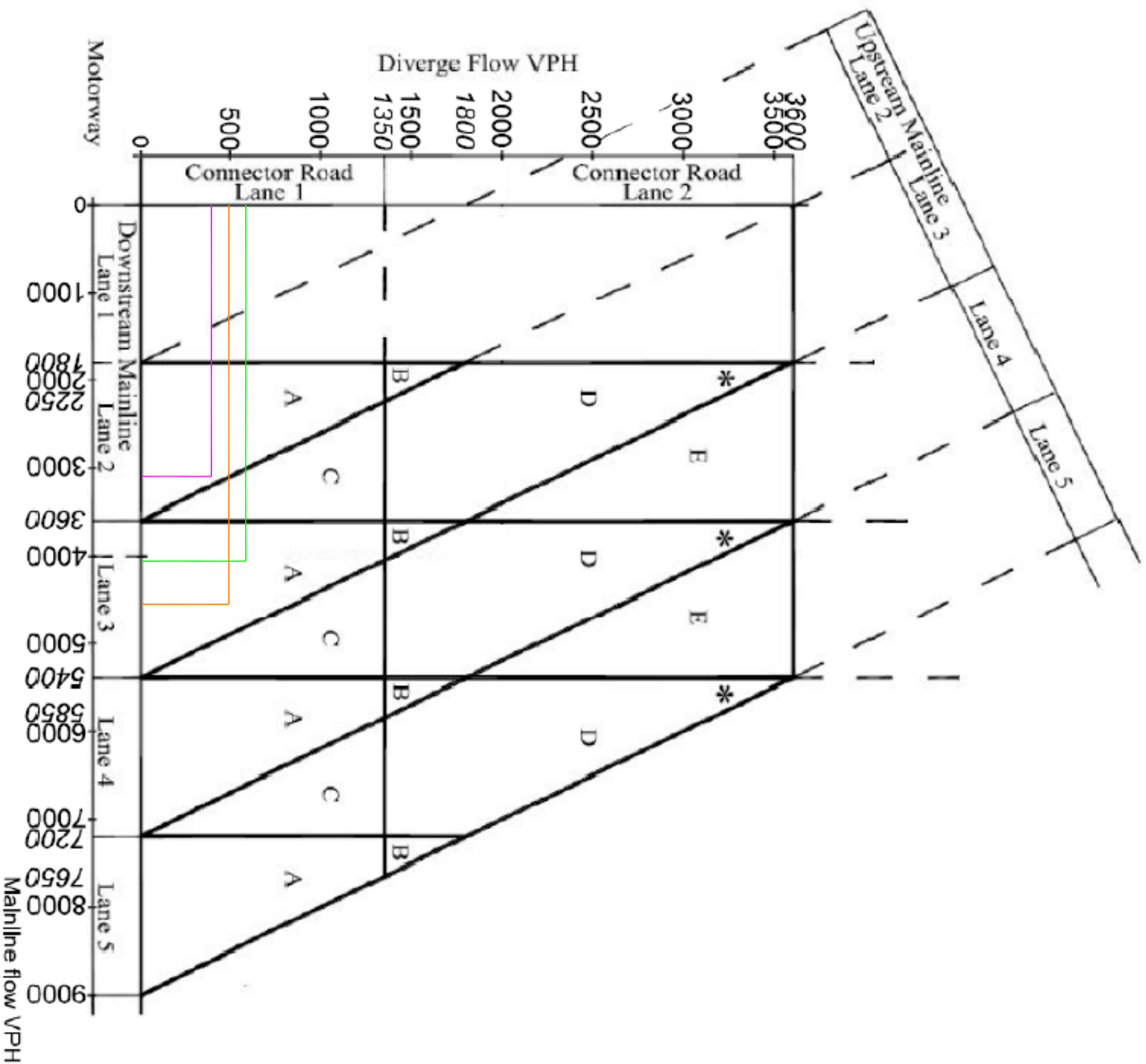
Scale:
NTS

Drawn By:
LACB

Checked By:
AB

Status:
Information

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Revision:
A -

Key:

- 2038 Baseline Consented AM Peak
- 2038 Do Something AM Peak
- 2038 Baseline Consented Inter Peak
- 2038 Do Something Inter Peak
- 2038 Baseline Consented PM Peak
- 2038 Do Something PM Peak

Client:
Russell Homes

Project:
South Heywood Development Area

Drawing Title:
M66 J3
Southbound Diverge
2038 'Do Something'

Drawing Number:
Appendix TA17_006

Date:
28.09.2022

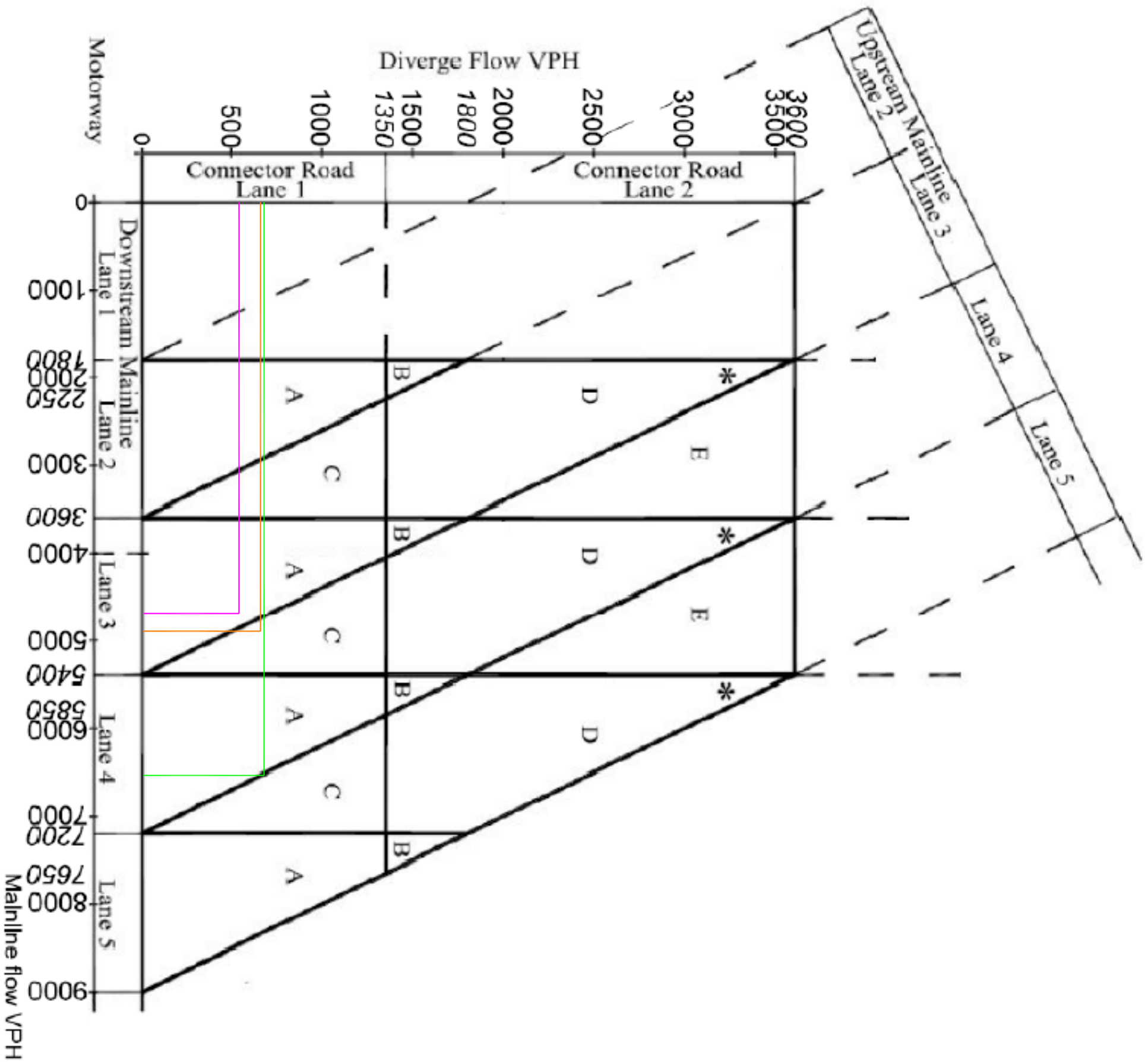
Scale:
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Drawn By:
LACB

Checked By:
AB

Status:
Information

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Revision: A -

Key:

- 2038 Baseline Consented AM Peak
- 2038 Do Something AM Peak
- 2038 Baseline Consented Inter Peak
- 2038 Do Something Inter Peak
- 2038 Baseline Consented PM Peak
- 2038 Do Something PM Peak

Client: Russell Homes

Project: South Heywood Development Site

Drawing Title: M62 J19 Westbound Diverge 2038 'Do Something'

Drawing Number: Appendix TA17_002 Revision: -

Date: 28.09.2022 Scale: NTS

Drawn By: LACB Checked By: AB

Status: Information

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Revision:
A -

Key:

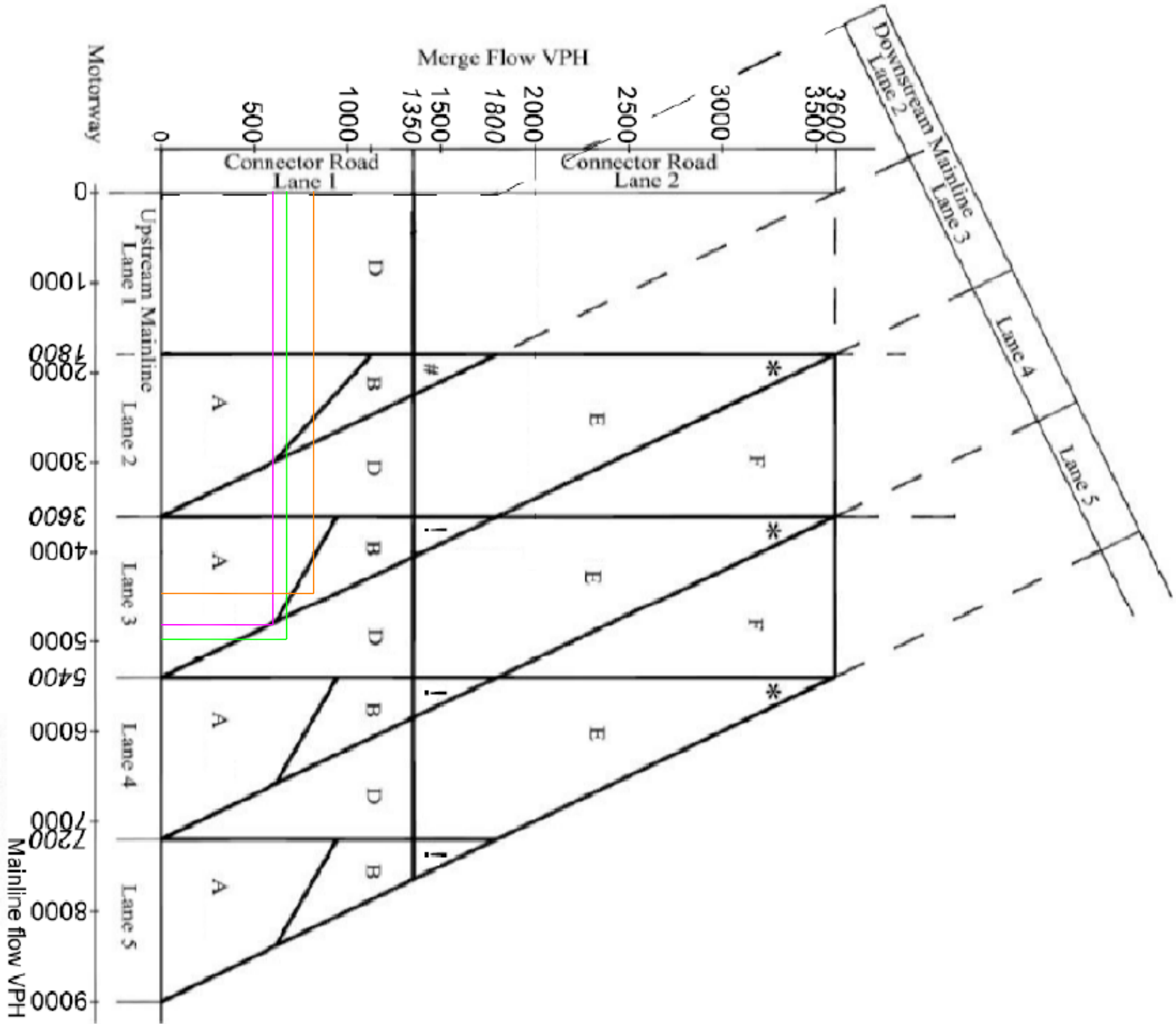
- 2038 Baseline Consented AM Peak
- 2038 Do Something AM Peak
- 2038 Baseline Consented Inter Peak
- 2038 Do Something Inter Peak
- 2038 Baseline Consented PM Peak
- 2038 Do Something PM Peak

Client:	Russell Homes		
Project:	South Heywood Development Area		
Drawing Title:	M62 J19 Eastbound Merge 2038 'Do Something'		
Drawing Number:	Appendix TA17_003	Revision:	-
Date:	28.09.2022	Scale:	NTS
Drawn By:	LACB	Checked By:	AB
Status:	Information		

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APPENDIX TA18 - 2038 ‘Do-Something’ Junction Turning Flows (All data in PCUs)

1 M62 J19 Roundabout		AM	IP	PM
From	To	Do Something	Do Something	Do Something
Middleton Road N	M62 EB	203	61	180
Middleton Road N	Middleton Road S	274	166	220
Middleton Road N	M62 WB	349	244	243
Middleton Road N	Link Road	7	0	2
M62 WB	Middleton Road S	159	150	131
M62 WB	M62 WB	0	0	0
M62 WB	Link Road	552	442	459
M62 WB	Middleton Road N	65	59	159
Middleton Road S	M62 WB	158	70	87
Middleton Road S	Link Road	346	177	300
Middleton Road S	Middleton Road N	205	183	416
Middleton Road S	M62 EB	63	100	100
M62 EB	Link Road	417	217	388
M62 EB	Middleton Road N	290	194	289
M62 EB	M62 EB	0	0	0
M62 EB	Middleton Road S	180	24	237
Link Road	Middleton Road N	21	12	70
Link Road	M62 EB	687	529	471
Link Road	Middleton Road S	209	179	238
Link Road	M62 WB	368	197	298

8 M66 J3 Roundabout		AM	IP	PM
From	To	Do Something	Do Something	Do Something
M66 SB exit slip	Pilsworth Rd E	129	104	140
M66 SB exit slip	M66 SB onslip	0	0	0
M66 SB exit slip	Pilsworth Rd W	436	349	255
M66 SB exit slip	M66 NB onSlip	0	0	239
Pilsworth Rd E	M66 SB onslip	180	251	180
Pilsworth Rd E	Pilsworth Rd W	155	82	66
Pilsworth Rd E	M66 NB onSlip	249	209	245
Pilsworth Rd E	Pilsworth Rd E	0	0	0
M66 NB off slip	Pilsworth Rd W	538	421	137
M66 NB off slip	M66 NB onSlip	0	0	0
M66 NB off slip	Pilsworth Rd E	303	212	183
M66 NB off slip	M66 SB onslip	0	0	0
Pilsworth Rd W	M66 NB onSlip	414	446	949
Pilsworth Rd W	Pilsworth Rd E	275	246	403
Pilsworth Rd W	M66 SB onslip	444	432	452
Pilsworth Rd W	Pilsworth Rd W	0	0	0

2 Link Road / A6045 Manchester Road		AM	IP	PM
From	To	Do Something	Do Something	Do Something
Manchester Rd N	Link Road E	283	91	152
Manchester Rd N	Manchester Rd S	260	173	168
Manchester Rd N	Hareshill Road (Link Road W)	63	53	46
Link Road E	Manchester Rd S	93	39	78
Link Road E	Hareshill Road (Link Road W)	1084	717	892
Link Road E	Manchester Rd N	147	81	180
Manchester Rd S	Hareshill Road (Link Road W)	43	100	32
Manchester Rd S	Manchester Rd N	278	185	371
Manchester Rd S	Link Road E	70	79	75
Hareshill Road (Link Road W)	Manchester Rd N	78	67	130
Hareshill Road (Link Road W)	Link Road E	930	747	851
Hareshill Road (Link Road W)	Manchester Rd S	44	82	87

4 Link Road (Hareshill Road) / Pilsworth Road		AM	IP	PM
From	To	Do Something	Do Something	Do Something
Pilsworth Rd NE	Hareshill Road (Link Road W)	361	236	277
Pilsworth Rd NE	Pilsworth Rd W	262	85	22
Hareshill Road (Link Road W)	Pilsworth Rd W	499	371	462
Hareshill Road (Link Road W)	Pilsworth Rd NE	352	252	386
Pilsworth Rd W	Pilsworth Rd NE	62	110	352
Pilsworth Rd W	Hareshill Road (Link Road W)	536	562	442

10 Pilsworth Road / Heywood Distribution Park		AM	IP	PM
From	To	Do Something	Do Something	Do Something
Heywood Industrial Estate	Pilsworth Road E	126	165	235
Heywood Industrial Estate	Pilsworth Road W	140	212	200
Pilsworth Road E	Pilsworth Road W	412	358	308
Pilsworth Road E	Heywood Industrial Estate	349	98	176
Pilsworth Road W	Heywood Industrial Estate	241	194	137
Pilsworth Road W	Pilsworth Road E	472	506	559

6 Pilsworth Road/Whittle Ln		AM	IP	PM
From	To	Do Something	Do Something	Do Something
Pilsworth Road E	Whittle Ln	113	39	33
Pilsworth Road E	Pilsworth Road W	446	554	521
Whittle Ln	Pilsworth Road W	99	130	169
Whittle Ln	Pilsworth Road E	31	18	105
Pilsworth Road W	Pilsworth Road E	734	726	603
Pilsworth Road W	Whittle Ln	219	143	192

7 Moss Hall Lane / Pilsworth Road		AM	IP	PM
From	To	Do Something	Do Something	Do Something
Moss Hall Road Moss Hall Road	Pilsworth Road S	321	330	305
	Pilsworth Road W	19	1	72
Pilsworth Road S Pilsworth Road S	Pilsworth Road W	566	541	420
	Moss Hall Road	67	179	239
Pilsworth Road W Pilsworth Road W	Moss Hall Road	101	24	144
	Pilsworth Road S	606	538	581

9d Link Road / Development Access D		AM	IP	PM
From	To	Do Something	Do Something	Do Something
Link Road West Link Road West	Link Road East	991	875	1032
	Access D	9	12	27
Link Road East Link Road East	Access D	22	22	55
	Link Road West	1168	848	915
Access D Access D	Link Road West	24	13	16
	Link Road East	61	21	36

9b Link Road / Development Access E		AM	IP	PM
From	To	Do Something	Do Something	Do Something
Link Road West Link Road West	Link Road East	950	877	1039
	Access E	4	6	13
Link Road East Link Road East	Access E	10	9	23
	Link Road West	1183	848	892
Access E Access E	Link Road West	11	7	8
	Link Road East	27	8	15

9c Link Road / Development Access F		AM	IP	PM
From	To	Do Something	Do Something	Do Something
Link Road West Link Road West	Link Road East	973	879	1043
	Access F	4	6	12
Link Road East Link Road East	Access F	10	10	24
	Link Road West	1182	851	907
Access F Access F	Link Road West	10	6	7
	Link Road East	27	9	15

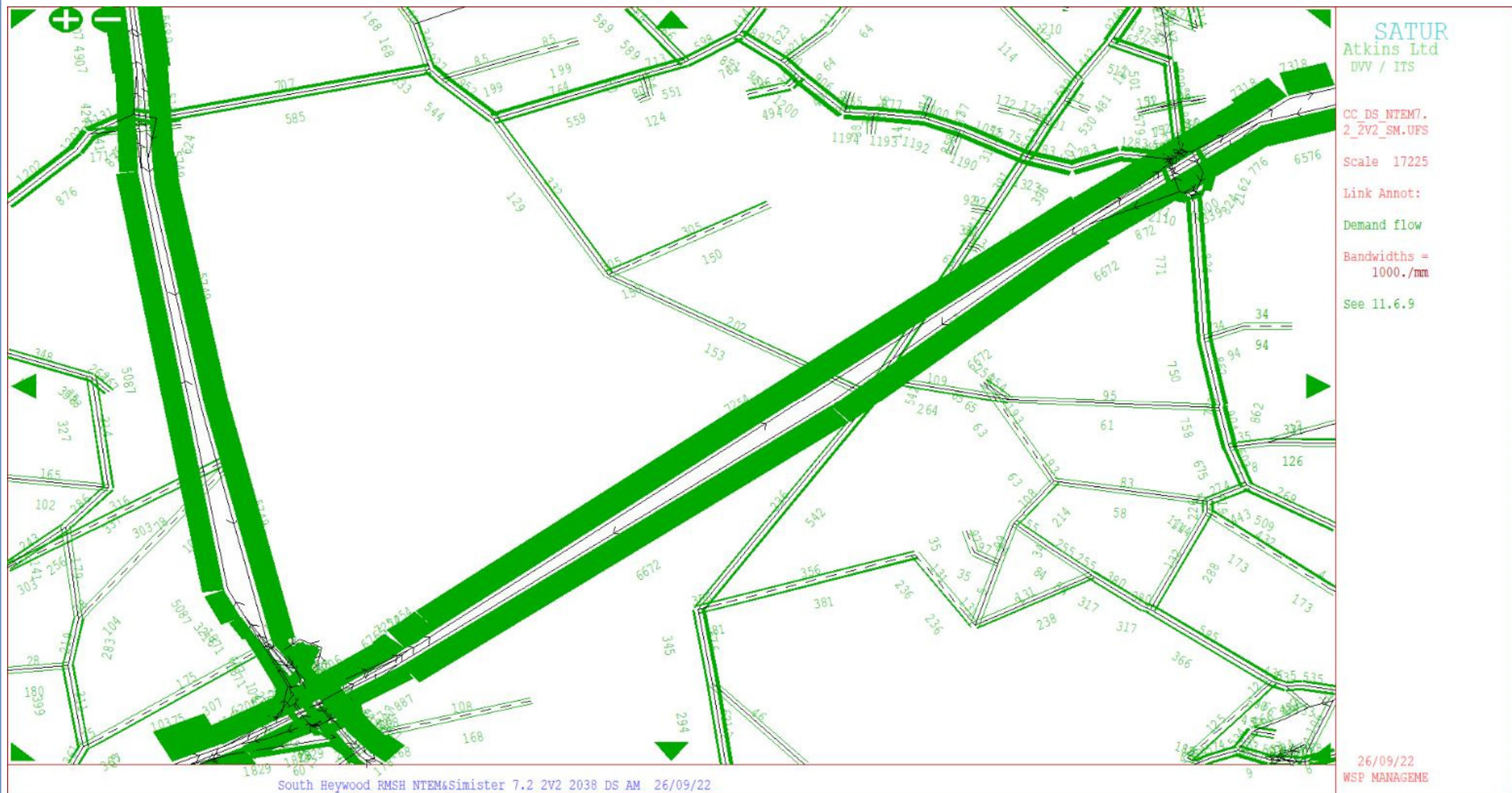
9a Link Road / Development Access G		AM	IP	PM
From	To	Do Something	Do Something	Do Something
Link Road West Link Road West	Access G	13	14	31
	Link Road East	893	865	1017
Access G Access G	Link Road East	62	17	35
	Link Road West	25	17	18
Link Road East Link Road East	Link Road West	1176	834	847
	Access G	19	21	53

3 Link Road / Development Access H (Employment)		AM	IP	PM
From	To	Do Something	Do Something	Do Something
Link Road West Link Road West	Link Road East	705	675	786
	Access H	145	115	45
Link Road East Link Road East	Access H	349	281	219
	Link Road West	851	569	646
Access H Access H	Link Road West	105	130	163
	Link Road East	201	204	262

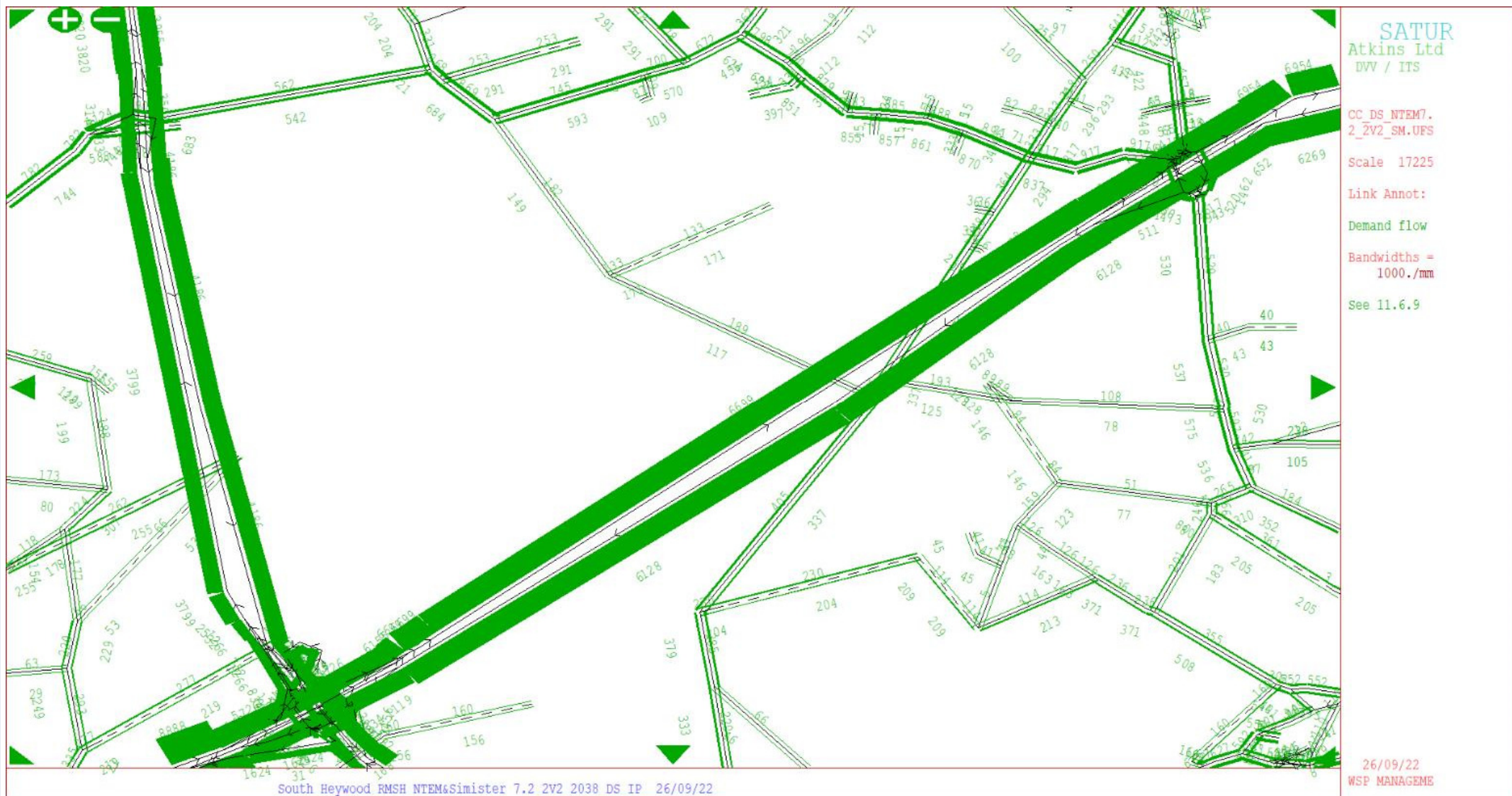
D Hareshill Road / Hill Top Road		AM	IP	PM
From	To	Do Something	Do Something	Do Something
Hareshill Road North Hareshill Road North	Hill Top Road	79	67	16
	Hareshill Road South	819	732	704
Hill Top Road Hill Top Road	Hareshill Road South	32	58	127
	Hareshill Road North	32	54	93
Hareshill Road South Hareshill Road South	Hareshill Road North	819	570	756
	Hill Top Road	137	129	53

5 Pilsworth Road / Development Access I (Employment)		AM	IP	PM
From	To	Do Something	Do Something	Do Something
Pilsworth Rd W Pilsworth Rd W	Pilsworth Rd E	687	677	657
	Access I	77	68	51
Pilsworth Rd E Pilsworth Rd E	Access I	46	41	27
	Pilsworth Rd W	505	529	482
Access I Access I	Pilsworth Rd W	54	64	73
	Pilsworth Rd E	26	23	39

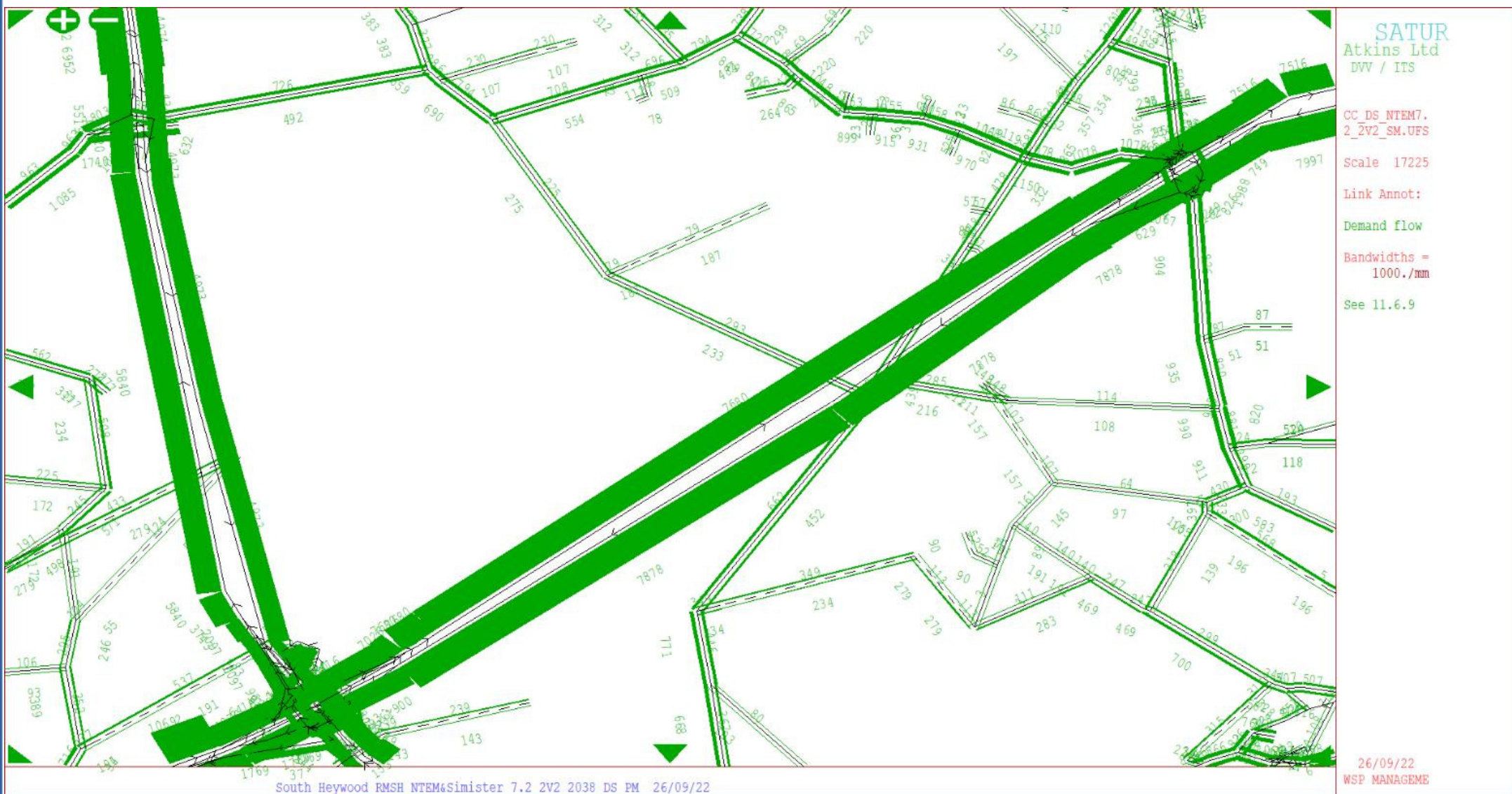
2038 Do-Something AM Peak: All Vehicles (pcus) - Model Demand Flows



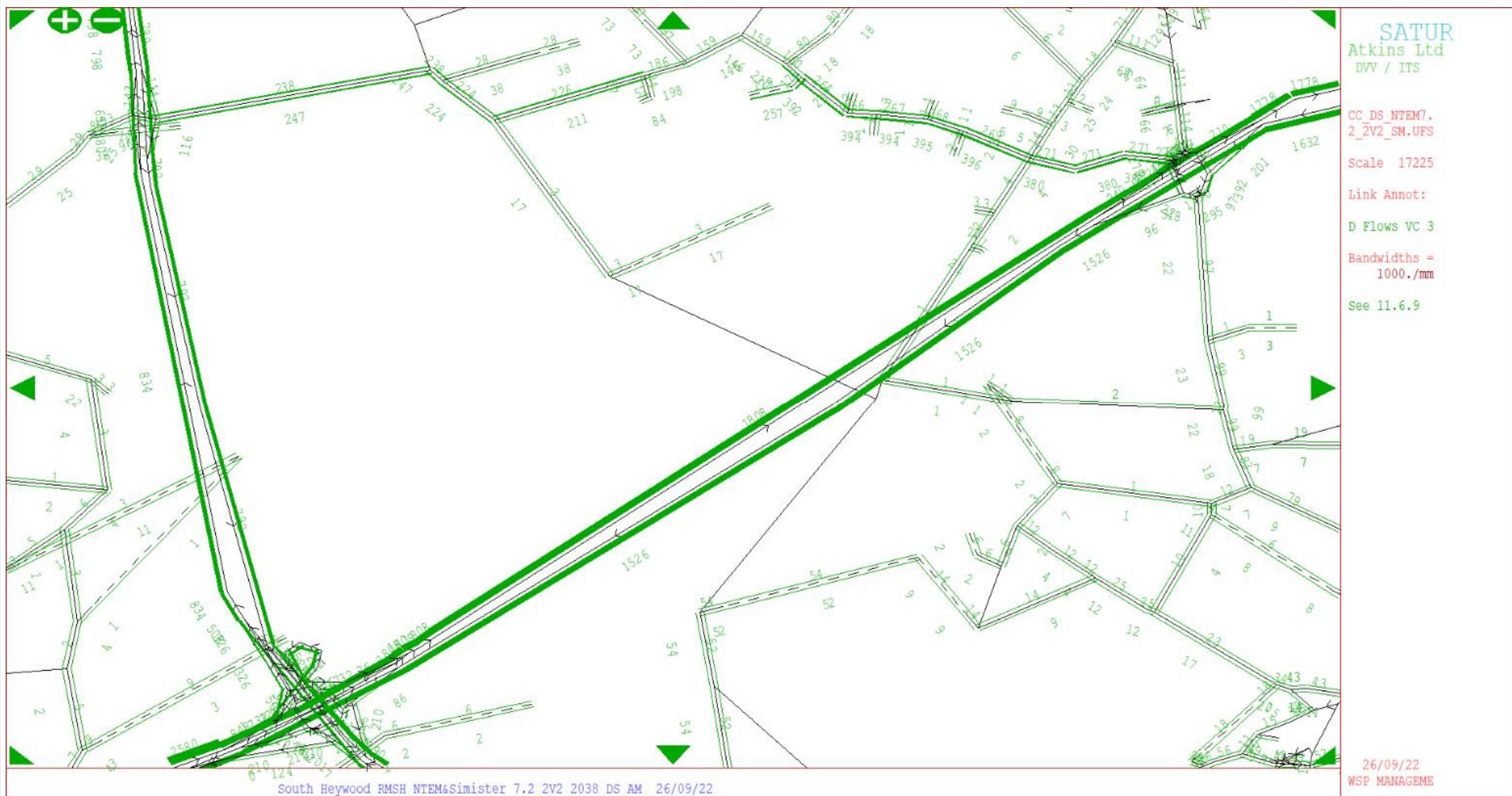
2038 Do-Something Inter-Peak: All Vehicles (pcus) - Model Demand Flows



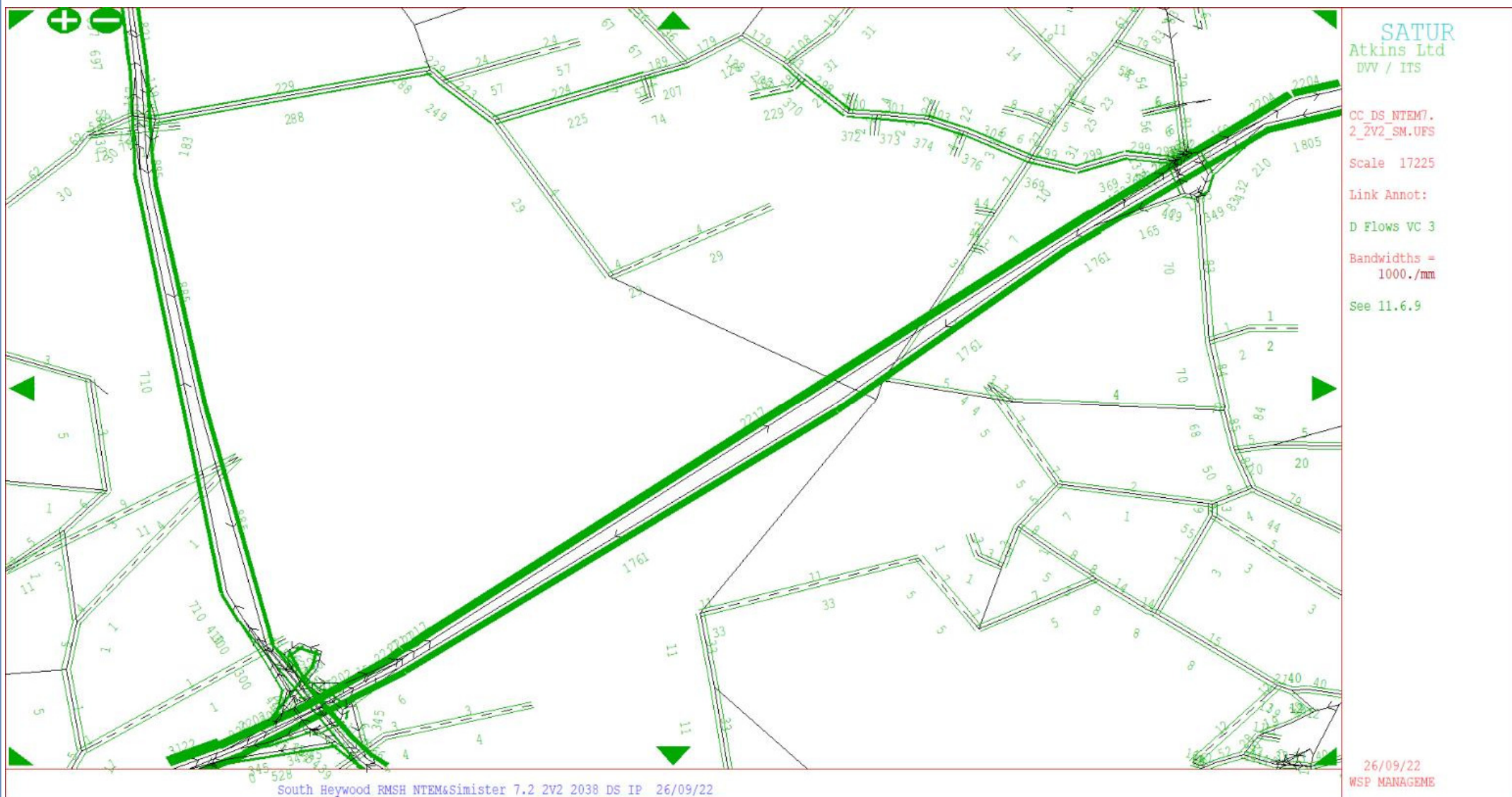
2038 Do-Something PM-Peak: All Vehicles (pcus) - Model Demand Flows



2038 Do-Something AM Peak: HGVs (pcus) - Model Demand Flows



2038 Do-Something Inter-Peak: HGVs (pcus) - Model Demand Flows



26/09/22
WSP MANEGEME



October 2022



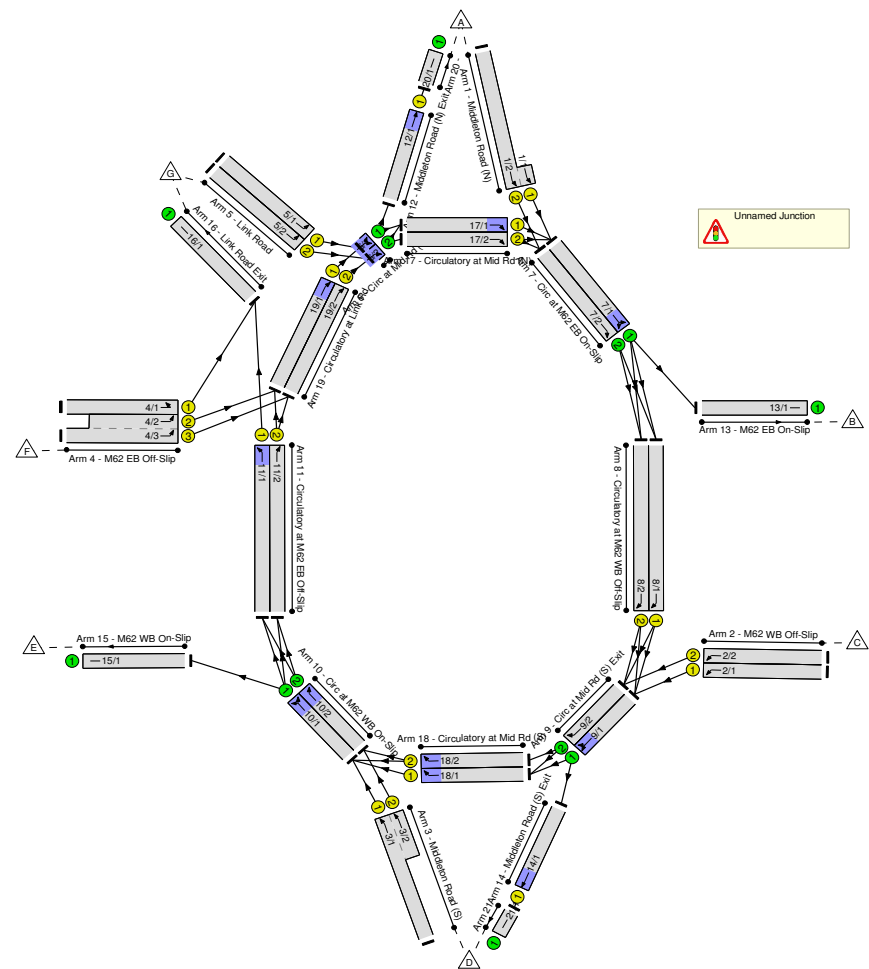
Appendix TA19(a) - M62 J19 LINSIG Assessment Results - 2038 'Do-Something' v 'Baseline Consented'

Key

	0-89% DoS (within capacity conditions)
	90-99% DoS (variable operating conditions)
	100%+ DoS (over capacity conditions)

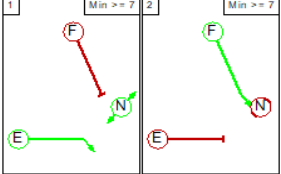
M62 J19		AM Peak						Inter Peak						PM Peak					
Lane Description		2038 'Baseline Consented'			2038 'Do Something'			2038 'Baseline Consented'			2038 'Do Something'			2038 'Baseline Consented'			2038 'Do Something'		
		Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ
1/2+1/1	Middleton Road (n) Ahead	-	93.9%	-	-	95.7%	-	-	86.6%	-	-	88.5%	-	-	91.7%	-	-	93.5%	-
2/1	M62 w/b Offslip Ahead	831	93.5%	17.5	833	93.8%	17.8	469	85.0%	9.0	471	84.5%	8.9	648	91.7%	13.1	645	91.3%	12.6
2/2	M62 w/b Offslip Ahead	223	38.5%	3.2	224	38.7%	3.2	204	41.8%	3.1	209	42.9%	3.2	285	44.5%	4.0	290	45.3%	4.1
3/1	M62 w/b Offslip Ahead	530	85.3%	11.0	552	88.8%	12.3	433	82.7%	9.0		84.4%	9.4	469	68.3%	7.7	459	66.8%	7.4
3/1	Middleton Road (s) Ahead	766	93.2%	13.0	772	94.7%	14.6	523	86.5%	7.5	442	88.5%	8.2	903	86.1%	11.3	903	85.9%	11.2
4/1	M62 e/b Offslip Ahead	378	19.7%	0.1	417	21.7%	0.1	193	10.1%	0.1	530	11.3%	0.1	354	18.4%	0.1	388	20.2%	0.1
4/3+4/2	M62 e/b Offslip Ahead	474	86.2%	7.7	470	85.4%	7.6	219	71.3%	4.3	217	70.5%	4.2	532	77.4%	6.5	526	76.5%	6.3
5/1	Link Road Ahead	694	93.9%	17.0	708	95.7%	19.0	557	86.6%	11.7	218	84.1%	10.8	524	90.5%	12.5	541	93.5%	14.3
5/2	Link Road Ahead	544	68.8%	8.6	577	73.0%	9.5	332	48.3%	4.8	541	54.7%	5.6	501	81.0%	9.7	536	86.6%	11.4
6/1	Internal Link (between Link Road and Middleton Road n) Left Ahead	1258	57.8%	0.7	1271	58.4%	0.7	1026	47.7%	0.5	376	47.4%	0.5	1383	64.3%	0.9	1405	65.3%	0.9
6/2	Internal Link (between Link Road and Middleton Road n) Ahead	785	36.5%	0.3	817	38.0%	0.3	413	19.2%	0.1	1020	21.3%	0.1	836	38.9%	0.3	873	40.6%	0.3
7/1	Internal Link (between Middleton Road n and M62 e/b Onslip) Left Ahead	1269	59.9%	5.0	1299	61.3%	15.2	860	40.6%	0.4	457	40.9%	0.4	1036	48.9%	0.8	1052	49.6%	0.8
7/2	Internal Link (between Middleton Road n and M62 e/b Onslip) Ahead	1025	48.3%	0.5	1041	49.1%	0.5	607	28.6%	0.2	867	29.9%	0.2	903	42.6%	0.4	937	44.2%	0.4
8/1	Internal Link (between M62 e/b Onslip and w/b Offslip) Ahead	575	50.6%	6.3	588	51.8%	6.5	257	20.7%	1.1	633	22.2%	1.4	537	50.3%	5.8	567	53.1%	6.4
8/2	Internal Link (between M62 e/b Onslip and w/b Offslip) Ahead	784	64.6%	9.2	799	65.9%	9.8	510	38.5%	2.4	275	40.4%	3.4	666	58.5%	7.2	671	58.9%	7.3
9/1	Internal Link (between M62 w/b Offslip and Middleton Road s) Left Ahead	971	43.9%	0.6	990	44.8%	0.6	619	28.0%	0.2	535	29.3%	0.2	973	44.0%	0.6	998	45.2%	0.7
9/2	Internal Link (between M62 w/b Offslip and Middleton Road s) Ahead	1141	51.6%	0.5	1173	53.1%	0.6	785	35.5%	0.3	647	36.8%	0.3	984	44.5%	0.4	989	44.8%	0.4
10/1	Internal Link (between Middleton Road s and M62 w/b Onslip) Ahead Left	1124	52.5%	0.6	1148	53.6%	0.6	765	35.7%	0.3	814	37.6%	0.3	1167	54.5%	0.6	1186	55.4%	0.6
10/2	Internal Link (between Middleton Road s and M62 w/b Onslip) Ahead	939	43.9%	0.4	965	45.1%	0.4	659	30.8%	0.2	804	31.2%	0.2	885	41.4%	0.4	878	41.0%	0.3
11/1	Internal Link (between M62 w/b Onslip and e/b Offslip) Left	880	61.9%	3.1	905	63.6%	3.5	609	42.8%	7.4	668	43.5%	7.6	779	57.4%	9.0	761	56.1%	8.5
11/2	Internal Link (between M62 w/b Onslip and e/b Offslip) Ahead	331	23.9%	0.4	333	24.1%	0.4	331	23.9%	1.1	619	24.7%	1.2	662	50.1%	1.4	675	51.1%	1.4
12/1	Middleton Road (n) Exit Ahead	580	36.9%	0.5	581	37.0%	0.5	441	28.8%	0.3	342	29.3%	0.3	928	60.7%	1.8	934	61.1%	1.8
14/1	Middleton Road (s) Exit Ahead	815	54.4%	3.6	822	54.4%	3.6	503	33.4%	2.5	448	34.4%	2.5	808	53.6%	1.3	826	54.8%	1.4
17/1	Internal Link (between Middleton Road n exit and entry) Ahead	701	84.8%	6.0	720	87.1%	6.8	586	50.6%	1.1	519	49.4%	1.1	629	59.4%	1.6	651	61.5%	1.9
17/2	Internal Link (between Middleton Road n exit and entry) Ahead	762	86.3%	8.0	878	89.1%	8.8	412	33.3%	1.5	572	37.0%	1.5	662	58.6%	3.9	693	61.3%	3.9
18/1	Internal Link (between Middleton Road s exit and entry) Ahead	758	66.9%	7.0	782	69.1%	7.3	468	35.1%	2.6	457	37.5%	2.8	678	78.3%	11.5	700	80.9%	12.3
18/2	Internal Link (between Middleton Road s exit and entry) Ahead	539	44.6%	8.2	559	46.2%	8.4	433	30.4%	0.2	500	31.1%	0.2	471	50.9%	6.5	461	49.9%	6.3
19/1	Internal Link (between Link Road and Middleton Road n exit) Ahead	564	56.4%	4.7	563	56.4%	4.7	469	43.8%	1.5	442	44.7%	1.6	859	75.4%	10.8	864	75.9%	11.1
19/2	Internal Link (between Link Road and Middleton Road n exit) Ahead	241	23.2%	1.2	240	23.1%	1.2	81	7.1%	0.1	479	7.10%	0.1	335	27.5%	1.7	337	27.7%	1.7
Junction PRC		-4.3%			-6.4%			3.9%			1.7%			-1.9%			-3.9%		

Network Layout Diagram

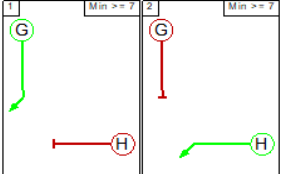


Stage Diagram

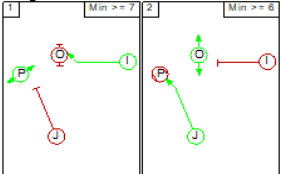
Stage Stream: 1



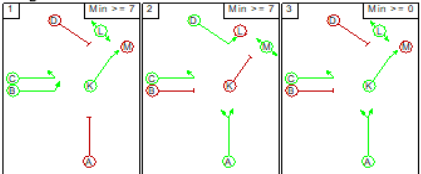
Stage Stream: 2



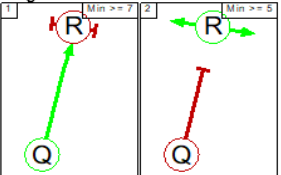
Stage Stream: 3



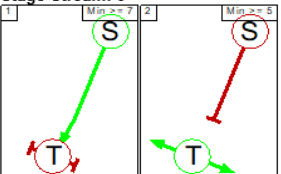
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



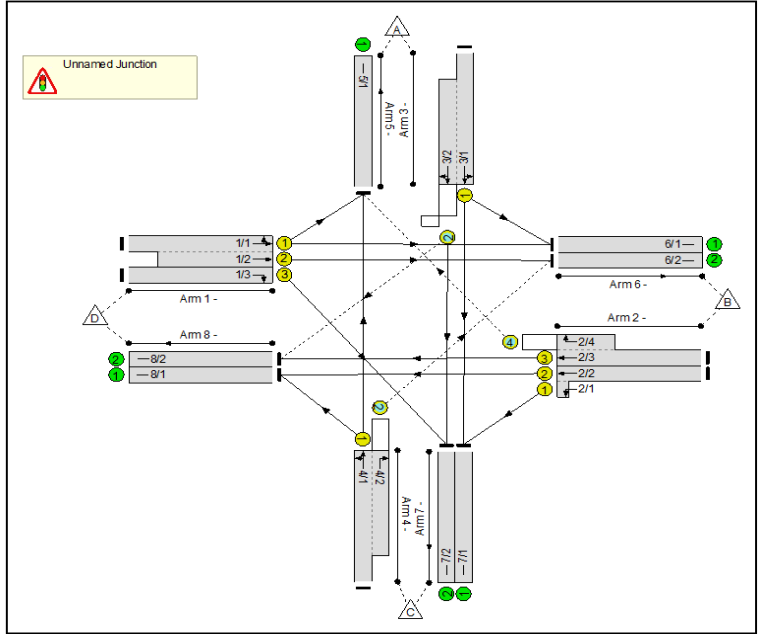
Appendix TA19(b) - Proposed New Link Road / Manchester Road LINSIG Assessment Results - 2038 'Do-Something' v 'Baseline Consented'

Key

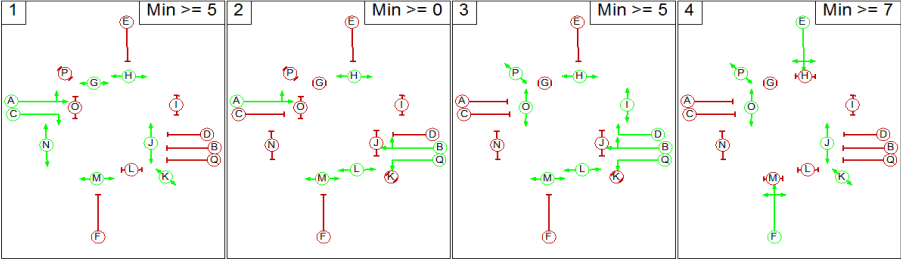
	0-89% DoS (within capacity conditions)
	90-99% DoS (variable operating conditions)
	100%+ DoS (over capacity conditions)

Proposed New Link Road / Manchester Road Junction		AM Peak						Inter Peak						PM Peak					
		2038 'Baseline Consented'			2038 'Do Something'			2038 'Baseline Consented'			2038 'Do Something'			2038 'Baseline Consented'			2038 'Do Something'		
		Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ
		-	76.5%	-	-	80.1%	-	-	60.7%	-	-	62.7%	-	-	74.1%	-	-	74.9%	-
1/1+1/2	Link Road (w) Ahead Left	977	58.3%	10.4	1008	60.1%	10.9	787	58.0%	7.4	814	57.5%	7.5	935	71.3%	11.9	981	74.8%	12.8
1/3	Link Road (w) Right	49	21.4%	1.2	44	19.2%	1.1	91	31.8%	1.9	82	28.7%	1.6	84	36.7%	2.2	87	38.0%	2.3
2/2+2/1	Link Road (e) Ahead Left	572	72.0%	13.0	606	76.4%	14.4	344	54.3%	6.1	366	55.4%	6.4	501	66.8%	11.1	509	67.9%	11.5
2/3+2/4	Link Road (e) Ahead Right	687	76.5%	14.8	718	80.1%	16.2	448	60.7%	7.0	471	61.6%	7.3	633	73.4%	12.4	641	74.3%	12.8
3/1+3/2	Manchester Road (n) Ahead Left Right	606	76.1%	8.3	606	76.8%	8.2	318	43.4%	3.0	317	45.9%	3.0	364	52.9%	4.3	366	57.9%	4.5
4/1+4/2	Heywood Old Road (s) Ahead Left Right	382	62.3%	7.7	391	64.2%	8.0	360	58.4%	5.6	364	62.7%	5.9	474	74.1%	10.4	478	74.9%	10.5
Junction PRC		17.6%			12.3%			48.3%			43.5%			21.4%			20.2%		

Network Layout Diagram



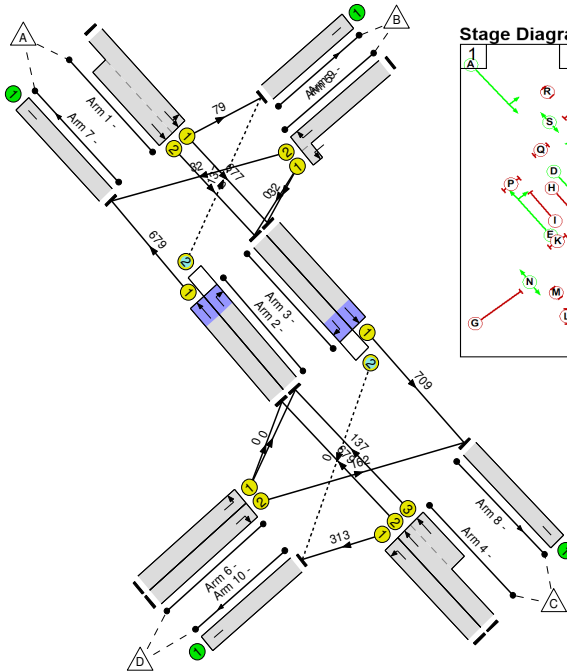
Stage Diagram
Stage Stream: 1



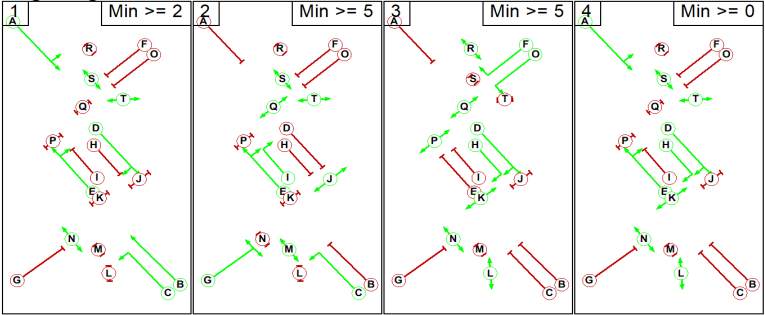
Appendix TA19(c) - Hill Top Road / Link Road LINSIG Assessment Results - 2038 'Do-Something' v 'Baseline Consented'

Key
0-89% DoS (within capacity conditions)
90-99% DoS (variable operating conditions)
100%+ DoS (over capacity conditions)

Hill Top Road / Link Road Junction		AM Peak						Inter Peak						PM Peak					
		2038 'Baseline Consented'			2038 'Do Something'			2038 'Baseline Consented'			2038 'Do Something'			2038 'Baseline Consented'			2038 'Do Something'		
		Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ
1/1+1/2	Link Road West Ahead Left	878	64.6%	14.6	897	66.9%	15.2	776	61.8%	13.7	799	63.4%	14.0	706	63.5%	14.5	720	68.0%	15.5
2/1	Link Road East (internal) Ahead	790	45.7%	0.5	819	47.4%	0.6	538	31.1%	0.4	570	33.0%	0.5	752	45.9%	0.6	755	46.1%	0.7
2/2	Link Road East (internal) Right	137	23.1%	0.2	137	22.5%	0.2	129	18.7%	0.2	129	18.6%	0.2	53	7.8%	0.0	53	7.5%	0.0
3/1	Link Road West (internal) Ahead	709	41.8%	0.5	705	42.6%	0.6	675	41.9%	0.5	675	42.5%	0.5	782	48.6%	0.7	786	50.9%	0.7
3/2	Link Road West (internal) Right	122	20.1%	0.3	145	24.4%	0.4	92	12.4%	0.2	115	15.3%	0.2	35	5.0%	0.0	45	6.5%	0.1
4/1	Link Road East Left	273	20.2%	3.0	349	25.9%	4.0	217	16.1%	2.3	281	20.8%	3.1	167	13.2%	1.9	219	17.3%	2.6
4/2+4/3	Link Road East Ahead	857	73.3%	18.3	851	75.5%	19.0	589	53.5%	10.0	569	52.6%	9.5	688	70.2%	15.8	645	70.3%	15.2
5/2+5/1	Hill Top Road	64	26.8%	1.0	64	26.8%	1.0	112	46.3%	2.3	112	46.3%	2.3	221	67.6%	5.9	220	67.2%	5.8
6/1	Access H Left	70	32.6%	2.0	105	41.9%	3.0	78	27.2%	2.1	130	42.7%	3.6	117	40.8%	3.2	163	47.9%	4.5
6/2	Access H Right	172	73.8%	5.9	201	74.0%	6.7	186	59.9%	5.5	204	61.8%	6.0	219	70.5%	6.9	262	71.0%	8.0
Junction PRC		21.9%			19.2%			45.5%			41.9%			27.6%			26.7%		



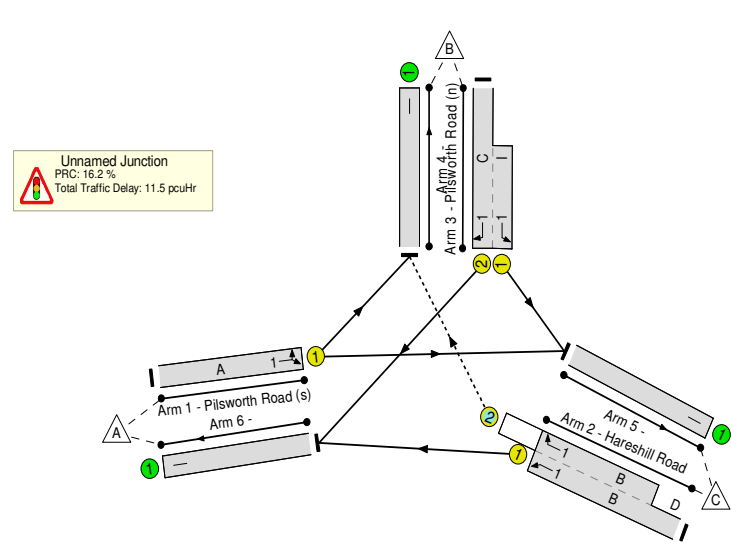
Stage Diagram



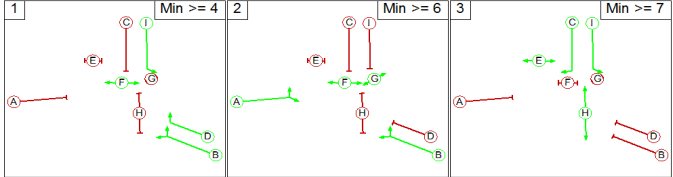
Appendix TA19(d) - Hareshill Road / Pilsworth Road LINSIG Assessment Results - 2038 'Do-Something'
v 'Baseline Consented'

Key		
1/1	Pilsworth Road (s) Ahead Right	0-89% DoS (within capacity conditions)
2/1+2/2	Hareshill Road Left Right	90-99% DoS (variable operating conditions)
3/2+3/1	Pilsworth Road (n) Ahead Right	100%+ DoS (over capacity conditions)

Hareshill / Pilsworth Road Junction		AM Peak						Inter Peak						PM Peak					
		2038 'Baseline Consented'			2038 'Do Something'			2038 'Baseline Consented'			2038 'Do Something'			2038 'Baseline Consented'			2038 'Do Something'		
		Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ
		-	69.4%	-	-	71.5%	-	-	62.9%	-	-	64.6%	-	-	76.8%	-	-	77.6%	-
1/1	Pilsworth Road (s) Left Ahead	589	65.5%	12.2	598	63.4%	11.8	654	62.9%	9.9	672	64.6%	10.0	768	76.8%	16.8	794	77.6%	17.4
2/1+2/2	Hareshill Road Right Ahead	821	69.3%	7.1	851	71.2%	7.2	591	49.5%	3.3	623	53.7%	3.5	846	76.8%	5.5	848	76.6%	5.7
3/2+3/1	Pilsworth Road (n) Left Right	619	69.4%	7.5	623	71.5%	7.9	312	42.9%	3.9	321	43.7%	4.0	298	42.6%	5.5	299	44.0%	5.7
Junction PRC		29.7%			25.8%			43.0%			39.3%			17.2%			16.0%		



Stage Diagram
Stage Stream: 1



Appendix TA19(e) - Pilsworth Road / Moss Hall Road LINSIG Assessment Results - 2038 'Do-Something' v 'Baseline Consented'

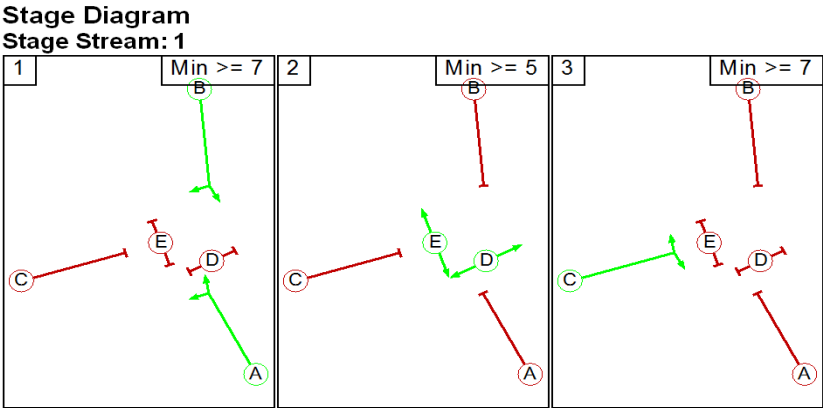
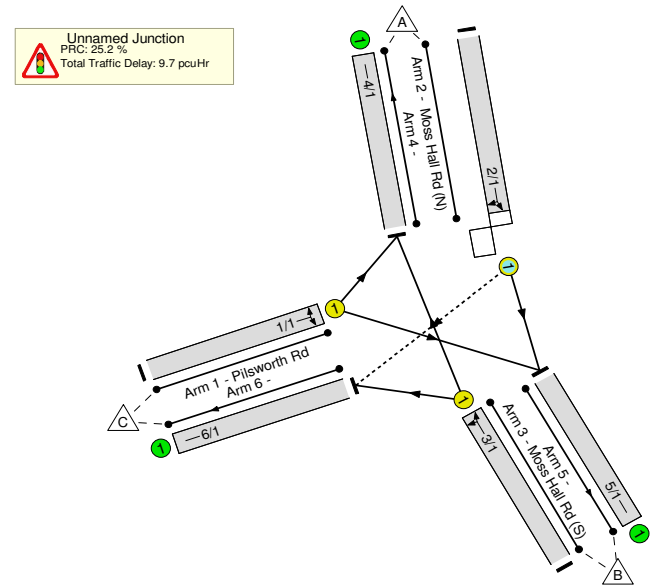
Key

0-89% DoS (within capacity conditions)

90-99% DoS (variable operating conditions)

100%+ DoS (over capacity conditions)

Pilsworth Road / Moss Hall Road Junction		AM Peak						Inter Peak						PM Peak					
		2038 'Baseline Consented'			2038 'Do Something'			2038 'Baseline Consented'			2038 'Do Something'			2038 'Baseline Consented'			2038 'Do Something'		
		Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ
1/1	Pilsworth Rd Left Right (M66 J3 connect)	696	85.3%	18.1	707	86.7%	18.8	555	83.9%	12.5	562	85.0%	12.8	721	86.2%	18.8	725	88.7%	20.0
2/1	Moss Hall Rd (N) Ahead Right	333	42.0%	6.2	340	42.9%	6.3	330	35.6%	4.3	331	35.6%	4.3	374	77.9%	8.6	377	72.4%	8.1
3/1	Moss Hall Rd (S) Ahead Left	626	85.1%	16.8	633	86.0%	17.2	714	83.0%	14.7	720	83.8%	14.9	648	88.0%	18.3	659	87.3%	18.2
Junction PRC		5.5%			3.8%			7.2%			5.9%			2.3%			1.4%		



Appendix TA19(f) - M66 J3 LINSIG Assessment Results - 2038 'Do-Something' v 'Baseline Consented'

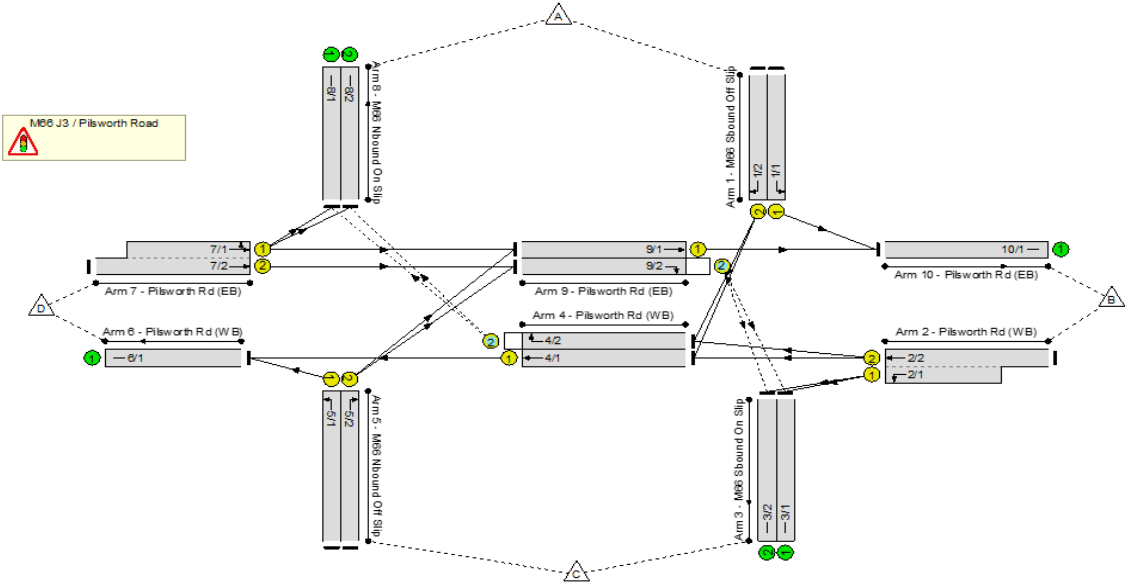
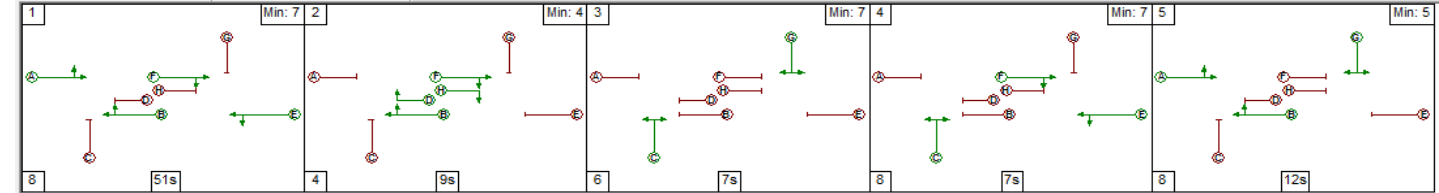
Key

0-89% DoS (within capacity conditions)

90-99% DoS (variable operating conditions)

100%+ DoS (over capacity conditions)

M66 J3	Lane Description	AM Peak									Inter Peak									PM Peak								
		2038 'Baseline'			2038 'Do Something'						2038 'Baseline Consented'			2038 'Do Something'						2038 'Baseline Consented'			2038 'Do Something'					
		Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ	Flow	Deg of Sat	MMQ
		-	96.6%	-	-	97.0%	-	-	87.3%	-	-	88.1%	-	-	139.4%	-	-	139.2%	-	-	139.4%	-	-	139.2%	-	-	139.2%	-
1/1	M66 Southbound Off Slip Left	122	25.6%	1.5	129	27.1%	1.6	97	22.9%	1.5	104	23.5%	1.5	140	40.3%	3.6	140	40.3%	3.6	140	40.3%	3.6	140	40.3%	3.6	140	40.3%	3.6
1/2	M66 Southbound Off Slip Right	435	92.9%	10.7	436	93.1%	10.8	343	82.4%	7.4	349	80.0%	7.2	255	74.6%	7.4	255	74.6%	7.4	255	74.6%	7.4	255	74.6%	7.4	255	74.6%	7.4
2/2+2/1	Pilsworth Road (WB) Left Ahead	577	67.3%	5.4	584	68.5%	5.6	540	40.9%	3.1	542	42.4%	3.2	473	38.6%	3.4	491	40.3%	3.7	491	40.3%	3.7	491	40.3%	3.7	491	40.3%	3.7
4/1	Pilsworth Road (WB) Ahead	593	58.8%	12.2	591	58.6%	12.1	433	39.2%	9.8	431	39.0%	9.8	318	23.9%	9.1	321	24.2%	9.2	321	24.2%	9.2	321	24.2%	9.2	321	24.2%	9.2
4/2	Pilsworth Road (WB) Right	239	88.4%	8.5	249	92.2%	9.7	200	87.0%	7.8	209	84.4%	7.6	234	129.7%	36.4	245	135.8%	44.4	245	135.8%	44.4	245	135.8%	44.4	245	135.8%	44.4
5/1	M66 Northbound Off Slip Left	536	96.6%	19.4	538	97.0%	19.8	419	85.0%	12.5	421	85.4%	12.7	137	40.3%	4.3	137	40.3%	4.3	137	40.3%	4.3	137	40.3%	4.3	137	40.3%	4.3
5/2	M66 Northbound Off Slip Right	291	52.3%	5.8	303	54.5%	6.2	204	41.3%	4.5	212	42.9%	4.7	178	52.2%	5.8	183	53.7%	6.1	183	53.7%	6.1	183	53.7%	6.1	183	53.7%	6.1
7/2+7/1	Pilsworth Road (EB) Left Ahead	1132	95.9%	23.5	1133	96.0%	23.7	1130	87.3%	17.5	1124	88.1%	17.7	1814	139.4%	337.1	1804	139.2%	334.4	1804	139.2%	334.4	1804	139.2%	334.4	1804	139.2%	334.4
9/1	Pilsworth Road (EB) Ahead	573	69.1%	7.6	578	69.7%	8.0	457	48.2%	5.1	458	49.4%	5.3	580	40.4%	5.9	586	41.0%	6.1	586	41.0%	6.1	586	41.0%	6.1	586	41.0%	6.1
9/2	Pilsworth Road (EB) Right	444	95.6%	16.4	444	96.3%	17.0	431	84.0%	13.2	432	84.3%	13.3	466	52.2%	6.9	452	51.4%	6.6	452	51.4%	6.6	452	51.4%	6.6	452	51.4%	6.6
Cycle Time		80			80			90			90			120			120			120			120			120		
Junction PRC		-7.4%			-7.8%			3.1%			2.2%			-54.9%			-54.7%			-54.7%			-54.7%			-54.7%		



Network Layout Diagram



APPENDIX TA20 - South Heywood Development Area Access Points & Other Give Way Junctions - 2038 BASELINE CONSENTED & DO SOMETHING PICADY ASSESSMENT

Proposed NEW Pilsworth Road / South Heywood Employment Access (Jnt 5)	2038 'Baseline Consented' AM			2038 'Do Something' AM			2038 'Baseline Consented' IP			2038 'Do Something' IP			2038 'Baseline Consented' PM			2038 'Do Something' PM		
	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue
Site Access (B-C)	44	0.08	0.1	54	0.10	0.1	51	0.10	0.1	64	0.12	0.2	58	0.11	0.1	73	0.14	0.2
Site Access (B-A)	20	0.08	0.1	26	0.11	0.1	19	0.08	0.1	23	0.10	0.1	31	0.11	0.1	39	0.15	0.2
Pilsworth Road (WB) (C-B)	62	0.11	0.1	77	0.13	0.2	54	0.09	0.1	68	0.12	0.2	42	0.07	0.1	51	0.09	0.1

PILSWORTH ROAD / MOSS HALL ROAD Jn6 '3 Arrows'	2038 'Baseline Consented' AM			2038 'Do Something' AM			2038 'Baseline Consented' IP			2038 'Do Something' IP			2038 'Baseline Consented' PM			2038 'Do Something' PM		
	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue
Moss Hall Road S (B-C)	100	0.19	0.2	99	0.19	0.2	130	0.25	0.4	130	0.26	0.4	181	0.39	0.7	169	0.40	0.7
Moss Hall Road S (B-A)	31	0.16	0.2	31	0.17	0.2	18	0.09	0.1	18	0.09	0.1	90	0.42	0.7	105	0.50	1.0
Moss Hall Road W (C-AB)	936	0.39	0.7	953	0.39	0.7	859	0.26	0.4	869	0.26	0.4	789	0.33	0.5	795	0.34	0.5

JUNCTION 9A A6045 Manchester Road / Development Access G	2038 'Baseline Consented' AM			2038 'Do Something' AM			2038 'Baseline Consented' IP			2038 'Do Something' IP			2038 'Baseline Consented' PM			2038 'Do Something' PM		
	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue
Site Access (B-AC)	87	0.34	0.5	87	0.38	0.6	34	0.13	0.2	34	0.14	0.2	53	0.23	0.3	53	0.25	0.3
Manchester Road (south) (C-B)	19	0.04	0.0	19	0.04	0.0	21	0.05	0.0	21	0.05	0.1	53	0.13	0.2	53	0.13	0.2

JUNCTION 9B A6045 Manchester Road / Development Access E	2038 'Baseline Consented' AM			2038 'Do Something' AM			2038 'Baseline Consented' IP			2038 'Do Something' IP			2038 'Baseline Consented' PM			2038 'Do Something' PM		
	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue
Site Access (B-AC)	38	0.30	0.4	38	0.37	0.6	15	0.06	0.1	15	0.06	0.1	23	0.12	0.1	23	0.13	0.1
Manchester Road (north) (C-B)	4	0.01	0.0	4	0.01	0.0	6	0.01	0.0	6	0.01	0.0	13	0.03	0.0	13	0.03	0.0

JUNCTION 9C A6045 Manchester Road / Developoment Access F	2038 'Baseline Consented' AM			2038 'Do Something' AM			2038 'Baseline Consented' IP			2038 'Do Something' IP			2038 'Baseline Consented' PM			2038 'Do Something' PM		
	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue
Site Access (B-AC)	37	0.15	0.2	37	0.17	0.2	15	0.05	0.1	15	0.05	0.1	23	0.10	0.1	22	0.10	0.1
Manchester Road (south) (C-B)	10	0.02	0.0	10	0.02	0.0	10	0.02	0.0	10	0.02	0.0	24	0.05	0.1	24	0.06	0.1

JUNCTION 9D A6045 Manchester Road / Development Access D	2038 'Baseline Consented' AM			2038 'Do Something' AM			2038 'Baseline Consented' IP			2038 'Do Something' IP			2038 'Baseline Consented' PM			2038 'Do Something' PM		
	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue
Site Access (B-AC)	85	0.67	1.9	85	0.87	3.9	34	0.13	0.2	34	0.14	0.2	52	0.29	0.4	52	0.32	0.5
Manchester Road (north) (C-B)	9	0.02	0	9	0.02	0	13	0.03	0	12	0.02	0	27	0.06	0.1	27	0.06	0.1

JUNCTION 10 Pilsworth Road / Heywood Distribution Centre	2038 'Baseline Consented' AM			2038 'Do Something' AM			2038 'Baseline Consented' IP			2038 'Do Something' IP			2038 'Baseline Consented' PM			2038 'Do Something' PM		
	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue	Flow (PCUs)	RFC	Queue
Site Access (B-C)	126	0.24	0.4	126	0.24	0.4	152	0.30	0.5	165	0.32	0.5	229	0.45	0.9	229	0.45	0.9
Site Access (B-A)	140	0.49	1.1	140	0.50	1.1	225	0.59	1.6	212	0.57	1.5	206	0.58	1.5	206	0.58	1.5
Pilsworth Road (east) (C-B)	349	0.65	2.1	349	0.65	2.1	98	0.18	0.3	98	0.18	0.3	176	0.32	0.5	176	0.32	0.5

Key

0-0.85 RFC (within capacity conditions)

0.86-0.99 RFC (variable operating conditions)

1.0+ RFC (over capacity conditions)

Key

0-0.85 RFC (within capacity conditions)

0.86-0.99 RFC (variable operating conditions)

1.0+ RFC (over capacity conditions)



	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25
Site Establish & Int Roads																
Substructure																
Superstructure																
Fit out																
Commissioning																
Externals																



APPENDIX TA22: Estimate of Maximum Plot 3 Construction Traffic Levels

January 2025

Maximum Staff Demand: staff

Typical construction car occupancy persons per vehicle

Construction staff related car demand staff vehicles per day

Typical Core Construction Shift Period: **08:00 - 18:00**

Anticipated Construction Staff & Visitor Arrival / Departure Profile

Hour Begin	Arrival	Departure	Total	Assumption
06:00	5	0	5	10% of main shift arrivals, no departures
07:00	44	1	45	80% of main shift arrivals, other departures based on 2.5% of daily demand
08:00	5	1	7	10% of main shift arrivals, other departures based on 2.5% of daily demand
09:00	3	3	5	Visitor & other sub-contractors. Based on 5% of daily demand
10:00	3	3	5	Visitor & other sub-contractors. Based on 5% of daily demand
11:00	3	3	5	Visitor & other sub-contractors. Based on 5% of daily demand
12:00	3	3	5	Visitor & other sub-contractors. Based on 5% of daily demand
13:00	3	3	5	Visitor & other sub-contractors. Based on 5% of daily demand
14:00	3	3	5	Visitor & other sub-contractors. Based on 5% of daily demand
15:00	3	3	5	Visitor & other sub-contractors. Based on 5% of daily demand
16:00	1	11	12	Other arrivals based on 2.5% daily demand, 20% of main shift departures
17:00	1	38	39	Other arrivals based on 2.5% daily demand, 70% of main shift departures
18:00	0	5	5	No staff arrivals, 10% of main shift departures
12hr 07:00-19:00	71	76	147	

Anticipated Construction HGV Demand Profile

HGV Demand During Peak Staff Period	Arrival	20
	Departure	20

Hour Begin	Arrival	Departure	Total	Assumption
06:00	0	0	0	
07:00	2	1	3	10% Arrivals, 5% Departures
08:00	2	2	4	10% Arrivals, 10% Departures
09:00	3	2	5	15% Arrivals, 10% Departures
10:00	3	2	5	15% Arrivals, 10% Departures
11:00	3	2	5	15% Arrivals, 10% Departures
12:00	2	3	5	10% Arrivals, 15% Departures
13:00	2	3	5	10% Arrivals, 15% Departures
14:00	2	3	5	10% Arrivals, 15% Departures
15:00	1	2	3	5% Arrivals, 10% Departures
16:00	0	0	0	
17:00	0	0	0	
18:00	0	0	0	
12hr 07:00-19:00	20	20	40	



APPENDIX TA23a 2038 'Baseline Consented' v 2038 'Do Something'

ALL VEHICLES

Route	24hr AADT					
	Baseline Consented	Do Some	Diff	% Change	2-Way Diff	% Change
Local Road Network & SHLR						
SHLR (A6045 to M62 J19)	11974	12220	246	2.1%		
	10666	10811	144	1.4%	390	1.7%
SHLR (West of Junction with A6045 Manchester Road)	11186	11258	72	0.6%		
	9955	10098	142	1.4%	214	1.0%
SHLR (South East of SH Employment Junction)	10571	10636	65	0.6%		
	9596	9735	139	1.4%	203	1.0%
SHLR (South of Pilsworth Road Junction)	9678	9875	197	2.0%		
	8518	8747	229	2.7%	426	2.3%
Pilsworth Road (Between SHLR & Heywood Distribution Park)	8078	8252	174	2.1%		
	5933	6164	231	3.9%	404	2.9%
Pilsworth Road (Between Heywood Distribution Park & Plot 3 Access)	8147	8206	60	0.7%		
	5958	6076	118	2.0%	178	1.3%
Pilsworth Road (Between Plot 3 Access to 3-Arrows)	8350	8455	105	1.3%		
	6133	6289	156	2.5%	261	1.8%
Pilsworth Road (North of 3-Arrows Junction)	10193	10209	16	0.2%		
	7249	7222	-28	-0.4%	-12	-0.1%
M66 J3 Connector Road (East of Junction with Pilsworth Road)	6871	6847	-24	-0.3%		
	5521	5483	-38	-0.7%	-62	-0.5%
Moss Hall Lane (North of Junction with Pilsworth Road)	4700	4739	39	0.8%		
	3250	3258	8	0.3%	48	0.6%
Pilsworth Road (Immediately West of M66 J3)	17129	17008	-121	-0.7%		
	10403	10388	-15	-0.1%	-137	-0.5%
Moss Hall Lane (Immediately South of 3-Arrows Junction)	2959	3062	103	3.5%		
	2235	2243	8	0.4%	110	2.1%
Pilsworth Road (Immediately North of Junction with SHLR)	6207	6252	45	0.7%		
	5247	5321	73	1.4%	118	1.0%
Whittle Lane (West of Junction with A6045 Manchester Road)	2872	2982	110	3.8%		
	2091	2104	13	0.6%	123	2.5%
A6045 Manchester Road (Immediately North of Junction with SHLR)	6024	6009	-15	-0.2%		
	5307	5289	-17	-0.3%	-32	-0.3%
A6045 Manchester Road (Immediately South of Junction with SHLR)	4519	4407	-112	-2.5%		
	5320	5384	64	1.2%	-48	-0.5%
A6045 Manchester Road (North of Junction with Coronation Avenue)	7282	7291	10	0.1%		
	10842	10956	114	1.0%	123	0.7%
A6046 Middleton Road (Immediately North of M62 J19)	7691	7675	-16	-0.2%		
	7605	7677	72	0.9%	56	0.4%
A6046 Middleton Road (Immediately South of M62 J19)	8397	8490	93	1.1%		
	8951	8995	44	0.5%	137	0.8%
Langley Lane (East of Junction with A6045)	2641	2625	-16	-0.6%		
	2495	2499	3	0.1%	-12	-0.2%
A6045 Manchester Road (Immediately South of Junction with Whittle Lane)	5667	5683	16	0.3%		
	5689	5763	74	1.3%	90	0.8%

Strategic Highway Network

M66 J3 NB Entry Slip	10035	10107	72	0.7%		
M66 J3 SB Entry Slip	7760	7650	-110	-1.4%		
M66 J3 NB Exit Slip	6780	6842	62	0.9%		
M66 J3 SB Exit Slip	6306	6346	40	0.6%		
M66 North of Junction 3 Slip Road Connections	57664	57722	58	0.1%		
	59111	59138	27	0.0%	86	0.1%
M66 South of Junction 3 Slip Road Connections	59113	59018	-95	-0.2%		
	55854	55872	17	0.0%	-77	-0.1%
M62 J19 EB Entry Slip	9330	9268	-62	-0.7%		
M62 J19 WB Entry Slip	7285	7512	227	3.1%		
M62 J19 EB Exit Slip	6466	6600	135	2.1%		
M62 J19 WB Exit Slip	8216	8282	66	0.8%		
M62 East of M62 J19 Slip Road Connections	75888	75638	-249	-0.3%		
	80811	80897	86	0.1%	-164	-0.1%
M62 West of M62 J19 Slip Road Connections	73058	72999	-59	-0.1%		
	79879	80125	246	0.3%	187	0.1%

APPENDIX TA23b 2038 'Baseline Consented' v 2038 'Do Something'

HGVS

Route	24hr AADT					
Local Road Network & SHLR	Baseline Consented	Do Some	Diff	% Change	2-Way Diff	% Change
SHLR (A6045 to M62 J19)	1479	1679	199	13.5%		
	1667	1952	285	17.1%	484	15.4%
SHLR (West of Junction with A6045 Manchester Road)	1488	1697	209	14.1%		
	1702	2002	301	17.7%	510	16.0%
SHLR (South East of SH Employment Junction)	1447	1655	208	14.4%		
	1680	1981	301	17.9%	509	16.3%
SHLR (South of Pilsworth Road Junction)	743	783	40	5.4%		
	686	768	81	11.9%	121	8.5%
Pilsworth Road (Between SHLR & Heywood Distribution Park)	837	892	55	6.6%		
	692	774	82	11.8%	137	9.0%
Pilsworth Road (Between Heywood Distribution Park & Plot 3 Access)	1017	1072	54	5.3%		
	1017	1099	82	8.0%	136	6.7%
Pilsworth Road (Between Plot 3 Access to 3-Arrows)	1183	1279	95	8.1%		
	1109	1213	104	9.4%	200	8.7%
Pilsworth Road (North of 3-Arrows Junction)	1190	1284	94	7.9%		
	1216	1321	104	8.6%	199	8.3%
M66 J3 Connector Road (East of Junction with Pilsworth Road)	1260	1354	93	7.4%		
	1386	1491	104	7.5%	197	7.5%
Moss Hall Lane (North of Junction with Pilsworth Road)	0	0	0			
	0	0	0		0	
Pilsworth Road (Immediately West of M66 J3)	293	303	10	3.5%		
	489	493	4	0.9%	14	1.8%
Moss Hall Lane (Immediately South of 3-Arrows Junction)	31	32	0	0.8%		
	130	131	1	0.4%	1	0.5%
Pilsworth Road (Immediately North of Junction with SHLR)	0	0	0			
	0	0	0		0	
Whittle Lane (West of Junction with A6045 Manchester Road)	0	0	0			
	0	0	0		0	
A6045 Manchester Road (Immediately North of Junction with SHLR)	116	126	10	8.8%		
	152	166	14	9.4%	24	9.1%
A6045 Manchester Road (Immediately South of Junction with SHLR)	48	48	0	0.0%		
	33	33	0	0.0%	0	0.0%
A6045 Manchester Road (North of Junction with Coronation Avenue)	478	503	26	5.4%		
	389	394	4	1.1%	30	3.5%
A6046 Middleton Road (Immediately North of M62 J19)	460	472	12	2.6%		
	360	354	-6	-1.6%	6	0.7%
A6046 Middleton Road (Immediately South of M62 J19)	435	508	73	16.8%		
	253	279	25	10.0%	98	14.3%
Langley Lane (East of Junction with A6045)	23	23	0	0.0%		
	2	2	0	1.4%	0	0.1%
A6045 Manchester Road (Immediately South of Junction with Whittle Lane)	0	0	0			
	0	0	0		0	

Strategic Highway Network

M66 J3 NB Entry Slip	606	662	57	9.4%	
M66 J3 SB Entry Slip	785	832	47	6.0%	
M66 J3 NB Exit Slip	885	929	44	5.0%	
M66 J3 SB Exit Slip	601	651	49	8.2%	
M66 North of Junction 3 Slip Road Connections	4228	4278	50	1.2%	
	3624	3677	54	1.5%	104 1.3%
M66 South of Junction 3 Slip Road Connections	4415	4466	50	1.1%	
	3904	3945	41	1.0%	91 1.1%
M62 J19 EB Entry Slip	875	942	66	7.6%	
M62 J19 WB Entry Slip	762	834	73	9.6%	
M62 J19 EB Exit Slip	904	1033	130	14.3%	
M62 J19 WB Exit Slip	991	1114	124	12.5%	
M62 East of M62 J19 Slip Road Connections	10376	10404	28	0.3%	
	9532	9655	124	1.3%	152 0.8%
M62 West of M62 J19 Slip Road Connections	10377	10473	97	0.9%	
	9303	9376	73	0.8%	170 0.9%