

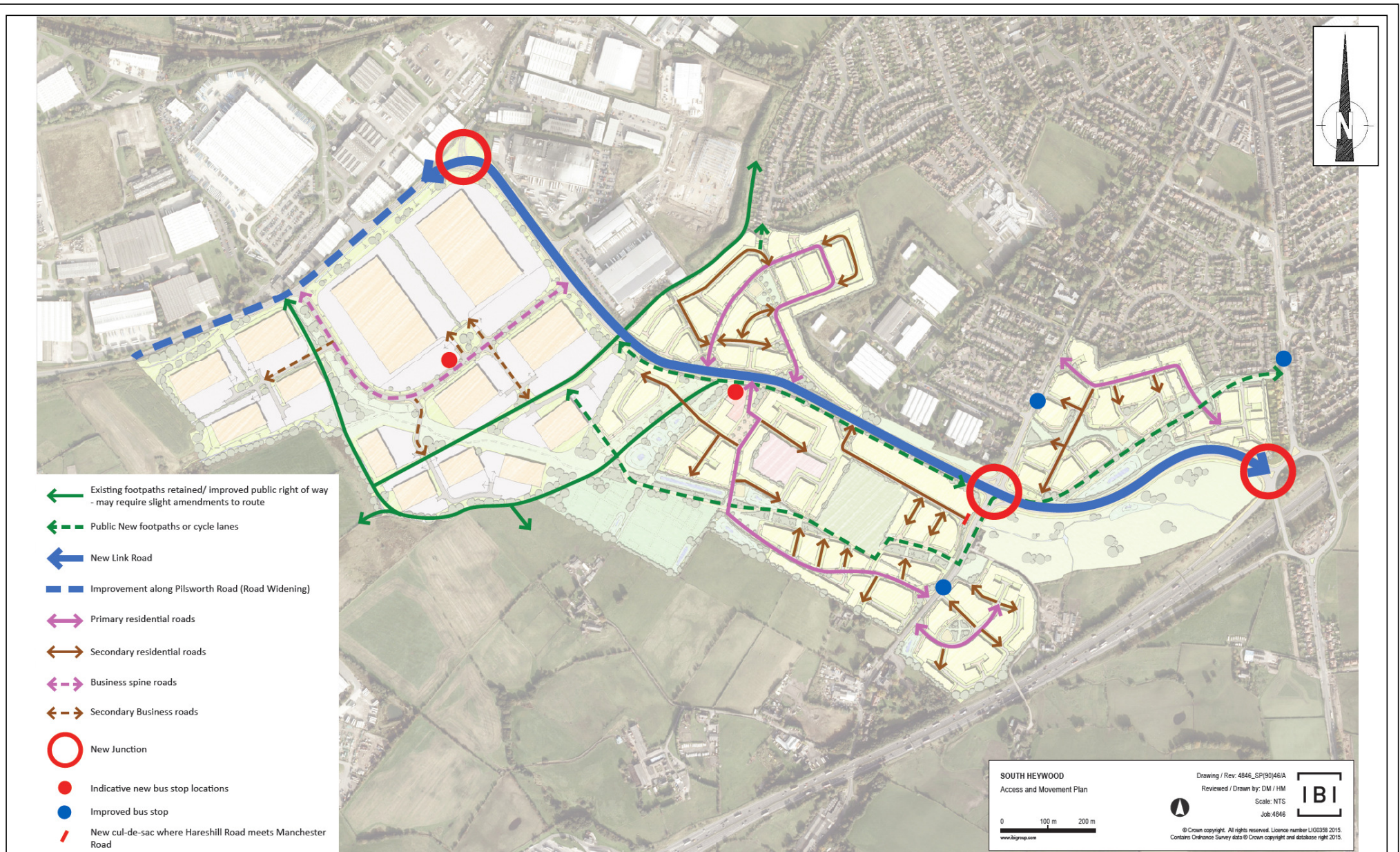


Figure TP9

South Heywood Strategic Site Masterplan: Movement & Access

1962-01

South Heywood Strategic Site

October 2016



Camellia House
76 Water Lane,
Wilmslow
Cheshire, SK9 5BB

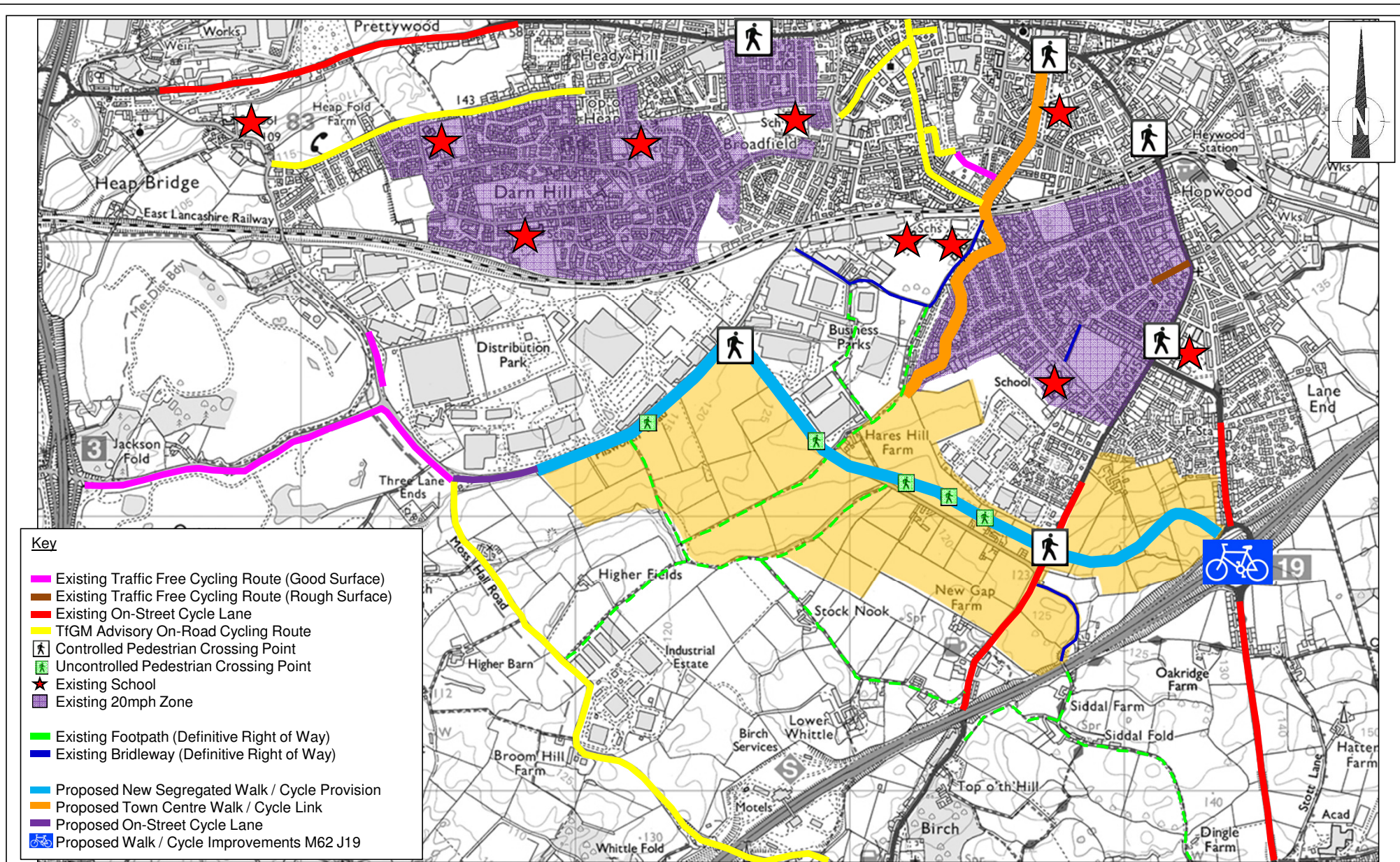


Figure TP10

South Heywood Strategic Site Walking & Cycling Strategy

1962-01

South Heywood Strategic Site

October 2016



Camellia House
76 Water Lane,
Wilmslow
Cheshire, SK9 5BB

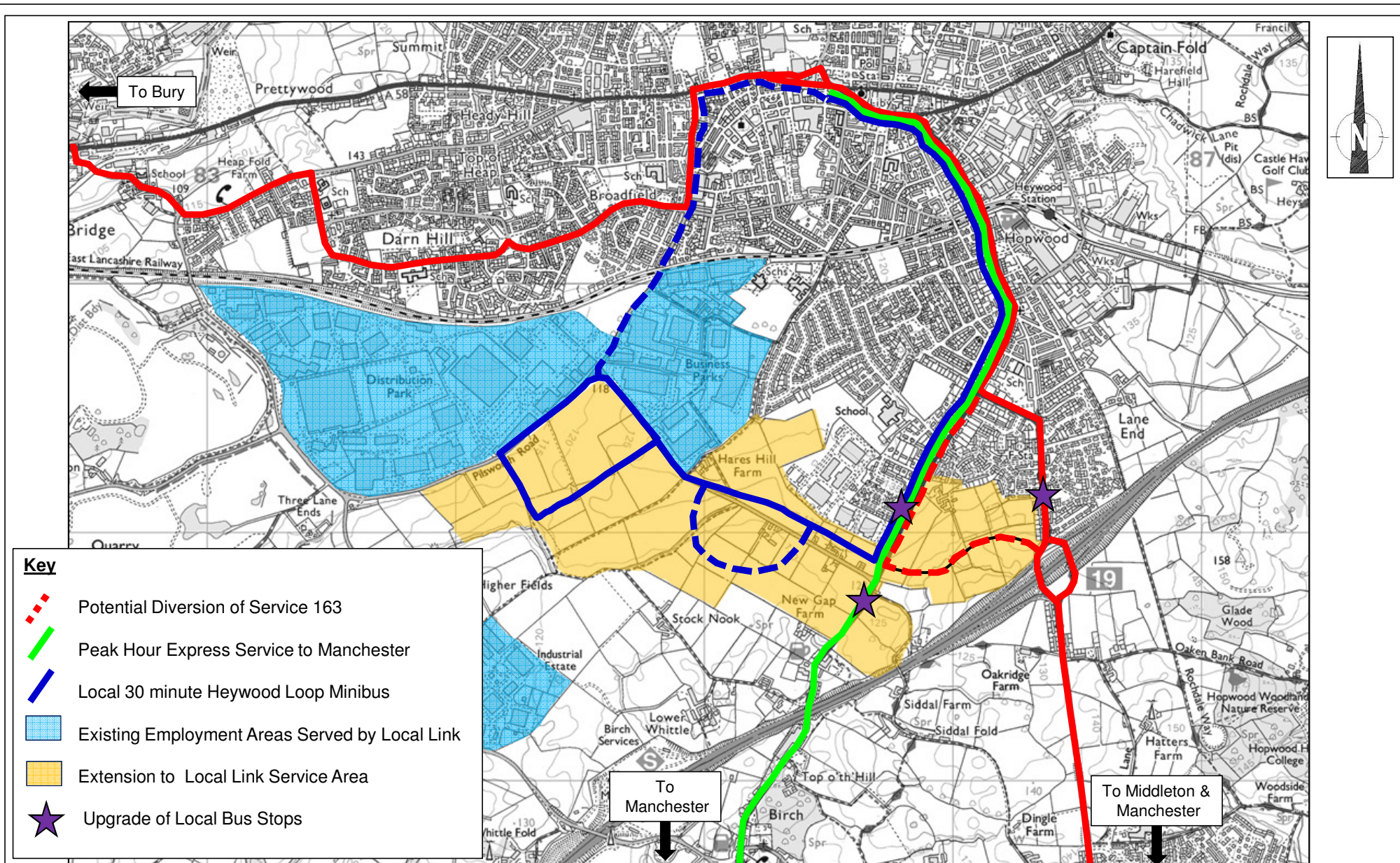


Figure TP11

Options Under Consideration for Inclusion in South Heywood Strategic Site Public Transport Strategy

1962-01

South Heywood Strategic Site

October 2016



Camellia House
76 Water Lane,
Wilmslow
Cheshire, SK9 5BB

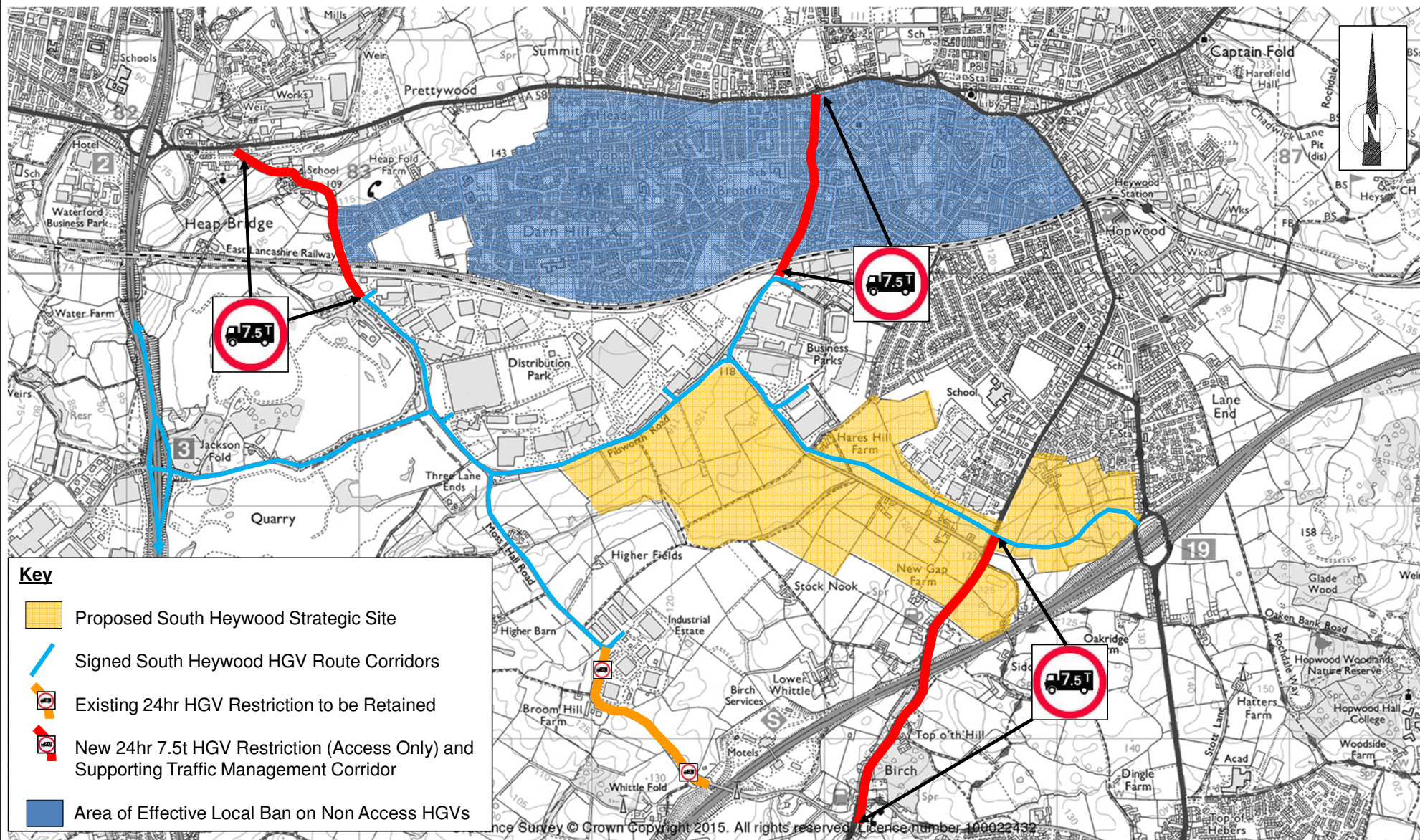


Figure TP12

Proposed South Heywood HGV Routing Strategy & Location of Supporting Local HGV Restriction / Traffic Management Corridors

1962-01

South Heywood Strategic Site

October 2016

axis

Camellia House
76 Water Lane,
Wilmslow
Cheshire, SK9 5BB



2016 Outline Planning Consent (85th Percentile Trip Rates)

All Vehicles

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Resi	0.184	0.502	0.687	0.203	0.198	0.401	0.484	0.309	0.793
B8 Dist	0.191	0.119	0.309	0.169	0.137	0.306	0.108	0.2	0.307
B2 Fem	0.665	0.349	1.014	0.371	0.374	0.744	0.165	0.507	0.672

Non Material Amendment Planning Consent 21/00390/ANM (135,460sqm: 86% B8 / 14% B2)

Total Employment	135,460	sqm
B8 Development	116,500	86.0%
B2 Development	18,960	14.0%
Resi	1,000	homes

Non Material Amendment Planning Consent 21/00390/ANM (135,460sqm: 86% B8 / 14% B2)

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Resi	184	502	687	203	198	401	484	309	793
88 Dist	223	139	360	197	160	356	126	233	358
82 Emp	126	66	192	70	71	141	31	96	127
Total Development	533	707	1239	470	429	899	641	638	1278

Including for 'Do-Something' 40,000sqm B8 Unit at Plot 3 (175,460sqm)

Total Employment	175,460	sqm
B8 Development	156,500	89.2%
B2 Development	18,960	10.8%

Emerging New 'Drop-In': South Hollywood Development Area Trip Demand

Emerging N
All Vehicles

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Rest	184	502	687	203	198	401	484	309	793
B1 Dist	299	186	484	264	214	479	169	313	480
B2 Emp	126	66	192	70	71	141	31	96	127
Total Development	609	754	1363	538	483	1021	684	718	1401

Difference: Do-Something v Baseline Consented

Differences All Vehicles

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Resu	0	0	0	0	0	0	0	0	0
B8 Dist	76	48	124	68	55	122	43	80	123
B2 Emp	0	0	0	0	0	0	0	0	0
Total Development	76	48	124	68	55	122	43	80	123
Percentage Change	14.3%	6.7%	10.0%	14.4%	12.8%	13.6%	6.7%	12.5%	9.8%

'Do-Something' Trip Demand By Employment Area Access Point

Hareshill Road / SHLR	Sqm	Sqft
B8 Development	116,500	1,254,037
B2 Development	18,960	204,090
	135,460	1,458,127

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
B8 Dist	223	139	360	197	160	356	126	233	358
B2 Emp	126	66	192	70	71	141	31	96	127
Total Employment	349	205	552	267	231	498	157	329	485

Pilsworth Rd (Plot 3)	Sqm	Sqft
B8 Development	40,000	430,571
B2 Development		
	40,000	430,571
	175,460	1,888,698

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
B8 Dist	76	48	124	68	55	122	43	80	123
B2 Emp	0	0	0	0	0	0	0	0	0
Total Enrollment	76	48	124	68	55	122	43	80	123

[illegible]

HGVs

	AM in	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM in	PM Out	PM Total
1000 Resi	0.008	0.006	0.015	0.005	0.006	0.011	0	0.007	0.007
88 Dist	0.091	0.062	0.153	0.08	0.062	0.142	0.067	0.061	0.128
82 Frem	0.031	0.029	0.06	0.033	0.038	0.071	0.023	0.016	0.039

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Total	PM In	PM Out	PM Total
Resi	8	6	15	5	6	11	0	7
B&D	106	72	178	93	72	165	78	149
B&E	6	5	11	6	7	13	4	3
Total Development	120	84	205	104	85	190	82	81

HGVs

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Resi	8	6	15	5	6	11	0	7	7
BS Det	142	97	239	125	97	222	105	95	200
B2 Emp	6	5	11	6	7	13	4	3	7
Total Development	156	108	266	136	110	247	109	105	215

HGVs

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
Rest	0	0	0	0	0	0	0	0	0
88	36	25	61	32	25	57	27	24	51
82									
Emp	0	0	0	0	0	0	0	0	0
Total Development	36	25	61	32	25	57	27	24	51
Percentage Change	30.4%	29.6%	29.9%	30.5%	29.0%	29.9%	32.5%	30.1%	31.9%

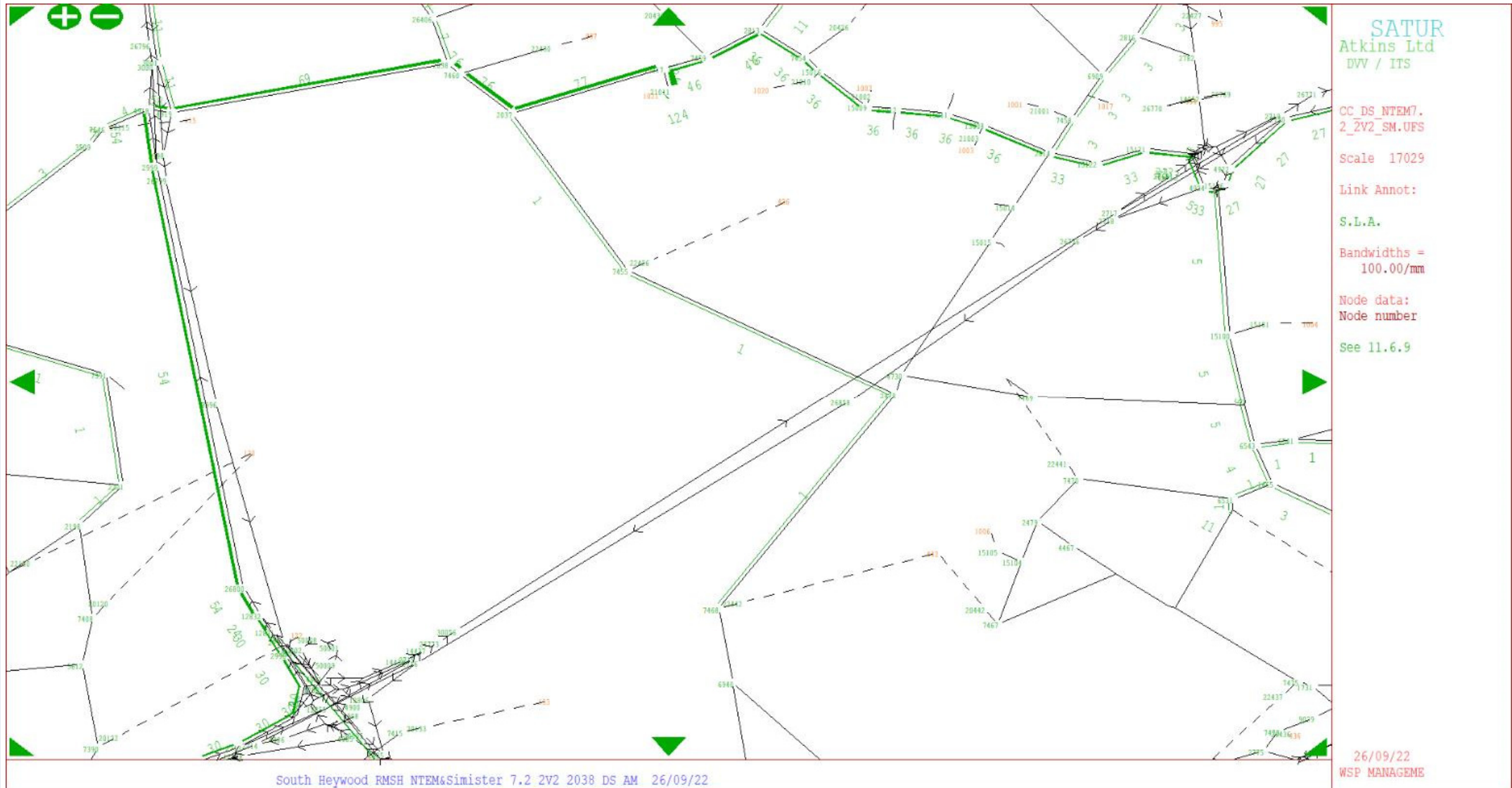
	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
88 Dist	106	72	178	93	72	165	78	71	149
82 Emp	6	5	11	6	7	13	4	3	7
Total Employment	112	78	190	99	79	179	82	74	157

	AM In	AM Out	AM Total	Int-Pk In	Int-Pk Out	Int-Pk Total	PM In	PM Out	PM Total
88 Dist	36	25	61	32	25	57	27	24	51
82 Emp	0	0	0	0	0	0	0	0	0
Total Employment	36	25	61	32	25	57	27	24	51

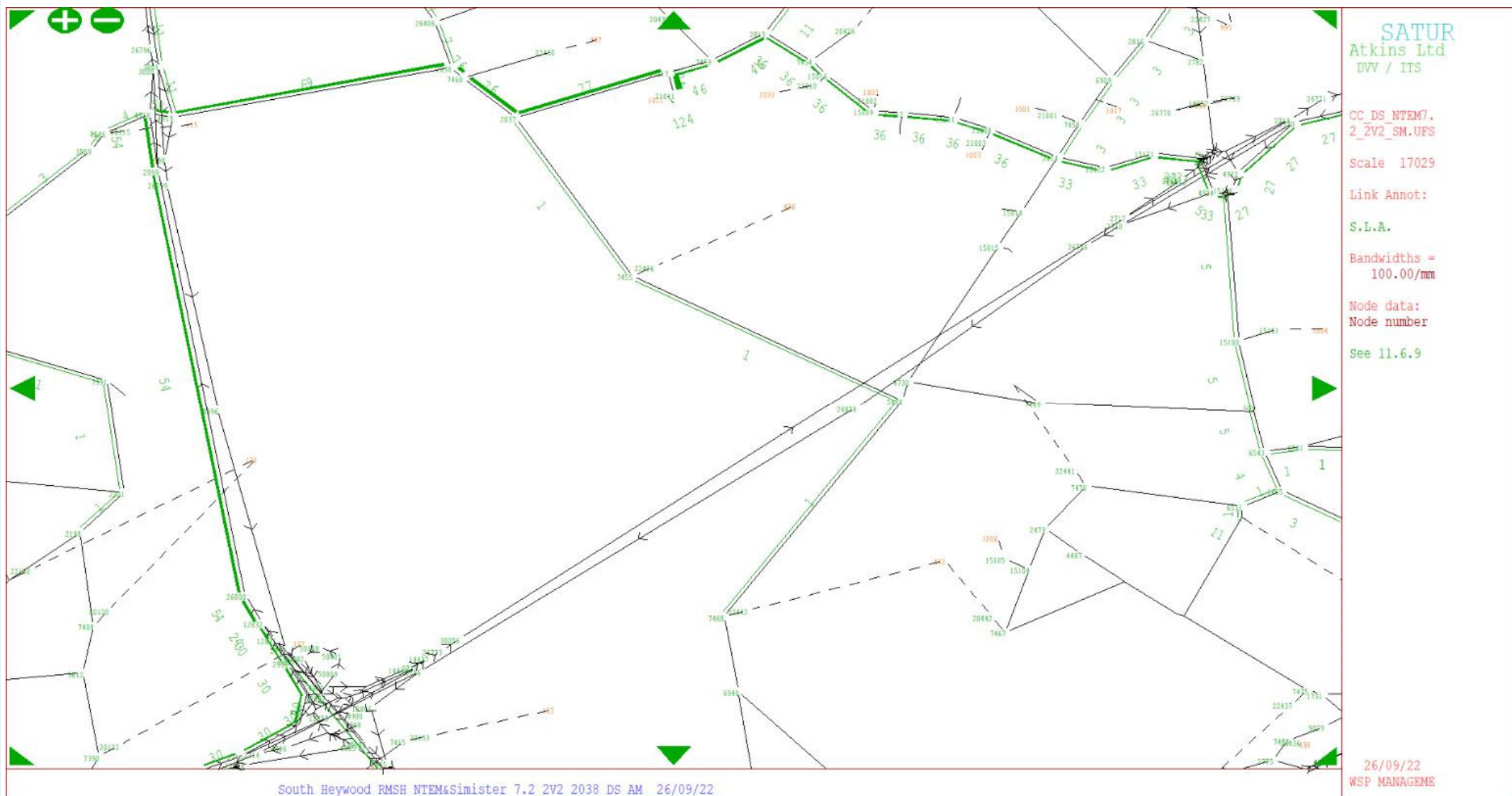
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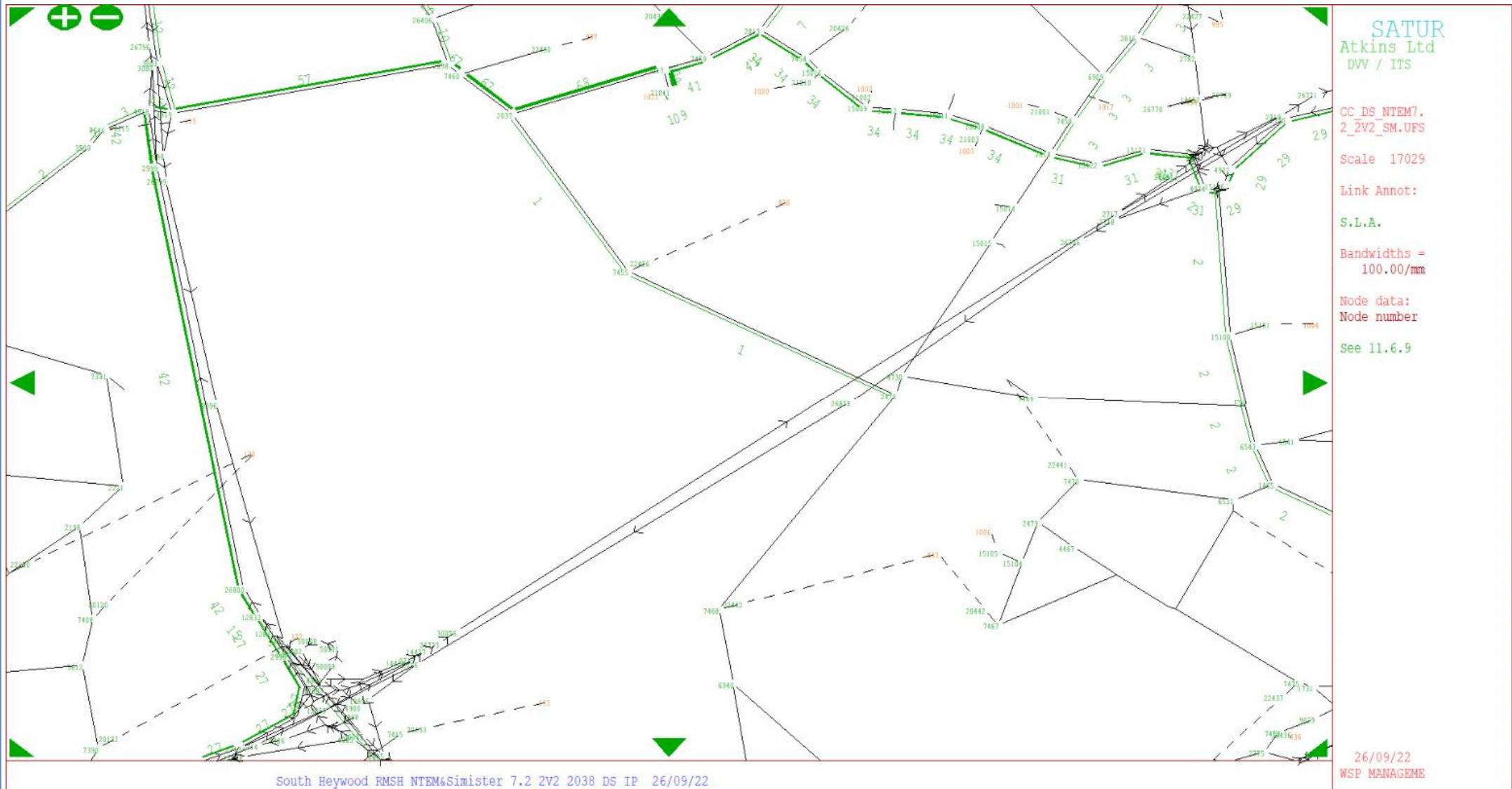
2038 Do-Something SHDA Dev Traffic AM Peak: Total Vehs (pcus) - Demand Flows ARRIVALS - Access via Plot 3 / Pilsworth Rd



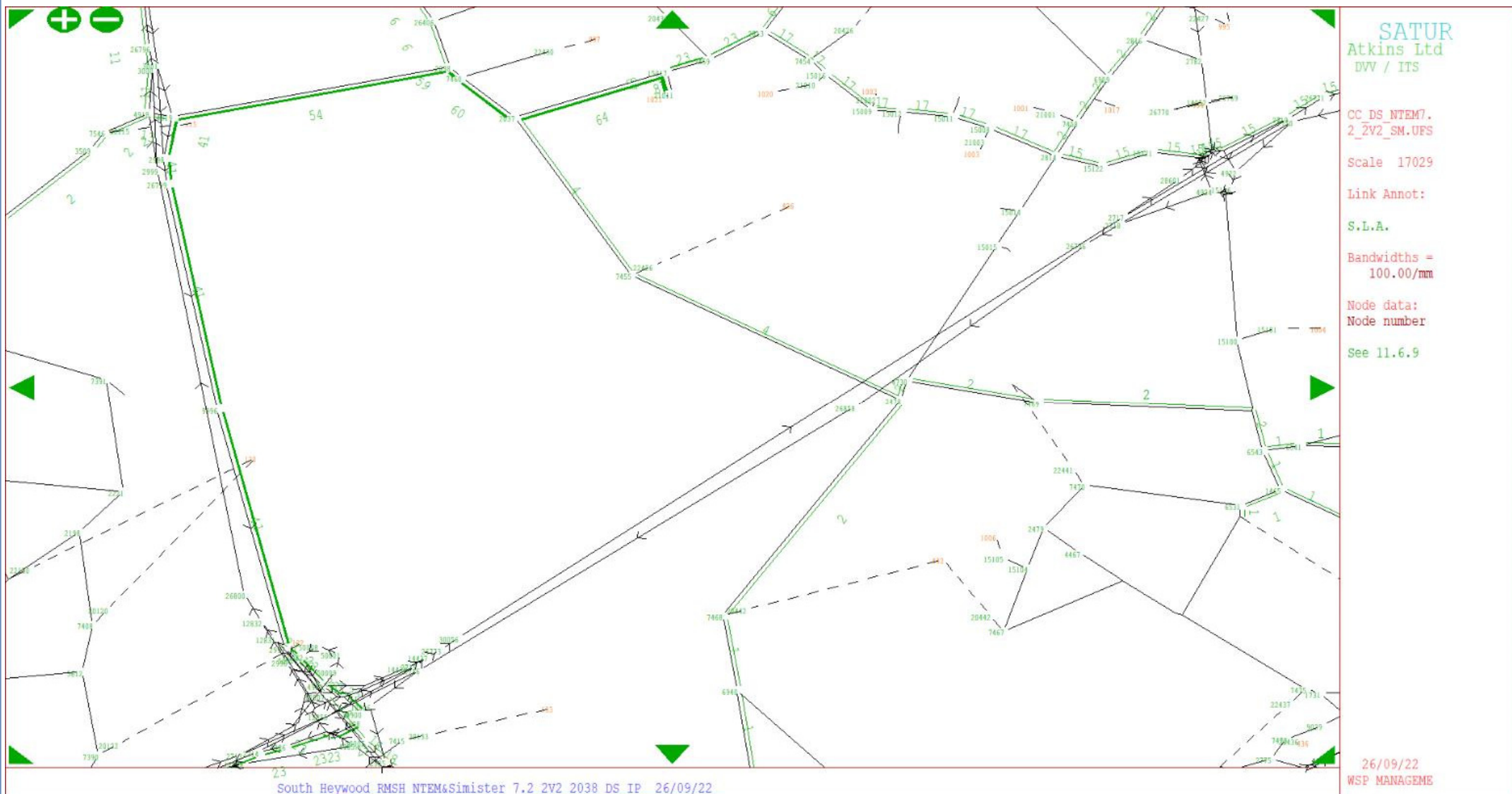
2038 Do-Something SHDA Dev Traffic AM Peak: Total Vehs (pcus) - Demand Flows DEPARTURES - Access via Plot 3 / Pilsworth Rd



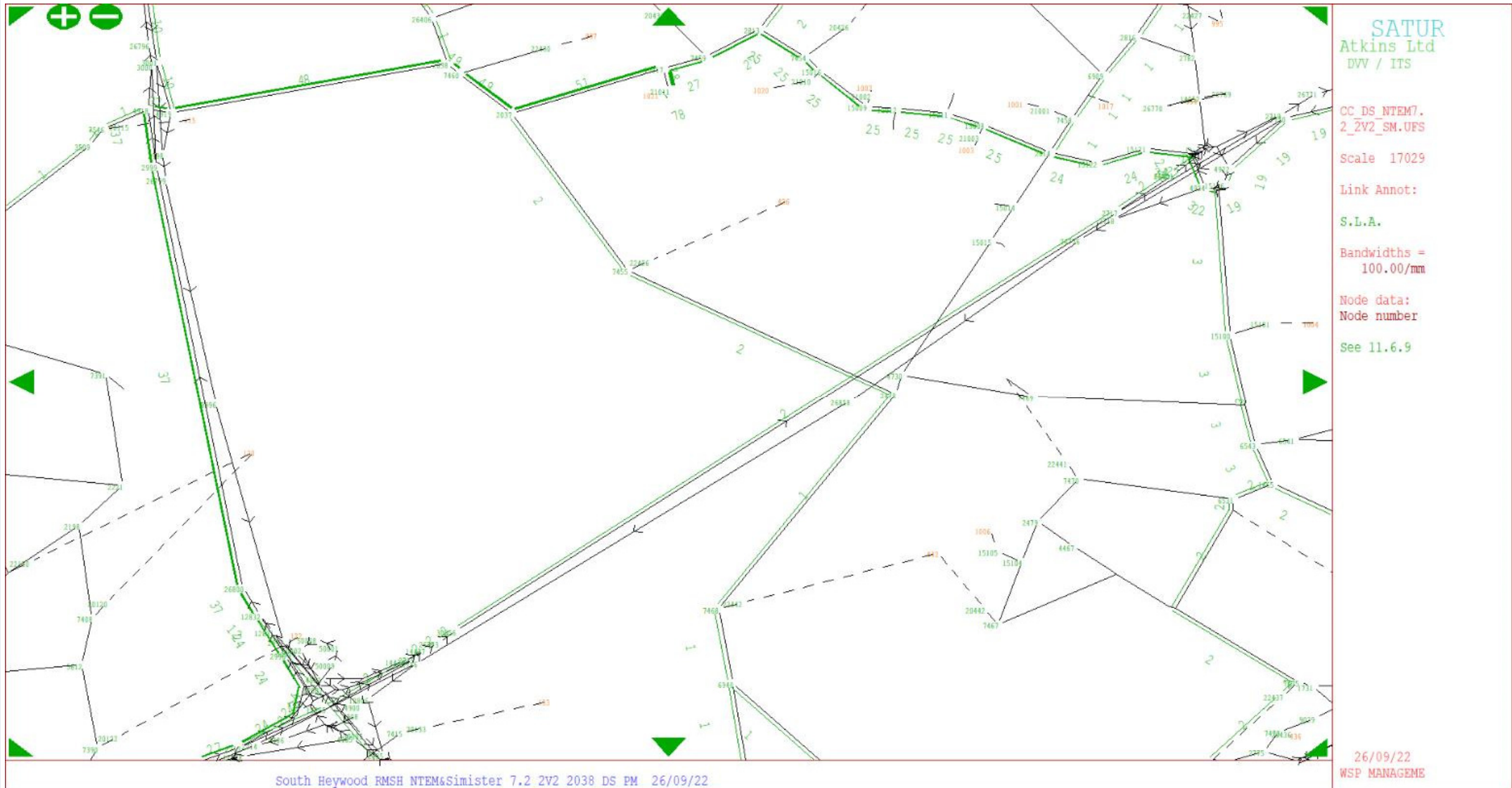
2038 Do-Something SHDA Dev Traffic Inter-Peak: Total Vehs (pcus) - Demand Flows ARRIVALS - Access via Plot 3 / Pilsworth Rd



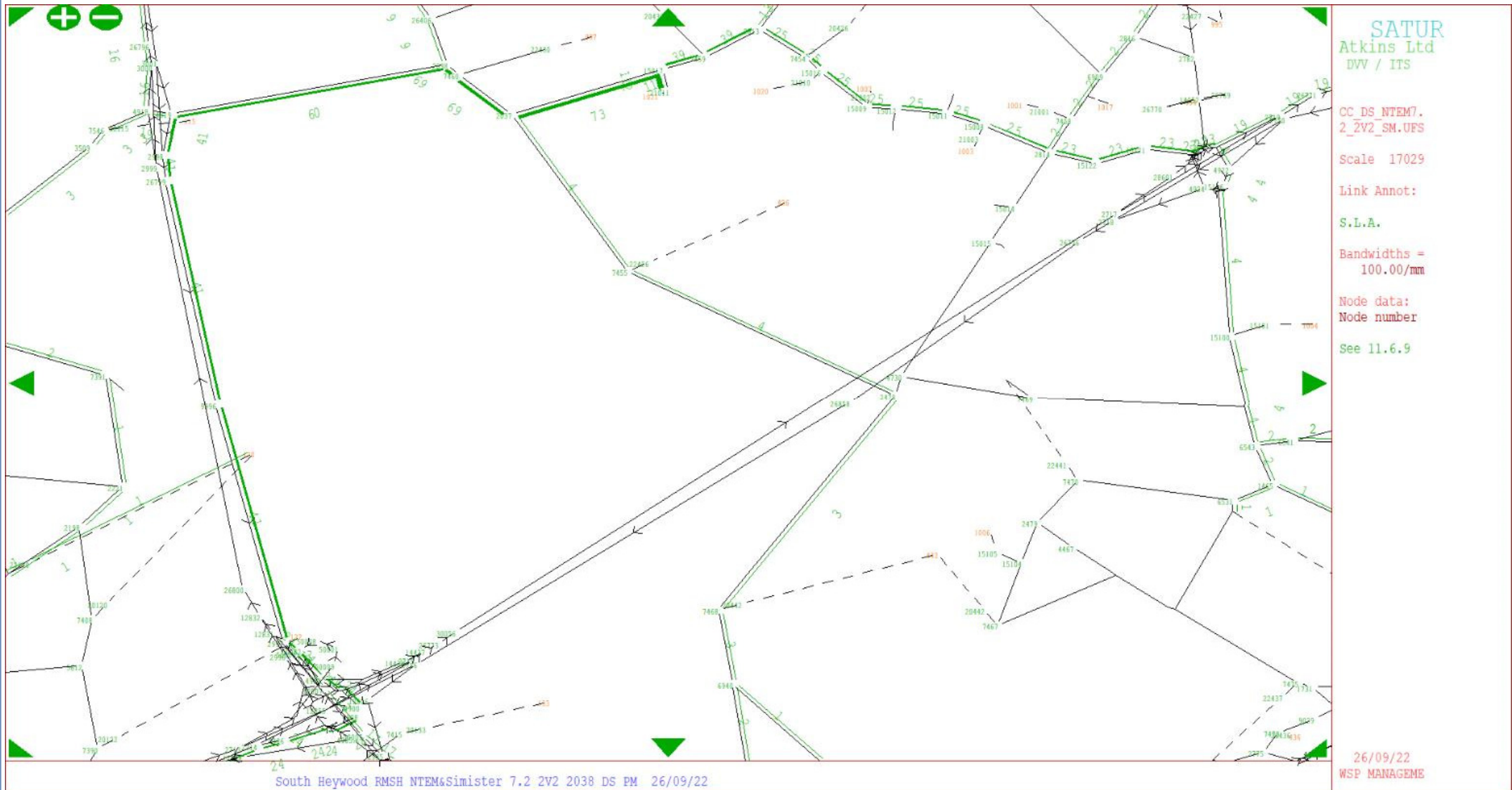
2038 Do-Something SHDA Dev Traffic Inter-Peak: Total Vehs (pcus) - Demand Flows DEPARTURES - Access via Plot 3 / Pilsworth Rd



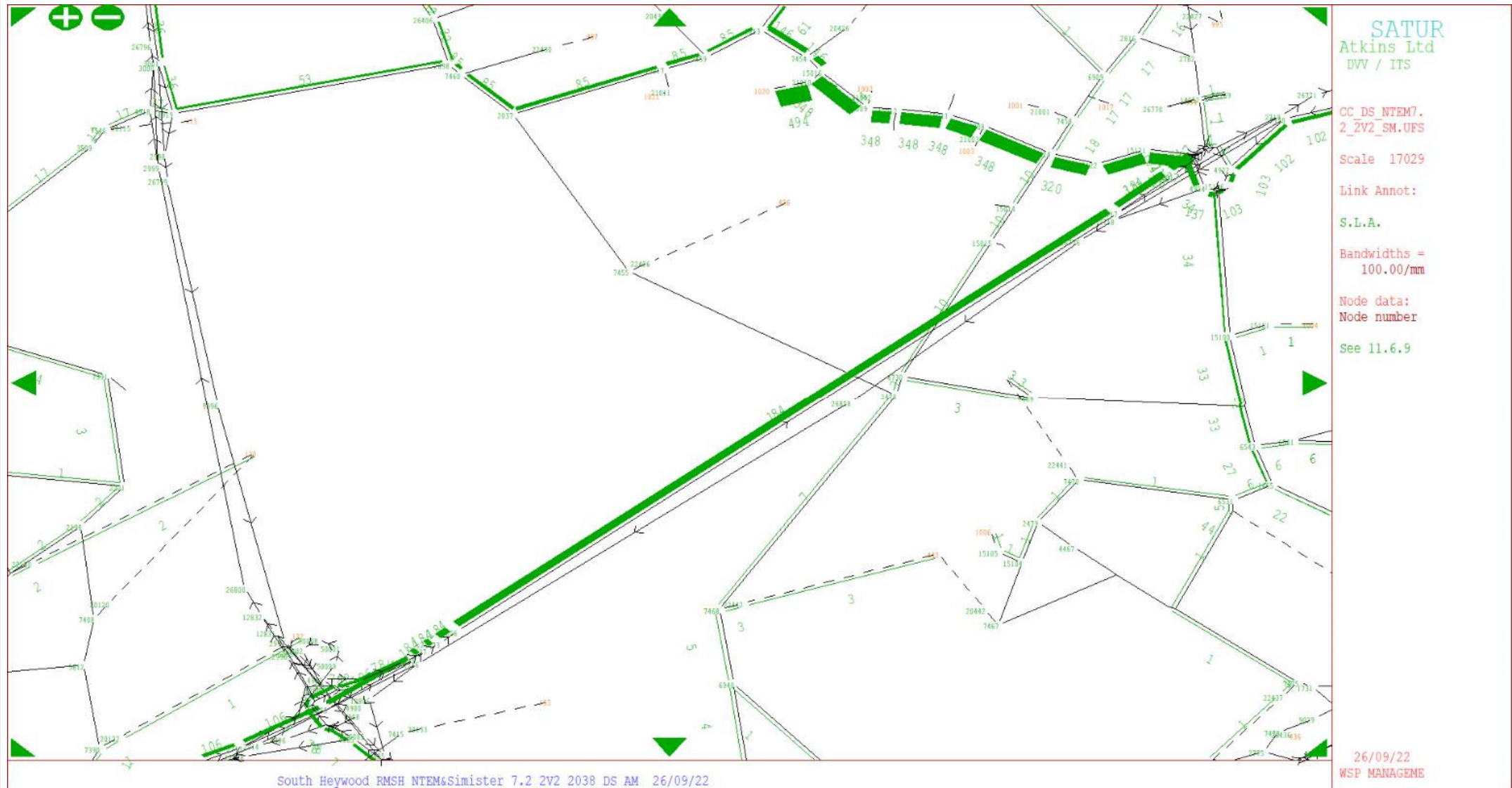
2038 Do-Something SHDA Dev Traffic PM Peak: Total Vehs (pcus) - Demand Flows ARRIVALS - Access via Plot 3 / Pilsworth Rd



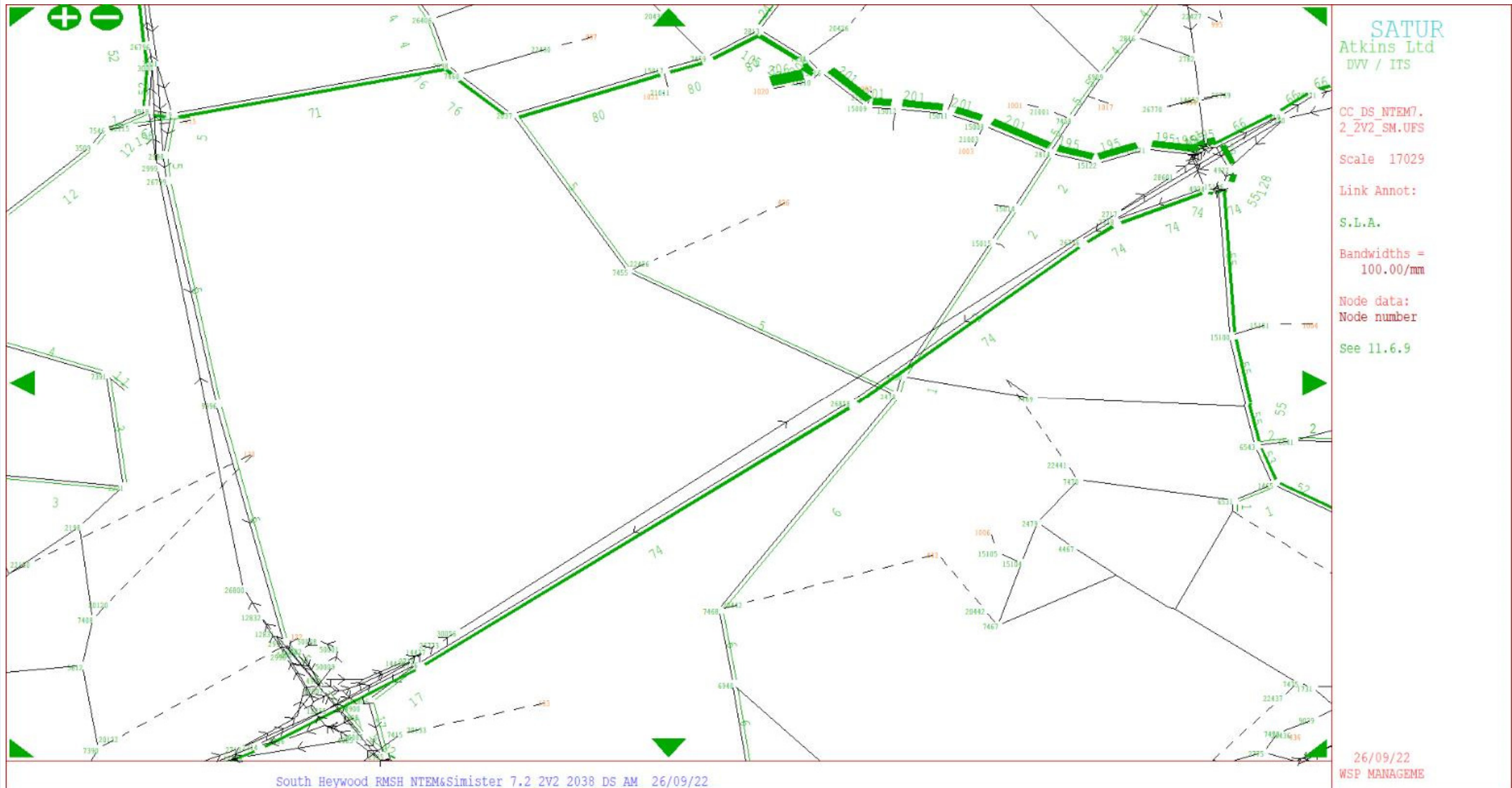
2038 Do-Something SHDA Dev Traffic PM Peak: Total Vehs (pcus) - Demand Flows DEPARTURES - Access via Plot 3 / Pilsworth Rd



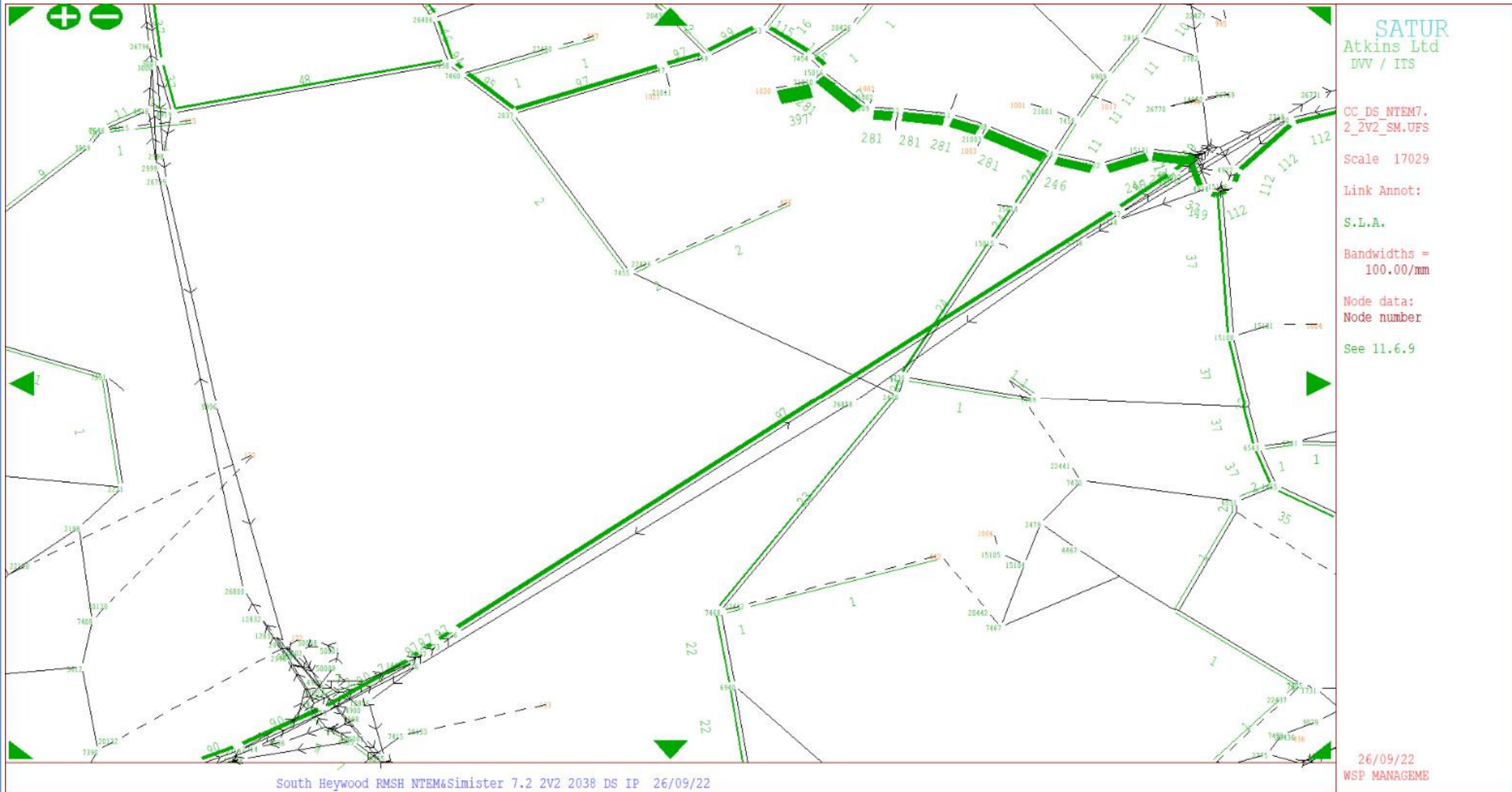
2038 Do-Something SHDA Dev Traffic AM Peak: Total Vehs (pcus) - Demand Flows ARRIVALS - Access via East Link to SHLR



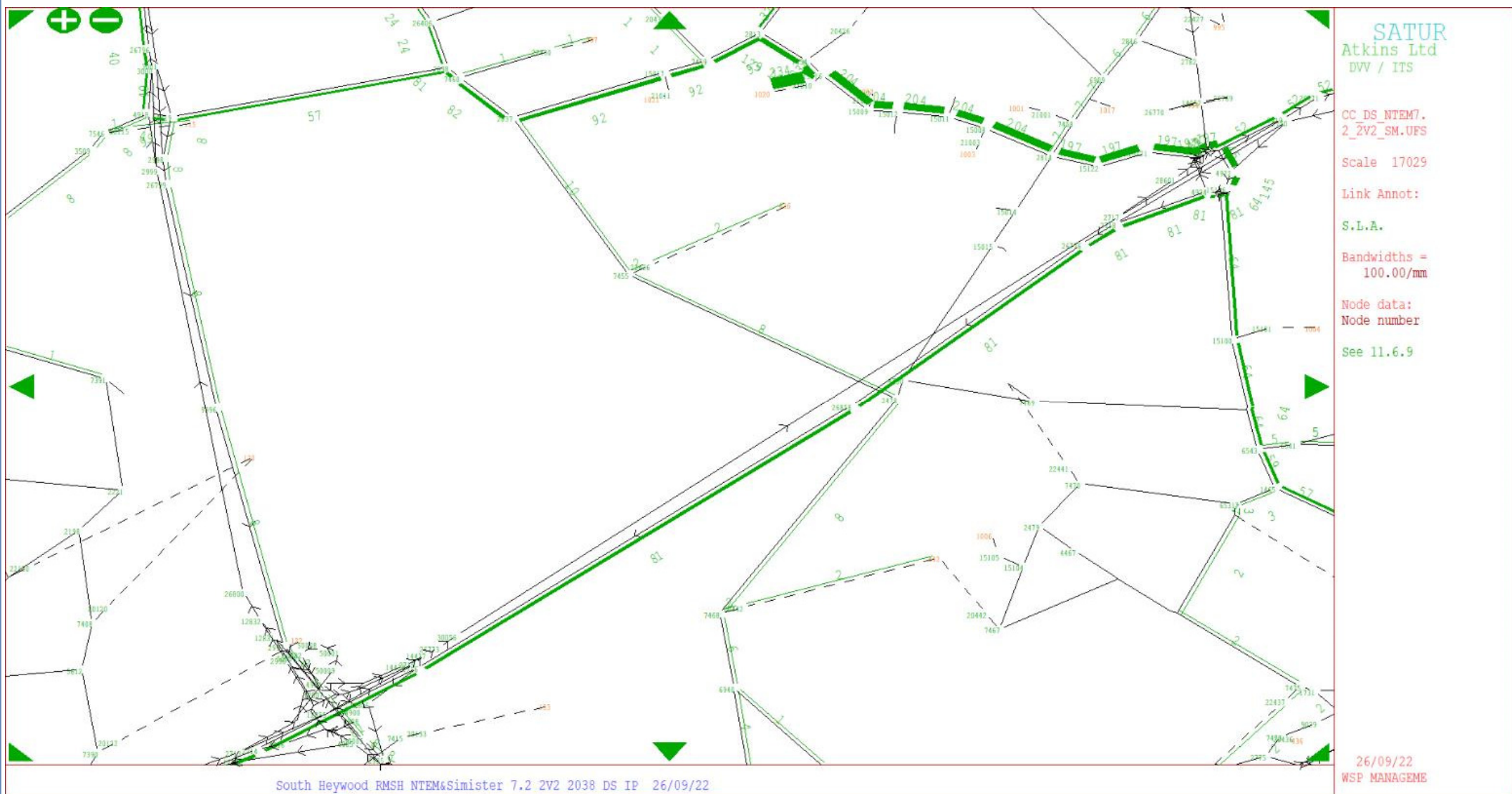
2038 Do-Something SHDA Dev Traffic AM Peak: Total Vehs (pcus) - Demand Flows DEPARTURES - Access via East Link to SHLR



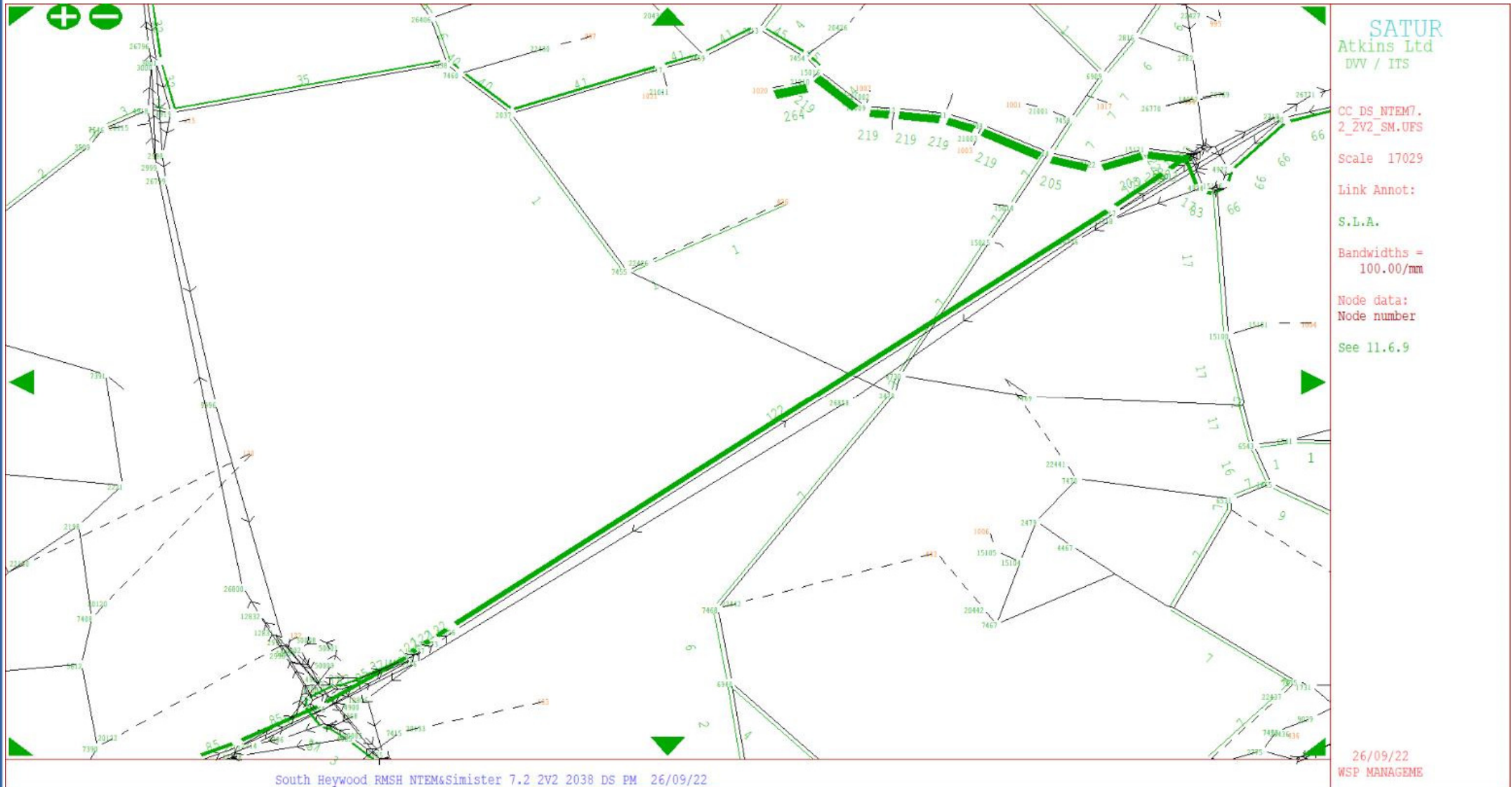
2038 Do-Something SHDA Dev Traffic Inter-Peak: Total Vehs (pcus) - Demand Flows ARRIVALS - Access via East Link to SHLR



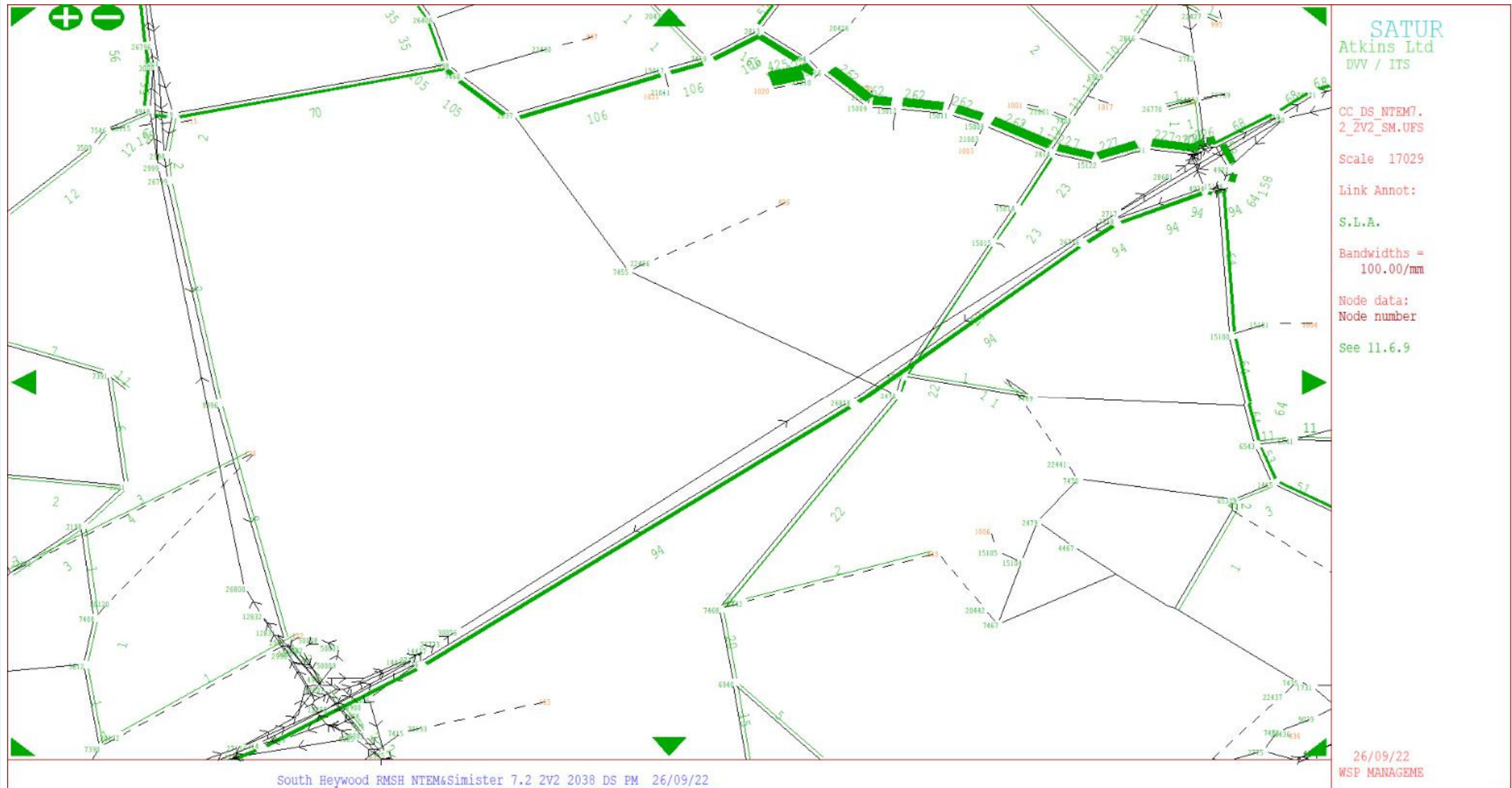
2038 Do-Something SHDA Dev Traffic Inter-Peak: Total Vehs (pcus) - Demand Flows DEPARTURES - Access via East Link to SHLR



2038 Do-Something SHDA Dev Traffic PM Peak: Total Vehs (pcus) - Demand Flows ARRIVALS - Access via East Link to SHLR



2038 Do-Something SHDA Dev Traffic PM Peak: Total Vehs (pcus) - Demand Flows DEPARTURES - Access via East Link to SHLR





APPENDIX TA15a
ALL VEHICLES

2038 'Baseline Consented' (135,460sqm Employment) v 2038 'Do Something' (175,460sqm Employment)

Route		AM Peak Hour										Inter Peak Hour						PM Peak Hour					
Link Ref	Local Road Network & SHLR	Direction	A node	B node	Lookup	Baseline Consented	Do Some	Diff	% Change	2-Way Diff	% Change	Baseline Consented	Do Some	Diff	% Change	2-Way Diff	% Change	Baseline Consented	Do Some	Diff	% Change	2-Way Diff	% Change
A	SHLR (A6045 to M62 J19)	EB	15121	15120	15121_15120	1092	1118	26	2.4%			736	744	8	1.0%			891	921	30	3.4%		
		WB	15120	15121	15120_15121	970	995	25	2.5%	51	2.5%	598	612	14	2.4%	22	1.6%	915	903	-11	-1.2%	19	1.0%
B	SHLR (West of Junction with A6045 Manchester Road)	SB	15008	2814	15008_2814	884	889	4	0.5%			723	719	-5	-0.6%			887	913	25	2.9%		
		NB	2814	15008	2814_15008	845	875	30	3.6%	34	2.0%	629	643	14	2.2%	9	0.7%	765	749	-16	-2.2%	9	0.5%
C	SHLR (South East of SH Employment Junction)	SB	15016	15009	15016_15009	742	746	4	0.6%			711	706	-5	-0.7%			870	894	24	2.8%		
		NB	15009	15016	15009_15016	861	891	30	3.5%	34	2.1%	614	628	14	2.2%	9	0.7%	677	660	-17	-2.5%	7	0.5%
D	SHLR (South of Pilsworth Road Junction)	SB	2813	7454	2813_7454	782	793	11	1.5%			677	695	19	2.8%			649	657	8	1.2%		
		NB	7454	2813	7454_2813	691	710	18	2.6%	30	2.0%	517	542	25	4.8%	44	3.7%	729	726	-3	-0.4%	5	0.3%
E	Pilsworth Road (Between SHLR & Heywood Distribution Park)	EB	7459	2813	7459_2813	495	498	3	0.6%			556	569	13	2.4%			708	727	19	2.7%		
		WB	2813	7459	2813_7459	628	641	13	2.0%	16	1.4%	360	378	18	5.1%	32	3.5%	370	387	16	4.4%	36	3.3%
F	Pilsworth Road (Between Heywood Distribution Park & Plot 3 Access)	EB	15017	7459	15017_7459	589	592	2	0.4%			590	591	0	0.1%			568	582	14	2.4%		
		WB	7459	15017	7459_15017	409	422	12	3.0%	15	1.5%	444	449	6	1.3%	6	0.6%	411	421	10	2.5%	24	2.5%
G	Pilsworth Road (Between Plot 3 Access to 3-Arrows)	EB	2037	15017	2037_15017	612	619	8	1.3%			611	616	6	0.9%			563	575	11	2.0%		
		WB	15017	2037	15017_2037	411	424	13	3.1%	20	2.0%	454	462	8	1.8%	14	1.3%	438	453	16	3.6%	27	2.7%
H	Pilsworth Road (North of 3-Arrows Junction)	EB/SB	7460	2037	7460_2037	798	802	4	0.5%			738	741	2	0.3%			655	651	-5	-0.7%		
		WB/NB	2037	7460	2037_7460	410	404	-6	-1.4%	-1	-0.1%	541	539	-2	-0.4%	0	0.0%	579	581	2	0.3%	-3	-0.2%
I	M66 J3 Connector Road (East of Junction with Pilsworth Road)	EB	4919	2038	4919_2038	554	553	-1	-0.2%			431	430	0	-0.1%			561	556	-5	-0.9%		
		WB	2038	4919	2038_4919	439	433	-6	-1.4%	-7	-0.7%	384	377	-6	-1.7%	-7	-0.8%	379	387	8	2.1%	3	0.3%
J	Moss Hall Lane (North of Junction with Pilsworth Road)	SB	26406	2038	26406_2038	324	331	7	2.2%			329	330	1	0.3%			368	370	2	0.6%		
		NB	2038	26406	2038_26406	161	163	2	1.4%	9	1.9%	200	202	2	1.2%	4	0.7%	369	365	-5	-1.3%	-2	-0.3%
N	Pilsworth Road (Immediately West of M66 J3)	EB	7546	4918	7546_4918	1087	1085	-2	-0.1%			1092	1083	-9	-0.8%			1647	1632	-15	-0.9%		
		WB	4918	7546	4918_7546	1013	1009	-4	-0.4%	-6	-0.3%	801	799	-2	-0.2%	-10	-0.6%	388	390	2	0.6%	-12	-0.6%
O	Moss Hall Lane (Immediately South of 3-Arrows Junction)	SB	2037	7455	2037_7455	307	320	13	4.3%			172	179	8	4.5%			208	209	1	0.4%		
		NB	7455	2037	7455_2037	120	118	-1	-1.2%	12	2.8%	131	132	0	0.2%	8	2.7%	258	261	3	1.2%	4	0.9%
P	Pilsworth Road (Immediately North of Junction with SHLR)	EB	2813	3826	2813_3826	387	386	-1	-0.2%			347	358	10	3.0%			703	695	-8	-1.1%		
		WB	3826	2813	3826_2813	612	614	3	0.5%	2	0.2%	311	320	9	2.9%	19	3.0%	291	291	0	0.0%	-8	-0.8%
Q	Whittle Lane (West of Junction with A6045 Manchester Road)	SB	7455	2478	7455_2478	184	198	14	7.8%			180	188	8	4.2%			280	282	2	0.8%		
		NB	2478	7455	2478_7455	151	150	-1	-0.4%	14	4.1%	116	116	0	0.0%	8	2.6%	219	223	4	2.0%	7	1.3%
R	A6045 Manchester Road (Immediately North of Junction with SHLR)	EB	2814	7458	2814_7458	480	475	-6	-1.2%			315	314	-1	-0.3%			628	631	3	0.4%		
		WB	7458	2814	7458_2814	587	587	-1	-0.1%	-6	-0.6%	301	299	-2	-0.8%	-3	-0.5%	350	350	0	0.1%	3	0.3%
S	A6045 Manchester Road (Immediately South of Junction with SHLR)	SB	2814	15014	2814_15014	398	383	-15	-3.8%			296	286	-10	-3.3%			314	316	2	0.6%		
		NB	15014	2814	15014_2814	375	382	7	2.0%	-8	-1.0%	354	357	4	1.1%	-6	-0.9%	447	451	4	0.8%	5	0.7%
T	A6045 Manchester Road (North of Junction with Coronation Avenue)	SB	4477	2816	4477_2816	695	696	0	0.0%			393	393	1	0.2%			626	627	1	0.2%		
		NB	2816	4477	2816_4477	860	858	-3	-0.3%	-3	-0.2%	588	601	12	2.1%	13	1.3%	1089	1100	10	0.9%	11	0.7%
U	A6046 Middleton Road (Immediately North of M62 J19)	SB	14052	15115	14052_15115	758	758	0	0.0%			424	423	-1	-0.2%			621	618	-3	-0.5%		
		NB	15115	14052	15115_14052	525	525	0	0.0%	0	0.0%	405	412	7	1.7%	6	0.7%	853	859	6	0.7%	3	0.2%
V	A6046 Middleton Road (Immediately South of M62 J19)	SB	15117	15100	15117_15100	751	752	1	0.2%			463	470	7	1.6%			750	760	10	1.4%		
		NB	15100	15117	15100_15117	745	751	5	0.7%	7	0.4%	486	489	4	0.7%	11	1.2%	867	867	0	0.0%	10	0.6%
Z	Langley Lane (East of Junction with A6045)	EB	4730	7469	4730_7469	108	105	-3	-2.3%			190	189	0	-0.2%			267	265	-1	-0.5%		
		WB	7469	4730	7469_4730	262	263	1	0.3%	-2	-0.5%	125	125	0	-0.1%	0	-0.1%	213	213	1	0.2%	-1	-0.2%
A1	A6045 Manchester Road (Immediately South of Junction with Whittle	LSB	2478	7468	2478_7468	531	533	2	0.4%			337	335	-2	-0.5%			434	440	6	1.3%		
		NB	7468	2478	7468_2478	221	227	6	2.7%	8	1.1%	397	401	4	1.0%	2	0.3%	608	615	8	1.2%	13	1.3%
Link Ref	Strategic Highway Network																						
K1	M66 J3 NB Entry Slip	NB	4918	3000	4918_3000	555	564	9	1.6%			584	588	3	0.5%			1153	1159	6	0.5%		
K2	M66 J3 SB Entry Slip	SB	4919	2998	4919_2998	528	520	-7	-1.4%			574	569	-5	-0.9%			549	535	-14	-2.6%		
K3	M66 J3 NB Exit Slip	NB	2999	4918	2999_4918	678	686	7	1.1%			545	550	5	0.8%			186	188	1	0.7%		
K4	M66 J3 SB Exit Slip	SB	3001	4919	3001_4919	480	482	1	0.2%			376	384	9	2.3%			583	576	-7	-1.2%		
L	M66 North of Junction 3 Slip Road Connections	SB	26798	3001	26798_3001	5044	5043	-1	0.0%			3474	3484	10	0.3%			4648	4643	-4	-0.1%		
		NB	26796	3002	26796_3002	4154	4159	5	0.1%	4	0.0%	3373	3376	3	0.1%	13	0.2%	6104	6102	-2	0.0%	-7	-0.1%
M	M66 South of Junction 3 Slip Road Connections	SB	26799	9996	26799_9996	5091	5081	-9	-0.2%			3672	3668	-3	-0.1%			4613	4602	-12	-0.3%		
		NB	26800	2999	26800_2999	4276	4280	3	0.1%	-6	-0.1%	3334	3338	4	0.1%	1	0.0%	5137	5131	-6	-0.1%	-18	-0.2%
X1	M62 J19 EB Entry Slip	EB	4921	2719	4921_2719	805	813	8	1.0%			611	595	-16	-2.6%			662	669	7	1.0%		
X2	M62 J19 WB Entry Slip	WB	4924	2718	4924_2718	787	803	16	2.1%			397	416	19	4.7%			531	542	11	2.1%		
X3	M62 J19 EB Exit Slip	EB	28601	4925	28601_4925	602	613	11	1.9%			308	318	10	3.1%			652	660	8	1.2%		
X4	M62 J19 WB Exit Slip	WB	2720	4922	2720_4922	642	650	8	1.3%			520	531	11	2.2%			683	670	-12	-1.8%		
W	M62 East of M62 J19 Slip Road Connections	EB	2719	26771	2719_26771	5268	5270	2	0.0%			542											

APPENDIX TA15b
HGVs

2038 'Baseline Consented' (135,460sqm Employment) v 2038 'Do Something' (175,460sqm Employment)

Route		AM Peak Hour										Inter Peak Hour						PM Peak Hour					
Link Ref	Local Road Network & SHLR	Direction	A node	B node	Lookup	Baseline Consented	Do Some	Diff	% Change	2-Way Diff	% Change	Baseline Consented	Do Some	Diff	% Change	2-Way Diff	% Change	Baseline Consented	Do Some	Diff	% Change	2-Way Diff	% Change
A	SHLR (A6045 to M62 J19)	EB	15121	15120	15121_15120	102	116	14	13.9%			115	129	14	12.0%			88	103	15	17.1%		
		WB	15120	15121	15120_15121	125	148	23	18.6%	37	16.5%	135	156	21	15.4%	35	13.8%	79	95	16	20.8%	31	18.8%
B	SHLR (West of Junction with A6045 Manchester Road)	SB	15008	2814	15008_2814	101	116	15	14.6%			117	132	14	12.3%			87	103	16	18.2%		
		NB	2814	15008	2814_15008	131	156	25	18.8%	39	17.0%	138	160	22	16.1%	37	14.4%	78	95	17	21.6%	33	19.8%
C	SHLR (South East of SH Employment Junction)	SB	15016	15009	15016_15009	98	113	15	14.9%			114	128	14	12.7%			85	101	16	18.4%		
		NB	15009	15016	15009_15016	131	155	25	18.9%	39	17.2%	135	157	22	16.4%	37	14.7%	78	95	17	21.6%	32	19.9%
D	SHLR (South of Pilsworth Road Junction)	SB	2813	7454	2813_7454	63	68	5	8.3%			74	78	3	4.2%								
		NB	7454	2813	7454_2813	51	59	8	15.5%	13	11.5%	50	55	5	10.3%	8	6.7%	45	50	5	11.4%	5	11.4%
E	Pilsworth Road (Between SHLR & Heywood Distribution Park)	EB	7459	2813	7459_2813	62	68	5	8.3%			74	78	3	4.2%			27	31	4	16.4%		
		WB	2813	7459	2813_7459	52	60	8	15.4%	13	11.5%	50	55	5	10.3%	8	6.7%	45	51	5	11.4%	10	13.3%
F	Pilsworth Road (Between Heywood Distribution Park & Plot 3 Access)	EB	15017	7459	15017_7459	74	79	5	7.0%			79	82	3	3.9%			58	62	4	7.4%		
		WB	7459	15017	7459_15017	75	83	8	10.8%	13	8.9%	84	89	5	6.1%	8	5.0%	47	52	5	11.0%	9	9.0%
G	Pilsworth Road (Between Plot 3 Access to 3-Arrows)	EB	2037	15017	2037_15017	87	95	8	9.7%			91	97	6	6.6%			68	75	7	10.1%		
		WB	15017	2037	15017_2037	79	88	9	11.6%	18	10.6%	90	97	7	7.3%	13	7.0%	56	63	7	13.3%	14	11.5%
H	Pilsworth Road (North of 3-Arrows Junction)	EB/SB	7460	2037	7460_2037	86	95	8	9.7%			91	97	6	6.6%			71	78	7	9.4%		
		WB/NB	2037	7460	2037_7460	85	94	9	10.9%	18	10.3%	101	108	7	6.5%	13	6.6%	59	66	7	12.6%	14	10.8%
I	M66 J3 Connector Road (East of Junction with Pilsworth Road)	EB	4919	2038	4919_2038	92	100	8	9.0%			93	99	6	6.4%			81	87	6	8.0%		
		WB	2038	4919	2038_4919	96	105	9	9.7%	18	9.4%	118	125	7	5.6%	13	5.9%	62	70	7	11.8%	14	9.7%
J	Moss Hall Lane (North of Junction with Pilsworth Road)	SB	26406	2038	26406_2038	0	0	0				0	0	0				0	0	0			
		NB	2038	26406	2038_26406	0	0	0		0		0	0	0		0		0	0	0		0	
N	Pilsworth Road (Immediately West of M66 J3)	EB	7546	4918	7546_4918	22	23	0	0.8%			29	30	1	4.1%			3	3	0	9.7%		
		WB	4918	7546	4918_7546	39	39	0	0.5%	0	0.6%	33	33	0	0.4%	1	2.1%	34	35	1	2.1%	1	2.7%
O	Moss Hall Lane (Immediately South of 3-Arrows Junction)	SB	2037	7455	2037_7455	1	1	0	0.4%			2	2	0	2.0%			4	4	0	-0.1%		
		NB	7455	2037	7455_2037	7	7	0	0.2%	0	0.2%	13	13	0	0.3%	0	0.5%	4	4	0	1.8%	0	0.8%
P	Pilsworth Road (Immediately North of Junction with SHLR)	EB	2813	3826	2813_3826	0	0	0				0	0	0				0	0	0			
		WB	3826	2813	3826_2813	0	0	0		0		0	0	0		0		0	0	0		0	
Q	Whittle Lane (West of Junction with A6045 Manchester Road)	SB	7455	2478	7455_2478	0	0	0				0	0	0				0	0	0			
		NB	2478	7455	2478_7455	0	0	0		0		0	0	0		0		0	0	0		0	
R	A6045 Manchester Road (Immediately North of Junction with SHLR)	EB	2814	7458	2814_7458	5	6	1	11.4%			11	12	1	7.0%			6	7	1	13.5%		
		WB	7458	2814	7458_2814	12	13	1	11.1%	2	11.2%	12	13	1	9.8%	2	8.5%	7	8	0	5.2%	1	8.9%
S	A6045 Manchester Road (Immediately South of Junction with SHLR)	SB	2814	15014	2814_15014	2	2	0	-0.3%			4	4	0	0.0%			3	3	0	0.0%		
		NB	15014	2814	15014_2814	2	2	0	0.2%	0	0.0%	3	3	0	0.0%	0	0.0%	2	2	0	-0.3%	0	-0.1%
T	A6045 Manchester Road (North of Junction with Coronation Avenue)	SB	4477	2816	4477_2816	54	55	1	2.3%			33	36	3	8.5%			17	18	0	2.1%		
		NB	2816	4477	2816_4477	29	30	1	2.0%	2	2.2%	27	26	0	-0.1%	3	4.7%	29	30	1	2.7%	1	2.4%
U	A6046 Middleton Road (Immediately North of M62 J19)	SB	14052	15115	14052_15115	49	49	0	0.0%			34	35	2	5.0%			16	16	0	-0.1%		
		NB	15115	14052	15115_14052	28	28	0	0.1%	0	0.0%	25	24	-1	-3.3%	1	1.5%	25	25	0	0.0%	0	-0.1%
V	A6046 Middleton Road (Immediately South of M62 J19)	SB	15117	15100	15117_15100	37	41	4	11.5%			30	36	6	19.3%			27	32	5	17.9%		
		NB	15100	15117	15100_15117	9	10	0	4.8%	5	10.2%	27	31	3	11.4%	9	15.5%	7	8	0	5.6%	5	15.3%
Z	Langley Lane (East of Junction with A6045)	EB	4730	7469	4730_7469	1	1	0	0.0%			2	2	0	0.0%			2	2	0	0.0%		
		WB	7469	4730	7469_4730	0	0	0	0.0%	0	0.0%	0	0	0	3.7%	0	0.2%	0	0	0	0.0%	0	0.0%
A1	A6045 Manchester Road (Immediately South of Junction with Whittle Lane)	SB	2478	7468	2478_7468	0	0	0				0	0	0				0	0	0			
		NB	7468	2478	7468_2478	0	0	0		0		0	0	0		0		0	0	0		0	
Link Ref	Strategic Highway Network																						
K1	M66 J3 NB Entry Slip	NB	4918	3000	4918_3000	56	60	4	7.5%			46	51	4	9.1%			24	28	3	14.2%		
K2	M66 J3 SB Entry Slip	SB	4919	2998	4919_2998	43	47	4	10.1%			75	78	3	4.5%			30	32	2	8.3%		
K3	M66 J3 NB Exit Slip	NB	2999	4918	2999_4918	69	72	4	5.4%			52	55	3	5.8%			80	82	3	3.5%		
K4	M66 J3 SB Exit Slip	SB	3001	4919	3001_4919	43	48	4	9.8%			49	52	3	6.3%			30	34	4	12.2%		
L	M66 North of Junction 3 Slip Road Connections	SB	26798	3001	26798_3001	326	330	4	1.2%			353	356	3	1.0%			172	175	4	2.1%		
		NB	26796	3002	26796_3002	320	324	4	1.2%	8	1.2%	295	298	4	1.3%	7	1.1%	126	129	4	2.9%	7	2.4%
M	M66 South of Junction 3 Slip Road Connections	SB	26799	9996	26799_9996	326	330	4	1.3%			379	383	4	1.0%			172	174	3	1.5%		
		NB	26800	2999	26800_2999	333	336	4	1.1%	8	1.2%	300	303	3	0.9%	7	1.0%	181	184	3	1.5%	5	1.5%
X1	M62 J19 EB Entry Slip	EB	4921	2719	4921_2719	82	89	7	8.2%			65	69	4	5.5%			38	43	5	13.5%		
X2	M62 J19 WB Entry Slip	WB	4924	2718	4924_2718	38	41	3	8.1%			65	71	6	9.6%			47	52	5	10.5%		
X3	M62 J19 EB Exit Slip	EB	28601	4925	28601_4925	72	85	13	17.9%			63	71	7	11.5%			59	69	10	16.5%		
X4	M62 J19 WB Exit Slip	WB	2720	4922	2720_4922	76	86	10	12.5%			81	91	10	12.1%			44	50	6	14.0%		
W	M62 East of M62 J19 Slip Road Connections	EB	2719	26771	2719_26771	641	646	5	0.8%			906	906	0	0.0%			491	494	3	0.6%		
		WB	26775	2720	26775_2720	687	696	10	1.4%	15	1.1%	772	782	10	1.3%	10	0.6%	481	487	6	1.3%	9	0.9%
Y	M62 West of M62 J19 Slip Road Connections	EB	30056	2717	30056_2717	628	640	12	1.9%			902	906	4	0.4%			510	518	8	1.6%		
		WB	2718	26776	2718_26776	648	651	3	0.5%	15	1.2%	756	762	6	0.8%	10	0.6%	485	490	5	1.0%	13	1.3%



APPENDIX TA16: 2038 'BASELINE CONSENTED' & 'DO-SOMETHING' PREDICTED MODEL (ACTUAL FLOWS) TRAFFIC LEVELS COMPARED TO GUIDELINE LINK CAPACITY THRESHOLDS

Link Ref	Route	Direction	Carriageway Width	Class (UAP)	AM Peak			AM Peak			Inter-Peak			Inter-Peak			PM Peak			PM Peak		
					Capacity	Baseline Consented	% Capacity	Capacity	Do-Something	% Capacity	Capacity	Baseline Consented	% Capacity	Capacity	Do-Something	% Capacity	Capacity	Baseline Consented	% Capacity	Capacity	Do-Something	% Capacity
A	SHLR (A6045 to M62 J19)	EB	7.3	UAP 2	1470	1,092	74%	1470	1,118	76%	1470	736	50%	1470	744	51%	1470	891	61%	1470	921	63%
		WB	7.3	UAP 2	980	970	99%	980	995	101%	980	598	61%	980	612	62%	980	915	93%	980	903	92%
B	SHLR (West of Junction with A6045 Manchester Road)	SB	7.3	UAP 2	1470	884	60%	1470	889	60%	1470	723	49%	1470	719	49%	1470	887	60%	1470	913	62%
		NB	7.3	UAP 2	980	845	86%	980	875	89%	980	629	64%	980	643	66%	980	765	78%	980	749	76%
C	SHLR (South East of SH Employment Junction)	SB	7.3	UAP 2	1470	742	50%	1470	746	51%	1470	711	48%	1470	706	48%	1470	870	59%	1470	894	61%
		NB	7.3	UAP 2	980	861	88%	980	891	91%	980	614	63%	980	628	64%	980	677	69%	980	660	67%
D	SHLR (South of Pilsworth Road Junction)	SB	7.3	UAP 2	1470	782	53%	1470	793	54%	1470	677	46%	1470	695	47%	980	649	66%	980	657	67%
		NB	7.3	UAP 2	980	691	71%	980	710	72%	980	517	53%	980	542	55%	1470	729	50%	1470	726	49%
E	Pilsworth Road (Between SHLR & Heywood Distribution Park)	EB	7.3	UAP 2	980	495	51%	980	498	51%	1470	556	38%	1470	569	39%	1470	708	48%	1470	727	49%
		WB	7.3	UAP 2	1470	628	43%	1470	641	44%	980	360	37%	980	378	39%	980	370	38%	980	387	39%
F	Pilsworth Road (Between Heywood Distribution Park & Plot 3 Access)	EB	7.3	UAP 2	980	589	60%	980	592	60%	980	590	60%	980	591	60%	980	568	58%	980	582	59%
		WB	7.3	UAP 2	1470	409	28%	1470	422	29%	1470	444	30%	1470	449	31%	1470	411	28%	1470	421	29%
G	Pilsworth Road (Between Plot 3 Access to 3-Arrows)	EB	7.3	UAP 2	980	612	62%	980	619	63%	980	611	62%	980	616	63%	980	563	57%	980	575	59%
		WB	7.3	UAP 2	1470	411	28%	1470	424	29%	1470	454	31%	1470	462	31%	1470	438	30%	1470	453	31%
H	Pilsworth Road (North of 3-Arrows Junction)	EB/SB	7.6	UAP 3	1300	798	61%	1300	802	62%	1300	738	57%	1300	741	57%	1300	655	50%	1300	651	50%
		WB/NB	7.6	UAP 3	867	410	47%	867	404	47%	867	541	62%	867	539	62%	867	579	67%	867	581	67%
I	M66 J3 Connector Road (East of Junction with Pilsworth Road)	EB	7.3	UAP 1	1590	554	35%	1590	553	35%	1590	431	27%	1590	430	27%	1590	561	35%	1590	556	35%
		WB	7.3	UAP 1	1060	439	41%	1060	433	41%	1060	384	36%	1060	377	36%	1060	379	36%	1060	387	37%
J	Moss Hall Lane (North of Junction with Pilsworth Road)	SB	6.1	UAP 3	600	324	54%	600	331	55%	600	329	55%	600	330	55%	600	368	61%	600	370	62%
		NB	6.1	UAP 3	900	161	18%	900	163	18%	900	200	22%	900	202	22%	900	369	41%	900	365	41%
N	Pilsworth Road (Immediately West of M66 J3)	EB	7.3	UAP 2	1470	1,087	74%	1470	1,085	74%	1470	1092	74%	1470	1,083	74%	1470	1,647	112%	1470	1,632	111%
		WB	7.3	UAP 2	980	1,013	103%	980	1,009	103%	980	801	82%	980	799	82%	980	388	40%	980	390	40%
O	Moss Hall Lane (Immediately South of 3-Arrows Junction)	SB	7.4	UAP3	1300	307	24%	1300	320	25%	1300	172	13%	1300	179	14%	867	208	24%	867	209	24%
		NB	7.4	UAP3	867	120	14%	867	118	14%	867	131	15%	867	132	15%	1300	258	20%	1300	261	20%
P	Pilsworth Road (Immediately North of Junction with SHLR)	Shuttle	3.5	UAP 3	1100	998	91%	1100	1,001	91%	1100	658	60%	1100	677	62%	1100	994	90%	1100	986	90%
Q	Whittle Lane (West of Junction with A6045 Manchester Road)	SB	6.8	UAP 3	1110	184	17%	1110	198	18%	1110	180	16%	1110	188	17%	1110	280	25%	1110	282	25%
		NB	6.8	UAP 3	740	151	20%	740	150	20%	740	116	16%	740	116	16%	740	219	30%	740	223	30%
R	A6045 Manchester Road (Immediately North of Junction with SHLR)	EB	7.3	UAP 3	867	480	55%	867	475	55%	867	315	36%	867	314	36%	867	628	72%	867	631	73%
		WB	7.3	UAP 3	1300	587	45%	1300	587	45%	1300	301	23%	1300	299	23%	1300	350	27%	1300	350	27%
S	A6045 Manchester Road (Immediately South of Junction with SHLR)	SB	7.3	UAP 3	1300	398	31%	1300	383	29%	867	296	34%	867	286	33%	867	314	36%	867	316	36%
		NB	7.3	UAP 3	867	375	43%	867	382	44%	1300	354	27%	1300	357	27%	1300	447	34%	1300	451	35%
T	A6045 Manchester Road (North of Junction with Coronation Avenue)	SB	7.3	UAP 3	867	695	80%	867	696	80%	867	393	45%	867	393	45%	867	626	72%	867	627	72%
		NB	7.3	UAP 3	1300	860	66%	1300	858	66%	1300	588	45%	1300	601	46%	1300	1,089	84%	1300	1,100	85%
U	A6046 Middleton Road (Immediately North of M62 J19)	SB	8.4	UAP 3	867	758	87%	867	758	87%	867	424	49%	867	423	49%	867	621	72%	867	618	71%
		NB	8.4	UAP 3	1300	525	40%	1300	525	40%	1300	405	31%	1300	412	32%	1300	853	66%	1300	859	66%
V	A6046 Hollin Lane (Immediately South of M62 J19)	SB	7.3	UAP 3	1300	751	58%	1300	752	58%	867	463	53%	867	470	54%	867	750	87%	867	760	88%
		NB	7.3	UAP 3	867	745	86%	867	751	87%	1300	486	37%	1300	489	38%	1300	867	67%	1300	867	67%
Z	Langley Lane (East of Junction with A6045)	EB	6.8	UAP 3	740	108	15%	740	105	14%	1110	190	17%	1110	189	17%	1110	267	24%	1110	265	24%
		WB	6.8	UAP 3	1110	262	24%	1110	263	24%	740	125	17%	740	125	17%	740	213	29%	740	213	29%
A1	A6045 Manchester Road (Immediately South of Junction with Whittle Lane)	SB	7.3	UAP 3	1300	531	41%	1300	533	41%	1300	337	26%	1300	335	26%	867	434	50%	867	440	51%
		NB	7.3	UAP 3	867	221	26%	867	227	26%	867	397	46%	867	401	46%	1300	608	47%	1300	615	47%
Link Ref	Strategic Highway Network*																0					
K1	M66 J3 NB Entry Slip	NB	1	Motorway	1350	555	41%	1350	564	42%	1350	584	43%	1350	588	44%	1350	1,153	85%	1350	1,159	86%
K2	M66 J3 SB Entry Slip	SB	1	Motorway	1350	528	39%	1350	520	39%	1350	574	43%	1350	569	42%	1350	549	41%	1350	535	40%
K3	M66 J3 NB Exit Slip	NB	1	Motorway	1350	678	50%	1350	686	51%	1350	545	40%	1350	550	41%	1350	186	14%	1350	188	14%
K4	M66 J3 SB Exit Slip	SB	1	Motorway	1350	480	36%	1350	482	36%	1350	376	28%	1350	384	28%	1350	583	43%	1350	576	43%
L	M66 North of Junction 3 Slip Road Connections	SB	3	Motorway	5400	5,044	93%	5400	5,043	93%	5400	3474	64%	5400	3,484	65%	5400	4,648	86%	5400	4,643	86%
		NB	3	Motorway	5400	4,154	77%	5400	4,159	77%	5400	3373	62%	5400	3,376	63%	5400	6,104	113%	5400	6,102	113%
M	M66 South of Junction 3 Slip Road Connections	SB	3	Motorway	5400	5,091	94%	5400	5,081	94%	5400	3672	68%	5400	3,668	68%	5400	4,613	85%	5400	4,602	85%
		NB	3	Motorway	5400	4,276	79%	5400	4,280	79%	5400	3334	62%	5400	3,338	62%	5400	5,137	95%	5400	5,131	95%
X1	M62 J19 EB Entry Slip	EB	1	Motorway	1350	805	60%	1350	813	60%	1350	611	45%	1350	595	44%	1350	662	49%	1350	669	50%
X2	M62 J19 WB Entry Slip	WB	1	Motorway	1350	787	58%	1350	803	60%	1350	397	29%	1350	416	31%	1350	531	39%	1350	542	40%
X3	M62 J19 EB Exit Slip	EB	1	Motorway	1350	602	45%	1350	613	45%	1350	308	23%	1350	318	24%	1350	652	48%	1350	660	49%
X4	M62 J19 WB Exit Slip	WB	1	Motorway	1350	642	48%	1350	650	48%	1350	520	39%	1350	531	39%	1350	683	51%	1350	670	50%
W	M62 East of M62 J19 Slip Road Connections	EB	4	Motorway	7200	5,268	73%	7200	5,270	73%	7200	5428	75%	7200	5,397	75%	7200	5,644	78%	7200	5,632	78%
		WB	4	Motorway	7200	5,537	77%	7200	5,550	77%	7200	5218	72%	7200	5,229	73%	7200	7,229	100%	7200	7,218	100%
Y	M62 West of M62 J19 Slip Road Connections	EB	4	Motorway	7200	5,068	70%	7200	5,072	70%	7200	5127	71%	7200	5,122	71%	7200	5,637	78%	7200	5,626	78%
		WB	4	Motorway	7200	5,682	79%	7200	5,704	79%	7200	5095	71%	7200	5,114	71%	7200	7,077	98%	7200	7,089	98%

*Assumes that the maximum flow per lane for motorways is 1,800 vehicles per hour (as outlined in CD122) and 1350 vehicles per hour for slip roads