AtkinsRéalis

Year Five Report – Traffic and Journey Times Summary
Stockport Metropolitan Borough Council

March 2025

A6 TO MANCHESTER AIRPORT RELIEF ROAD

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Client signoff

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1. Introduction

1.1 Background

The A6 to Manchester Airport Relief Road (A6MARR) was a key part of the overall access strategy for South Manchester. The scheme, which successfully opened in Autumn 2018, was primarily developed to address traffic congestion and the lack of connectivity along the south Manchester corridor. The lack of strategic connectivity was regarded as having substantial implications on the economy, society and the environment of this region. In turn this was resulting in a direct barrier to both business and employment opportunities along the south Manchester corridor, thereby constraining the regions' economy.

Since opening the scheme has been referred to as the A555 and is signed as such. For the remainder of this report the scheme is referred to as the A555. It comprises of a series of highway improvements, approximately 10km of predominantly new 2-lane dual carriageway running east-to-west from the A6 near Hazel Grove (south-east Stockport), via the 4 kms of existing A555 to Manchester Airport and the link road to the M56. These were designed to improve linkages and provide better highway access across the south-east of Manchester – specifically to Manchester Airport. These improvements included additional facilities for cyclists and pedestrians, via a parallel shared cycleway/ footway along the length of the scheme, and it was envisaged it would offer the opportunity to make more efficient use of existing road space via improved public transport facilities. A package of complementary and mitigation measures was also recommended to manage the traffic impact on local communities at a number of locations. Overall, it was forecast that the scheme would assist in making the region more attractive to inward investment, ultimately improving the quality of the physical environment and the associated societal benefits.

In March 2023 the A523 Roy Chadwick Way, the Poynton Relief Road (PRR) opened, providing a direct link between the A523 and the A555, thus avoiding the centre of Poynton.

A Monitoring and Evaluation Plan (M&E Plan)[1] was developed as part of the scheme business case. This set out the scheme's approach to monitoring and evaluation (M&E), which based on the Department for Transport (DfT) guidance required a 'fuller' approach to M&E. Within the M&E Plan, the scheme objectives were summarised, and a logic map developed that graphically indicated the process by which the scheme outputs were forecast to deliver the primary objectives. The Plan outlined the evaluation approach for monitoring the extent to which the schemes objectives have been achieved, which adhered to the following three stages of M&E:

- Pre-construction/ Baseline Report, commenced autumn 2014/ 15;
- Year One Report, commencing autumn 2019 (signed off the DfT in December 2022); and
- Year Five Report, commencing autumn 2023.

The first stage of the M&E was the preparation of the Baseline Report[2]. This set out the existing conditions across southeast Manchester, prior to the implementation of the scheme. As part of the Baseline Report, a series of surveys were undertaken in autumn 2014, prior to the construction of the scheme, including traffic volume and journey time surveys. These Baseline surveys provide the opportunity to assess and measure change over time as part of the scheme evaluation. It provides a basis from which the outcomes and impacts of the scheme are monitored, to assist with determining if the outcomes and impacts of the scheme are delivered as intended.

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[1] A6MARR Monitoring and Evaluation Plan, Atkins (August 2014).

[2] A6MARR Monitoring and Evaluation Baseline Report, Atkins, (August 2016).

The second stage of the M&E was the Year One Report. This summarised the delivery process and attempted to understand if the scheme was delivering the outcomes as forecast in its first year of opening. As part of this process, the Year One data was compared with the Baseline data to assist in understanding the initial scheme outcomes. In addition, the Year One Report quantified the key outturn benefits of the scheme, and compared them with those forecast at Full Approval (FA), to assist in understanding if the initial scheme benefits did justify the cost. The Year One Report was fully signed off by the DfT in December 2022.

The Year Five Report summarises the third and final stage of the scheme's M&E. It builds upon the Year One Report, and seeks to understand the scheme's final outcomes and impacts. The Year Five Reporting commenced in autumn 2023.

1.2 This Report

This report summarises the final findings at Year Five for both traffic volumes and journey times, which provide input into the overall impact evaluation of the A555 scheme. The purpose of this traffic volume and journey time analysis is to attempt to understand:

- How traffic volumes have changed across the study area since the scheme opened, particularly through local centres and the mitigation areas;
- How the scheme is contributing to its objective of reducing the impact of traffic congestion on existing routes, and improving the efficiency and reliability of the highway network;
- How journey times across the study area have changed since the scheme opened, including through local centres; and
- How journey time reliability has changed since the scheme opened.

The scheme opened in autumn 2018, and in order to allow time for road users to adjust their travel patterns/ allow for regular traffic to re-route from the 'during construction' alternatives, the data collection associated with the Year One Report was undertaken in autumn 2019. The data collection associated with the Year Five Report was undertaken in autumn 2023.

2. Traffic Flow Data

2.1 Baseline Traffic Surveys

As summarised within the Baseline Report, a set of baseline traffic volume surveys were conducted across the study area, against which post-scheme results could be compared during the One Year and Five Year Post Opening stages.

Automatic traffic counters (ATCs) were laid at 66 sites across the study area, outside of the school holidays in September/ October 2014. This data was supplemented by a further 16 sites, which were identified as having existing traffic count data collected in 2013 and 2011 that was suitable for use. To ensure this earlier data was comparable with the September/ October 2014 information, adjustment factors were applied to it, as set out within Appendix 7 of the A6MARR Model Data Report.[3]

For all sites, count data was collected over a two-week period for the full 24-hour period each day, including weekdays and weekends. The data was 'cleaned' to remove any days with spurious counts, and for the majority of sites, at least two weeks of 'clean' data was used to develop the Baseline counts.

2.2 Year One Traffic Surveys

A set of Year One traffic volume surveys were conducted across the study area, outside of the school holidays in November 2019. These surveys were undertaken one year after the opening of the scheme to allow sufficient time for road users to adjust their regular travel patterns/ allow for traffic to re-route from the 'during construction' alternatives.

The Year One traffic volume surveys were undertaken at identical locations to the autumn 2014 Baseline surveys. Whilst some of the survey sites were at permanent count locations, (ATCs) were laid at approximately 70 sites across the study area. Other sites were identified as having potential safety issues concerning the practicalities of laying ATC tubes, and radar technology was utilised to collect traffic data at these locations.

As with the Baseline data, at all sites count data was collected over a two-week period for the full 24 hours each day, including weekdays and weekends. The data was 'cleaned' to remove any days with spurious counts, and for the majority of sites, at least two weeks of 'clean' data was used to develop the Year One traffic volumes.

Seasonality adjustment factors, consistent with those set out in the A6MARR Model Data Report were applied to ensure that the data was directly comparable with the Baseline survey data. This process ensured that the Year One data was collated in an identical way to the Baseline survey data, enabling a comparison to be undertaken.

[3] HFAS Report 1812: A6MARR Model Data Report (July 2014), TfGM.

2.3 Year Five Traffic Surveys

A set of Year Five traffic volume surveys were conducted across the study area, outside of the school holidays in September and October 2023. These surveys were undertaken five years after the opening of the scheme and are therefore considered to reflect the final impact of the scheme.

The Year Five traffic volume surveys were undertaken at identical locations to both the autumn 2014 Baseline and the autumn 2019 Year One surveys. An additional Year Five survey site along the A523 Roy Chadwick Way (Poynton Relief Road) was included. Whilst some of the survey sites were at permanent count locations, temporary ATCs were laid at approximately 70 sites across the study area. Other sites were identified as having potential safety issues concerning the practicalities of laying tubes, and video surveys were utilised to collect the traffic data at these locations. This resulted in traffic surveys being undertaken as follows:

- 9 permanent counts sites;
- 68 temporary ATC count sites; and
- 5 temporary count sites where video surveys were undertaken due to safety issues/ high traffic speeds.

A plan showing the location of the Year Five traffic survey sites is presented in Figure 2-1.

Problems were experienced by the survey contractor at some of the survey sites during the data collection period in autumn 2023. These sites were re-surveyed in March 2024 to ensure the surveys were conducted during a neutral month. This included the following sites, where data was collected using video surveys:

- Sites 1 & 2: A34 Kingsway;
- Site 52& 53: A34 Ainslie Way, Handforth;
- Site 63&64 A34 Birrell Way, Wilmslow;
- Site 80: A555, Woodford; and
- Site 88: A555, Heald Green.

The following permanent sites utilised data from March 2024:

- Site 78: A5149 Chester Road, Woodford;
- Site 89: A523 Roy Chadwick Way (Poynton Relief Road).

The following sites were re-surveyed in March 2024 for a two-week period:

- Site 42: A6 Buxton Road, New Mills;
- Site 56: Simonsway, Wythenshawe; and
- Site 62: B5358 Wilmslow Road, Handforth.

The following sites had 7 days of data collected in autumn 2023, with another 7 days collected in March 2024:

- Site 10: A560 Gatley Road, Cheadle;
- Site 18: A5149 Wilmslow Road, Cheadle;
- Site 33: A627 Torkington Road, Hazel Grove;
- Site 66&67: Alderley Way, Wilmslow; and
- Site 82: A627 Dooley Lane, Marple.

Further problems were experienced during the data collection exercise in March 2024. The following sites were re-surveyed in April/ May 2024:

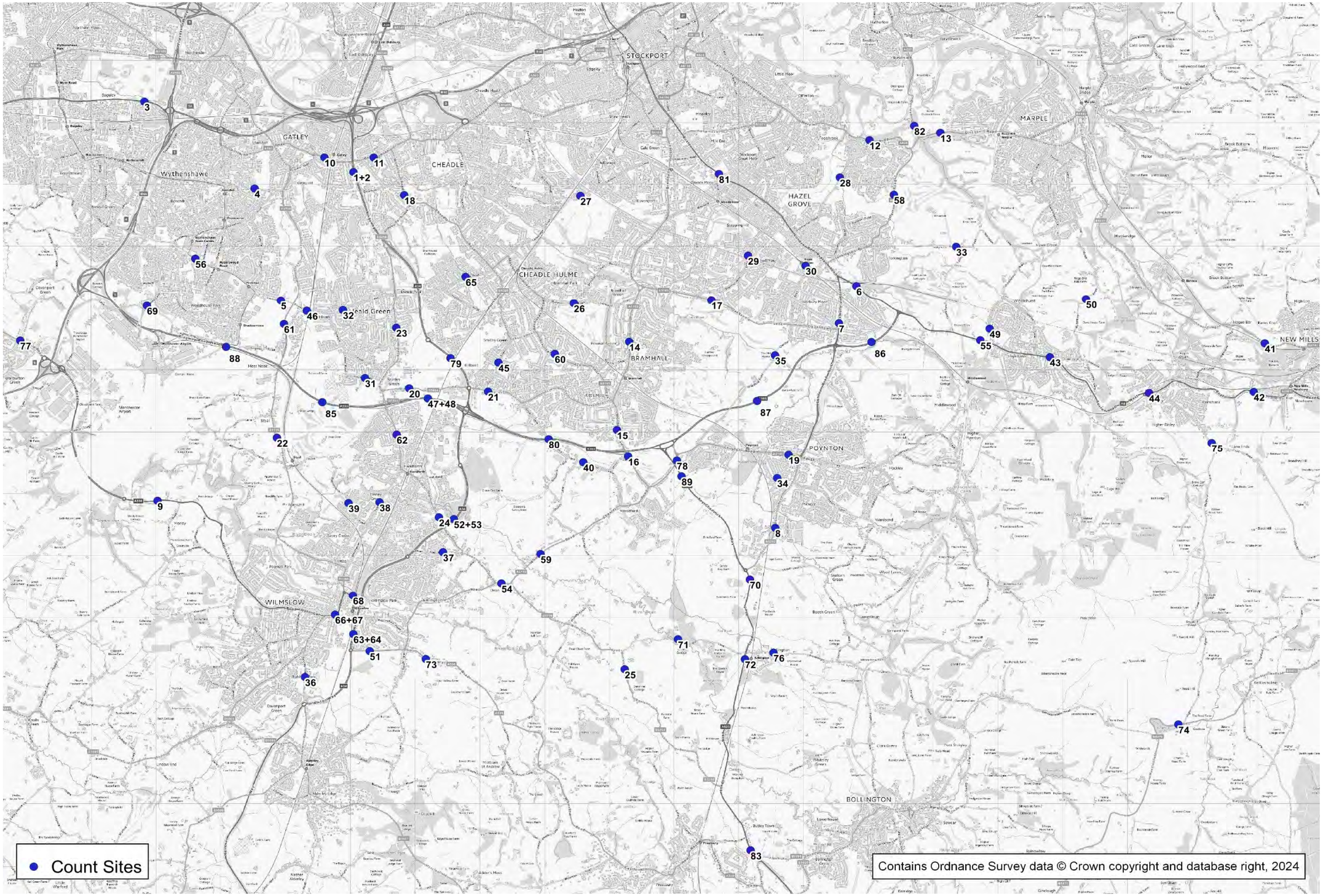
- Site 36: Alderley Road, Wilmslow;
- Site 59: A5102 Wilmslow Road, Woodford.

Site 44: A6 Buxton Road West, Disley was originally surveyed in September/ October 2023 but suffered from technical issues part way though the surveys. This site was re-surveyed in March and April 2024 but further issues were experienced. Six days of data was utilised from September/ October 2023 and although the data is consistent throughout this duration, it should be noted when reviewing traffic data at this location, that it is developed from a smaller dataset.

As with the Baseline and Year One data, at all sites count data was collected over a two-week period for the full 24 hours each day, including weekdays and weekends. The data was 'cleaned' to remove any days with spurious counts, and for the majority of sites, at least two weeks of 'clean' data was used to develop the Year Five traffic volumes.

Seasonality adjustment factors, consistent with those set out in the aforementioned A6MARR Model Data Report were applied to ensure that the data was directly comparable with the Baseline and Year One analysis. This process ensured that the data was collated in an identical way to the earlier datasets, allowing for comparisons to be undertaken. It is presented within this report as the Year Five traffic volume surveys.

Figure 2-1 Location of A6MARR Traffic Surveys



The following analysis was undertaken on the traffic volume surveys to provide an understanding of the final impact of the scheme on traffic flows across south-east Manchester:

- The Year Five traffic flows were compared with the Baseline traffic flows to assist with highlighting the final impact of the scheme on traffic volumes across the study area, in particular through local centres, such as Bramhall, Handforth, Heald Green, Poynton and Cheadle Hulme, as well as the mitigation areas identified during the scheme development.
- The proportion of heavy good vehicles (HGVs) are included within the summary to establish the impact of the scheme on HGV flows. This is especially important given the focus of the scheme on providing improved access to Manchester Airport and the strategic road network for freight trips, while reducing both the local centre traffic volumes and the proportion of HGVs through these areas. The ultimate aim being to provide a better environment for the local community.
- A series of screenlines were highlighted within the M&E Plan, which were developed to assist in understanding how traffic flows may have changed across a wider geographical area, as opposed to individual links. The change in traffic volumes at the screenline level was analysed since the A555 opened.
- The Year One and Five (outturn) traffic flows along the scheme were compared with the forecast opening year traffic volumes (as prepared during the development of the business case, and associated with the final traffic modelling work that fed into the development of the scheme BCR as submitted at FA) to provide an understanding of how the outturn traffic volumes differ from those forecast.
- A comparison of the Year One and counterfactual traffic volumes was undertaken to assist with understanding the causal attribution of the scheme. The counterfactual situation was represented by utilising the Do-Minimum 2017 modelled data (representative of the modelled opening year within the scheme business case).

2.4 Background Traffic Trends

When attempting to understand the impact of the scheme on traffic volumes at particular locations across the study area, it is important to be mindful of wider, background traffic trends. These background trends can provide an indication of general changes in traffic volumes that are likely to have occurred without the scheme. The DfT provides an annual summary of road traffic statistics within each local authority of England. Table TRA8903[4] summarises the motor vehicle miles (excluding trunk roads) within both Stockport and Greater Manchester. This indicates that between 2014 and 2022 (the most recent data available at the time of writing), that there has been a 3.6% increase in the vehicle miles travelled on roads within Stockport. By way of comparison, across the whole of Greater Manchester there has been a decrease of 0.8% vehicles miles travelled during this time period.

However, as highlighted within the DfT dataset, the 2022 data may be affected by Covid-19, despite the national evidence suggesting that by 2022 traffic volumes were back to pre-Covid levels. Analysis of similar data between 2014 and 2019 (prior to Covid-19 and the associated impacts on travel patterns due to the national lockdowns), there was an 8% increase in the vehicle miles travelled on roads within Stockport. By way of comparison, across the whole of Greater Manchester there was an increase of 2% vehicles miles travelled within Greater Manchester. It is acknowledged that full impact of Covid-19 on longer term travel patterns is still settling down.

Any observed differences in traffic flows should therefore be interpreted with the understanding that there has been a slight background increase in the vehicle miles travelled across the local road network across the study area. Furthermore, changes in land use can directly impact upon traffic volumes on nearby roads which

[4] https://www.gov.uk/government/statistical-data-sets/road-traffic-statistics-tra#traffic-by-local-authority-tra89

may be used for access. The comparison of the observed A555 scheme Baseline and Years One and Five traffic volumes may include some change/ re-assignment of traffic volumes due to land use changes between 2014 and 2023, rather than any change in traffic volumes being a direct result of the A555 scheme.

2.5 Year Five Impacts on Traffic Volumes

Across the study area, the Year Five traffic surveys indicate that traffic volumes have increased by just over 15% since the Baseline, and by approximately 9% since Year One. This is broadly consistent with the background traffic trends highlighted within Section 2.4, which noted that there has been a slight increase in the number of miles travelled across the local road network within Stockport.

The Year Five traffic surveys indicate that traffic volumes along the A555 have increased significantly since Year One. On the eastern section of the A555 between the A6 and the A523, the annual average daily traffic (AADT) volumes in Year Five are almost 20,000. This increases to over 25,000 vehicles west of the A523. The AADTs at these locations have increased by 17-20% since Year One. The A555 between the A5102 Woodford Road and the A34 recorded an AADT of over 54,000, the highest traffic volumes along the length of the entire scheme, and an increase of over 60% since Year One. This is in part likely to be due to the opening of the A523 Roy Chadwick Way (PRR) in 2023, which connects into the A555 to the east of this traffic count site. The western section of the A555, west of Styal Road, recorded AADTs of almost 43,000, an increase of 50% since Year One. The increases in traffic volumes between Years One and Five along the A555 are amongst the highest observed across the study area.

Across the wider highway network, other sites that have experienced more significant increases in AADTs since Year One include the following:

- The A34 Kingsway, south of the A560 (Sites 1 & 2), has experienced one of the highest absolute increases in AADTs across the network, increasing by approximately 19,500 (45%). However, the A34 directly north of the A555 has remained broadly consistent with the Year One flows, whilst south of the A555 the increases are more moderate.
- A538 Hale Road in Hale Barns (Site 77), whereby AADTs have increased by approximately 9,800 (almost 50%) since Year One;
- A6 Buxton Road through High Lane (Site 55), whereby AADTs have increased by approximately 6,600 (over 30%) since Year One;
- A627 Offerton Road, Hazel Grove (Site 58) recorded a slight reduction in traffic volumes at Year One compared to the Baseline. At Year Five AADTs have increased by approximately 5,900 (58%) since Year One.

It was noted at Year One that the two sites which observed the most significant reductions in traffic volumes were in close proximity to the scheme, including the:

- A6, to the east of the Hazel Grove Park and Ride site (Site 6); and
- A5149 Chester Road, to the south-west of the access to the A555 (Site 78).

At both of these locations, reductions in AADTs were recorded as being in excess of 10,000 vehicles. These large reductions were considered to be a direct impact of the scheme, with traffic transferring from the A6 and A5149 at these locations, and onto the scheme. At Year Five, AADTs at Site 78 along the A5149 Chester Road are consistent with those at Year One (and broadly consistent to those forecast in the first year of the scheme opening). Although AADTs have increased slightly at Site 6 along the A6 from those observed in Year One, they are still over 40% lower than those observed in the Baseline. Furthermore, the Year Five AADTs at Site 6 are approximately 20% lower than those forecast in the first year of the scheme opening, highlighting the impact that the scheme has had at these locations.

The Year One Report also noted that the following sites observed significant reductions in AADTs:

- A5102 Woodford Road, south of the A555 (Site 16). A comparison of Baseline and Year One traffic counts indicated that AADT flows have reduced by approximately 6,700 at this location. This is likely to be as a result of traffic accessing the A555 at the new oil terminal junction, and transferring from the A5102. Although Year Five AADTs have increased slightly since Year One, they are still over 40% lower than at the Baseline demonstrating the impact of the scheme on traffic at this location. Furthermore, the observed AADTs at Year Five are approximately 7% lower than those forecast in the first year of the scheme opening, demonstrating the impact of the scheme on traffic volumes along Woodford Road.
- Finney Lane, Heald Green (Site 32). The Year One AADTs decreased by approximately 4,100 (almost 30%) at this location, when compared to the Baseline. The Year Five AADTs have also increased slightly since Year One, however a comparison with the Baseline highlights that Year Five AADTs are over 20% lower. Prior to the A555 opening, Finney Lane was operating as a strategic east-west link, and in particular was used by traffic accessing the airport. A reduction in traffic volumes was forecast along Finney Lane due to traffic re-assigning to the A555. The observed AADTs at Year Five are almost 25% lower than those forecast in the first year of the scheme opening, again demonstrating the impact of the scheme on traffic volumes along Finney Lane.

There are a number of notable changes in the Year Five traffic volumes when compared to those at Year One. These include the following:

- In March 2023 the A523 Roy Chadwick Way (PRR) opened, and now has an AADT of 18,500. Along the A523 London Road, directly south of the PRR and through Adlington (Sites 70 & 72) the AADT increased by approximately 5,500 (over 40%). This is likely to be due to the PRR and its connectivity into the A555, as well as the associated junction improvements along the A523 corridor, notably at Mill Lane and Bonis Hall Lane.

  The PRR has also resulted in some significant reductions across the localised area, including:

  - A523 London Road North (Site 8), directly north of the PRR where AADTs have decreased by almost 5,000 (over 35%).
  - Clifford Road, Poynton (Site 34), AADTs have halved along this road following the opening of the PRR. Flows have reduced by almost 60% since the Baseline which highlights the impact by the implementation of the A555 and the associated mitigation measures, as well as the PRR.
  - Mill Lane, Adlington (Site 71), whereby AADTs have reduced by approximately 1,600 (over 50%).
  - Bonis Hall Lane (Site 25), whereby AADTs have reduced by approximately 4,300 (over 40%).

  Other less significant reductions in traffic volumes that may also be attributed to the PRR include the following:

  - Prestbury Road, Wilmslow (Sites 73 & 51), AADTS have reduced by over 1,500 (12%);
  - Dean Row Road, Wilmslow (Site 37), AADTs have reduced by approximately 2,400 (24%);
  - Stanneylands Road, Styal (Site 39), AADTs have reduced by approximately 2,700 (over 50%), which is lower than those observed in the Baseline. It was noted at Year One that traffic volumes had increased at this location.

The Year Five AADTs across the study, as well as traffic volumes in the AM peak (8-9am), the average inter peak hour (between 10am-4pm) and in the PM peak (5-6pm) are summarised within Table 2-1. In addition, the AADTs are presented within Figure 2-2, including a comparison of how the Year Five flows have changed since the Baseline. For comparative purposes, the Year One flows have also been included. Similar plots for the three peaks are presented within Appendix A.

Table 2-1 Year Five Traffic Count Summary

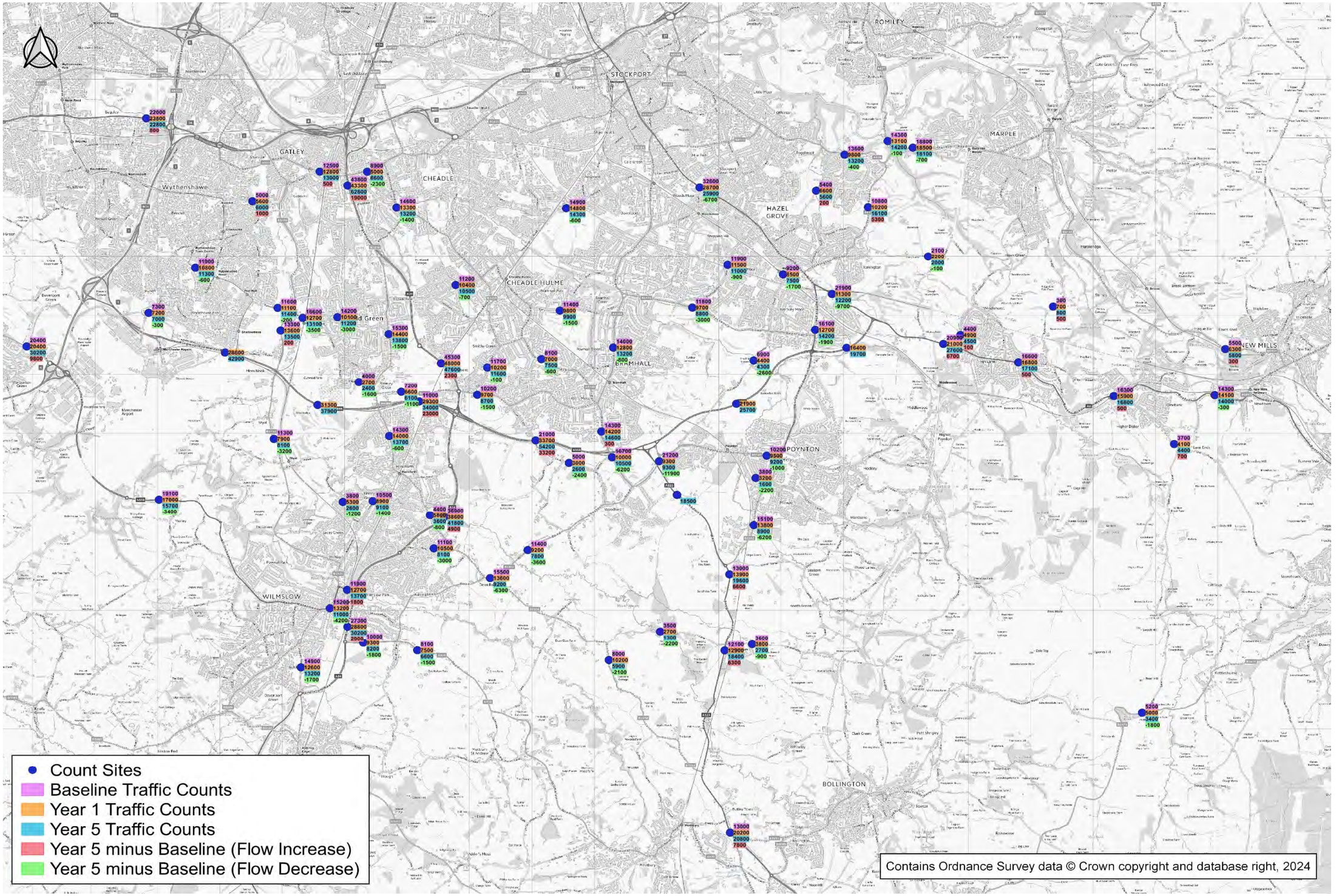
Site ID	Description	AADT	AADT % HGV	AM Peak	AM Peak % HGV	IP	IP % HGV	PM Peak	PM Peak % HGV
3	A560 Altrincham Road	22,800	0.8%	1,200	1.1%	1,500	1.0%	1,400	1.0%
4	Hollyhedge Road, Sharston	6,000	0.0%	600	0.0%	400	0.1%	500	0.0%
5	Simonsway (W of Styal Rd), Heald Green	11,400	0.1%	900	0.1%	700	0.1%	1,000	0.2%
6	A6 Buxton Road (east of P&R site)	12,200	0.8%	800	0.9%	800	1.3%	900	0.5%
7	A523 Macclesfield Road (N of Dean Ln)	14,200	0.3%	1,000	0.3%	900	0.3%	1,100	0.3%
8	A523 London Road N (S of Hope Ln)	8,900	0.4%	700	0.6%	600	0.5%	700	0.2%
9	A538 Altrincham Road	15,700	0.2%	1,500	0.3%	1,000	0.3%	1,400	0.1%
10	A560 Gatley Road - West of Kingsway	13,000	0.2%	700	0.3%	800	0.2%	900	0.1%
11	A560 Gatley Road - East of Kingsway	6,600	0.1%	300	0.2%	500	0.2%	500	0.1%
12	A626 Marple Road (E of Offerton Green)	13,200	0.2%	1,000	0.2%	900	0.2%	900	0.3%
13	A626 Stockport Rd (W of Hilltop Dr), Marple	18,100	0.2%	1,100	0.2%	1,200	0.3%	1,400	0.2%
14	A5102 Bramhall Lane South	13,200	0.1%	1,000	0.2%	900	0.2%	1,100	0.1%
15	A5102 Woodford Road (S of Queensgate)	14,600	0.2%	1,100	0.2%	1,000	0.2%	1,100	0.4%
16	A5102 Woodford Road - south of A555	10,500	0.3%	800	0.4%	700	0.4%	900	0.2%
17	A5143 Jacksons Lane (E of Bramhall Moor Lane)	8,800	0.1%	700	0.1%	600	0.2%	800	0.1%
18	A5149 Wilmslow Road (S of Broadway), Cheadle	13,200	0.1%	1,100	0.1%	900	0.1%	1,100	0.1%
19	A5149 Chester Road (W of Burton Dr), Poynton	9,200	0.2%	700	0.2%	600	0.3%	800	0.1%
20	B5094 Stanley Road, Handforth	6,100	0.1%	500	0.1%	500	0.1%	500	0.1%
21	B5094 Grove Lane (E of Gillbent Rd), Cheadle Hulme	8,700	0.1%	400	0.2%	600	0.0%	700	0.1%
22	B5166 Hollin Lane, Styal	8,100	0.1%	700	0.1%	500	0.1%	700	0.1%

23	**B5358 Wilmslow Road, Heald Green**	13,800	0.1%	1,200	0.1%	900	0.1%	1,200	0.1%
24	**B5358 Handforth Road (N of A34), Handforth Dean**	3,600	0.1%	400	0.0%	300	0.1%	300	0.0%
25	**B5358 Bonis Hall Lane**	5,900	0.2%	600	0.1%	400	0.2%	600	0.2%
26	**Manor Road, Bramhall**	9,900	0.1%	700	0.1%	700	0.1%	900	0.1%
27	**Adswood Road, Cheadle Heath**	14,300	0.1%	1,100	0.2%	1,000	0.1%	1,200	0.1%
28	**Bean Leach Road, Offerton**	5,600	0.0%	500	0.0%	400	0.1%	600	0.1%
29	**Bramhall Moor Lane, Hazel Grove**	11,000	0.1%	1,100	0.1%	800	0.1%	1,000	0.2%
30	**Chester Road, Hazel Grove**	7,500	0.1%	700	0.1%	500	0.1%	800	0.1%
31	**Bolshaw Road, Heald Green**	2,400	0.1%	200	0.1%	200	0.1%	200	0.0%
32	**Finney Ln (E of Outwood Rd), Heald Green**	11,200	0.1%	900	0.1%	800	0.1%	900	0.1%
33	**Torkington Road, Hazel Grove**	2,000	0.3%	200	0.2%	100	0.3%	300	0.2%
34	**Clifford Road, Poynton**	1,600	0.0%	200	0.1%	100	0.0%	200	0.0%
35	**Woodford Road, Hazel Grove**	4,300	0.1%	500	0.1%	300	0.1%	600	0.0%
36	**Alderley Road, Wilmslow**	13,200	0.2%	1,100	0.3%	1,000	0.2%	1,100	0.1%
37	**Dean Row Road (E of Brown's Ln), Wilmslow**	8,100	0.2%	800	0.1%	600	0.3%	800	0.1%
38	**Manchester Road, Handforth**	9,100	0.1%	700	0.1%	700	0.1%	700	0.1%
39	**Stanneylands Road, Styal**	2,600	0.0%	200	0.0%	200	0.1%	300	0.0%
40	**Moor Lane, Woodford**	2,600	0.0%	300	0.0%	200	0.0%	300	0.0%
41	**Hague Bar Road, New Mills**	5,800	0.2%	500	0.4%	400	0.3%	500	0.1%
42	**A6 Buxton Rd (W of Albion Rd), New Mills**	14,000	2.6%	800	3.1%	900	3.9%	1,000	1.3%
43	**A6 Buxton Rd (W of Carr Brow), High Lane**	17,100	2.3%	600	3.2%	1,100	3.2%	1,400	1.0%
44	**A6 Buxton Road (W of Jacksons Edge Rd, Disley**	16,800	2.9%	900	4.4%	1,100	4.0%	1,000	1.2%
45	**Gillbent Road, Cheadle Hulme**	11,600	0.1%	500	0.2%	800	0.1%	1,100	0.1%

46	**Finney Ln (W of Outwood Dr), Heald Green**	13,100	0.1%	1,000	0.2%	900	0.1%	1,000	0.2%
49	**Windlehurst Road, High Lane**	4,500	0.0%	300	0.1%	300	0.1%	400	0.0%
50	**Wybersley Road, High Lane**	800	0.1%	100	0.0%	100	0.0%	100	0.0%
51	**Prestbury Road, Wllmslow**	8,200	0.1%	800	0.3%	600	0.2%	800	0.1%
54	**Adlington Road (E of Shell Garage), Woodford**	9,200	0.2%	900	0.2%	600	0.4%	900	0.3%
55	**A6 Buxton Road (W of Windlehurst Road), High Lane**	27,600	1.0%	2,100	0.9%	1,800	1.3%	2,100	0.4%
56	**Simonsway (W of Rowlandsway), Wythenshawe**	11,300	0.2%	800	0.2%	800	0.2%	800	0.3%
58	**Offerton Road, Hazel Grove**	16,100	0.4%	1,200	0.4%	1,100	0.5%	1,200	0.3%
59	**Wilmslow Road, Woodford**	7,800	0.2%	800	0.3%	600	0.3%	800	0.2%
60	**Ack Land West, Cheadle Hulme**	7,500	0.1%	700	0.1%	500	0.1%	600	0.1%
61	**Styal Road, Heald Green**	13,500	0.1%	1,100	0.2%	900	0.2%	1,200	0.1%
62	**B5358 Wilmslow Road (S of Spath Ln), Handforth**	13,700	0.1%	1,000	0.1%	1,000	0.1%	1,100	0.1%
65	**Turves Road, Cheadle Hulme**	10,500	0.1%	800	0.2%	700	0.1%	800	0.2%
68	**A538, Wilmslow**	13,700	0.2%	900	0.3%	1,000	0.2%	1,000	0.4%
69	**Bailey Lane, Wythenshawe**	7,000	0.1%	500	0.1%	400	0.1%	500	0.1%
70	**A523 London Rd (S of Street Ln) Poynton**	19,600	0.8%	1,600	0.8%	1,200	1.2%	1,600	0.5%
71	**Mill Lane, Adlington**	1,300	0.3%	100	0.3%	100	0.6%	100	0.3%
72	**A523 London Rd (S of Mill Ln), Adlington**	18,400	0.9%	1,500	1.0%	1,200	1.3%	1,500	0.5%
73	**Prestbury Road, Wilmslow**	6,600	0.1%	700	0.1%	500	0.1%	600	0.1%
74	**B5470 Macclesfield Road, W of Higher Lane**	3,400	0.1%	400	0.1%	200	0.1%	400	0.1%
75	**Buxton Old Road, Disley**	4,400	0.1%	400	0.1%	300	0.1%	400	0.1%
76	**Brookledge Lane, East of Wych Lane, Adlington**	2,700	0.1%	300	0.1%	200	0.3%	300	0.0%
77	**A538 Hale Road / East of High Elm Road, Hale Barns**	30,200	0.7%	2,600	0.9%	2,100	1.0%	2,800	0.4%

78	**A5149 Chester Road / NE Bridle Rd, Woodford**	9,300	0.3%	900	0.4%	700	0.4%	800	0.3%
79	**A34 Kingsway / South of Eden Park Road, Handforth**	47,600	1.3%	3,700	1.3%	3,100	1.6%	3,600	0.5%
81	**A6 Buxton Road, (N of Woodsmoor Lane) Stockport**	25,900	0.1%	2,100	0.1%	1,700	0.1%	2,100	0.1%
82	**A627 Dooley Lane**	14,200	0.6%	900	0.7%	1,000	0.8%	1,000	0.3%
83	**A523 Nr Bollington, (S of Prestbury Ln)**	20,800	0.6%	1,600	0.6%	1,400	0.9%	1,600	0.8%
1 + 2	**A34 Kingsway**	62,800	3.6%	3,700	4.2%	4,000	6.0%	4,500	1.1%
52 + 53	**A34, Handforth**	41,800	2.2%	2,600	2.9%	2,900	3.6%	3,600	0.8%
63 + 64	**A34, Wilmslow**	30,200	3.0%	2,300	3.5%	2,000	4.9%	2,700	1.0%
66 + 67	**A538 Alderley Road, Wilmslow**	11,000	0.3%	500	0.6%	800	0.4%	700	0.4%
89	**A523 Roy Chadwick Way (PRR)**	18,500	1.3%	1,600	1.3%	1,200	2.0%	1,600	0.7%
86	**A555, Hazel Grove, east of A523**	19,700	3.5%	1,500	4.3%	1,300	5.2%	1,500	2.0%
87	**A555, Poynton, west of A523**	25,700	2.7%	2,100	3.3%	1,700	3.9%	2,100	1.3%
80	**A555 / Hall Moss Lane overpass, Woodford, E of A34**	54,200	5.2%	3,400	6.6%	3,600	8.1%	4,400	2.0%
47 + 48	**A555, Handforth, west of A34**	34,000	3.8%	3,000	4.1%	2,100	4.6%	3,200	2.6%
85	**A555, Styal, east of Styal Road**	37,900	2.1%	3,400	2.3%	2,400	3.0%	3,500	1.1%
88	**A555, Heald Green, west of Styal Rd**	42,900	4.1%	2,900	5.3%	2,600	6.8%	3,700	1.8%

Figure 2-2 Comparison of Year Five and Baseline Annual Average Daily Traffic Flows (AADTs)



2.6 Year Five Traffic Volumes in Local Centres

One of the study objectives was to reduce traffic volumes and the associated congestion through local centres. The following table summarises the observed Year Five traffic volumes, and how these have changed through local centres since the scheme opened.

Table 2-2 Year Five AADTs through Local Centres

Local Centre	Survey Site	Year Five		Impact (Yr5 – Baseline)	
		AADT	% HGV	Change in AADTs	Change in % of HGVs
Bramhall	(14) A5102 Bramhall Lane South	13,200	0.1%	-800	0.0%
Cheadle	(18) A5149 Wilmslow Road	13,200	0.1%	-1,400	0.0%
Cheadle Hulme	(65) Turves Road	10,500	0.1%	-700	0.0%
Poynton	(19) A5149 Chester Road	9,200	0.2%	-1,000	-0.9%
Handforth	(62) B5358 Wilmslow Road	13,700	0.1%	-600	-0.1%
Heald Green	(32) Finney Lane, east of Outwood Road	11,200	0.1%	-3,000	0.0%
	(46) Finney Lane, west of Outwood Drive	13,100	0.1%	-3,500	-0.2%

*A positive impact is denoted by green shading, a negative impact by red shading. No change is shaded amber.

The initial impact at Year One highlighted that there had been reduction in AADTs through local centres within the study area. Table 2-2 shows that the final impact is consistent with the initial findings, and that there has been a reduction in the AADTs through all local centres.

The reduction in AADTs through local centres is likely to be due to the A555 scheme, with traffic re-assigning to utilise the scheme, away from the local roads through these centres. These final impacts suggest that the scheme is contributing to its objective of reducing congestion through these areas.

The proportion of HGVs travelling through local centres has largely remained unchanged, with slight reductions indicated through Heald Green, Handforth and Poynton. However, despite the proportion of HGVs remaining unchanged in some of the local centres, the overall AADTs have reduced, demonstrating a reduction in the actual HGV flows through all local centres.

The following table summarises the weekday peak hour traffic volumes through local centres, including how these have changed since the scheme opened. This potentially offers a greater understanding as to how the scheme may have impacted on congestion levels through these areas, as the greatest levels of congestion are frequently experienced in the weekday peak hours. For the purposes of this analysis, the peak hours are consistent with the modelling work that was undertaken as part of the FA business case work, as follows:

- AM Peak: 8-9am;
- IP: Average hour between 10am-4pm; and
- PM Peak: 5-6pm.

It is noted that across the wider network, in some instances peak spreading has resulted in the ‘true’ AM and PM peaks being observed in the shoulder hours e.g. 7-8am and 4-5pm.

Table 2-3 Year Five Peak Hour Traffic Volumes through Local Centres

Local Centre	Survey Site	Year Five			Impact (Yr5 – Baseline)		
		AM Peak	IP	PM Peak	Change in AM Peak	Change in IP	Change in PM Peak
Bramhall	(14) A5102 Bramhall Lane South	1,000	900	1,100	+100	-100	-100
Cheadle	(18) A5149 Wilmslow Road	1,100	900	1,100	-100	-100	-100
Cheadle Hulme	(65) Turves Road	800	700	800	+100	-100	0
Poynton	(19) A5149 Chester Road	700	600	800	-100	0	+300
Handforth	(62) B5358 Wilmslow Road	1,000	1,000	1,100	-300	0	-200
Heald Green	(32) Finney Lane, east of Outwood Road	900	800	900	+200	-100	0
	(46) Finney Lane, west of Outwood Drive	1,000	900	1,000	0	-200	+100

*A positive impact is denoted by green shading, a negative impact by red shading. No change is shaded amber.

Whilst the local centres all experienced reductions in AADT flows, Table 4-3 highlights that at Year Five some of the peak hour traffic volumes through local centres have remained unchanged, with others experiencing an increase in traffic volumes in one of the peak periods since the scheme opened. These impacts are in-line with those noted at Year One, and may result in an overall driver perception that traffic volumes are now 'generally worse' in the local centres.

For example, Site 19 along the A5149 Chester Road in Poynton recorded a reduction in AADTs, but an increase in the typical PM peak of 300 vehicles (60%), with the AM and IP reducing slightly/ remaining consistent with pre-scheme traffic volumes. At this location, Year Five traffic volumes have decreased at the weekend by approximately 15% since the Baseline, contributing to the reduced AADT. However, the increase in the PM peak, and slightly lower/ consistent flows in the AM and IP may result in an overall driver perception that traffic volumes are now 'generally higher'.

2.7 Year Five Traffic Volumes in Mitigation Measure Areas

The scheme business case acknowledged that whilst the A555 was forecast to reduce traffic volumes and associated traffic congestion on local roads, there were some areas which were forecast to result in increases in traffic because of the scheme. These areas were identified in the Transport Assessment (TA) within the scheme's planning application. Where such increases were identified, mitigation measures were recommended to manage the impact on local communities.

A summary of what mitigation measures were implemented was provided within Section 3.4.1 of the Year One Report. This demonstrated that the majority of the mitigation measures were implemented, with the exception of some cycling provision along the A6 south-east of the scheme and a shared cycle/pedestrian route on the western side of Gillbent Road in Cheadle. At both of these locations, the measures were not implemented following feedback received during public consultation.

Table 2-4 summarises the Year Five AADTs and the proportion of HGVs through the mitigation areas, along with the change since the Baseline.

Table 2-4 Year Five AADTs Through Mitigation Areas

Mitigation Area	Survey Site	Year Five		Impact (Yr5 – Baseline)	
		AADTs	% of HGVs	Change in AADTs	Change in % of HGVs
A6 SE of the A555	(49) Windlehurst Road	4,500	0.0%	+100	-0.1%
	(55) A6 west of Windlehurst Road, High Lane	27,600	1.0%	+6,700	-0.9%
	(44) A6 Buxton Road, west of Jacksons Edge Road, Disley	16,800	2.9%	+500	+0.8%
Torkington Road & Threaphurst Lane	(33) Torkington Road	2,000	0.3%	-100	+0.2%
A627 Torkington Road/ Offerton Road in Hazel Grove	(58) Offerton Road	16,100	0.4%	+5,300	-0.2%
Clifford Road, Poynton	(34) Clifford Road	1,600	0.0%	-2,200	-0.1%
Gillbent Road, Cheadle	(45) Gillbent Road	11,600	0.1%	-100	0.0%
B5358, Handforth	(24) B5358 Handforth Road (N of A34)	3,600	0.1%	-800	0.0%
Wythenshawe (south of Simonsway)	(69) Bailey Lane	7,000	0.1%	-300	-0.1%
	(56) Simonsway, west of Rowlandsway	11,300	0.2%	-600	-0.1%

* A positive impact is denoted by green shading, a negative impact by red shading. No change is shaded amber.

This shows that as traffic has reassigned across the wider network, in the majority of cases there has not been a significant impact on traffic volumes through the mitigation areas. The most significant impacts have been through the following areas:

- Along the A6 southeast of the A555, where Year Five AADTs along the A6 itself have increased by 6,700 (over 30%) since the Baseline, to a total of 27,600. In the first year of opening, it was forecast that AADTs at this location would be 25,600, suggesting that traffic volumes at this location are broadly in-line with those forecast within the scheme business case. It is noted that the proportion of HGVs observed in Year Five has decreased since the Baseline (by approximately 50%), which equates to a decrease in actual numbers of HGVs along the A6 at this location, despite AADTs increasing.
- A627 Torkington Road/ Offerton Road in Hazel Grove. The Year Five AADTs highlight an increase of 5,300 (almost 50%) since the Baseline, to a total of 16,100. In the first year of opening, it was forecast that AADTs at this location would be 13,400. The proportion of HGVs at Year Five has decreased by 0.2% (30%) since the Baseline, and as such despite the increase in AADTs, actual numbers of HGVs at Year Five have remained consistent with the Baseline.
- Clifford Road, Poynton where Year Five AADTs have reduced by 2,200 (almost 60%) since the Baseline, and by 50% since Year One. The significant reduction at Year Five is likely to be due to the opening of the A523 Roy Chadwick Way (PRR) in March 2023. The Transport Assessment associated with the PRR planning application indicated that traffic volumes along Clifford Road were forecast to reduce by 33% in its opening year. This suggests that traffic volumes along the Clifford Road mitigation area have reduced by more than was forecast due to the PRR.

Table 2-5 summarises the Year Five weekday peak hour traffic volumes through the mitigation areas, along with how these have changed since the A555 and the associated mitigation measures were implemented. As per the analysis of traffic volumes through local centres, this peak hour analysis potentially offers a greater understanding as to how the scheme and the associated mitigation measures may have impacted on congestion levels through these areas, as the greatest levels of congestion are frequently experienced in the weekday peak periods.

Table 2-5 Year Five Peak Hour Traffic Volumes Through Mitigation Areas

Mitigation Area	Survey Site	Year Five			Impact (Yr5 – Baseline)		
		AM Peak	IP	PM Peak	Change in AM Peak	Change in IP	Change in PM Peak
A6 SE of the A555	(49) Windlehurst Road	300	300	400	-100	0	0
	(55) A6 west of Windlehurst Road, High Lane	2,100	1,800	2,100	+600	+500	+800
	(44) A6 Buxton Rd, west of Jacksons Edge Rd, Disley	900	1,100	1,000	-100	+100	-200
Torkington Road & Threaphurst Lane	(33) Torkington Road	200	100	300	-100	0	-100
A627 Torkington Road/ Offerton Road in Hazel Grove	(58) Offerton Road	1,200	1,100	1,200	+400	+400	+500
Clifford Road, Poynton	(34) Clifford Road	200	100	200	-200	-200	-300
Gillbent Road, Cheadle	(45) Gillbent Road	500	800	1,100	-100	0	0
B5358, Handforth	(24) B5358 Handforth Road (N of A34)	400	300	300	-200	0	-200
Wythenshawe (south of Simonsway)	(69) Bailey Lane	500	400	500	-100	0	-100
	(56) Simonsway, west of Rowlandsway	800	800	800	-100	0	-200

* A positive impact is denoted by green shading, a negative impact by red shading. No change is shaded amber.

This shows that the impact in the peak hours is consistent with that highlighted within the AADT analysis. The majority of mitigation areas are indicating a reduction in both Year Five AADTs and traffic volumes in the peak hours, when compared to the Baseline. This suggests that the mitigation measures implemented, in conjunction with the scheme itself, are having a positive impact through these areas.

As per the AADT analysis, increases in peak hour traffic volumes were observed in:

- A6 southeast of the A555 (notably along the A6 itself), where increases in the peak hour traffic volumes were observed to be greater than approximately 40%.
- A627 Torkington Road/ Offerton Road in Hazel Grove, whereby increases in the peak hour traffic volumes were in excess of 50%.

2.8 Year Five Traffic Volumes across Screenlines

In order to assist in understanding how traffic volumes may have changed across a wider geographical area, and not just on individual highway links, the following seven screenlines were recommended for use within the scheme M&E Plan.

Figure 2-3 A555 Scheme M&E Screenlines

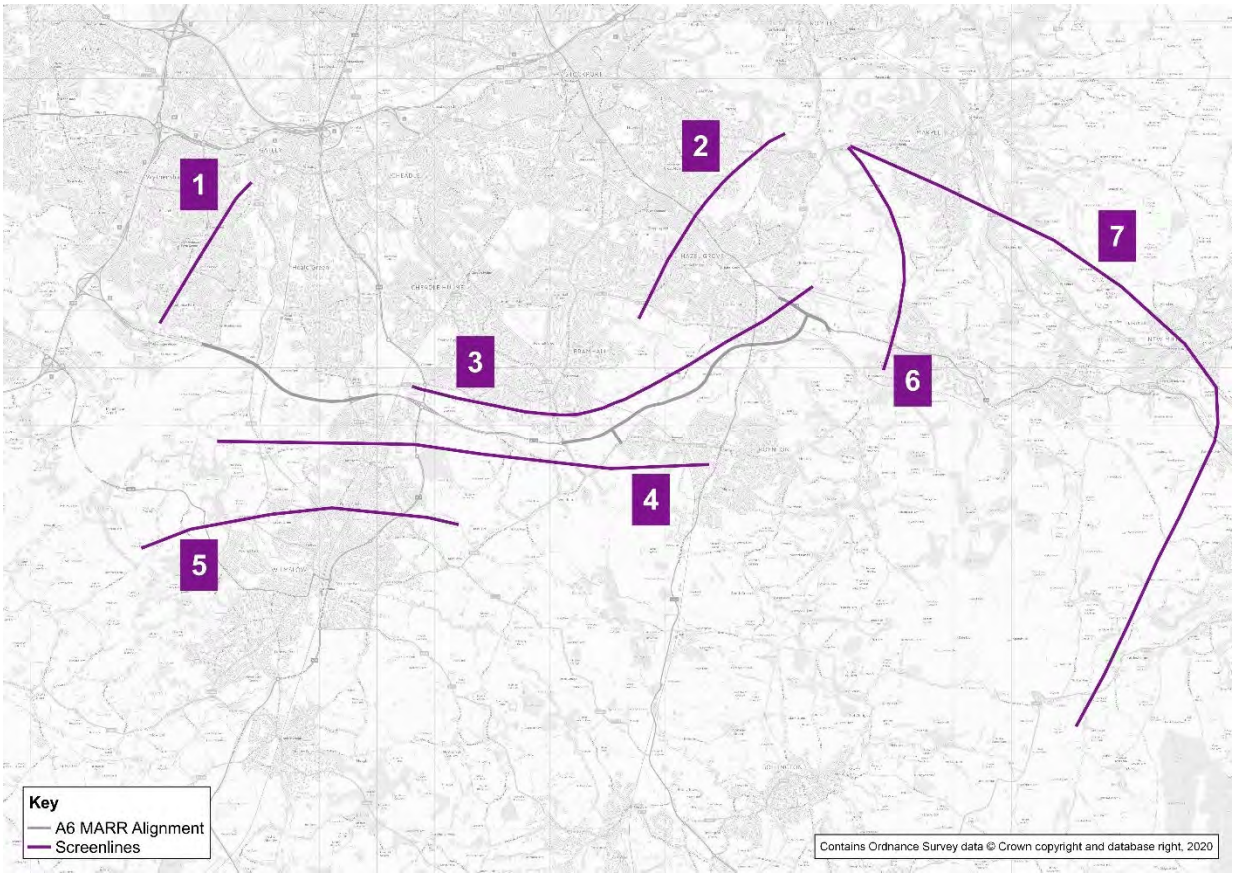


Table 2-6 summarises the AADTs across the screenlines at each of the evaluation stages, Year Five, Year One and in the Baseline. In addition, the change in AADTs at Year Five from both Year One and the Baseline are summarised, thus assisting in understanding the final impact of the scheme across each of the screenlines.

Similar tables for the AM, inter and PM peaks are provided within Appendix A.

Table 2-6 – Year Five Screenline AADTs

Site ID	Description	AADT			Change in AADT at Year Five from:			
		Year Five	Year One	Baseline	Year One Actual	Year One %	Baseline Actual	Baseline %
	Screenline 1: Wythenshawe							
69	Bailey Lane, Wythenshawe	7,000	7,200	7,300	*-200*	*-3%*	*-300*	*-4%*
56	Simonsway, Wythenshawe	11,300	10,800	11,900	*500*	*5%*	*-600*	*-5%*
4	Hollyhedge Road, Sharston	6,000	5,600	5,000	*400*	*7%*	*1,000*	*20%*
	TOTAL SCREENLINE 1: Wythenshawe	**24,300**	**23,600**	**24,200**	***700***	***3%***	***100***	***0%***
	Screenline 2: Hazel Grove	**Year Five**	**Year One**	**Baseline**	**Year One Actual**	**Year One %**	**Baseline Actual**	**Baseline %**
17	A5143 Jacksons Lane	8,800	9,700	11,800	*-900*	*-9%*	*-3,000*	*-25%*
29	Bramhall Moor Lane, Hazel Grove	11,000	11,500	11,900	*-500*	*-4%*	*-900*	*-8%*
81	A6 Buxton Road, (north of Woodsmoor Lane) Stockport	25,900	28,700	32,600	*-2,800*	*-10%*	*-6,700*	*-21%*
12	A626 Marple Road	13,200	9,800	13,600	*3,400*	*35%*	*-400*	*-3%*
	TOTAL SCREENLINE 2: Hazel Grove	**58,900**	**59,700**	**69,900**	***-800***	***-1%***	***-11,000***	***-16%***
	Screenline 3: North of A555	**Year Five**	**Year One**	**Baseline**	**Year One Actual**	**Year One %**	**Baseline Actual**	**Baseline %**
79	A34 Kingsway / South of Eden Park Road, Handforth	47,600	48,000	45,300	*-400*	*-1%*	*2,300*	*5%*
15	A5102 Woodford Road	14,600	14,200	14,300	*400*	*3%*	*300*	*2%*
35	Woodford Road, Hazel Grove	4,300	4,400	6,900	*-100*	*-2%*	*-2,600*	*-38%*
7	A523 Macclesfield Road	14,200	12,700	16,100	*1,500*	*12%*	*-1,900*	*-12%*

6	A6 Buxton Road (east of P&R site)	12,200	11,300	21,900	*900*	*8%*	*-9,700*	*-44%*
	TOTAL SCREENLINE 3: North of A555	**92,900**	**90,600**	**104,500**	***2,300***	***3%***	***-11,600***	***-11%***

	Screenline 4: South of A555	**Year Five**	**Year One**	**Baseline**	**Year One Actual**	**Year One %**	**Baseline Actual**	**Baseline %**
22	B5166 Hollin Lane, Styal	8,100	7,900	11,300	*200*	*3%*	*-3,200*	*-28%*
62	Wilmslow Road, Handforth	13,700	14,000	14,300	*-300*	*-2%*	*-600*	*-4%*
52+53	A34, Handforth	41,800	38,600	36,900	*3,200*	*8%*	*4,900*	*13%*
40	Moor Lane, Woodford	2,600	3,000	5,000	*-400*	*-13%*	*-2,400*	*-48%*
16	A5102 Woodford Road - south of A555	10,500	10,000	16,700	*500*	*5%*	*-6,200*	*-37%*
78	A5149 Chester Road, Woodford	9,300	9,300	21,200	*0*	*0%*	*-11,900*	*-56%*
89	*A523 Roy Chadwick Way (PRR)*	*18,500*	*-*	*-*	*18,500*	*-*	*18,500*	*-*
19	A5149 Chester Road, Poynton	9,200	9,500	10,200	*-300*	*-3%*	*-1,000*	*-10%*
34	Clifford Road, Poynton	1,600	3,200	3,800	*-1,600*	*-50%*	*-2,200*	*-58%*
	TOTAL SCREENLINE 4: South of A555	**115,300**	**95,500**	**119,400**	***19,800***	***21%***	***-4,100***	***-3%***

	Screenline 5: Handforth	**Year Five**	**Year One**	**Baseline**	**Year One Actual**	**Year One %**	**Baseline Actual**	**Baseline %**
9	A538 Altrincham Road	15,700	17,000	19,100	*-1,300*	*-8%*	*-3,400*	*-18%*
22	B5166 Hollin Lane, Styal	8,100	7,900	11,300	*200*	*3%*	*-3,200*	*-28%*
39	Stanneylands Road, Styal	2,600	5,300	3,800	*-2,700*	*-51%*	*-1,200*	*-32%*
38	Manchester Road, Handforth	9,100	8,900	10,500	*200*	*2%*	*-1,400*	*-13%*
24	B5358 Handforth Road, Handforth Dean	3,600	5,800	4,400	*-2,200*	*-38%*	*-800*	*-18%*
52+53	A34, Handforth	41,800	38,600	36,900	*3,200*	*8%*	*4,900*	*13%*
	TOTAL SCREENLINE 5: Handforth	**80,900**	**83,500**	**86,000**	***-2,600***	***-3%***	***-5,100***	***-6%***

	Screenline 6: Windlehurst	Year Five	Year One	Baseline	Year One Actual	Year One %	Baseline Actual	Baseline %
55	A6 Buxton Road (W of Windlehurst Road), High Lane	27,600	21,000	20,900	*6,600*	*31%*	*6,700*	*32%*
33	Torkington Road, Hazel Grove	2,000	2,200	2,100	*-200*	*-9%*	*-100*	*-5%*
13	A626 Stockport Road, Marple	18,100	18,500	18,800	*-400*	*-2%*	*-700*	*-4%*
	TOTAL SCREENLINE 6: Windlehurst	**47,700**	**41,700**	**41,800**	***6,000***	***14%***	***5,900***	***14%***

	Screenline 7: New Mills/ Disley	Year Five	Year One	Baseline	Year One Actual	Year One %	Baseline Actual	Baseline %
74	B5470 Macclesfield Road, West of Higher Lane	3,400	5,000	5,200	*-1,600*	*-32%*	*-1,800*	*-35%*
75	Buxton Old Road, Disley	4,400	4,100	3,700	*300*	*7%*	*700*	*19%*
42	A6 Buxton Road, New Mills	14,000	14,100	14,300	*-100*	*-1%*	*-300*	*-2%*
41	Hague Bar Road, New Mills	5,800	6,300	5,500	*-500*	*-8%*	*300*	*5%*
13	A626 Stockport Road, Marple	18,100	18,500	18,800	*-400*	*-2%*	*-700*	*-4%*
	TOTAL SCREENLINE 7: New Mills/ Disley	**45,700**	**48,000**	**47,500**	***-2,300***	***-5%***	***-1,800***	***-4%***

The Year Five traffic data across the screenlines, and comparisons with the Baseline and Year One indicates that:

- **Screenline 1** captures east-west movements on local roads through Wythenshawe. The initial impact of the scheme suggested that there had been a slight reduction in AADTs across this area, as east-west traffic re-assigned to the scheme. However, the Year Five traffic volumes highlight that the total screenline traffic volumes have remained consistent with the Baseline, with all individual sites observing reductions in AADTs, except Site 4 Hollyhedge Road, which has increased by 20% since the Baseline.
- **Screenline 2** includes east-west movements through Hazel Grove. The Year One traffic data indicated that the AADTs across this screenline had reduced by approximately 10,000 since the scheme opened. The Year Five AADTs across this screenline are consistent with the initial trend, highlighting that the AADT has decreased by approximately 11,000 (16%) since the Baseline. This includes significant decreases in traffic volumes along the A6 and the A5143 Jacksons Lane as traffic has re-assigned to the scheme.
- **Screenline 3** captures north-south movements north of the A555/ scheme. The initial impact of the scheme indicated that the AADT had significantly decreased across screenline 3. The Year Five traffic volumes are similar to Year One, indicating an 11% reduction since the Baseline. The majority of this reduction is observed along the A6, A523 and Woodford Road (Hazel Grove), as a result of traffic re-assigning to the scheme.
- **Screenline 4** captures north-south movements south of the A555/ scheme. The initial impact of the scheme on traffic volumes crossing screenline 4 highlighted that the AADT had reduced by approximately 20% in Year One when compared to the Baseline. However, it was noted that there was a 'gap' on the screenline for traffic accessing the scheme on the A555 by the Bramhall oil terminal. At Year Five the A523 Roy Chadwick Way (PRR) has also been included. Its inclusion indicates that the AADT across screenline 4 has reduced slightly since the Baseline, by approximately 3%.
- **Screenline 5** includes north-south movements through Handforth/ north of Wilmslow. Traffic volumes across this geographical area remained relatively constant in Year One following the opening of the scheme, with a 3% reduction in AADTs. At Year Five there is a further reduction, with a 6% decrease since the Baseline. AADTs have decreased at all of the individual sites on the screenline, with the exception of the A34, which has increased by 13% at this location since the Baseline. The screenline traffic volumes in the AM and PM peaks have decreased since the Baseline, with the inter-peak showing a slight increase. This may be due to peak spreading, or modifications to travel patterns/ times since Covid.
- **Screenline 6** captures east-west movements to the east of the scheme near the A6/ High Lane. At Year One, east-west movements across this geographical area remained consistent with the Baseline. AADTs across this screenline at Year Five highlight a 14% increase since the Baseline, with slightly higher increases in the peak periods (15% - 19%). This is due to the significant increase of traffic volumes along the A6 though High Lane, whereby AADTs have increased by over 30% since the Baseline.
- **Screenline 7** includes east-west movements through Disley/ New Mills. At Year One traffic volumes were broadly consistent with the Baseline, with AADTs highlighting a slight increase. Year Five AADTs indicate a 4% reduction since the Baseline, with decreases in the AM and PM peaks being slightly higher at 11% and 12% respectively.

2.9 Comparison of Outturn and Forecast Traffic Volumes

The Year One Report summarised the comparison between the Year One (outturn) traffic volumes and the forecast opening year traffic volumes. The forecast traffic flows were developed during the scheme business case. They were associated with the final traffic modelling (TR2) work that fed into the development of the

scheme's value for money assessment, including its benefit-cost ratio (BCR), as submitted to the DfT at Full Approval. This assumed that the opening year was 2017[5].

The comparison of the Year One (outturn) traffic volumes with the forecasts assisted in understanding if the scheme was on-track to deliver its benefits as intended. The Year One Report concluded that along the scheme itself, the average Year One traffic volumes were approximately 10% lower than those forecast in the opening year forecast scenario. Thus, the Report noted that although the scheme was being well utilised daily by tens of thousands of vehicles, and providing improved connectivity across south-east Manchester, the overall levels of benefits that it was providing may be slightly less than those forecast.

Table 2-7 summarises the comparison of the Year One and opening year forecast traffic volumes. Also included are the Year Five traffic volumes, which highlights how traffic volumes have increased since the opening year, and thus provides a good indication of how on track the scheme is at this final evaluation stage in terms of delivering the benefits it intended.

Table 2-7 – Comparison of Years One & Five with the Opening Year Forecast AADTs along the A555 Scheme

Site ID	Description	AADT			Difference Between Forecast & Observed Yr1 (Yr5)
		Forecast Opening Year	Year One Observed	Year Five Observed	
86	**A555, Hazel Grove, east of A523**	18,300	16,400	19,700	-10% (+8%)
87	**A555, Poynton, west of A523**	23,500	21,900	25,700	-7% (+9%)
80	**A555/ Hall Moss Lane overpass, Woodford, east of A34**	43,600	33,700	54,200	-23% (+24%
47&48	**A555, Handforth, west of A34**	29,300	29,300	34,000	0% (+16%)
85	**A555, Styal, east of Styal Road**	28,000	31,300	37,900	+12% (+35%)
88	**A555, Heald Green, west of Styal Road**	41,000	28,600	42,900	-30% (+5%)

Note: Within the scheme business case, forecast traffic data was provided for the opening year and 2032. Use of the forecast 2032 was not considered to be meaningful within this Year Five evaluation, given the significant time lag between the observed (2023) and forecast (2032) data.

This highlights that traffic volumes along the A555 have increased significantly since the opening year (over 30%). Whilst the average Year One (outturn) traffic volumes along the length of the scheme were approximately 10% lower than those forecast in the opening year forecast scenario, at Year Five they are over 15% higher than forecast in the opening year forecast scenario.

The Economic Evaluation within the Year One Report confirmed that although the overall level of benefits was slightly lower than forecast, the scheme was providing a high level of transport user benefits, and that as such the outturn scheme costs were justified by the outturn scheme benefits. The significant growth in the Year Five traffic volumes demonstrate that the scheme is continuing to deliver the benefits it intended at this final evaluation stage.

[5] As part of the development of the A6MARR business case, a transport model was produced which assisted in undertaking the scheme's economic assessment. This transport model was created specifically for the A6MARR scheme, using the transportation modelling software SATURN. Throughout the development phase of the scheme, the SATURN model was refined, with the final version utilised in the scheme's Full Approval economic assessment referred to as 'TR2'. This included two forecast years, 2017 and 2032.

2.10 Comparison of Outturn and Counterfactual Traffic Volumes

A comparison of the outturn and counterfactual traffic volumes was undertaken to assist with understanding the causal attribution of the scheme. The outturn traffic volumes were represented by the Year One observed (2019) traffic volumes, with the counterfactual situation utilising the 'TR2' Do-Minimum 2017 modelled data (representative of the modelled opening year).

Traffic volumes in both the Year One outturn, and the forecast Do-Minimum opening year scenario are summarised within Table 2-8. In addition, the AADTs are presented within Figure 2-4, including a comparison of how the Year One outturn flows differ from the Do-Minimum opening year forecast situation.

This shows some quite large differences between the two datasets, demonstrating the extent of traffic reassignment that has occurred across the study area since the scheme opened. However, the impact of the scheme is particularly evident at a number of sites adjacent to the scheme, whereby the Year One AADTs are more than half of those forecast within the Do-Minimum opening year. This includes the following:

- A6, to the east of the Hazel Grove Park and Ride site (Site 6);
- A5102 Woodford Road, south of the A555 (Site 16);
- B5166 Hollin Lane, Styal (Site 22); and
- A5149 Chester Road, to the south-west of the access to the A555 (Site 78).

In addition, the impact of the scheme on local centres is highlighted within Table 2-8, with each of the local centres (with the exception of Handforth) noting lower AADTs in the Year One outturn, than forecast within the Do-Minimum opening year scenario. This provides further evidence of the scheme's causal attribution, and that the scheme is delivering as intended.

Table 2-8 – Comparison of Year One (Opening Year Outturn) and the Opening Year Do-Minimum (Counterfactual) Traffic Volumes

Site ID	Description	Year One Traffic Volumes (2019)				2017 Do-Minimum Traffic Volumes (Counterfactual)			
		AADT	AM Peak	IP	PM Peak	AADT	AM Peak	IP	PM Peak
3	A560 Altrincham Road	23,800	1,400	1,500	1,600	34,000	2,800	2,300	3,600
4	Hollyhedge Road, Sharston	5,600	600	400	500	3,600	400	300	300
5	Simonsway (W of Styal Rd), Heald Green	11,100	900	800	900	13,400	1,300	900	1,300
6	A6 Buxton Road (east of P&R site)	11,300	700	700	700	24,500	2,100	1,900	1,900
7	A523 Macclesfield Road (N of Dean Ln)	12,700	800	800	900	21,300	2,100	1,500	1,900
8	A523 London Road N (S of Hope Ln)	13,800	1,200	900	1,200	15,800	1,500	1,100	1,600
9	A538 Altrincham Road	17,000	1,700	1,100	1,500	22,700	2,200	1,500	2,300
10	A560 Gatley Road - West of Kingsway	12,800	700	900	800	17,700	1,300	1,300	1,400
11	A560 Gatley Road - East of Kingsway	5,000	200	400	400	8,800	800	600	700
12	A626 Marple Road (E of Offerton Green)	9,800	600	700	300	11,000	1,200	700	1,200
13	A626 Stockport Rd (W of Hilltop Dr), Marple	18,500	1,100	1,300	1,300	24,400	1,700	1,800	2,200
14	A5102 Bramhall Lane South, BRAMHALL	12,800	1,000	900	1,100	20,500	1,600	1,500	1,900
15	A5102 Woodford Road (S of Queensgate)	14,200	1,200	1,000	1,100	12,600	1,500	800	1,100
16	A5102 Woodford Road - south of A555	10,000	900	800	800	22,400	2,200	1,500	2,300
17	A5143 Jacksons Lane (E of Bramhall Moor Lane)	9,700	800	700	800	15,800	1,400	1,100	1,500
18	A5149 Wilmslow Road (S of Broadway), CHEADLE	13,300	1,100	900	1,100	16,100	1,600	1,100	1,500
19	A5149 Chester Road (W of Burton Dr), POYNTON	9,500	800	600	600	14,200	1,200	1,100	800
20	B5094 Stanley Road, Handforth	6,600	600	500	500	2,600	200	200	300
21	B5094 Grove Lane (E of Gillbent Rd), Cheadle Hulme	9,700	600	700	800	9,300	700	700	800
22	B5166 Hollin Lane, Styal	7,900	800	500	700	15,800	1,700	1,000	1,600

23	**B5358 Wilmslow Road, Heald Green**	14,400	1,100	1,000	1,200	9,100	1,100	600	1,100
24	**B5358 Handforth Road (N of A34), Handforth Dean**	5,800	700	400	600	4,800	600	300	500
25	**B5358 Bonis Hall Lane**	10,200	1,000	700	1,000	13,000	1,400	900	1,200
26	**Manor Road, Bramhall**	9,800	700	700	800	14,000	1,100	1,000	1,300
27	**Adswood Road, Cheadle Heath**	14,800	800	1,000	1,100	19,600	1,700	1,400	1,800
28	**Bean Leach Road, Offerton**	6,600	500	400	800	11,100	700	900	800
29	**Bramhall Moor Lane, Hazel Grove**	11,500	1,000	800	900	15,600	1,600	1,000	1,300
30	**Chester Road, Hazel Grove**	8,500	900	500	1,000	7,000	300	500	700
31	**Bolshaw Road, Heald Green**	2,700	300	200	200	4,000	500	200	400
32	**Finney Ln (E of Outwood Rd), HEALD GREEN**	10,100	700	700	800	17,200	1,500	1,300	1,000
33	**Torkington Road, Hazel Grove**	2,200	300	100	400	1,000	300	0	200
34	**Clifford Road, Poynton**	3,200	300	200	400	2,900	400	200	300
35	**Woodford Road, Hazel Grove**	4,400	500	300	600	6,600	400	400	800
36	**Alderley Road, Wilmslow**	12,600	1,100	900	1,000	16,200	1,400	1,200	1,000
37	**Dean Row Road (E of Brown's Ln), Wilmslow**	10,500	900	700	900	8,900	800	700	600
38	**Manchester Road, Handforth**	8,900	700	600	700	7,500	700	500	700
39	**Stanneylands Road, Styal**	5,300	500	300	500	2,600	200	200	300
40	**Moor Lane, Woodford**	3,000	400	200	300	2,400	300	100	200
41	**Hague Bar Road, New Mills**	6,300	600	400	600	6,200	600	400	700
42	**A6 Buxton Rd (W of Albion Rd), New Mills**	14,100	800	900	1,100	14,000	1,100	1,100	1,200
43	**A6 Buxton Rd (W of Carr Brow), High Lane**	16,800	600	1,100	1,400	17,600	1,400	1,400	1,600
44	**A6 Buxton Road (W of Jacksons Edge Rd, Disley**	15,900	900	1,000	1,100	16,700	1,400	1,300	1,500
45	**Gillbent Road, Cheadle Hulme**	10,200	500	700	700	9,400	700	700	800

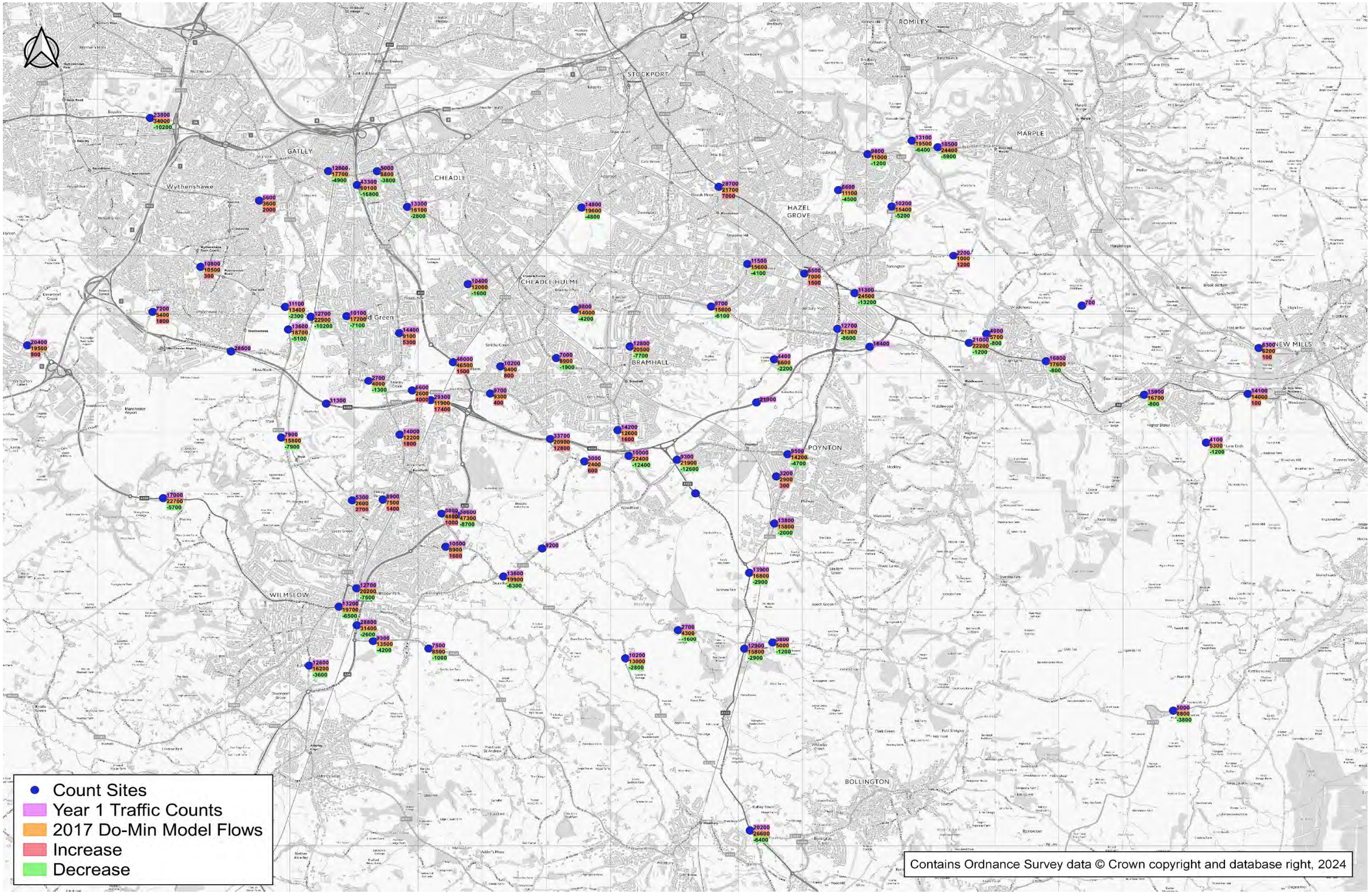
46	**Finney Ln (W of Outwood Dr), Heald Green**	12,700	1,000	900	1,000	22,900	2,100	1,600	1,600
49	**Windlehurst Road, High Lane**	4,900	300	300	500	5,700	600	400	500
50*	**Wybersley Road, High Lane**	700	100	50	100	0	0	0	0
51	**Prestbury Road, Wllmslow**	9,300	800	700	900	13,500	1,600	800	1,300
54	**Adlington Road (E of Shell Garage), Woodford**	13,600	1,300	900	1,300	19,900	2,200	1,300	1,700
55	**A6 Buxton Road (W of Windlehurst Road), High Lane**	21,000	1,400	1,300	1,500	22,200	1,900	1,700	2,000
56	**Simonsway (W of Rowlandsway), Wythenshawe**	10,800	800	700	800	10,500	1,000	700	1,000
58	**Offerton Road, Hazel Grove**	10,200	700	700	600	15,400	1,600	1,000	1,400
60	**Ack Land West, Cheadle Hulme**	7,000	700	500	600	8,900	1,100	600	800
61	**Styal Road, Heald Green**	13,600	1,200	900	1,300	18,700	1,800	1,200	2,000
62	**B5358 Wilmslow Road (S of Spath Ln), HANDFORTH**	14,000	900	1,000	1,100	12,200	1,400	800	1,300
65	**Turves Road, CHEADLE HULME**	10,400	800	700	700	12,000	1,000	900	1,000
68	**A538, Wilmslow**	12,700	1,000	900	900	20,200	1,800	1,400	1,600
69	**Bailey Lane, Wythenshawe**	7,200	600	400	700	5,400	500	400	700
70	**A523 London Rd (S of Street Ln) Poynton**	13,900	1,300	900	1,200	16,800	1,700	1,100	1,700
71	**Mill Lane, Adlington**	2,700	300	200	300	4,300	500	200	600
72	**A523 London Rd (S of Mill Ln), Adlington**	12,900	1,200	800	1,100	15,800	1,500	1,100	1,500
73	**Prestbury Road, Wilmslow**	7,500	800	500	700	8,500	800	500	900
74	**B5470 Macclesfield Road, W of Higher Lane**	5,000	700	300	600	8,800	1,000	500	1,000
75	**Buxton Old Road, Disley**	4,100	400	300	400	5,300	700	300	600
76	**Brookledge Lane, East of Wych Lane, Adlington**	3,800	400	300	400	5,000	600	300	600
77	**A538 Hale Road / East of High Elm Road, Hale Barns**	20,400	1,800	1,300	1,500	19,500	1,800	1,300	2,100
78	**A5149 Chester Road / NE Bridle Rd, Woodford**	9,300	800	700	800	21,900	2,000	1,500	1,900

79	**A34 Kingsway / South of Eden Park Road, Handforth**	48,000	3,800	3,300	3,600	46,500	4,100	3,300	4,300
81	**A6 Buxton Road, (north of Woodsmoor Lane) Stockport**	28,700	2,400	1,900	2,300	21,700	1,700	1,700	1,900
82	**A627 Dooley Lane**	13,100	800	900	900	19,500	1,500	1,400	1,600
83	**A523 Nr Bollington, (S of Prestbury Ln)**	20,200	1,500	1,400	1,600	26,600	2,300	1,900	2,500
1+2	**A34 Kingsway**	43,300	2,900	2,700	2,800	60,100	5,500	4,200	5,500
52+53	**A34, Handforth**	38,600	3,000	2,700	3,000	47,300	3,700	3,400	3,900
63+64	**A34, Wilmslow**	28,800	2,500	2,000	2,500	31,400	2,900	2,100	3,300
66+67	**A538 Alderley Road, Wilmslow**	13,200	900	900	600	19,700	1,600	1,400	1,700
86	**A555, Hazel Grove, east of A523**	16,400	1,400	1,100	1,300	-	-	-	-
87	**A555, Poynton, west of A523**	21,900	2,000	1,500	1,900	-	-	-	-
80	**A555 / Hall Moss Lane overpass, Woodford, east of A34**	33,700	2,900	2,200	2,700	20,900	2,100	1,400	2,200
47+48	**A555, Handforth, west of A34**	29,300	2,700	1,800	3,000	11,900	1,300	800	1,100
85	**A555, Styal, east of Styal Road**	31,300	3,000	1,900	3,200	-	-	-	-
88	**A555, Heald Green, west of Styal Rd**	28,600	2,100	1,800	1,800	-	-	-	-

*Site 50 Wybersley Road, High Lane was not included within the traffic model

Note Site 89: A523 Roy Chadwick Way was not constructed/ open in Year One.

Figure 2-4 A Comparison of the Year One (Outturn) and the Forecast Opening Year Do-Minimum (Counterfactual) AADTs



Summary of the final impacts of the A555 scheme on traffic volumes across the study area:

- Across the study area, the Year Five traffic survey data indicates that traffic volumes have increased by just over 15% since the Baseline, and by approximately 9% since Year One. This is broadly consistent with the background traffic trend analysis, which indicated that there had been a slight increase in the number of miles travelled across the local road network within Stockport.
- The Year Five traffic surveys indicate that traffic volumes along the A555 have increased significantly since Year One. The increases in traffic volumes along the A555 are amongst the highest observed across the study area. Total traffic volumes along the A555 increased by one third between Year One and Five.
- Along the eastern section of the A555 between the A6 and the A523, Year Five AADTs are almost 20,000. This increases to over 25,000 vehicles west of the A523, increases of 17-20% since Year One. Between the A5102 Woodford Road and the A34, Year Five AADTs along the A555 were over 54,000, the highest traffic volumes along the length of the entire scheme, and an increase of over 60% since Year One. This is in part likely to be due to the opening of the A523 Roy Chadwick Way (PRR) in 2023, which connects into the A555 to the east of this traffic count site. The western section of the A555, west of Styal Road, recorded Year Five AADTs of almost 43,000, an increase of 50% since Year One.
- Across the wider network, there were a number of sites that were adjacent to the scheme which experienced significant reductions in traffic flows at Year One. These large reductions were considered to be a direct impact of the scheme, with traffic transferring from the local highway network and onto the scheme. At Year Five, AADTs at Site 78 along the A5149 Chester Road are consistent with those at Year One (and broadly consistent to those forecast in the first year of the scheme opening). Although AADTs have increased slightly at Site 6 along the A6 from those observed in Year One, they are still over 40% lower than those observed in the Baseline. Furthermore, the Year Five AADTs at Site 6 are approximately 20% lower than those forecast in the first year of the scheme opening, highlighting the impact of the scheme at these locations.
- Other areas which have noted a significant impact since the scheme opened include Finney Lane, Heald Green (Site 32). Prior to the A555 opening, Finney Lane was operating as a strategic east-west link, and was used by traffic accessing the airport. The Year One AADTs decreased by approximately 4,100 (almost 30%) at this location, when compared to the Baseline. Although the Year Five AADTs have increased slightly since Year One, a comparison with the Baseline highlights that Year Five AADTs are over 20% lower. Furthermore, a reduction in traffic volumes was forecast along Finney Lane due to traffic re-assigning to the A555. The outturn AADTs at Year Five are almost 25% lower than those forecast in the first year of the scheme opening, demonstrating the impact of the scheme, and that it is delivering as intended along Finney Lane.
- Significant changes to some wider traffic volumes were observed that are likely to be due to the opening of the A523 Roy Chadwick Way (PRR). This opened in March 2023 and has an AADT of 18,500. Along the A523 London Road, directly south of the PRR and through Adlington (Sites 70 & 72) the AADT increased by approximately 5,500 (over 40%). This is likely to be due to the PRR and its connectivity into the A555, as well as the associated junction improvements along the A523 corridor, notably at Mill Lane and Bonis Hall Lane. However, the PRR has also resulted in some significant traffic volume reductions across the localised area, including through Poynton, Adlington and Wilmslow.
- Across the wider highway network, significant increases in traffic volumes between Years One and Five were noted along the A6 in High Lane, A627 Offerton Road in Hazel Grove, the A34 Kingsway (south of the A560) and the A538 Hale Road in Hale Barns.
- The Year One Report highlighted that there had been reductions in AADTs through local centres within the study area. The final impact at Year Five is consistent with those initial findings, and there has been a reduction in the AADTs through all local centres. This is likely to be due to the A555 scheme, with traffic re-assigning to utilise the scheme, away from the local roads through these centres. These

final impacts suggest that the scheme is contributing to its objective of reducing congestion through the local centres. HGVs were also noted to have decreased through all local centres in Year Five.

- There has not been a significant impact on traffic volumes through the majority of the mitigation areas. However, significant impacts were noted along the A6 southeast of the A555, where Year Five AADTs along the A6 itself have increased by over 30% since the Baseline. In addition, along the A627 Torkington Road/ Offerton Road mitigation area in Hazel Grove, where the Year Five AADTs highlight an increase of almost 50% since the Baseline. Along Clifford Road, in Poynton the Year Five AADTs have reduced by almost 60% since the Baseline, and by 50% since Year One. The significant reduction at Year Five is likely to be due to the opening of the A523 Roy Chadwick Way (PRR).
- A comparison of the Year One and Five (outturn) traffic volumes was undertaken with that forecast in the first year opening to assist in understanding if the scheme is on-track to deliver its benefits as intended. This highlighted the significant increase in traffic volumes along the A555 since the opening year. Whilst the average Year One traffic volumes along the length of the scheme were approximately 10% lower than those forecast in the opening year forecast scenario, at Year Five they are over 15% higher than forecast in the opening year forecast scenario. The Economic Evaluation within the Year One Report confirmed that although the overall level of benefits was slightly lower than forecast, the scheme was providing a high level of transport user benefits. As such, the outturn scheme costs were justified by the outturn scheme benefits. The significant growth in the Year Five traffic volumes along the A555 demonstrate that the scheme is continuing to deliver the benefits it intended at this final evaluation stage.

3. Journey Time Data

3.1 Introduction

One of the key issues that the scheme sought to address was the congestion on the local and strategic network. Both reduced journey times and improved reliability were envisaged to be an outcome of the scheme implementation, ultimately impacting on business operating costs and potential employment opportunities and providing the platform for the region's economy to increase its GVA.

The key questions that the scheme evaluation is trying to address with regards to journey times are as follows:

- **How have journey times across the study area changed since the scheme opened?**
- **Have journey times through local centres reduced following the opening of the scheme?**
- **Have journey times reduced and journey time reliability increased on existing routes following the opening of the scheme?**

In order to assist in answering these questions, and in a bid to understand the effect that the scheme has had on travel times, including their reliability and consistency, journey time analysis was undertaken. Figure 3-1 shows the routes on which journey time and reliability data has been analysed, with the routes summarised as follows:

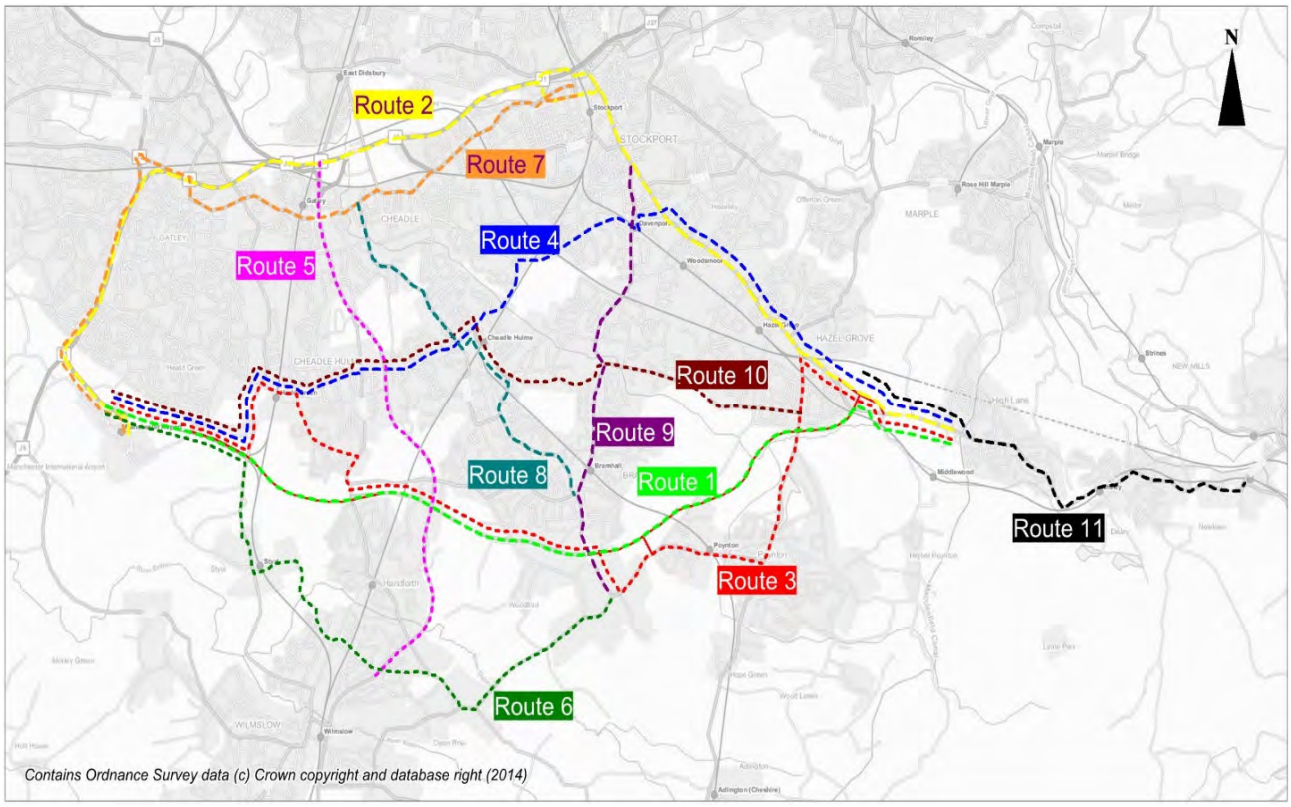
- 1 – A6 High Lane to Manchester Airport via the scheme;
- 2 - A6 High Lane to Manchester Airport via the A6 and M60;
- 3 - A6 High Lane to Manchester Airport via Poynton and A555;
- 4 - A6 High Lane to Manchester Airport via Cheadle Hulme (Adswood Road & Ladybridge Road) and Heald Green;
- 5 - A34/ Dean Row Road to M60;
- 6 - Woodford to Manchester Airport via A5102 Wilmslow Road and Dean Row Road;
- 7 - E/W route Stockport town centre (King Street West) to Manchester Airport via A560 and M56;
- 8 – Cheadle to Bramhall via A5149 (A5102 to A560);
- 9 – A5102 (A6 to Woodford);
- 10 – Dean Lane (Hazel Grove) A523/ A5143 to Manchester Airport via Cheadle Hulme & Heald Green; and
- 11 – Along the A6 from the junction with the A6015 Albion Road in New Mills to the A555 (between Mill Lane and Norbury Hollow Road in the Baseline).

Journey time data was collated in the Baseline along each of these routes as a basis for undertaking the monitoring of the observed impacts of the scheme following its opening. Within the Year One Report consistent journey time data was collated enabling a comparison to be made between the journey times before and after the scheme, which in turn assisted in understanding the initial impact that the scheme had on journey times.

Within this Year Five Report, consistent journey time data has been collated enabling a comparison to be made between the Baseline, Year One and Year Five journey times. This assists in understanding the final impact that the scheme has had on journey times across the study area.

It is noted that for Routes 2, 3, 4 and 11 the journey time was calculated by using the 'new A6', rather than the Old Buxton Road at the eastern end of the route.

Figure 3-1 – Journey Time Monitoring Routes



3.2 Journey Time Data

The journey time analysis was undertaken with TomTom data, which is collected from satellite navigation systems and has the advantage of large sample sizes, with data being available for all time periods from January 2008. The provision of the journey time data works by separating the road network into 'segments' of length between 1m and 1000m. Each car with a satellite navigation system in, which passes through a segment is recorded and its journey time, speed and date is logged anonymously against that segment. The TomTom webportal aggregates this segment data, to provide high sample sizes. A journey time route may contain 100s of 'segments', which each have their own sample and these are appended to create an overall journey time.

For each of the routes, journey time data has been assessed for seven time periods across the week, to provide an understanding of travel times during the weekday peak and inter peak periods, weekday counter peak periods, Saturday daytimes and free-flow conditions (overnight). The seven time periods are:

- Monday-Friday AM peak: 8am-9am;
- Monday-Friday Inter peak: 10am-4pm;
- Monday-Friday PM peak: 5pm-6pm;
- Monday-Friday 7am-8am (shoulder AM peak);
- Monday-Friday 4pm-5pm (shoulder PM peak);
- Saturday 10am-4pm; and
- Monday-Sunday 10pm-6am (free-flow).

Journey time data for each of these time periods has been analysed for a three-month period between 4 September 2023 and 30 November 2023, excluding school holidays. The time period Monday 23 October 2023 – Friday 27 October 2023 was therefore excluded from the analysis due to school holidays. This

represents the Year Five journey time data, against which the Baseline and Year One journey times will be compared to understand the final impact of the scheme on journey times. The Year Five average journey times are summarised in Table 3-1.

Table 3-2 summarises the average journey time saved at the Year Five stage when using the scheme, compared to existing/ alternative routes to/ from the A6 in High Lane to Manchester Airport.

Table 3-1 – Year Five Average Journey Time Summary

Route No.	Route Description	Direction	Length (km)	Mon-Fri AM Peak 8am-9am	Mon-Fri Inter Peak 10am-4pm	Mon-Fri PM Peak 5pm-6pm	Mon-Fri 7am-8am	Mon-Fri 4pm-5pm	Sat 10am-4pm	Mon-Sun Free Flow 10pm-6am
1	**A6 High Lane to Manchester Airport** via the scheme	EB	**15.0**	**17:38**	**17:12**	**23:15**	**16:11**	**23:49**	**18:02**	**13:27**
		WB	**15.0**	**18:56**	**15:39**	**16:59**	**17:10**	**17:18**	**15:43**	**13:31**
2	**A6 High Lane to Manchester Airport** via the A6, M60 and M56	EB	20.3	39:14	32:50	49:27	31:05	52:24	33:02	23:31
		WB	19.7	41:38	30:46	39:15	34:04	40:53	31:21	23:15
3	**A6 High Lane to Manchester Airport** via Poynton, the A555 and Heald Green	EB	19.4	34:20	32:55	41:33	31:02	42:09	34:03	25:28
		WB	19.5	34:27	31:52	35:31	31:57	35:46	32:49	25:41
4	**A6 High Lane to Manchester Airport** via Davenport, Cheadle Hulme & Heald Green	EB	16.8	44:40	36:30	48:39	36:00	50:53	37:33	25:41
		WB	16.8	43:54	33:52	39:24	35:03	41:54	34:50	25:11
5	**A34** from M60 to Dean Row Road (Wilmslow)	NB	8.5	14:23	10:30	14:41	11:48	14:55	11:51	08:14
		SB	8.5	14:11	11:00	15:09	11:53	14:47	12:25	08:22
6	**Woodford to Manchester Airport** via the A5102, Finney Green and Styal	EB	11.5	19:13	18:05	20:00	17:26	19:36	17:44	15:44
		WB	11.6	20:12	18:00	19:19	17:26	21:14	17:51	15:41
7	**King Street West (Stockport) to Manchester Airport** via A560 and M56	EB	13.1	32:29	23:57	33:06	25:16	32:45	24:40	18:12
		WB	12.3	30:32	22:58	30:19	25:51	30:19	23:57	16:53
8	**Cheadle to Bramhall** via Cheadle Road and Ack Lane West	NB	6.3	17:33	13:31	17:56	12:54	18:49	14:16	09:46
		SB	6.3	16:48	13:08	17:28	12:37	17:44	13:20	09:34
9	**A6 (Cale Green) to Woodford** via Bramhall	NB	6.5	19:29	14:15	17:14	13:22	19:23	14:09	09:58
		SB	6.5	19:03	13:14	15:52	13:46	16:53	14:04	09:18
10	**Dean Lane (Hazel Grove) to Manchester Airport** via Cheadle Hulme & Heald Green	EB	13.0	33:37	26:37	35:09	26:09	34:42	26:47	18:55
		WB	12.9	31:15	24:17	28:52	24:02	29:44	24:17	18:28
11	**A6** from A555 (between Mill Ln & Norbury Hollow Road in Baseline) to A6015 Albion Rd junction in New Mills	EB	6.8	12:05	13:04	14:16	11:38	14:38	12:54	08:23
		WB	6.8	21:33	12:45	11:49	20:08	11:56	14:39	08:29

Table 3-2 – Year Five Average Journey Time Comparison between the A6 at High Lane and Manchester Airport

Ref	Route Description	Direction	Length (km)	Mon-Fri AM Peak 8am-9am	Mon-Fri Inter Peak 10am-4pm	Mon-Fri PM Peak 5pm-6pm	Mon-Fri 7am-8am	Mon-Fri 4pm-5pm	Sat 10am-4pm	Mon-Sun Free Flow 10pm-6am
1	**A6 High Lane to Manchester Airport** via the scheme	**EB**	**15.0**	**17:38**	**17:12**	**23:15**	**16:11**	**23:49**	**18:02**	**13:27**
		WB	**15.0**	**18:56**	**15:39**	**16:59**	**17:10**	**17:18**	**15:43**	**13:31**
2	**A6 High Lane to Manchester Airport** via the A6, M60 & M56 Average journey time	EB	20.3	39:14	32:50	49:27	31:05	52:24	33:02	23:31
		WB	19.7	41:38	30:46	39:15	34:04	40:53	31:21	23:15
Average journey time saved via scheme over route 2		**EB**	**5.3**	**21:36 (55%)**	**15:38 (48%)**	**26:12 (53%)**	**14:54 (48%)**	**28:35 (55%)**	**15:00 (45%)**	**10:04 (43%)**
		WB	**4.7**	**22:42 (55%)**	**15:07 (49%)**	**22:16 (57%)**	**16:54 (50%)**	**23:35 (58%)**	**15:38 (50%)**	**09:44 (42%)**
3	**A6 High Lane to Manchester Airport** via Poynton, the A555 and Heald Green	EB	19.4	34:20	32:55	41:33	31:02	42:09	34:03	25:28
		WB	19.5	34:27	31:52	35:31	31:57	35:46	32:49	25:41
Average journey time saved via scheme over route 3		**EB**	**4.4**	**16:42 (49%)**	**15:43 (48%)**	**18:18 (44%)**	**14:51 (48%)**	**18:20 (43%)**	**16:01 (47%)**	**12:01 (47%)**
		WB	**4.5**	**15:31 (45%)**	**16:13 (51%)**	**18:32 (52%)**	**14:47 (46%)**	**18:28 (52%)**	**17:06 (52%)**	**12:10 (47%)**
4	**A6 High Lane to Manchester Airport** via Davenport, Cheadle Hulme & Heald Green	EB	16.8	44:40	36:30	48:39	36:00	50:53	37:33	25:41
		WB	16.8	43:54	33:52	39:24	35:03	41:54	34:50	25:11
Average journey time saved via scheme over route 4		**EB**	**1.8**	**27:02 (61%)**	**19:18 (53%)**	**25:24 (52%)**	**19:49 (55%)**	**27:04 (53%)**	**19:31 (52%)**	**12:14 (48%)**
		WB	**1.8**	**24:58 (57%)**	**18:13 (54%)**	**22:25 (57%)**	**17:53 (51%)**	**24:36 (59%)**	**19:07 (55%)**	**11:40 (46%)**

Journey Times are reported as mm:ss

Table 3-2 highlights that at Year Five, at the final stage of evaluation:

- Average journey times along the A555 scheme to/ from the A6/ Windlehurst Lane at High Lane and Manchester Airport are approximately half of those via the existing/ alternative Route 2 (via the A6, M60 and M56), Route 3 (via Poynton, the A555 and Heald Green) and Route 4 (via Davenport, Cheadle Hulme and Heald Green);
- Average journey times savings to/ from the A6/ Windlehurst Lane at High Lane and Manchester Airport are between 16–27 minutes in the AM peak, 15–19 minutes in the inter peak and 18-26 minutes in the PM peak when using the A555 scheme, compared to the existing alternative Routes 2, 3 and 4;
- Typically average journey times to/ from the A6/ Windlehurst Lane at High Lane and Manchester Airport are the longest during the PM peak, both via the scheme and the three alternative routes. Consistent to the observations noted in Year One, average journey times between the PM peak of 5-6pm, and the shoulder PM peak of 4-5pm are similar. In fact, along the scheme in an eastbound direction, average journey times are the longest within the shoulder peak of 4-5pm.
- The Year Five average journey times were observed to be the longest in the AM peak period (7-9pm) in 36% of cases. It is noted that the two-hour PM peak period (4-6pm) observed the longest average journey times in 64% of cases. However, within the PM peak period, the shoulder peak 4-5pm experienced the highest average journey times in almost 80% of cases, suggesting that the PM peak is spreading/ starting slightly earlier than the core 5-6pm. Conversely, the AM peak period average journey times are highest in the core 8-9am peak hour.

To aid the understanding of the true impact of the scheme and thus its causal attribution, Year Five journey times along the scheme have been compared with journey times on existing/ alternative routes in the Baseline. These impacts are set out within Table 3-3. These findings are broadly similar to those presented within Table 3-2, in that it demonstrates that the average Year Five journey times along the A555 scheme to/ from the A6/ Windlehurst Lane at High Lane and Manchester Airport are approximately half of those experienced in the Baseline via the existing/ alternative Routes 2, 3 and 4. This equates to actual journey time savings of 14 – 26 minutes in the AM peak, 12 – 18 minutes in the inter peak and 18 – 26 in the PM peak.

Table 3-3 – Year Five Average Journey Time Comparison with the Baseline Existing Routes between the A6 at High Lane and Manchester Airport

Ref	Route Description	Direction	Length (km)	Mon-Fri AM Peak 8am-9am	Mon-Fri Inter Peak 10am-4pm	Mon-Fri PM Peak 5pm-6pm	Mon-Fri 7am-8am	Mon-Fri 4pm-5pm	Sat 10am-4pm	Mon-Sun Free Flow 10pm-6am
1	**A6 High Lane to Manchester Airport** via the scheme (Year Five)	EB	**15.0**	**17:38**	**17:12**	**23:15**	**16:11**	**23:49**	**18:02**	**13:27**
		WB	**15.0**	**18:56**	**15:39**	**16:59**	**17:10**	**17:18**	**15:43**	**13:31**
2	**A6 High Lane to Manchester Airport** via the A6, M60 & M56 Average journey time (Baseline)	EB	20.3	32:40	29:05	45:04	27:13	40:54	28:21	22:56
		WB	19.7	39:21	30:31	35:33	32:50	34:41	30:50	23:29
Average journey time saved at Year Five via scheme compared to the Baseline Route 2		**EB**	**5.3**	**15:02 (46%)**	**11:53 (41%)**	**21:49 (48%)**	**11:02 (41%)**	**17:05 (42%)**	**10:19 (36%)**	**09:29 (41%)**
		WB	**4.7**	**20:25 (52%)**	**14:52 (49%)**	**18:34 (52%)**	**15:40 (47%)**	**17:23 (50%)**	**15:07 (49%)**	**09:58 (41%)**
3	**A6 High Lane to Manchester Airport** via Poynton, the A555 and Heald Green (Baseline)	EB	19.4	31:49	30:00	41:37	28:39	37:29	30:09	24:57
		WB	19.5	40:24	30:15	33:45	31:22	31:49	31:09	24:29
Average journey time saved at Year Five via scheme compared to the Baseline Route 3		**EB**	**4.4**	**14:11 (45%)**	**12:48 (43%)**	**18:22 (44%)**	**12:28 (43%)**	**13:40 (36%)**	**12:07 (40%)**	**11:30 (46%)**
		WB	**4.5**	**21:28 (53%)**	**14:36 (48%)**	**16:46 (50%)**	**14:12 (45%)**	**14:31 (45%)**	**15:26 (49%)**	**10:58 (44%)**
4	**A6 High Lane to Manchester Airport** via Davenport, Cheadle Hulme & Heald Green (Baseline)	EB	16.8	39:56	35:09	49:06	34:37	45:04	35:05	26:14
		WB	16.8	45:17	33:59	39:03	35:16	38:22	34:59	25:42
Average journey time saved at Year Five via scheme compared to the Baseline Route 4		**EB**	**1.8**	**22:18 (56%)**	**17:57 (50%)**	**25:51 (52%)**	**18:26 (53%)**	**21:15 (47%)**	**17:03 (49%)**	**12:47 (48%)**
		WB	**1.8**	**26:21 (58%)**	**18:20 (54%)**	**22:04 (56%)**	**18:06 (51%)**	**21:04 (55%)**	**19:16 (55%)**	**12:11 (48%)**

Journey Times are reported as mm:ss

Table 3-4 provides a comparison of average weekday peak journey times between both Years One and Five and the Baseline, with the average journey time difference from the Baseline summarised in brackets.

Table 3-4 – Year Five Average Weekday Journey Time Comparison

				Baseline			Year One (Difference from Baseline)			Year Five (Difference from Baseline)		
Route No.	**Route Description**	**Direction**	**Length (km)**	**AM 8-9am**	**IP 10am-4pm**	**PM 5-6pm**	**AM 8-9am**	**IP 10am-4pm**	**PM 5-6pm**	**AM 8-9am**	**IP 10am-4pm**	**PM 5-6pm**
1	**A6 High Lane to Manchester Airport** via the scheme	EB	**15.0**	-	-	-	**16:27**	**16:49**	**23:00**	**17:38**	**17:12**	**23:15**
		WB	**15.0**	-	-	-	**19:03**	**15:00**	**17:08**	**18:56**	**15:39**	**16:59**
2	**A6 High Lane to Manchester Airport** via the A6, M60 and M56	EB	20.3	32:40	29:05	45:04	37:58 (+5:18)	32:17 (+3:12)	58:49 (+13:45)	39:14 (+6:34)	32:50 (+3:45)	49:27 (+4:23)
		WB	19.7	39:21	30:31	35:33	40:50 (+1:29)	30:16 (-0:15)	47:10 (+11:37)	41:38 (+2:17)	30:46 (+0:15)	39:15 (+3:42)
3	**A6 High Lane to Manchester Airport** via Poynton, the A555 and Heald Green	EB	19.3	31:49	30:00	41:37	35:15 (+3:26)	32:45 (+2:45)	46:19 (+4:42)	34:20 (+2:31)	32:55 (+2:55)	41:33 (-0:04)
		WB	19.5	40:24	30:15	33:45	38:44 (-1:40)	31:49 (+1:34)	40:27 (+6:42)	34:27 (-5:57)	31:52 (+1:37)	35:31 (+1:46)
4	**A6 High Lane to Manchester Airport** via Davenport, Cheadle Hulme & Heald Green	EB	16.8	39:56	35:09	49:06	45:14 (+5:18)	36:00 (+0:51)	53:05 (+3:59)	44:40 (+4:44)	36:30 (+1:21)	48:39 (-0:27)
		WB	16.8	45:17	33:59	39:03	50:11 (+4:54)	34:05 (+0:06)	45:09 (+6:06)	43:54 (-1:23)	33:52 (-0:07)	39:24 (+0:21)
5	**A34** from M60 to Dean Row Road (Wilmslow)	NB	8.5	13:57	09:50	15:56	16:11 (+2:14)	10:32 (+0:42)	15:43 (-0:13)	14:23 (+0:26)	10:30 (+0:40)	14:41 (-1:15)
		SB	8.5	11:31	09:46	15:52	13:09 (+1:38)	10:17 (+0:31)	16:09 (+0:17)	14:11 (+2:40)	11:00 (+1:14)	15:09 (-0:43)

6	**Woodford to Manchester Airport** via the A5102, Finney Green and Styal	EB	11.5	20:04	17:18	22:26	20:03 (-0:01)	18:16 (+0:58)	19:45 (-2:41)	19:13 (-0:51)	18:05 (+0:47)	20:00 (-2:26)
		WB	11.6	22:22	17:49	19:45	22:45 (+0:23)	18:49 (+1:00)	21:40 (+1:55)	20:12 (-2:10)	18:00 (+0:11)	19:19 (-0:26)
7	**King Street West (Stockport) to Manchester Airport** via A560 and M56	EB	13.1	29:06	22:56	33:51	32:13 (+3:07)	23:31 (+0:35)	35:33 (+1:42)	32:29 (+3:23)	23:57 (+1:01)	33:06 (-0:45)
		WB	12.3	30:29	22:30	31:40	37:16 (+6:47)	22:27 (-0:03)	36:20 (+4:40)	30:32 (+0:03)	22:58 (+0:28)	30:19 (-1:21)
8	**Cheadle to Bramhall** via Cheadle Road and Ack Lane West	NB	6.3	16:22	13:14	15:36	17:07 (+0:45)	13:11 (-0:03)	17:49 (+2:13)	17:33 (+1:11)	13:31 (+0:17)	17:56 (+2:20)
		SB	6.3	13:56	12:51	16:41	17:11 (+3:15)	12:49 (-0:02)	18:33 (+1:52)	16:48 (+2:52)	13:08 (+0:17)	17:28 (+0:47)
9	**A6 (Cale Green) to Woodford** via Bramhall	NB	6.5	16:22	13:36	14:49	19:26 (+3:04)	14:32 (+0:56)	18:00 (+3:11)	19:29 (+3:07)	14:15 (+0:39)	17:14 (+2:25)
		SB	6.5	17:46	13:06	17:14	20:18 (+2:32)	13:56 (+0:50)	18:09 (+0:55)	19:03 (+1:17)	13:14 (+0:08)	15:52 (-1:22)
10	**Dean Lane (Hazel Grove) to Manchester Airport** via Cheadle Hulme & Heald Green	EB	13.0	28:50	24:51	35:04	31:39 (+2:49)	25:23 (+0:32)	33:18 (-1:46)	33:37 (+4:47)	26:37 (+1:46)	35:09 (+0:05)
		WB	12.9	31:57	23:44	27:16	32:17 (+0:20)	23:29 (-0:15)	29:01 (+1:45)	31:15 (-0:42)	24:17 (+0:33)	28:52 (+1:36)
11	**A6** from A555 (between Mill Ln & Norbury Hollow Road in Baseline) to A6015 Albion Rd junc. in New Mills	EB	6.8	09:41	10:21	11:36	11:10 (+1:29)	11:49 (+1:28)	13:40 (+2:04)	12:05 (+2:24)	13:04 (+2:43)	14:16 (+2:40)
		WB	6.8	11:27	09:42	09:28	23:40 (+12:13)	11:25 (+1:43)	10:21 (+0:53)	21:33 (+10:06)	12:45 (+3:03)	11:49 (+2:21)

Journey Times are reported as mm:ss

As previously highlighted, the opening of the scheme has resulted in journey times reducing by approximately 50% between the A6/ Windlehurst Lane at High Lane and Manchester Airport when compared to existing/ alternative routes. The following analysis summarises how average journey times have changed along all routes since the scheme opened, by comparing the Year Five with the Baseline journey times.

AM and PM peak cumulative journey time graphs for all routes summarising the journey times in the Baseline, Year One and Year Five are provided with Appendix B of this document, which assist in demonstrating where along the route any additional delay/ time savings occur.

Route 2 - A6 High Lane to Manchester Airport via the A6, M60 and M56: In both the AM and PM peaks, average Year Five journey times have increased since the Baseline, albeit more significantly in the eastbound direction. The AM peak indicates an average increase of over 6 minutes, with the PM peak indicating over 4 minutes. It is noted that the increases in the PM peak are significantly lower than that observed at Year One, which was in excess of 10 minutes in both directions.

Average Year Five journey times have remained consistent with the Baseline in a westbound direction in the inter peak, with an average increase of 3.5 minutes in the eastbound direction.

It is noted that the Stockport Town Centre Access Plan (TCAP) works were implemented between 2015-2021, which included improved pedestrian facilities along the A6 through Stockport town centre. This included two additional signalised intersections along the A6 through Stockport town centre (at the intersections with Leyland Street and Travis Brow) as well as upgraded/ additional signalised crossing facilities at the A6/ Heaton Lance. This is in addition to the two signalised junctions that were added along this route as part of the A555 scheme works, including those at the A6/ A555 (scheme) and the A6/ Buxton Road (south-east of the scheme). The addition of these traffic signals may have contributed towards the increased journey times along this route.

Route 3 - A6 High Lane to Manchester Airport via Poynton, the A555 and Heald Green: In an eastbound direction, in both the AM and inter peaks, Year Five journey times have increased by 2.5 - 3 minutes since the Baseline. The cumulative journey times graphs highlight that in the AM peak, Year Five eastbound journey times remain broadly consistent with the Baseline until the A555/ Woodford Road intersection, whereby gradual delays ensue. The Year Five PM peak eastbound journey times are consistent with those in the Baseline. However, within the cumulative journey time graphs it is noted that the Baseline delays just on the approach to Poynton town centre (along the A5149) have been addressed.

In the westbound direction, the AM peak is indicating a reduction in Year Five journey times of almost 6 minutes since the Baseline. The associated cumulative journey time graph indicates that in the Baseline there were delays on the approach to Poynton along the B5092 London Road North. The Year Five journey times show these delays are minimised, and as such the associated journey time savings are attributed to the reduction of delays on the approach to Poynton. Although a slightly journey time saving was noted at Year One, this significant saving may be due to the opening of the A523 Roy Chadwick Way (PRR). Both the Year Five westbound inter peak and PM peak journey times are just over 1.5 minutes longer than the equivalent Baseline journey times.

It is noted that as part of the construction of the scheme, a total of five additional signalised intersections have been implemented along this route, including the A6/ Buxton Road, the A6/ A555, A523/ A555, A5149 Chester Road/ A555 Bramhall oil terminal and A5102 Woodford Road/ A555. These traffic signals may contribute to an increase in journey times along this route since the scheme opened. Furthermore, the Year Five journey times for Route 3 will incorporate the outcomes of the A523 Roy Chadwick Way (PRR), which opened in March 2023.

Route 4 - A6 High Lane to Manchester Airport via Davenport, Cheadle Hulme & Heald Green: The Year Five journey times are broadly consistent with those observed within the Baseline. The most notable

difference is in the eastbound AM peak, where Year Five journey times have increased by over 4.5 minutes. The cumulative journey time graphs indicate that the increased journey time along this route occurs around the Kennerley Road/ Bramhall Lane intersection.

The Year Five journey times generally indicate an improvement when compared to those observed at Year One, in particular in the PM peak (savings of 4 – 6 minutes).

As part of the construction of the scheme, two additional signalised intersections have been implemented along this route, including the A6/ Buxton Road, the A6/ A555.

Route 5 - A34 from M60 to Dean Row Road (Wilmslow): Average Year Five southbound journey times have increased by 2.5 minutes in the AM peak since the Baseline. Other journey times have remained consistent with Baseline journey times, with a slight increase at Year Five in the inter peak southbound direction, as well as a slight reduction in the PM peak northbound direction.

It is noted that as part of the scheme works, several roundabouts along this route are now signalised, including the A34/ Eden Park Road, A34/ B5094 Stanley Road and A34/ A555 which may contribute towards an increase in journey times.

Route 6 - Woodford to Manchester Airport via the A5102, Finney Green and Styal: Average journey times have remained broadly consistent along this route following the opening of the scheme. The most significant changes in journey times occurred in an eastbound direction in the PM peak and the westbound direction in the AM peak whereby journey times decreased by just over 2 minutes.

Route 7 - King Street West (Stockport) to Manchester Airport via A560 and M56: Average Year Five journey times have remained broadly consistent with the Baseline. The Year Five eastbound AM peak noted the most significant change in average journey time, increasing by over 3 minutes since the Baseline. The Year Five eastbound inter peak increased by 1 minute and the westbound PM peak decreased by 1 minute since the Baseline.

It is noted that Year One westbound average journey times indicated increases of approximately 5 – 6.5 minutes, which are no longer observed in Year Five.

Route 8 - Cheadle to Bramhall via Cheadle Road and Ack Lane West: Similar to the Year One observations, the average Year Five journey times in the inter peak have remained broadly consistent with Baseline journey times. There have been small increases in average journey times in both the AM and PM peaks, most significantly in the southbound AM peak which recorded an increase of almost 3 minutes. The cumulative average journey time graphs indicate that this increase was experienced along Cheadle Road, initially near to the Cheadle Golf Club, and then again on the approach to the Turves Road/ Albert Road intersection and through Cheadle Hulme.

Route 9 - A6 (Cale Green) to Woodford via Bramhall: Similar to the Year One observations, the average Year Five journey times in the inter peak have remained broadly consistent with the Baseline journey times. The most significant increases in Year Five average journey times were observed in the northbound direction in both the AM and PM peaks (approximately 3 minutes and 2.5 minutes respectively). In the Year Five southbound AM peak, average journey times increased by just over 1 minute, while the equivalent PM peak decreased by just over 1 minute. It is noted both the AM and PM peak Year Five average journey times were lower or consistent to those observed at Year One.

Route 10 - Dean Lane (Hazel Grove) to Manchester Airport via Cheadle Hulme & Heald Green: Average Year Five journey times increased slightly in the inter peak, more so in the eastbound direction where an increase of 1.5 minutes was observed when compared to the Baseline. The most significant Year Five increase was noted in the eastbound AM peak, which increased by over 4.5 minutes compared to the

Baseline. The associated cumulative journey time graphs indicate that Year Five delays (compared to the Baseline) began along Albert Road on the approach to Cheadle Hulme.

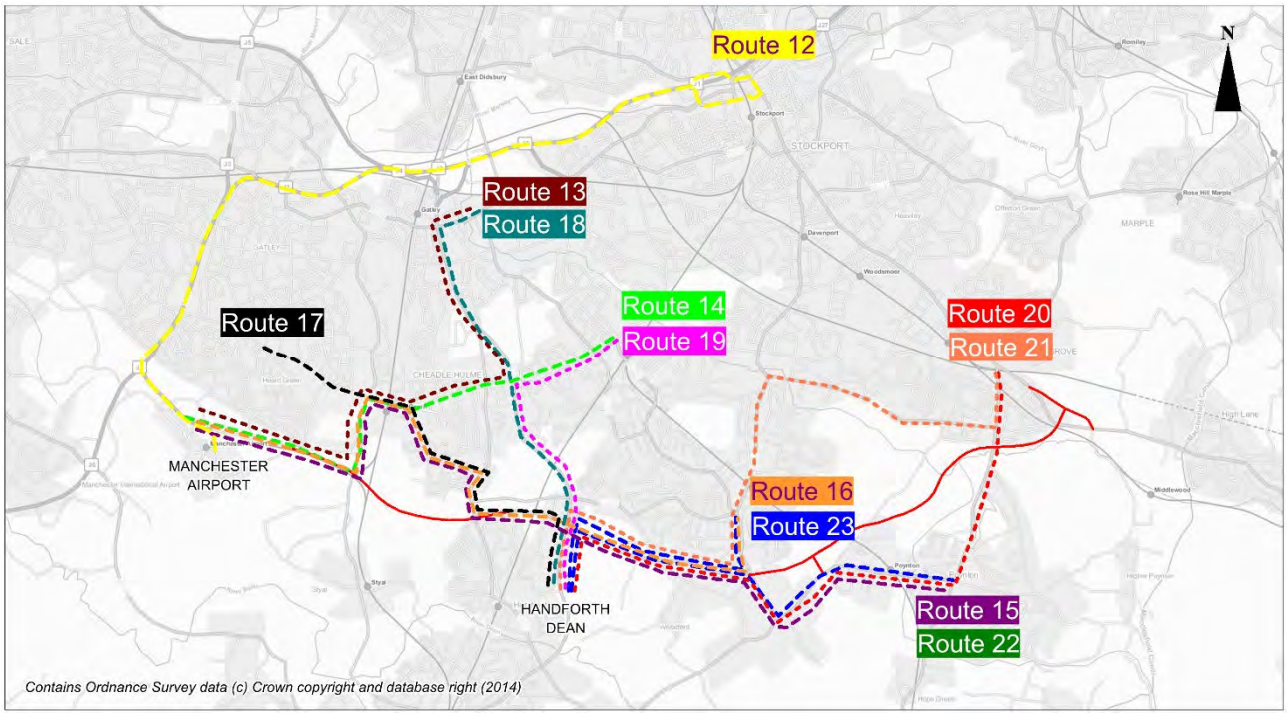
Route 11 – Along the A6 from A555 (between Mill Ln & Norbury Hollow Road in the Baseline) to A6015 Albion Rd junction in New Mills: Average journey times in the inter peak and PM peaks have increased by 2-3 minutes when compared with the Baseline journey times, a slight increase over the equivalent Year One journey times. However, in the AM peak, in a westbound direction average journey times are now typically 10 minutes longer than the Baseline journey times. Although this increase in journey times is slightly lower than that observed at Year One, it is still a significant increase. As per Year One, the cumulative journey time graphs indicate that this increase in average journey times begins to the east of Disley around Greenshall Lane. Further notable delays are experienced between Disley and High Lane, in particular starting south of Carr Brow in the vicinity of Park Road.

3.3 Average Journey Times through Local Centres

As agreed by the scheme Programme Board, a number of extra journey time routes between key local centres were included, as the impact of the scheme on average journey times between these locations were also considered important. These are indicated on Figure 3-2, and include the following:

- **Manchester Airport and the Enterprise Zone** to/ from the following locations: Stockport town centre, Cheadle, Cheadle Hulme, Hazel Grove, Bramhall, and Poynton.
- **Handforth Dean** to/ from the following locations: Wythenshawe, Cheadle, Cheadle Hulme, Hazel Grove, and Bramhall.

Figure 3-2 – Journey Time Routes to/ from Local Centres to Manchester Airport and Handforth Dean



A summary of the average Year Five journey times to/ from local centres and Manchester Airport (routes 12-16) is presented within Table 3-5. This is followed by Table 3-6, which compares how these average journey times have changed since the Baseline in both Years One and Five in the AM, inter peak and PM peaks.

Table 3-5 – Year Five Average Journey Times from Local Centres to/ from Manchester Airport and the Enterprise Zone

Route No.	Route Description	Direction	Length (km)	Mon-Fri AM Peak 8-9am	Mon-Fri Inter Peak 10am-4pm	Mon-Fri PM Peak 5-6pm	Mon-Fri 7-8am	Mon-Fri 4-5pm	Sat 10am-4pm	Mon-Sun Free Flow 10pm-6am
12	**Stockport town centre, A6/Exchange Street** via M60 and M56	EB	12.5	18:16	14:03	24:45	13:55	25:59	13:32	11:08
		WB	11.9	17:45	12:10	16:30	15:11	16:36	11:39	10:28
13	**Cheadle** via the A34 and Heald Green	EB	8.6	20:20	14:41	20:43	15:04	19:58	15:59	10:12
		WB	8.6	19:46	15:29	18:00	15:30	18:23	16:02	11:17
14	**Cheadle Hulme** via Heald Green	EB	7.1	20:12	14:59	20:22	15:40	19:54	15:04	10:37
		WB	7.1	16:29	13:37	15:14	13:46	15:44	13:34	10:20
	Hazel Grove	A comprehensive summary of this can be found in Table 3-3 (Route 10)								
15	**Poynton** via the A555 and Heald Green	EB	13.4	23:15	21:21	25:12	21:13	24:40	21:28	17:47
		WB	13.6	22:39	21:13	22:43	21:15	23:10	21:02	17:58
16	**Bramhall** via the A555 and Heald Green	EB	10.8	19:33	17:08	21:28	17:05	21:08	17:29	14:04
		WB	11.2	18:54	17:31	18:48	17:55	19:19	17:23	14:40

Journey Times are reported as mm:ss

Table 3-6 – Year Five Average Weekday Journey Time Comparison from Local Centres to/ from Manchester Airport

Route No.	Route Description	Direction	Length (km)	Baseline			Year One (Difference from Baseline)			Year Five (Difference from Baseline)		
				AM Peak 8-9am	Inter Peak 10am-4pm	PM Peak 5-6pm	AM Peak 8-9am	Inter Peak 10am-4pm	PM Peak 5-6pm	AM Peak 8-9am	Inter Peak 10am-4pm	PM Peak 5-6pm
12	**Stockport town centre, A6/Exchange Street** via M60 and M56	EB	12.5	14:38	11:34	21:17	16:12 (+1:34)	13:28 (+1:54)	28:28 (+7:11)	18:16 (+03:38)	14:03 (+02:29)	24:45 (+03:28)
		WB	11.9	15:46	11:37	15:02	17:03 (+1:17)	11:35 (-0:02)	22:59 (+7:57)	17:45 (+01:59)	12:10 (+00:33)	16:30 (+01:28)
13	**Cheadle** via the A34 and Heald Green	EB	8.6	18:50	15:11	23:49	21:05 (+2:15)	15:03 (-0:08)	21:29 (-2:20)	20:27 (+01:37)	15:27 (+00:16)	23:26 (-00:23)
		WB	8.6	20:27	15:29	21:01	21:56 (+1:29)	14:49 (-0:40)	21:22 (+0:21)	19:46 (-00:41)	15:29 (+00:00)	18:00 (-03:01)
14	**Cheadle Hulme** via Heald Green	EB	7.1	18:13	14:16	21:33	19:57 (+1:44)	14:37 (+0:21)	20:49 (-0:44)	20:12 (+01:59)	14:59 (+00:43)	20:22 (-01:11)
		WB	7.1	17:15	13:22	15:05	17:13 (-0:02)	13:16 (-0:06)	16:20 (+1:15)	16:29 (-00:46)	13:37 (+00:15)	15:14 (+00:09)
15	**Poynton** via the A555 and Heald Green	EB	13.4	22:07	20:41	28:18	24:45 (+2:38)	21:00 (+0:19)	26:05 (-2:13)	23:15 (+01:08)	21:21 (+00:40)	25:12 (-03:06)
		WB	13.6	22:28	19:22	20:38	22:44 (+0:16)	20:05 (+0:43)	23:19 (+2:41)	22:39 (+00:11)	21:13 (+01:51)	22:43 (+02:05)
16	**Bramhall** via the A555 and Heald Green	EB	10.8	17:39	16:16	21:25	18:51 (+1:12)	16:34 (+0:18)	20:46 (-0:39)	19:33 (+01:54)	17:08 (+00:52)	21:28 (+00:03)
		WB	11.2	18:23	16:10	17:41	18:51 (+0:28)	16:43 (+0:33)	19:37 (+1:56)	18:41 (+00:18)	17:19 (+01:09)	18:33 (+00:52)

Journey Times are reported as mm:ss

The analysis of average journey times between local centres and Manchester Airport is focussed on providing a comparison of Year Five journey times with Baseline journey times. This assists in understanding how average journey times on local roads have changed as a result of traffic re-assignment across the highway network, following the opening of the A555 scheme. The key findings are as follows:

- **Route 12 - Stockport town centre to/ from Manchester Airport via the M60 and M56:** shows that average Year Five journey times in an eastbound direction have increased by 3.5 minutes in the AM and PM peaks**,** and by 2.5 minutes in the inter peak when compared to those in the Baseline. In the westbound direction, whilst the inter peak average Year Five journey times have remained broadly consistent with the Baseline, the AM and PM peaks noted increases of 1.5 – 2 minutes. The PM peak in both directions noted an average Year Five journey time saving of between 4 – 5 minutes when compared to Year One.
- **Route 13 - Cheadle via the A34 and Heald Green:** average Year Five journey times are broadly consistent in the inter peak with the Baseline journey times, with a slight increase of 1.5 minutes in the eastbound AM peak. The westbound PM peak noted an average Year Five journey time saving of 3 minutes when compared to the Baseline.
- **Route 14 - Cheadle Hulme via Heald Green:** average Year Five journey times are generally consistent with the Baseline journey times, with the AM peak eastbound indicating an increase of 2 minutes, while the PM peak eastbound noted a decrease of 1 minute.
- **Route 15 - Poynton via the A555 and Heald Green:** the comparison of average Year Five journey times with the Baseline does vary by direction and time period. The eastbound PM peak noted a decrease of 3 minutes, while the westbound inter and PM peak noted increases of 2 minutes in Year Five when compared to the Baseline.
- **Route 16 - Bramhall via the A555 and Heald Green:** average Year Five journey times are generally consistent with the Baseline journey times, with the AM peak eastbound indicating a slight increase of almost 2 minutes.

Overall, this indicates that the Year Five average journey times along existing routes through local centres to/ from Manchester Airport in the inter peak have remained broadly consistent with Baseline journey times. Route 12 from Stockport town centre to Manchester Airport Year Five eastbound noted the most significant increases across all time periods, between 2.5 – 3.5 minutes. The Year Five eastbound AM peak average journey times have typically increased by 1-2 minutes, while the westbound AM peak is largely consistent with the Baseline journey times. Average Year Five PM peak journey times are broadly either consistent or have decreased since the Baseline – with the exception being Route 15 to/ from Poynton in a westbound direction, which has increased by 2 minutes.

Similarly, a summary of the average Year Five journey times to/ from local centres and Handforth Dean (Routes 17-22) are presented within Table 3-7. This is followed by Table 3-8, which compares how these average journey times have changed since the Baseline in the AM, inter peak and PM peaks following the opening of the scheme.

Table 3-7 – Year Five Average Journey Times from Local Centres to/ from Handforth Dean

Route No.	Route Description	Direction	Length (km)	Mon-Fri AM Peak 8-9am	Mon-Fri Inter Peak 10am-4pm	Mon-Fri PM Peak 5-6pm	Mon-Fri 7-8am	Mon-Fri 4-5pm	Sat 10am-4pm	Mon-Sun Free Flow 10-6am
17	**Wythenshaw (Simonsway/ Rowlandsway)** via Heald Green & A555	EB	6.8	13:25	12:50	13:28	12:40	13:43	13:18	10:49
		WB	6.6	13:34	12:40	14:03	12:16	13:58	12:53	10:36
18	**Cheadle** via A34	NB	6.2	13:08	09:18	14:50	10:34	14:58	10:58	06:50
		SB	6.2	14:01	09:59	12:33	10:19	12:56	11:31	06:50
19	**Cheadle Hulme** via Turves Road and the A34	NB	4.7	12:53	08:50	11:46	09:37	12:12	09:23	06:01
		SB	4.7	10:43	08:07	09:48	08:34	10:17	09:03	05:54
20	**Hazel Grove** via the A555/ Poynton A523	EB	10.1	16:33	15:58	19:18	15:03	19:49	16:37	12:27
		WB	9.9	16:52	14:42	16:38	15:31	16:32	15:41	11:50
21	**Hazel Grove** via the A555/ Bramhall A5102 and A5143 Jacksons Lane	EB	10.5	20:37	17:27	21:51	16:05	22:42	17:58	12:56
		WB	10.3	19:36	15:37	16:49	16:57	17:57	16:39	12:13
22	**Poynton** via the A555	EB	7.0	10:13	09:52	11:01	09:35	11:21	10:16	08:11
		WB	6.8	10:21	08:52	09:23	10:01	09:32	09:03	07:46
23	**Bramhall** via the A555	EB	4.4	06:19	05:32	07:10	05:18	07:41	06:11	04:26
		WB	4.3	06:23	04:58	05:13	06:27	05:27	05:11	04:14

Journey Times are reported as mm:ss

Table 3-8 – Year Five Average Weekday Journey Time Comparison from Local Centres to/ from Handforth Dean

Ref	Route Description	Direction	Length (km)	Baseline			Year One (Difference: Yr1-Baseline)			Year Five (Difference: Yr5-Baseline)		
				AM Peak 8-9am	Inter Peak 10am-4pm	PM Peak 5-6pm	AM Peak 8-9am	Inter Peak 10am-4pm	PM Peak 5-6pm	AM Peak 8-9am	Inter Peak 10am-4pm	PM Peak 5-6pm
17	**Wythenshaw** (Simonsway/ Rowlandsway) via Heald Green & A555	EB	6.5	13:34	12:26	15:58	12:48 (-0:46)	11:48 (-0:38)	12:54 (-3:04)	13:25 (-00:09)	12:50 (+00:24)	13:28 (-02:30)
		WB	6.6	14:45	12:07	14:19	14:21 (+0:24)	12:42 (+0:35)	14:51 (+0:32)	13:34 (-01:11)	12:40 (+00:33)	14:03 (-00:16)
18	**Cheadle** via A34	NB	6.2	12:33	08:32	14:42	15:13 (+2:40)	09:22 (+0:50)	14:25 (+0:17)	13:08 (+00:35)	09:18 (+00:46)	14:50 (+00:08)
		SB	6.2	11:25	09:07	16:04	14:18 (+2:53)	08:54 (+0:13)	17:39 (+1:35)	14:01 (+02:36)	09:59 (+00:52)	12:33 (-03:31)
19	**Cheadle Hulme** via Turves Road and the A34	NB	4.7	11:56	07:37	12:26	14:05 (+2:09)	08:56 (+1:19)	13:45 (+1:19)	12:53 (+00:57)	08:50 (+01:13)	11:46 (-00:40)
		SB	4.7	08:12	07:00	10:08	09:36 (+1:24)	07:20 (+0:20)	12:37 (+2:29)	10:43 (+02:31)	08:07 (+01:07)	09:48 (-00:20)
20	**Hazel Grove** via the A555/ Poynton A523	EB	10.1	16:02	14:24	21:22	18:06 (+2:04)	16:50 (+2:26)	22:57 (+1:35)	16:33 (+00:31)	15:58 (+01:34)	19:18 (-02:04)
		WB	9.9	21:31	14:04	16:10	19:52 (+1:39)	15:30 (+1:26)	20:27 (+4:17)	16:52 (-04:39)	14:42 (+00:38)	16:38 (+00:28)
21	**Hazel Grove** via the A555/ Bramhall A5102 /A5143 Jacksons Lane	EB	10.5	17:57	15:42	21:15	18:26 (+0:29)	17:10 (+1:28)	20:34 (+0:41)	20:37 (+02:40)	17:27 (+01:45)	21:51 (+00:36)
		WB	10.3	19:57	15:18	15:50	18:27 (+1:30)	15:28 (+0:10)	16:17 (+0:27)	19:36 (-00:21)	15:37 (+00:19)	16:49 (+00:59)
22	**Poynton** via the A555	EB	7.0	10:30	09:27	14:46	11:54 (+1:24)	10:16 (+0:49)	12:58 (+1:48)	10:13 (-00:17)	09:52 (+00:25)	11:01 (-03:45)
		WB	6.8	09:13	07:49	07:42	09:04 (+0:09)	08:19 (+0:30)	09:08 (+1:26)	10:21 (+01:08)	08:52 (+01:03)	09:23 (+01:41)
23	**Bramhall** via the A555	EB	4.4	06:02	05:02	07:53	05:49 (+0:13)	05:43 (+0:41)	07:31 (+0:22)	06:19 (+00:17)	05:32 (+00:30)	07:10 (-00:43)

	WB	4.4	05:11	04:40	04:49	05:00 (+0:11)	04:46 (+0:06)	05:12 (+0:23)	06:23 (+01:12)	04:58 (+00:18)	05:13 (+00:24)

Journey Times are reported as mm:ss

As per the previous analysis of average journey times between local centres, the change in average journey times to/ from Handforth Dean and local centres is focussed on the existing routes. This assists in understanding how the Year Five average journey times on local roads have changed as a result of traffic re-assignment across the highway network following the opening of the scheme. The key findings are as follows:

- **Route 17 - Wythenshaw (Simonsway/ Rowlandsway) via Heald Green & A555:** average Year Five journey times are generally consistent with the Baseline journey times, with the PM peak eastbound indicating the largest journey time saving of 2.5 minutes when compared to the Baseline.
- **Route 18 – Cheadle via the A34:** average Year Five northbound journey times are largely consistent with the Baseline, with the southbound AM peak increasing by over 2 minutes and the PM peak decreasing by over 3 minutes.
- **Route 19 – Cheadle Hulme via Turves Road and the A34**: average Year Five AM and inter peak journey times in both directions have increased by 1-2 minutes, while the PM peak has remained consistent with the Baseline.
- **Route 20** - **Hazel Grove via the A555/ Poynton A523**: average Year Five eastbound inter peak journey times have increased by 1.5 minutes, with the PM peak decreasing by 2 minutes. In the westbound direction, while the inter peak and PM peaks have remained consistent with the Baseline, the AM peak is benefitting from an average journey time saving of over 4.5 minutes.
- **Route 21** - **Hazel Grove via the A555/ Bramhall A5102 /A5143 Jacksons Lane:** average Year Five eastbound AM and inter peak journey times have increased by over 2.5 minutes and 1.5 minutes respectively, while all other times have remained broadly consistent with the Baseline.
- **Route 22 - Poynton via the A555:** average Year Five eastbound AM and inter peak journey times remain consistent with the Baseline, while the PM peak indicates journey time savings of over 3.5 minutes. In the westbound direction, average Year Five journey times have increased by over 1 minute in each of the peak periods.
- **Route 23 - Bramhall via the A555:** average Year Five journey times remain broadly consistent with the Baseline, with the exception of the westbound AM peak which has increased by over 1 minute.

Overall, the Year Five average inter peak journey times are broadly consistent with those reported at the Baseline, with Route 19 to/ from Cheadle Hulme, Routes 20 and 21 eastbound to Hazel Grove and Route 22 westbound from Poynton indicating an increase in average journey times of just over one minute. Some of these increases may be due to the additional traffic signals that have been implemented as part of the scheme, for example along Route 20 to/ from Hazel Grove via Poynton and the A555, users now pass through four additional traffic signals, with Route 22 to/ from Poynton now incurring three additional signalised junctions.

While a number of the local centres have incurred an additional 1 - 2.5 minutes on average journey times during the AM peak, the PM peak was largely consistent with the Baseline. Furthermore, a number of routes highlighted a reduction in average journey times during the AM and PM peaks, with the largest being along Route 20 westbound from Hazel Grove, which noted a saving of over 4.5 minutes.

3.4 Journey Time Reliability

In addition to understanding how average journey times have changed since the scheme opened, one of the aims of this evaluation is to understand the impact of the scheme upon journey time reliability. Reliability is an important measure to take into consideration as motorists are likely to make their decisions on how long to allow for journeys based on their understanding of reliability, not on the average time it takes to travel. Reliability can be affected by changes to several factors, including network resilience or reductions in accidents, all of which could be affected by a road improvement scheme such as the A555 scheme.

For this scheme, journey time reliability has been assessed by considering the 5th, 25th, 75th and 95th percentile journey times for the AM and PM periods. The 5th percentile journey time can be interpreted as the time taken to travel through the scheme that only 1 in 20 vehicles can go faster than. Conversely, the 95th percentile can be interpreted as the time motorists should allow to complete their journey on time 19 times out of 20.

The Year Five journey reliability summary in the AM and PM peaks is provided within Table 3-9. Overall, it is noted that the 95th percentile journey times are indicating some significant journey times, which suggests that a small number of journeys are experiencing significant delays. This is further demonstrated when examining the median journey time (i.e. the middle value) and comparing it to the average journey time. The median journey time is consistently lower than the average journey time, which indicates that there are a relatively small number of ‘delayed’ journeys which are causing the overall average journey times to increase.

Journey time ‘box and whisker’ diagrams are indicated within Appendix C of this report. Within these diagrams, the ‘tails/whiskers’ represent the 5th and 95th percentile journey times, whilst the box represents the 25th percentile to 75th percentile journey time range, with this inter-quartile range representing the core 50% of journey times. A change in the journey times within this inter-quartile range is often used as an indicator for a change in journey time reliability, with a reduction in this range indicating a more reliable journey time as there is effectively less variation in the average journey times. Conversely, an increase in the range of the 25th to 75th percentile journey times indicates a less reliable journey time, as there is a greater variation in the day-to-day journey time.

Table 3-9 – Year Five Journey Time Reliability Peak Period Summary

Route No.	Route Description	Direction	AM Peak (Mon-Fri 8am-9am)					PM Peak (Mon-Fri 5pm-6pm)				
			5%	25%	75%	95%	Mean	5%	25%	75%	95%	Mean
1	**A6 High Lane to Manchester Airport** via the scheme	EB	10:18	12:08	18:35	37:51	17:38	10:52	13:24	26:27	56:21	23:15
		WB	10:15	12:05	20:13	44:07	18:56	09:59	11:50	17:59	35:11	16:59
2	**A6 High Lane to Manchester Airport** via the A6, M60 and M56	EB	17:10	20:58	41:59	1:43:22	39:14	18:21	25:37	56:44	2:07:34	49:27
		WB	17:30	22:02	45:23	1:52:16	41:38	16:50	20:41	41:15	1:49:39	39:15
3	**A6 High Lane to Manchester Airport** via Poynton, the A555 and Heald Green	EB	18:36	22:15	34:30	1:19:43	34:20	19:17	23:43	43:35	1:45:43	41:33
		WB	18:37	22:21	34:49	1:18:48	34:27	18:36	22:30	36:15	1:22:49	35:31
4	**A6 High Lane to Manchester Airport** via Davenport, Cheadle Hulme & Heald Green	EB	18:50	23:13	46:05	2:07:48	44:40	19:29	24:31	52:21	2:16:54	48:39
		WB	18:53	23:07	45:49	2:01:02	43:54	18:35	22:29	39:55	1:45:04	39:24
5	**A34** from M60 to Dean Row Road (Wilmslow)	NB	06:37	08:37	16:55	31:21	14:23	06:53	09:01	16:19	34:00	14:41
		SB	06:43	08:29	16:08	32:28	14:11	06:40	08:34	18:02	35:57	15:09
6	**Woodford to Manchester Airport** via the A5102, Finney Green and Styal	EB	11:16	13:31	20:01	38:54	19:13	11:21	13:34	21:35	41:15	20:00
		WB	11:13	13:18	20:39	45:24	20:12	11:14	13:20	20:08	40:35	19:19
7	**King Street West (Stockport) to Manchester Airport** via A560 and M56	EB	12:56	16:19	35:33	1:27:19	32:29	13:15	16:37	34:39	1:34:26	33:06
		WB	12:22	15:22	34:11	1:20:19	30:32	12:26	15:32	33:05	1:21:00	30:19
8	**Cheadle to Bramhall** via Cheadle Road and Ack Lane West	NB	07:36	09:20	19:09	46:06	17:33	07:30	09:11	19:40	47:56	17:56
		SB	07:26	08:58	16:56	46:03	16:48	07:32	09:22	18:45	45:58	17:28
9	**A6 (Cale Green) to Woodford** via Bramhall	NB	07:59	10:20	21:42	49:57	19:29	07:51	09:45	19:01	41:10	17:14
		SB	08:04	10:08	21:32	48:31	19:03	07:52	09:43	17:15	35:04	15:52
10	**Dean Lane (Hazel Grove) to Manchester Airport** via Cheadle Hulme & Heald Green	EB	14:26	17:41	36:27	1:30:59	33:37	14:40	18:31	38:42	1:32:48	35:09
		WB	14:14	17:21	33:00	1:21:13	31:15	14:07	17:07	30:32	1:10:11	28:52
11	**A6** from (between Mill Ln & Norbury Hollow Road) to A6015 Albion Rd junction	EB	07:16	08:28	11:49	25:50	12:05	07:45	09:24	15:18	30:38	14:16
		WB	07:30	09:27	24:04	1:03:11	21:33	07:15	08:27	12:03	24:29	11:49

Journey Times are reported as hr:mm:ss (where appropriate)

A ‘traffic light’ summary of the key journey time reliability findings, as depicted within the ‘box and whisker’ diagrams is provided in the following Table 3-10. This shows how the Year Five journey time reliability for each route, by direction and peak period, has changed since the Baseline/ the scheme was implemented. Red indicates a deterioration in journey time reliability, amber corresponds to journey times remaining consistent (within 30 seconds) and green highlights an improvement.

Table 3-10 – Change in Journey Time Reliability Between Year Five and the Baseline

	AM Peak	Inter Peak	PM Peak
Route 2 - Eastbound			
Route 2 - Westbound			
Route 3 - Eastbound			
Route 3 – Westbound			
Route 4 – Eastbound			
Route 4 – Westbound			
Route 5 – Northbound			
Route 5 – Southbound			
Route 6 – Eastbound			
Route 6 – Westbound			
Route 7 – Eastbound			
Route 7 – Westbound			
Route 8 – Northbound			
Route 8 – Southbound			
Route 9 – Northbound			
Route 9 – Southbound			
Route 10 – Eastbound			
Route 10 – Westbound			
Route 11 – Eastbound			
Route 11 - Westbound			

This indicates that at Year Five, when compared to the Baseline journey time reliability has either remained consistent or improved in 15% of cases. When considering these results, it is important to note that between 2014 – 2023 the traffic data highlights that across the study area, traffic volumes have increased by just over 15%, which is likely to impact on journey times.

3.5 Comparison with Forecast Journey Times

In order to assist in understanding how the outturn journey times differ from that forecast, the Year One (2019) journey times were compared with the 2017 TR2 forecast traffic models that were produced during the

development of the scheme business case. By comparing what was forecast with the actual observed journey times assists in understanding if the scheme is on-track to deliver its benefits as intended. A summary of the comparison of Year One (outturn) and the opening year forecast journey times is provided within Table 3-11. This analysis does not include a similar comparison with Year Five (2023) observed journey times and the modelled design year (the next forecast year available) which was 2032. Due to the timelag between these two dates, it is not considered a like for like comparison.

The TAG Unit M3.1 journey time validation criteria[6] was also utilised to assist in understanding how the observed and forecast journey times compare. The forecast journey times along the eleven routes were assessed to determine if they were within 15% of the Year One observed journey times within the AM, inter and PM peaks. Whilst journey times along the scheme achieved this criterion, overall, 53% of the routes achieved the criteria. This highlights that in the first year of opening, the scheme was delivering the journey time saving that it forecast along its length, and is thus delivering the benefits it intended.

[6] The journey time criteria compares the percentage difference between the observed and modelled journey times subject to an absolute maximum difference.

Table 3-11 – A Comparison of the Year One Outturn and the Forecast Opening Year Weekday Average Journey Times

Route No.	Route Description	Direction	Year One Observed (2019)			Forecast Opening Year (2017)		
			AM 8-9am	IP 10am-4pm	PM 5-6pm	AM 8-9am	IP 10am-4pm	PM 5-6pm
1	**A6 High Lane to Manchester Airport** via the scheme	EB	**16:27**	**16:49**	**23:00**	**17:42**	**15:28**	**19:55**
		WB	**19:03**	**15:00**	**17:08**	**18:28**	**15:29**	**16:07**
2	**A6 High Lane to Manchester Airport** via the A6, M60 and M56	EB	37:58	32:17	58:49	38:09	33:11	38:53
		WB	40:50	30:16	47:10	41:04	33:44	37:40
3	**A6 High Lane to Manchester Airport** via Poynton, the A555 and Heald Green	EB	35:15	32:45	46:19	35:56	32:18	38:26
		WB	38:44	31:49	40:27	38:14	30:59	35:23
4	**A6 High Lane to Manchester Airport** via Davenport, Cheadle Hulme & Heald Green	EB	45:14	36:00	53:05	40:20	34:12	40:14
		WB	50:11	34:05	45:09	41:36	35:00	38:58
5	**A34** from M60 to Dean Row Road (Wilmslow)	NB	16:11	10:32	15:43	11:12	08:44	11:11
		SB	13:09	10:17	16:09	13:26	09:23	10:59
6	**Woodford to Manchester Airport** via the A5102, Finney Green and Styal	EB	20:03	18:16	19:45	19:59	16:10	19:31
		WB	22:45	18:49	21:40	17:50	16:04	17:49
7	**King Street West (Stockport) to Manchester Airport** via A560 and M56	EB	32:13	23:31	35:33	25:30	20:16	24:03
		WB	37:16	22:27	36:20	23:58	19:34	24:14
8	**Cheadle to Bramhall** via Cheadle Road and Ack Lane West	NB	17:07	13:11	17:49	12:04	10:18	11:55
		SB	17:11	12:49	18:33	13:00	11:05	12:47
9	**A6 (Cale Green) to Woodford** via Bramhall	NB	19:26	14:32	18:00	14:31	12:07	13:09
		SB	20:18	13:56	18:09	12:51	11:18	13:08
10	**Dean Lane (Hazel Grove) to Manchester Airport** via Cheadle Hulme & Heald Green	EB	31:39	25:23	33:18	27:59	22:41	26:23
		WB	32:17	23:29	29:01	26:35	22:03	26:44

11	**A6** from (between Mill Ln & Norbury Hollow Road) to A6015 Albion Rd junction Journey Times are reported as mm:ss	EB	11:10	11:49	13:40	13:19	12:44	13:57
		WB	23:40	11:25	10:21	13:19	12:15	12:55

Summary of the final impacts of the A555 scheme on journey times across the study area:

- **The scheme is continuing to provide an average journey time saving of approximately 50% between the A6 at High Lane and Manchester Airport via the A555, when compared to Year Five journey times along the existing/ alternative Routes** 2(via the A6, M60 and M56), Route 3 (via Poynton, the A555 and Heald Green) and Route 4 (via Davenport, Cheadle Hulme and Heald Green).
- **This equates to an average Year Five journey time saving per trip to/ from the A6 at High Lane and Manchester Airport of between 16–27 minutes in the AM peak, 15–19 minutes in the inter peak and 18-26 minutes in the PM peak when using the A555 scheme,** compared to the existing alternative Routes 2, 3 and 4.
- To assist in understanding the true impact of the scheme, and thus its causal attribution, the Year Five average journey times along the scheme were compared with the Baseline journey times along the existing/ alternative Routes 2, 3 and 4. This highlighted that average Year Five journey times along the A555 scheme to/ from the A6/ Windlehurst Lane at High Lane and Manchester Airport are approximately half of those experienced in the Baseline via the existing/ alternative Routes 2, 3 and 4. This equates to actual journey time savings of 14 - 26 minutes in the AM peak, 12 - 18 minutes in the inter peak and 18 - 26 in the PM peak.
- A comparison of the Year Five and the Baseline average journey times highlighted how journey times have changed across the wider study area. This indicated that average journey times in the inter peak have remained consistent with the Baseline (pre-scheme) times for more than half of the routes, including Routes 2 WB, 4 WB, 5 NB, 6, 7, 8, 9, and 10 WB. Routes 2 EB, 3, 4 EB, 5 SB, 10EB and 11 show slight increase in average journey times of 1-3.5 minutes in the inter peak.
- Generally, the average journey times experienced in Year Five in the AM and PM are within +/ - 3 minutes of the journey times recorded within the Baseline. Routes 2, 4 and 10 in the AM peak eastbound direction all noted increases of 4-6 minutes in the average journey times. Route 2 PM peak eastbound also noted increases of a similar magnitude.
- The most significant increase in average journey times was noted along Route 11 in the AM peak, from the A6 from (between Mill Lane & Norbury Hollow Road) to A6015 Albion Road junction. In the AM peak westbound direction, average journey times are now typically 10 minutes longer than Baseline/ pre-scheme journey times, with the majority of this increase occurring between Disley and High Lane. Although this increase in journey times is slightly lower than that experienced at Year One, it is still a significant increase.
- The largest increases in average journey times were observed in the AM peak. It is noted that within the PM peak, the shoulder peak 4-5pm observed slightly higher average journey times in the majority of cases, suggesting that the PM peak is spreading/ starting slightly earlier than the core 5 - 6pm peak hour. Conversely, the AM peak average journey times are higher in the core 8 - 9am peak hour.
- The largest Year Five average journey time saving was noted in Route 3 (via Poynton, the A555 and Heald Green) in the AM peak in a westbound direction. Although a slight journey time saving was noted at Year One, this has increased to almost 6 minutes at Year Five, with the cumulative journey time graphs highlighting the savings are largely on the approach to Poynton. This may be due to the initial outcomes of the A523 Roy Chadwick Way (PRR), which opened in March 2023.

Average Journey Times Through Local Centres:

- The Year Five average journey times along existing routes through local centres to/ from Manchester Airport in the inter peak have remained broadly consistent with Baseline journey times. Route 12 from Stockport town centre to Manchester Airport Year Five eastbound noted the most significant increases across all time periods, between 2.5 – 3.5 minutes. The Year Five eastbound AM peak average journey times have typically increased by 1-2 minutes, while the westbound AM peak is largely consistent with the Baseline journey times. Average Year Five PM peak journey times are broadly either consistent or have decreased since the Baseline – with the exception being Route 15 to/ from Poynton in a westbound direction, which has increased by 2 minutes.

- The Year Five average journey times along existing routes through local centres to/ from Handforth Dean in the inter peak are broadly consistent with those reported at the Baseline. Route 19 to/ from Cheadle Hulme, Routes 20 and 21 eastbound to Hazel Grove and Route 22 westbound from Poynton indicating an increase in average journey times of just over 1 minute. Some of these increases may be due to the additional traffic signals that have been implemented as part of the scheme, for example along Route 20 to/ from Hazel Grove via Poynton, users now pass through four additional traffic signals, with Route 22 to/ from Poynton now incurring three additional signalised junctions. While a number of the local centres have incurred an additional 1-2.5 minutes on average journey times during the AM peak, the PM peak was largely consistent with the Baseline. Furthermore, a number of routes highlighted a reduction in average journey times during the AM and PM peaks, with the largest being along Route 20 westbound from Hazel Grove, which noted a saving of over 4.5 minutes.

Journey Time Reliability

Journey time reliability has been assessed using the 25th to 75th percentile journey time range, as this inter-quartile range represents the core 50% of journey times. The change in the journey times within this inter-quartile range has been used as an indicator for a change in journey time reliability. A reduction in this range indicates a more reliable journey time as there is effectively less variation in the average journey times. Conversely, an increase in the range of 25th to 75th percentile journey times indicates a less reliable journey time as there is a greater variation in the day-to-day journey time.

- The 95th percentile journey times indicated some significant journey times, which suggests that a small number of journeys are experiencing significant delays. This is further demonstrated when examining the median journey time (i.e. the middle value) and comparing it to the average journey time. The median journey time is consistently lower than the average journey time, which indicates that there are a relatively small number of 'delayed' journeys which are causing the overall average journey times to increase.
- A 'traffic light' summary of the key journey time reliability findings showed how the Year Five journey time reliability for each route, by direction and peak period, has changed since the Baseline/ the scheme was implemented. Red indicated a deterioration in journey time reliability, amber corresponded to journey times remaining consistent (within 30 seconds) and green highlighted an improvement. This indicated that at Year Five, when compared to the Baseline journey time reliability has either remained consistent or improved in 15% of cases. When considering these results, it is important to consider the additional traffic signals that have been implemented across the local road network as part of the scheme. In addition, between 2014 – 2023 the traffic survey data indicated that volumes had increased by just over 15% across the study area, with both of these likely to impact on journey times.

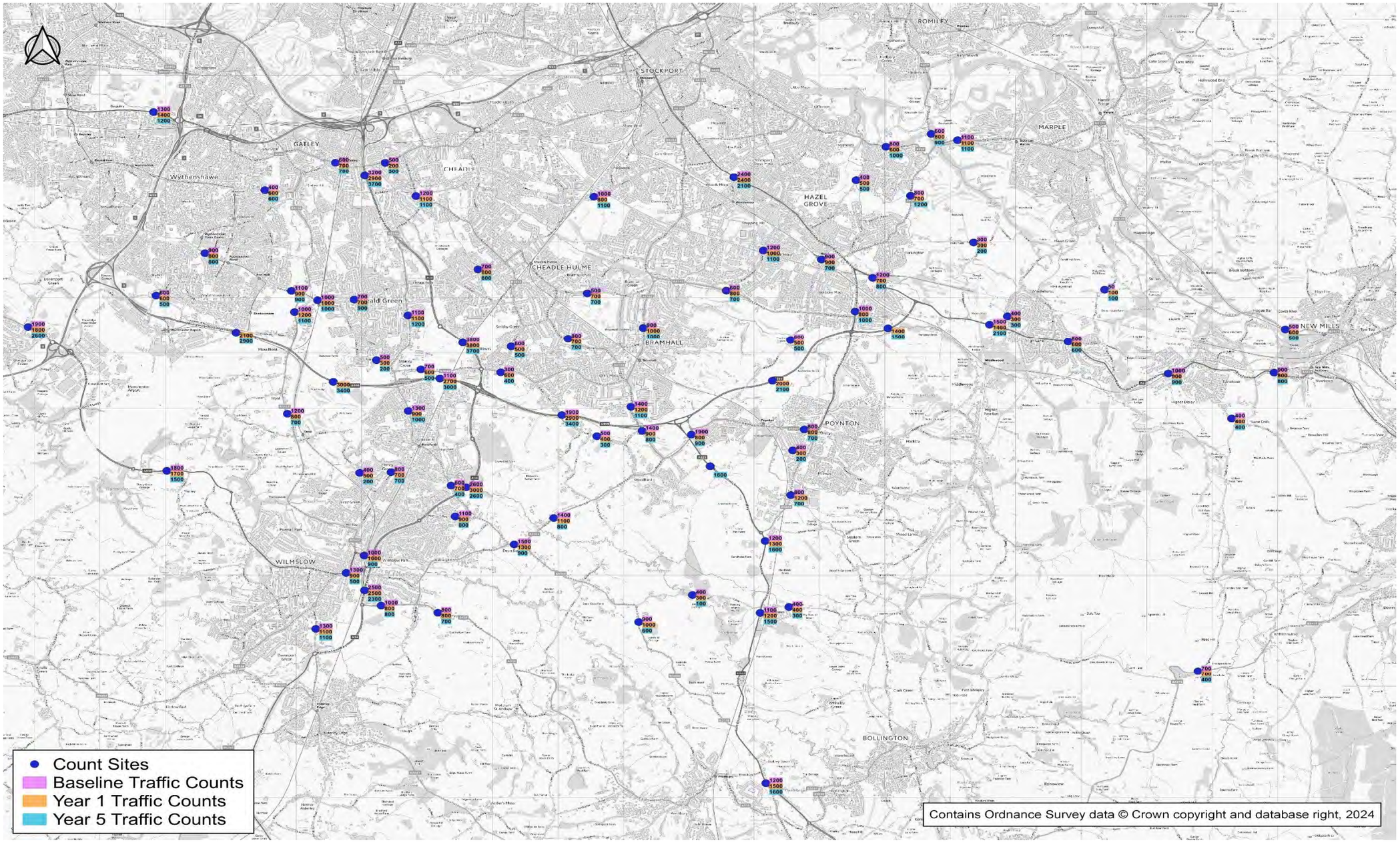
Comparison with Forecast Journey Times

To assist in understanding how the outturn journey times differ from that forecast, the Year One (2019) journey times were compared with the 2017 TR2 forecast traffic models that were produced during the development of the scheme business case. By comparing what was forecast with the actual observed journey times assists in understanding if the scheme is on-track to deliver its benefits as intended. The analysis did not include a similar comparison with Year Five (2023) observed journey times and the modelled design year (the next forecast year available) which was 2032. Due to the timelag between these two dates, it was not considered a like for like comparison..

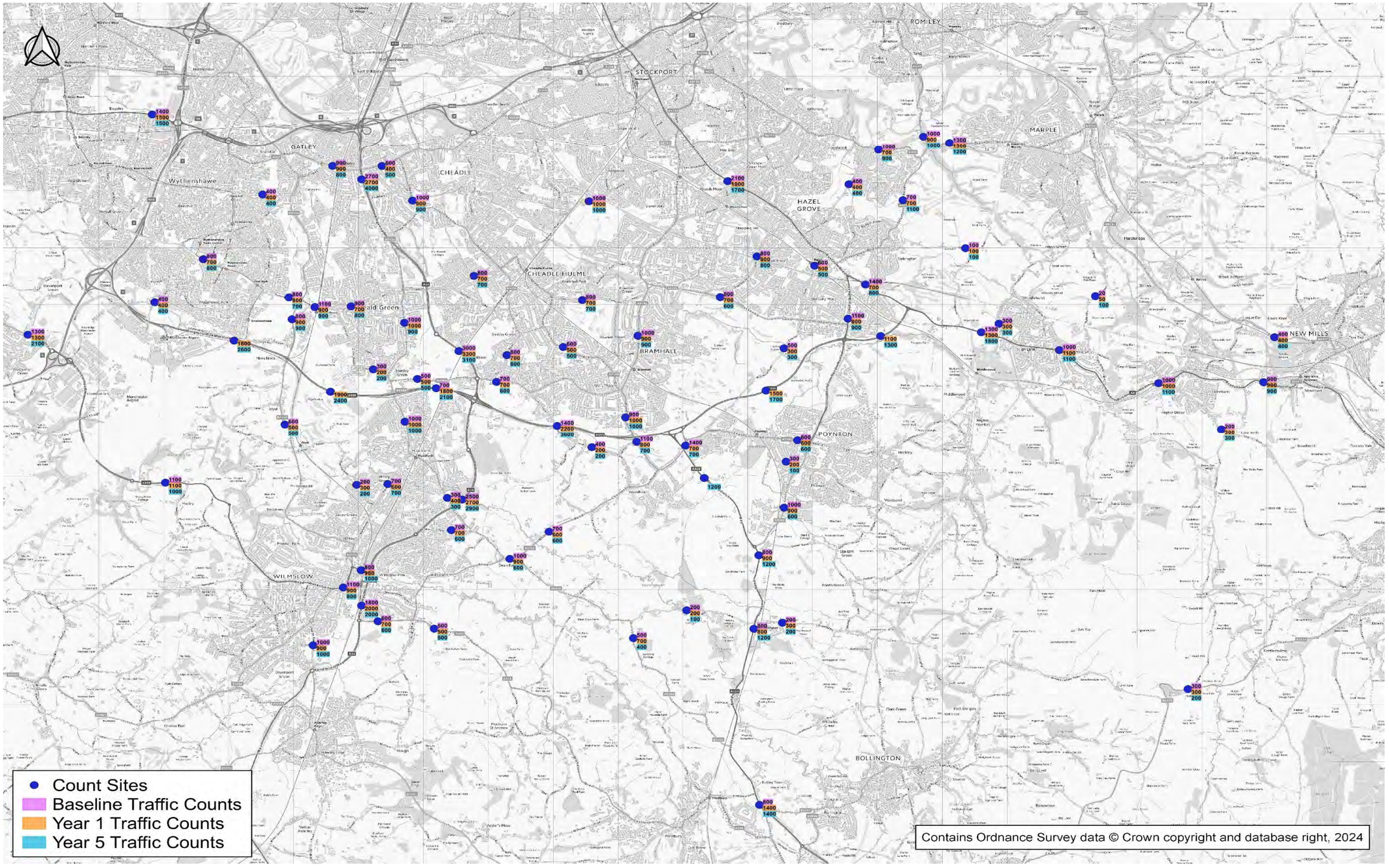
- The forecast journey times along the eleven routes were assessed to determine if they were within 15% of the Year One observed journey times within the AM, inter and PM peaks. Journey times along the scheme achieved this criterion, and overall, 53% of the routes achieved the criteria. This highlights that in the first year of opening, the scheme was delivering the journey time saving that it forecast along its length, and is thus delivering the benefits it intended.

Appendix A. Traffic Volume Plots & Tables

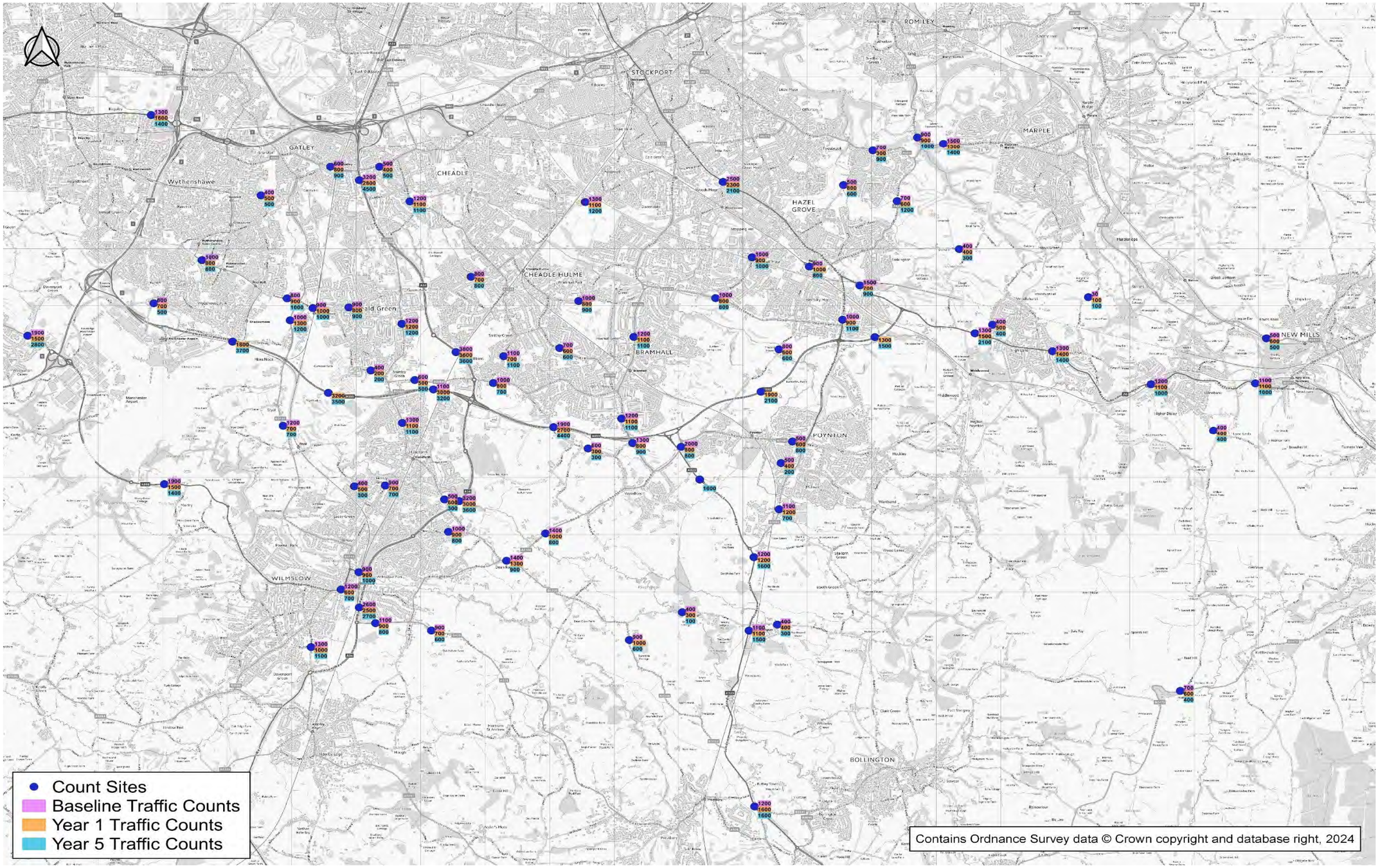
A.1 AM Peak (8-9am)



A.2 Inter Peak (10am – 4pm)



A.3 PM Peak (5-6pm)



A.4 AM Peak Screenline Traffic Volume Summary

Site ID	Description	AM Peak			Change in AM Peak at Year Five from:			
		Year Five	Year One	Baseline	Year One Actual	Year One %	Baseline Actual	Baseline %
	Screenline 1: Wythenshawe							
69	Bailey Lane, Wythenshawe	500	600	600	-100	-17%	-100	-17%
56	Simonsway, Wythenshawe	800	800	900	0	0%	-100	-11%
4	Hollyhedge Road, Sharston	600	600	400	0	0%	200	50%
	TOTAL SCREENLINE 1: Wythenshawe	**1,900**	**2,000**	**1,900**	**-100**	**-5%**	**0**	**0%**
	Screenline 2: Hazel Grove	**Year Five**	**Year One**	**Baseline**	**Year One Actual**	**Year One %**	**Baseline Actual**	**Baseline %**
17	A5143 Jacksons Lane	700	800	600	-100	-13%	100	17%
29	Bramhall Moor Lane, Hazel Grove	1,100	1,000	1,200	100	10%	-100	-8%
81	A6 Buxton Road, (north of Woodsmoor Lane) Stockport	2,100	2,400	2,400	-300	-13%	-300	-13%
12	A626 Marple Road	1,000	600	800	400	67%	200	25%
	TOTAL SCREENLINE 2: Hazel Grove	**4,900**	**4,800**	**5,000**	**100**	**2%**	**-100**	**-2%**
	Screenline 3: North of A555	**Year Five**	**Year One**	**Baseline**	**Year One Actual**	**Year One %**	**Baseline Actual**	**Baseline %**
79	A34 Kingsway / South of Eden Park Road, Handforth	3,700	3,800	3800	-100	-3%	-100	-3%
15	A5102 Woodford Road	1,100	1,200	1400	-100	-8%	-300	-21%
35	Woodford Road, Hazel Grove	500	500	600	0	0%	-100	-17%

7	A523 Macclesfield Road	1,000	800	1000	200	25%	0	0%
6	A6 Buxton Road (east of P&R site)	800	700	1200	100	14%	-400	-33%
	TOTAL SCREENLINE 3: North of A555	**7,100**	**7,000**	**8,000**	**100**	**1%**	**-900**	**-11%**

	Screenline 4: South of A555	**Year Five**	**Year One**	**Baseline**	**Year One Actual**	**Year One %**	**Baseline Actual**	**Baseline %**
22	B5166 Hollin Lane, Styal	700	800	1,200	-100	-13%	-500	-42%
62	Wilmslow Road, Handforth	1,000	900	1,300	100	11%	-300	-23%
52+53	A34, Handforth	2,600	3,000	2,600	-400	-13%	0	0%
40	Moor Lane, Woodford	300	400	500	-100	-25%	-200	-40%
16	A5102 Woodford Road - south of A555	800	900	1,400	-100	-11%	-600	-43%
78	A5149 Chester Road/ NE Bridle Rd, Woodford	900	800	1,900	100	13%	-1,000	-53%
89	A523 Roy Chadwick Way (PRR)	1,600	-	-	1600		1600	
19	A5149 Chester Road, Poynton	700	800	800	-100	-13%	-100	-13%
34	Clifford Road, Poynton	200	300	400	-100	-33%	-200	-50%
	TOTAL SCREENLINE 4: South of A555	**8,800**	**7,900**	**10,100**	**900**	**11%**	**-1,300**	**-13%**

	Screenline 5: Handforth	**Year Five**	**Year One**	**Baseline**	**Year One Actual**	**Year One %**	**Baseline Actual**	**Baseline %**
9	A538 Altrincham Road	1,500	1,700	1,800	-200	-12%	-300	-17%
22	B5166 Hollin Lane, Styal	700	800	1,200	-100	-13%	-500	-42%
39	Stanneylands Road, Styal	200	500	400	-300	-60%	-200	-50%
38	Manchester Road, Handforth	700	700	800	0	0%	-100	-13%
24	B5358 Handforth Road, Handforth Dean	400	700	600	-300	-43%	-200	-33%

52+53	A34, Handforth	2,600	3,000	2,600	-400	-13%	0	0%
	TOTAL SCREENLINE 5: Handforth	**6,100**	**7,400**	**7,400**	**-1300**	**-18%**	**-1300**	**-18%**

	Screenline 6: Windlehurst	**Year Five**	**Year One**	**Baseline**	**Year One Actual**	**Year One %**	**Baseline Actual**	**Baseline %**
55	A6 Buxton Road (W of Windlehurst Road), High Lane	2,100	1,400	1,500	700	50%	600	40%
33	Torkington Road, Hazel Grove	200	300	300	-100	-33%	-100	-33%
13	A626 Stockport Road, Marple	1,100	1,100	1,100	0	0%	0	0%
	TOTAL SCREENLINE 6: Windlehurst	**3,400**	**2,800**	**2,900**	**600**	**21%**	**500**	**17%**

	Screenline 7: New Mills/ Disley	**Year Five**	**Year One**	**Baseline**	**Year One Actual**	**Year One %**	**Baseline Actual**	**Baseline %**
74	B5470 Macclesfield Road, West of Higher Lane	400	700	700	-300	-43%	-300	-43%
75	Buxton Old Road, Disley	400	400	400	0	0%	0	0%
42	A6 Buxton Road, New Mills	800	800	900	0	0%	-100	-11%
41	Hague Bar Road, New Mills	500	600	500	-100	-17%	0	0%
13	A626 Stockport Road, Marple	1,100	1,100	1,100	0	0%	0	0%
	TOTAL SCREENLINE 7: New Mills/ Disley	**3,200**	**3,600**	**3,600**	**-400**	**-11%**	**-400**	**-11%**

A.5 Inter Peak Screenline Traffic Volume Summary

Site ID	Description	Inter Peak			Change in Inter Peak at Year Five from:			
		Year Five	Year One	Baseline	Year One Actual	Year One %	Baseline Actual	Baseline %
	Screenline 1: Wythenshawe							
69	Bailey Lane, Wythenshawe	400	400	400	0	0%	0	0%
56	Simonsway, Wythenshawe	800	700	800	100	14%	0	0%
4	Hollyhedge Road, Sharston	400	400	400	0	0%	0	0%
	TOTAL SCREENLINE 1: Wythenshawe	**1,600**	**1,500**	**1,600**	**100**	**7%**	**0**	**0%**
	Screenline 2: Hazel Grove	**Year Five**	**Year One**	**Baseline**	**Year One Actual**	**Year One %**	**Baseline Actual**	**Baseline %**
17	A5143 Jacksons Lane	600	700	800	-100	-14%	-200	-25%
29	Bramhall Moor Lane, Hazel Grove	800	800	800	0	0%	0	0%
81	A6 Buxton Road, (north of Woodsmoor Lane) Stockport	1,700	1,900	2,100	-200	-11%	-400	-19%
12	A626 Marple Road	900	700	1,000	200	29%	-100	-10%
	TOTAL SCREENLINE 2: Hazel Grove	**4,000**	**4,100**	**4,700**	**-100**	**-2%**	**-700**	**-15%**
	Screenline 3: North of A555	**Year Five**	**Year One**	**Baseline**	**Year One Actual**	**Year One %**	**Baseline Actual**	**Baseline %**
79	A34 Kingsway / South of Eden Park Road, Handforth	3,100	3,300	3,000	-200	-6%	100	3%
15	A5102 Woodford Road	1,000	1,000	900	0	0%	100	11%
35	Woodford Road, Hazel Grove	300	300	500	0	0%	-200	-40%

7	A523 Macclesfield Road	900	800	1,100	100	13%	-200	-18%
6	A6 Buxton Road (east of P&R site)	800	700	1,400	100	14%	-600	-43%
	TOTAL SCREENLINE 3: North of A555	**6,100**	**6,100**	**6,900**	**0**	**0%**	**-800**	**-12%**

	Screenline 4: South of A555	**Year Five**	**Year One**	**Baseline**	**Year One Actual**	**Year One %**	**Baseline Actual**	**Baseline %**
22	B5166 Hollin Lane, Styal	500	500	600	**0**	**0%**	**-100**	**-17%**
62	Wilmslow Road, Handforth	1,000	1,000	1,000	**0**	**0%**	**0**	**0%**
52+53	A34, Handforth	2,900	2,700	2,500	**200**	**7%**	**400**	**16%**
40	Moor Lane, Woodford	200	200	400	**0**	**0%**	**-200**	**-50%**
16	A5102 Woodford Road - south of A555	700	800	1,100	**-100**	**-13%**	**-400**	**-36%**
78	A5149 Chester Road/ NE Bridle Rd, Woodford	700	700	1,400	**0**	**0%**	**-700**	**-50%**
89	A523 Roy Chadwick Way (PRR)	1,200	-	-	**1,200**		**1,200**	
19	A5149 Chester Road, Poynton	600	600	600	**0**	**0%**	**0**	**0%**
34	Clifford Road, Poynton	100	200	300	**-100**	**-50%**	**-200**	**-67%**
	TOTAL SCREENLINE 4: South of A555	**7,900**	**6,700**	**7,900**	**1,200**	**18%**	**0**	**0%**

	Screenline 5: Handforth	**Year Five**	**Year One**	**Baseline**	**Year One Actual**	**Year One %**	**Baseline Actual**	**Baseline %**
9	A538 Altrincham Road	1,000	1,100	1,100	-100	-9%	-100	-9%
22	B5166 Hollin Lane, Styal	500	500	600	0	0%	-100	-17%
39	Stanneylands Road, Styal	200	300	200	-100	-33%	0	0%
38	Manchester Road, Handforth	700	600	700	100	17%	0	0%
24	B5358 Handforth Road, Handforth Dean	300	400	300	-100	-25%	0	0%

52+53	A34, Handforth	2,900	2,700	2,500	200	7%	400	16%
	TOTAL SCREENLINE 5: Handforth	**5,600**	**5,600**	**5,400**	**0**	**0%**	**200**	**4%**

	Screenline 6: Windlehurst	**Year Five**	**Year One**	**Baseline**	**Year One Actual**	**Year One %**	**Baseline Actual**	**Baseline %**
55	A6 Buxton Road (W of Windlehurst Road), High Lane	1,800	1,300	1,300	500	38%	500	38%
33	Torkington Road, Hazel Grove	100	100	100	0	0%	0	0%
13	A626 Stockport Road, Marple	1,200	1,300	1,300	-100	-8%	-100	-8%
	TOTAL SCREENLINE 6: Windlehurst	**3,100**	**2,700**	**2,700**	**400**	**15%**	**400**	**15%**

	Screenline 7: New Mills/ Disley	**Year Five**	**Year One**	**Baseline**	**Year One Actual**	**Year One %**	**Baseline Actual**	**Baseline %**
74	B5470 Macclesfield Road, West of Higher Lane	200	300	300	-100	-33%	-100	-33%
75	Buxton Old Road, Disley	300	300	200	0	0%	100	50%
42	A6 Buxton Road, New Mills	900	900	900	0	0%	0	0%
41	Hague Bar Road, New Mills	400	400	400	0	0%	0	0%
13	A626 Stockport Road, Marple	1,200	1,300	1,300	-100	-8%	-100	-8%
	TOTAL SCREENLINE 7: New Mills/ Disley	**3,000**	**3,200**	**3,100**	**-200**	**-6%**	**-100**	**-3%**

A.6 PM Peak Screenline Traffic Volume Summary

Site ID	Description	PM Peak			Change in PM Peak at Year Five from:			
		Year Five	Year One	Baseline	Year One Actual	Year One %	Baseline Actual	Baseline %
	Screenline 1: Wythenshawe							
69	Bailey Lane, Wythenshawe	500	700	600	-200	-29%	-100	-17%
56	Simonsway, Wythenshawe	800	800	1,000	0	0%	-200	-20%
4	Hollyhedge Road, Sharston	500	500	400	0	0%	100	25%
	TOTAL SCREENLINE 1: Wythenshawe	**1,800**	**2,000**	**2,000**	**-200**	**-10%**	**-200**	**-10%**
	Screenline 2: Hazel Grove	**Year Five**	**Year One**	**Baseline**	**Year One Actual**	**Year One %**	**Baseline Actual**	**Baseline %**
17	A5143 Jacksons Lane	800	800	1,000	0	0%	-200	-20%
29	Bramhall Moor Lane, Hazel Grove	1,000	900	1,000	100	11%	0	0%
81	A6 Buxton Road, (north of Woodsmoor Lane) Stockport	2,100	2,300	2,500	-200	-9%	-400	-16%
12	A626 Marple Road	900	300	700	600	200%	200	29%
	TOTAL SCREENLINE 2: Hazel Grove	**4,800**	**4,300**	**5,200**	**500**	**12%**	**-400**	**-8%**
	Screenline 3: North of A555	**Year Five**	**Year One**	**Baseline**	**Year One Actual**	**Year One %**	**Baseline Actual**	**Baseline %**
79	A34 Kingsway / South of Eden Park Road, Handforth	3,600	3,600	3,800	0	0%	-200	-5%
15	A5102 Woodford Road	1,100	1,100	1,200	0	0%	-100	-8%
35	Woodford Road, Hazel Grove	600	600	800	0	0%	-200	-25%

7	A523 Macclesfield Road	1,100	900	1,000	200	22%	100	10%
6	A6 Buxton Road (east of P&R site)	900	700	1,500	200	29%	-600	-40%
	TOTAL SCREENLINE 3: North of A555	**7,300**	**6,900**	**8,300**	**400**	**6%**	**-1000**	**-12%**

	Screenline 4: South of A555	**Year Five**	**Year One**	**Baseline**	**Year One Actual**	**Year One %**	**Baseline Actual**	**Baseline %**
22	B5166 Hollin Lane, Styal	700	700	1,200	0	0%	-500	-42%
62	Wilmslow Road, Handforth	1,100	1,100	1,300	0	0%	-200	-15%
52+53	A34, Handforth	3,600	3,000	3,200	600	20%	400	13%
40	Moor Lane, Woodford	300	300	600	0	0%	-300	-50%
16	A5102 Woodford Road - south of A555	900	800	1,300	100	13%	-400	-31%
78	A5149 Chester Road/ NE Bridle Rd, Woodford	800	800	2,000	0	0%	-1,200	-60%
89	A523 Roy Chadwick Way (PRR)	1,600	-	-	1,600		1,600	
19	A5149 Chester Road, Poynton	800	600	500	200	33%	300	60%
34	Clifford Road, Poynton	200	400	500	-200	-50%	-300	-60%
	TOTAL SCREENLINE 4: South of A555	**10,000**	**7,700**	**10,600**	**2,300**	**30%**	**-600**	**-6%**

	Screenline 5: Handforth	**Year Five**	**Year One**	**Baseline**	**Year One Actual**	**Year One %**	**Baseline Actual**	**Baseline %**
9	A538 Altrincham Road	1,400	1,500	1,900	-100	-7%	-500	-26%
22	B5166 Hollin Lane, Styal	700	700	1,200	0	0%	-500	-42%
39	Stanneylands Road, Styal	300	500	400	-200	-40%	-100	-25%
38	Manchester Road, Handforth	700	700	900	0	0%	-200	-22%
24	B5358 Handforth Road, Handforth Dean	300	600	500	-300	-50%	-200	-40%

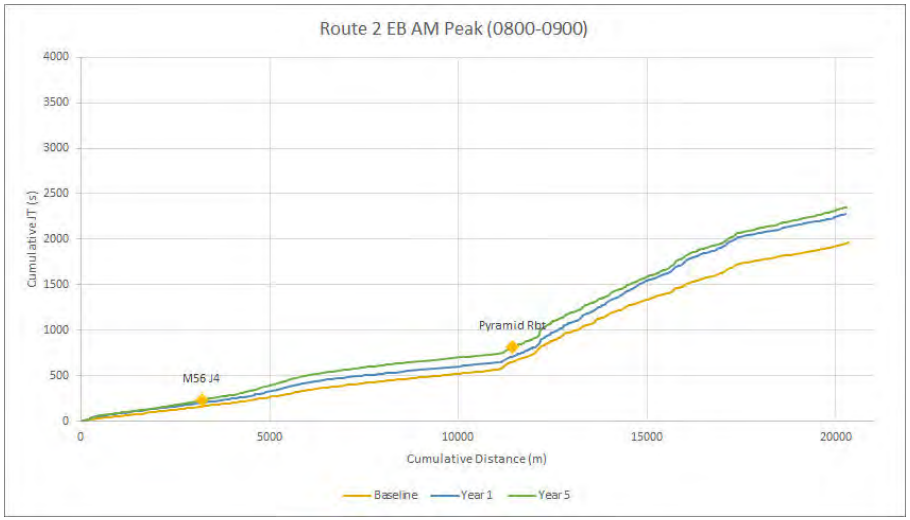
52+53	A34, Handforth	3,600	3,000	3,200	600	20%	400	13%
	TOTAL SCREENLINE 5: Handforth	**7,000**	**7,000**	**8,100**	**0**	**0%**	**-1100**	**-14%**

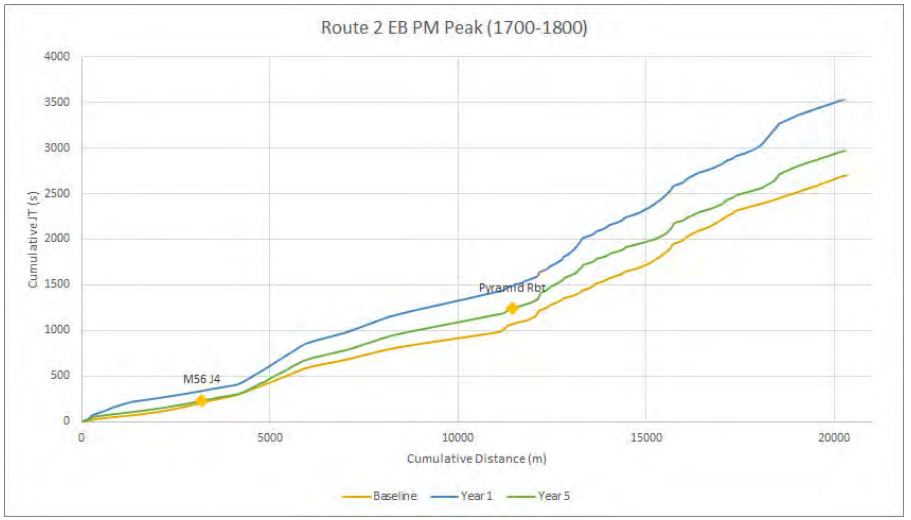
	Screenline 6: Windlehurst	**Year Five**	**Year One**	**Baseline**	**Year One Actual**	**Year One %**	**Baseline Actual**	**Baseline %**
55	A6 Buxton Road (W of Windlehurst Road), High Lane	2,100	1,500	1,300	600	40%	800	62%
33	Torkington Road, Hazel Grove	300	400	400	-100	-25%	-100	-25%
13	A626 Stockport Road, Marple	1,400	1,300	1,500	100	8%	-100	-7%
	TOTAL SCREENLINE 6: Windlehurst	**3,800**	**3,200**	**3,200**	**600**	**19%**	**600**	**19%**

	Screenline 7: New Mills/ Disley	**Year Five**	**Year One**	**Baseline**	**Year One Actual**	**Year One %**	**Baseline Actual**	**Baseline %**
74	B5470 Macclesfield Road, West of Higher Lane	400	600	700	-200	-33%	-300	-43%
75	Buxton Old Road, Disley	400	400	400	0	0%	0	0%
42	A6 Buxton Road, New Mills	1,000	1,100	1,100	-100	-9%	-100	-9%
41	Hague Bar Road, New Mills	500	600	500	-100	-17%	0	0%
13	A626 Stockport Road, Marple	1,400	1,300	1,500	100	8%	-100	-7%
	TOTAL SCREENLINE 7: New Mills/ Disley	**3,700**	**4,000**	**4,200**	**-300**	**-8%**	**-500**	**-12%**

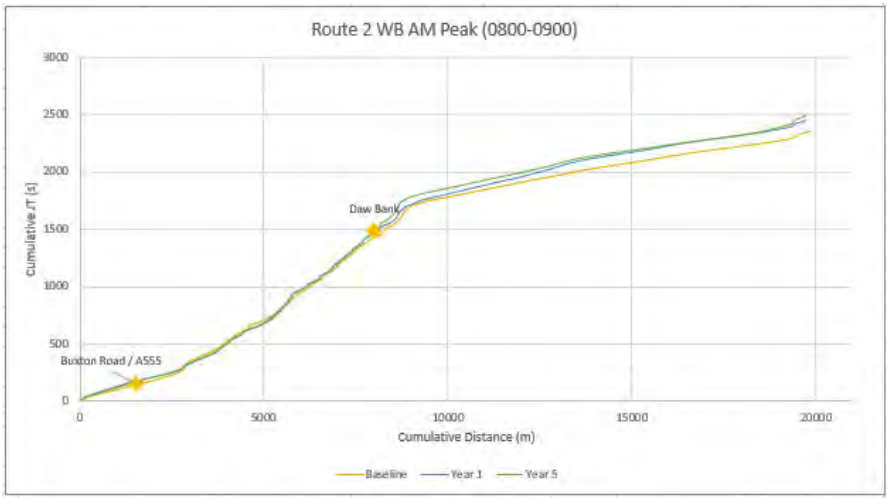
Appendix B. Cumulative Journey Time Graphs

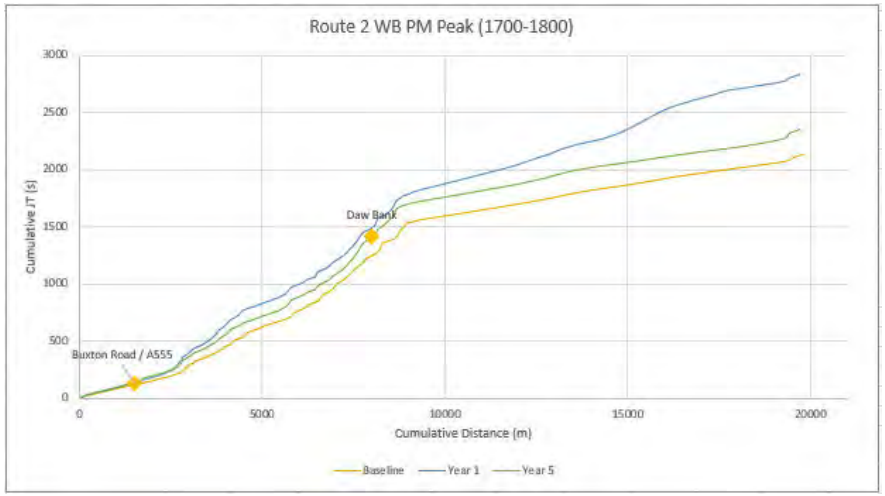
B.1 Route 2 – A6 High Lane to Manchester Airport via the A6 and M60: Eastbound



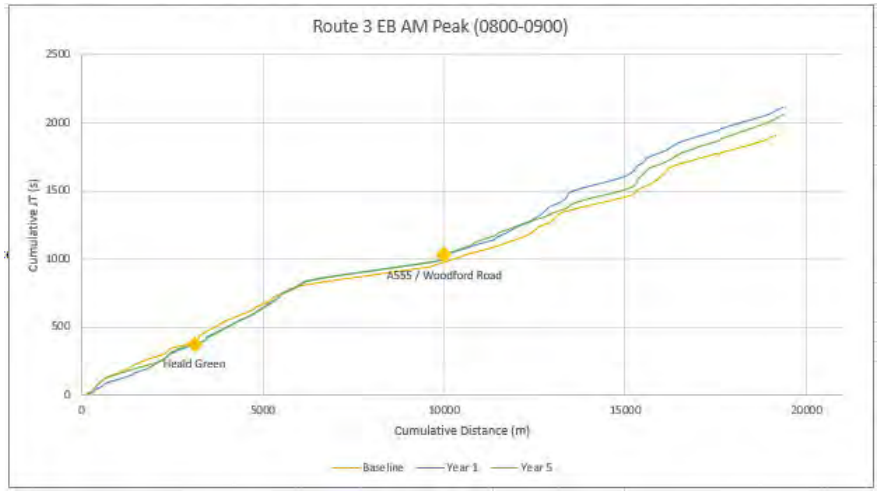


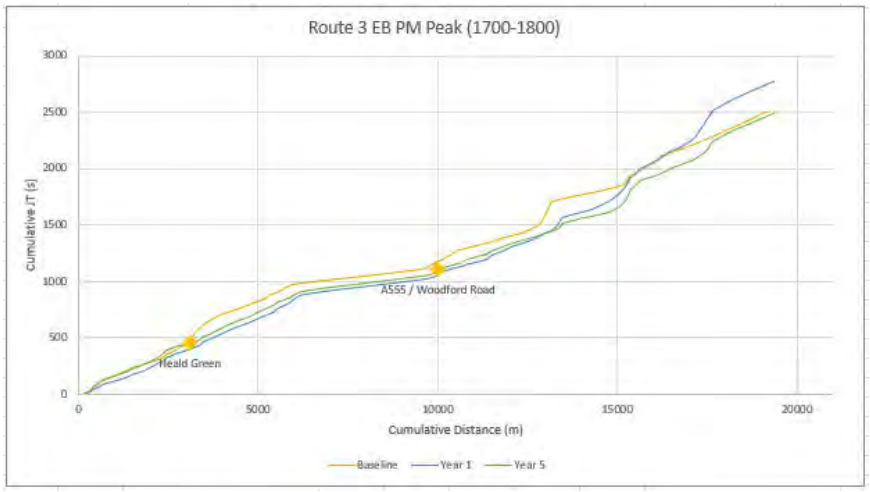
Route 2 – A6 High Lane to Manchester Airport via the A6 and M60: Westbound



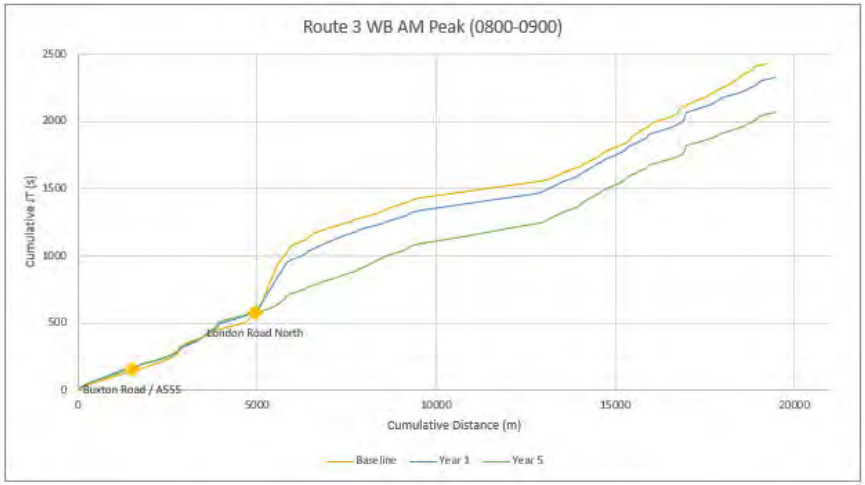


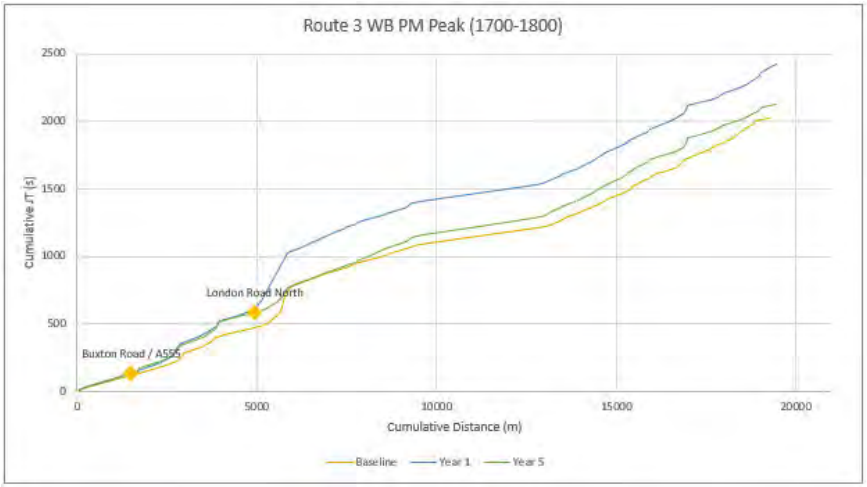
B.2 Route 3 – A6 High Lane to Manchester Airport via Poynton and A555: Eastbound



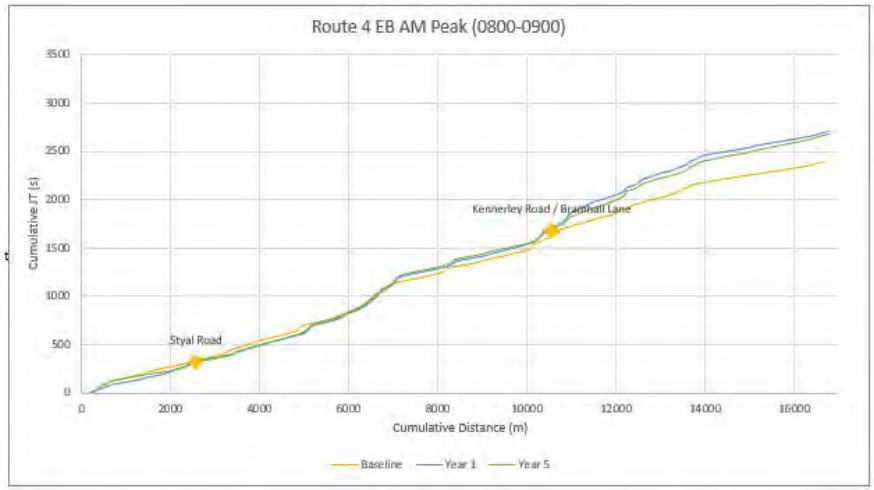


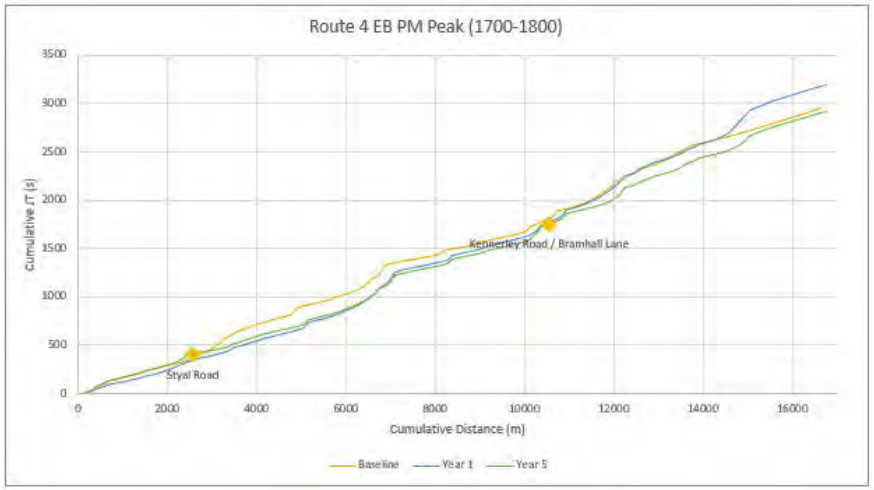
B.3 Route 3 – A6 High Lane to Manchester Airport via Poynton and A555: Westbound



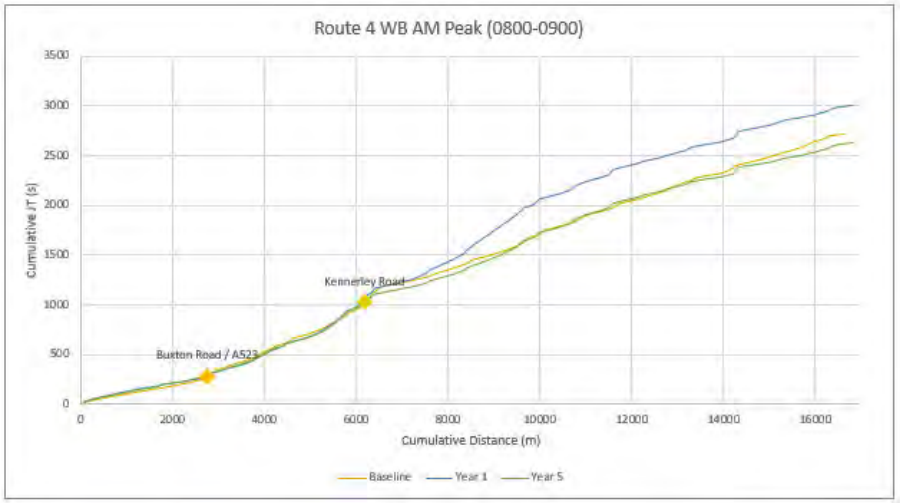


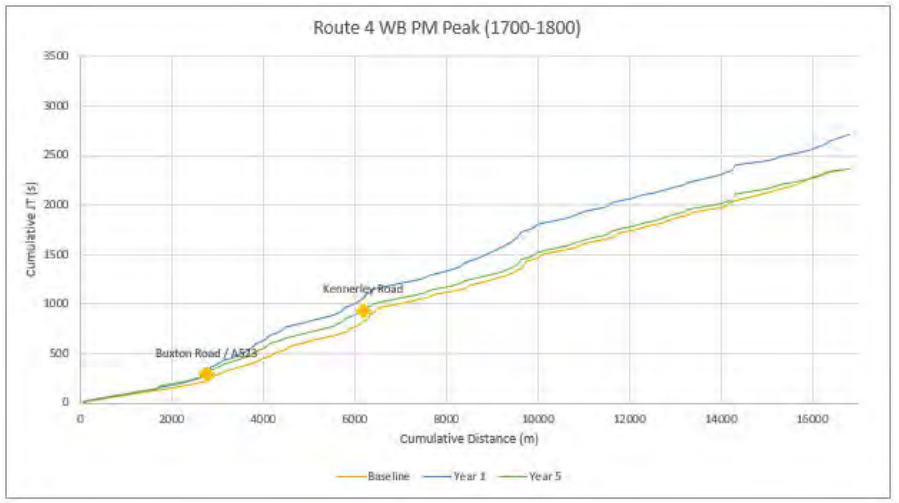
B.4 Route 4 – A6 High Lane to Manchester Airport via Cheadle Hulme (Adswood Road and Ladybridge Road) and Heald Green: Eastbound



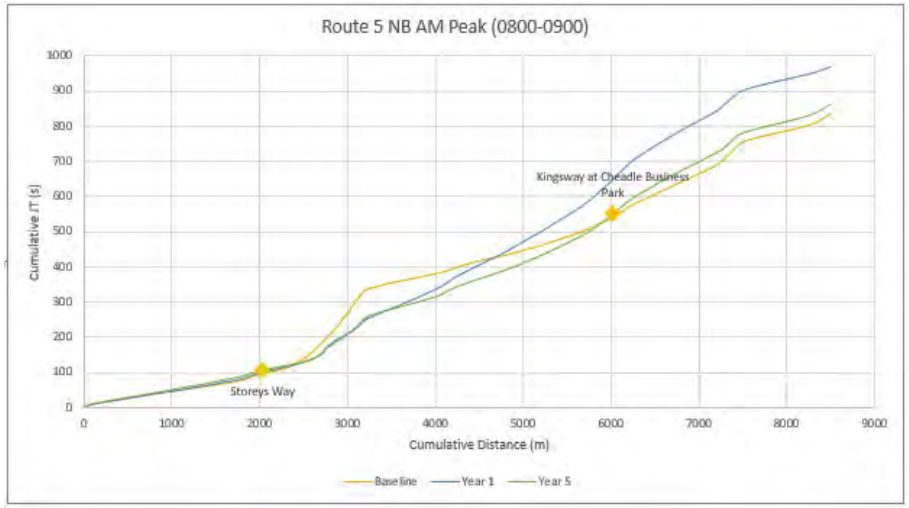


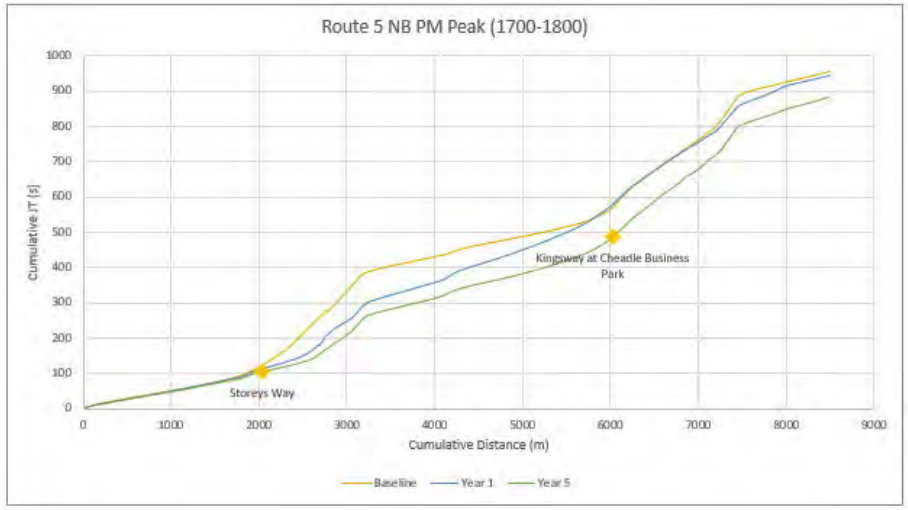
B.5 Route 4 – A6 High Lane to Manchester Airport via Cheadle Hulme (Adswood Road and Ladybridge Road) and Heald Green: Westbound



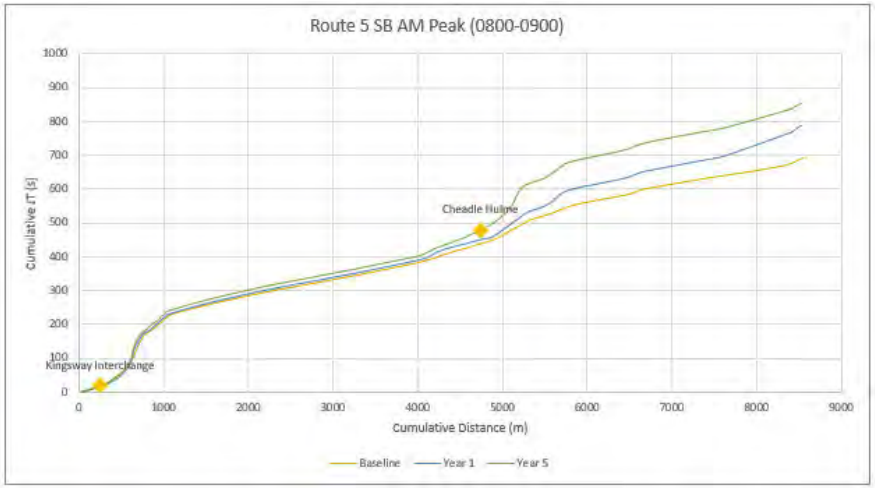


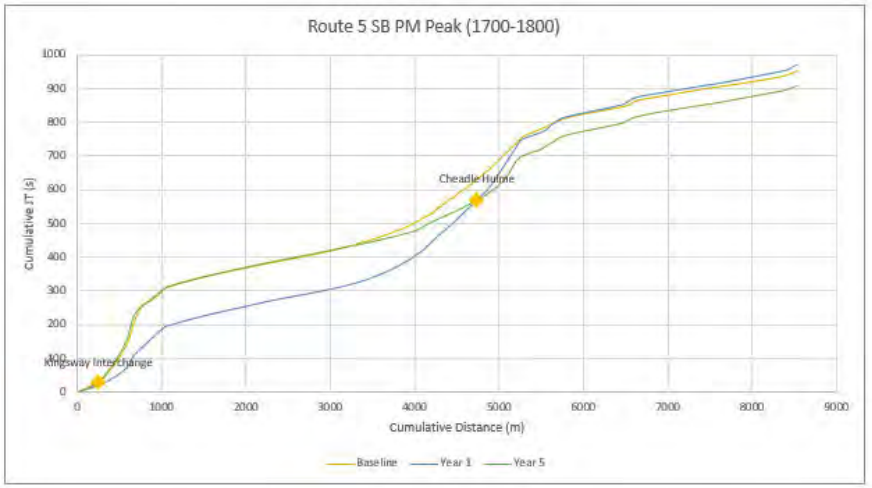
B.6 Route 5 – A34/Dean Row Road to M60: Northbound



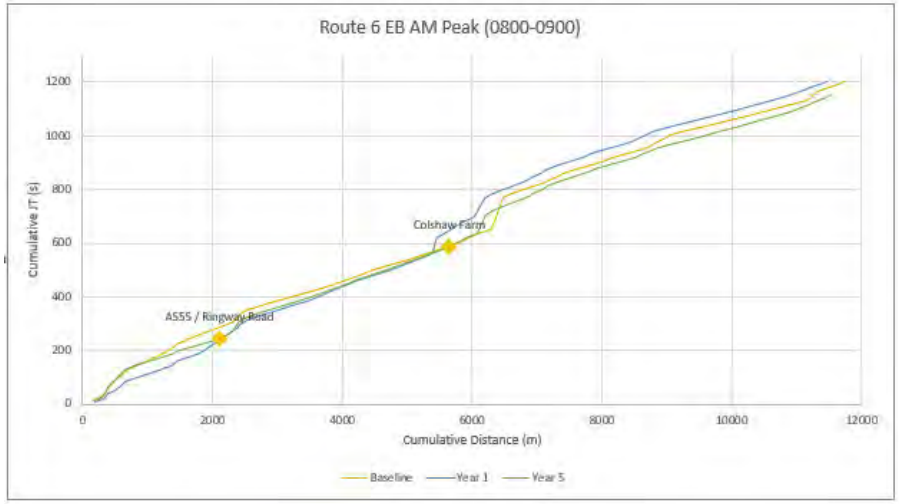


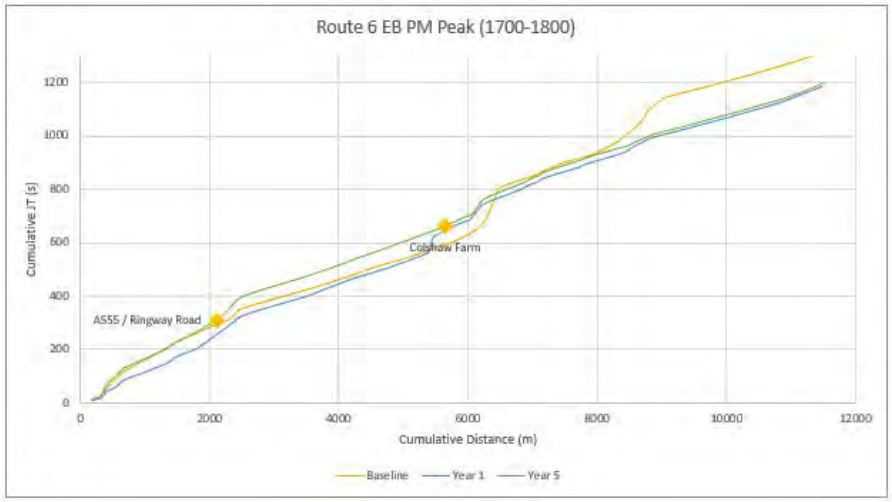
B.7 Route 5 – A34/Dean Row Road to M60: Southbound



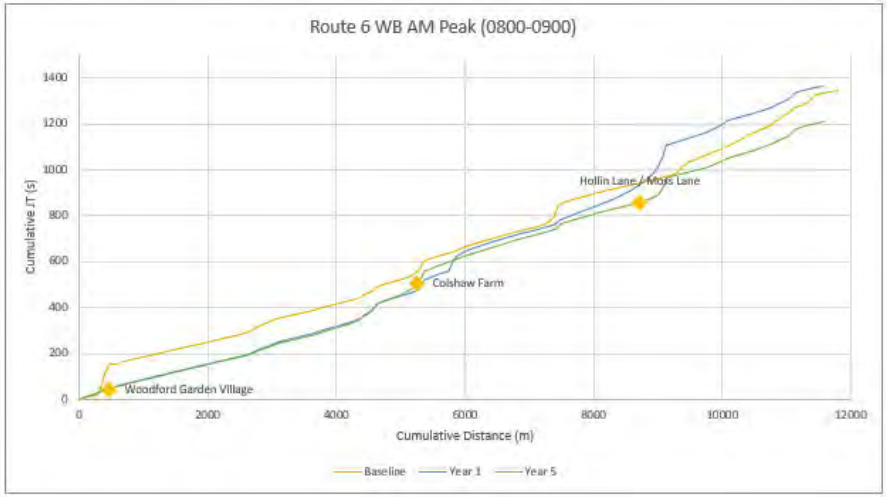


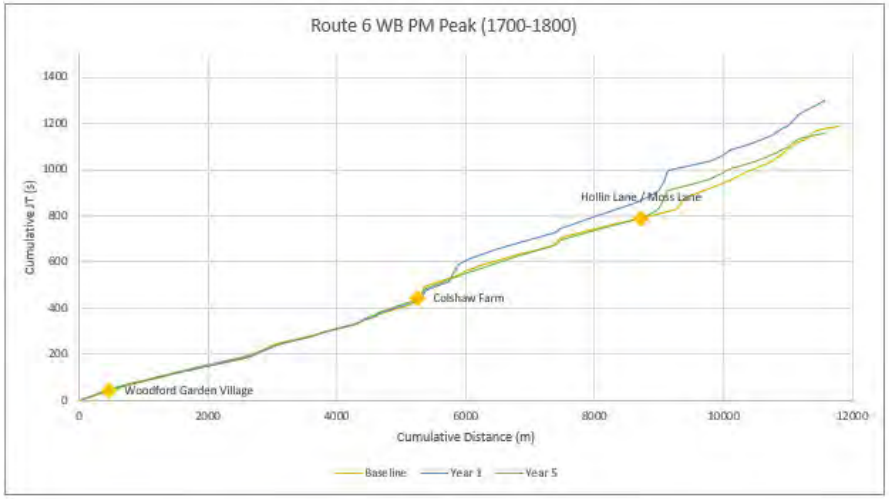
B.8 Route 6 – Woodford to Manchester Airport via A5102 Wilmslow Road and Dean Row Road: Eastbound



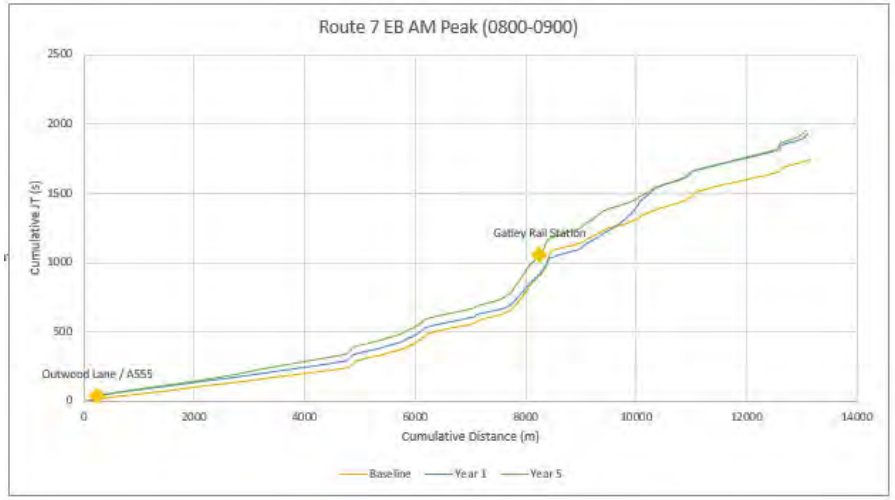


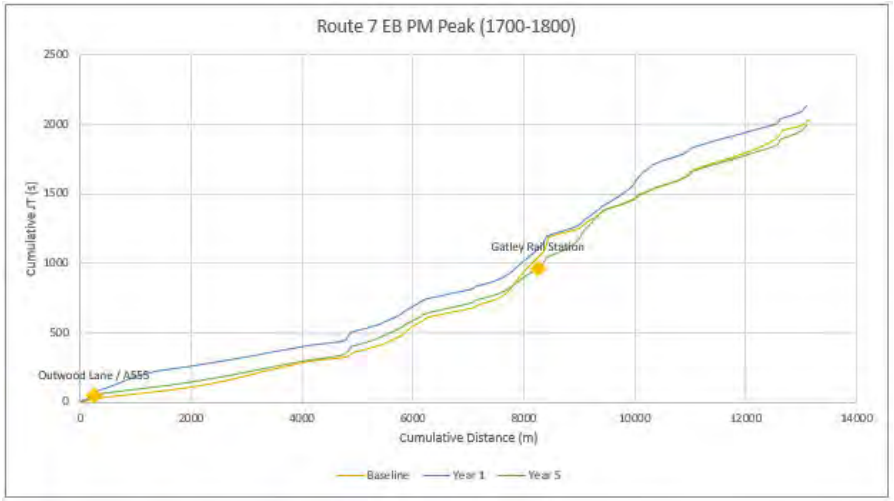
B.9 Route 6 – Woodford to Manchester Airport via A5102 Wilmslow Road and Dean Row Road: Westbound



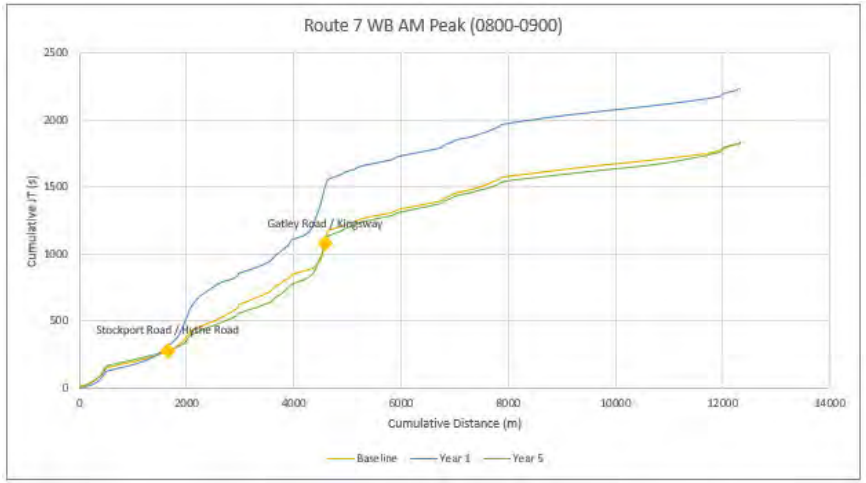


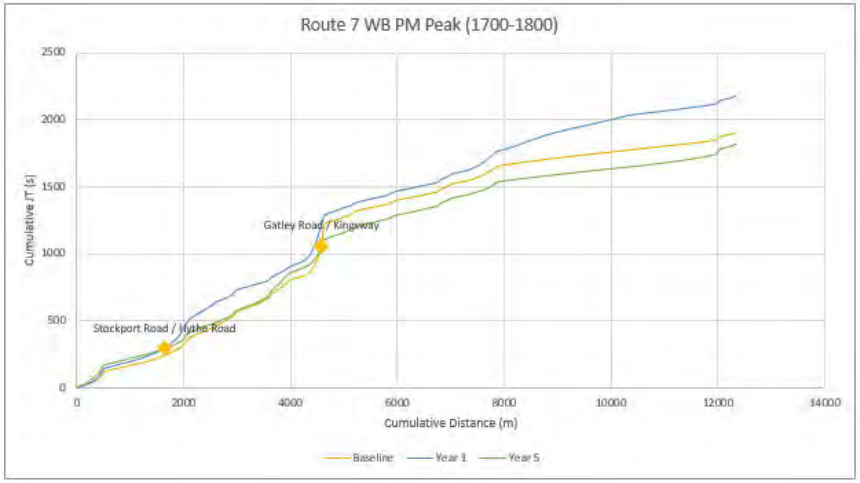
B.10 Route 7 – E/W route Stockport Town Centre (King Street West) to Manchester Airport via A560 and M56: Eastbound



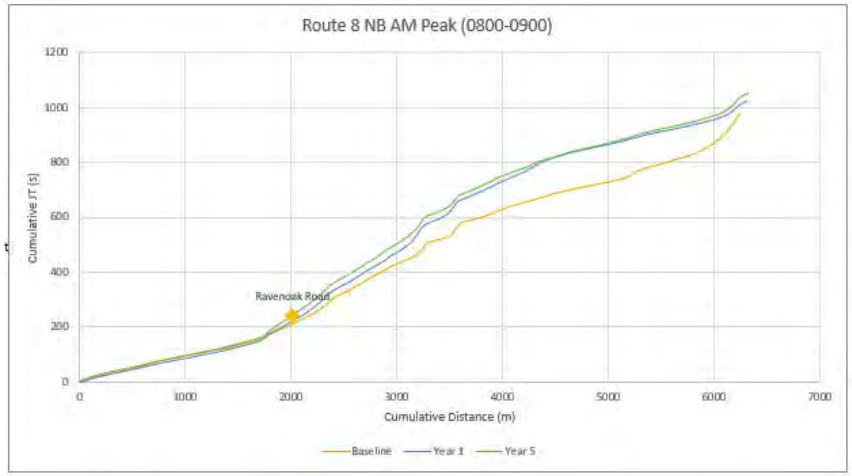


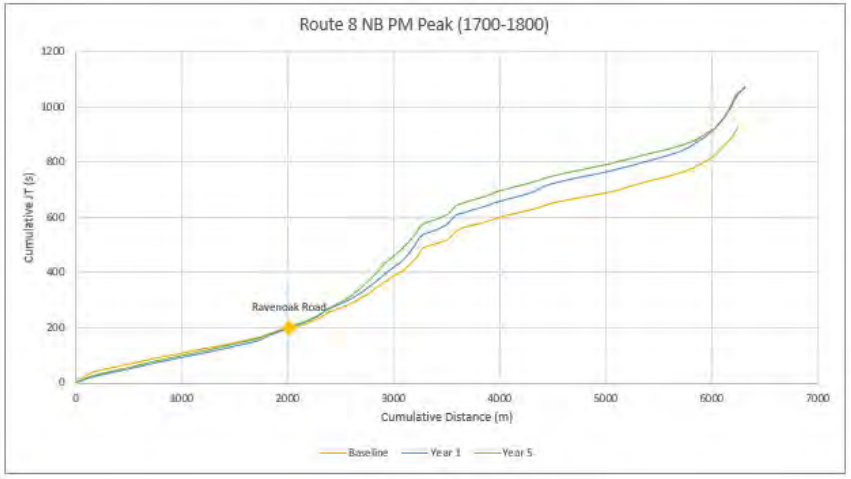
B.11 Route 7 – E/W route Stockport Town Centre (King Street West) to Manchester Airport via A560 and M56: Westbound



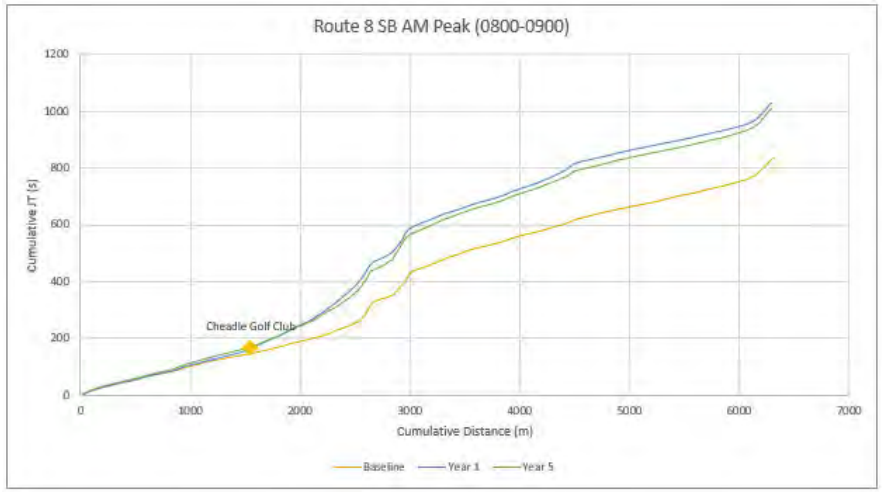


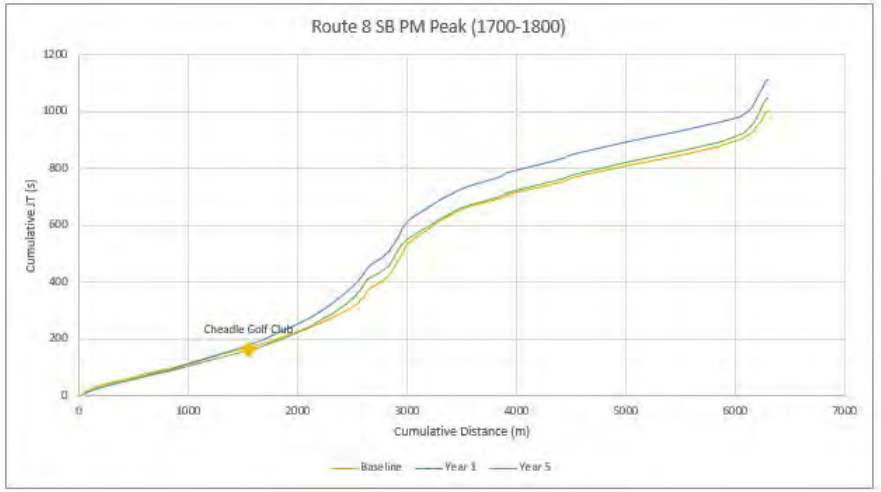
B.12 Route 8 - Cheadle to Bramhall via A5149 (A5102 to A560): Northbound



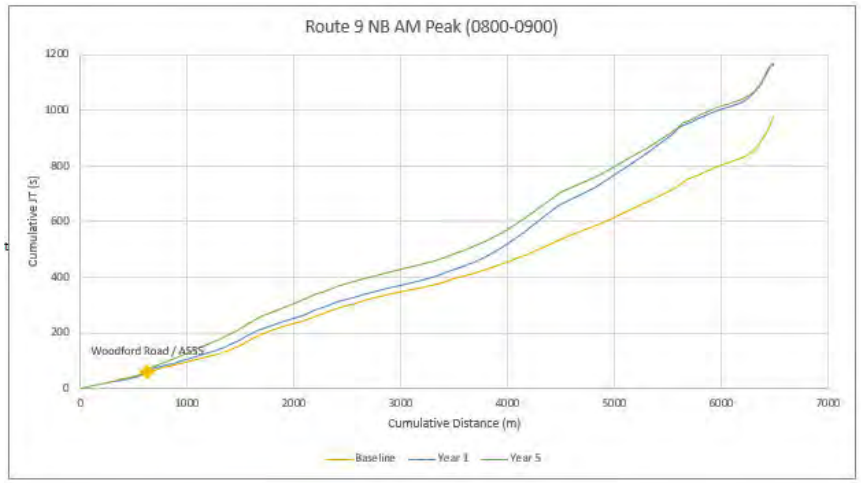


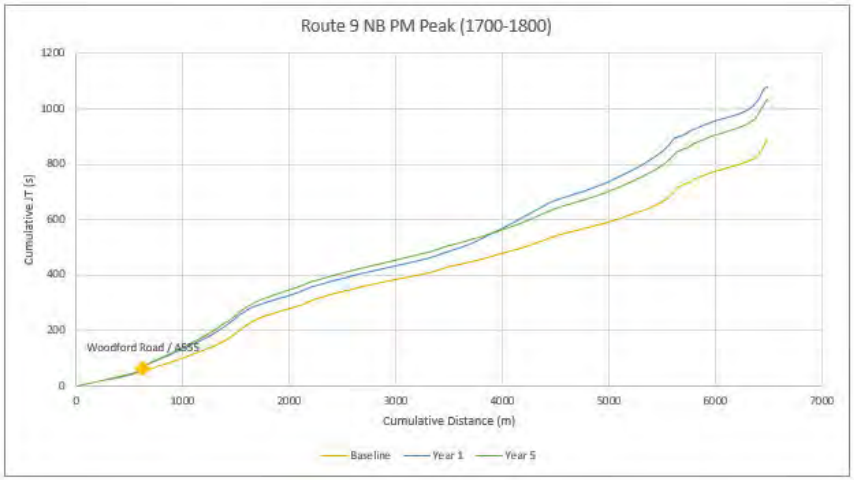
B.13 Route 8 - Cheadle to Bramhall via A5149 (A5102 to A560): Southbound



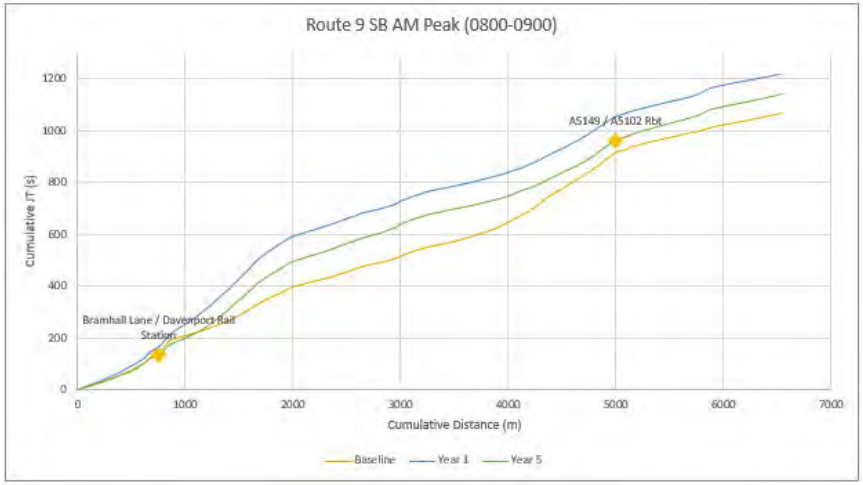


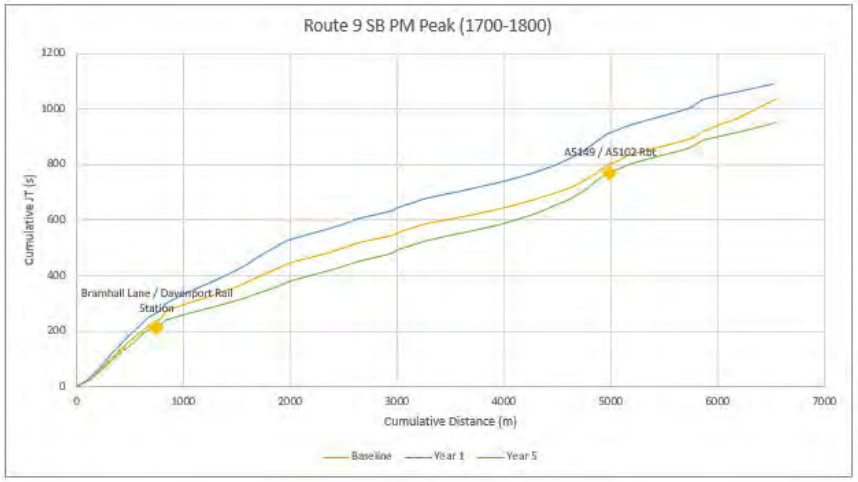
B.14 Route 9 – A5102 (A6 to Woodford): Northbound



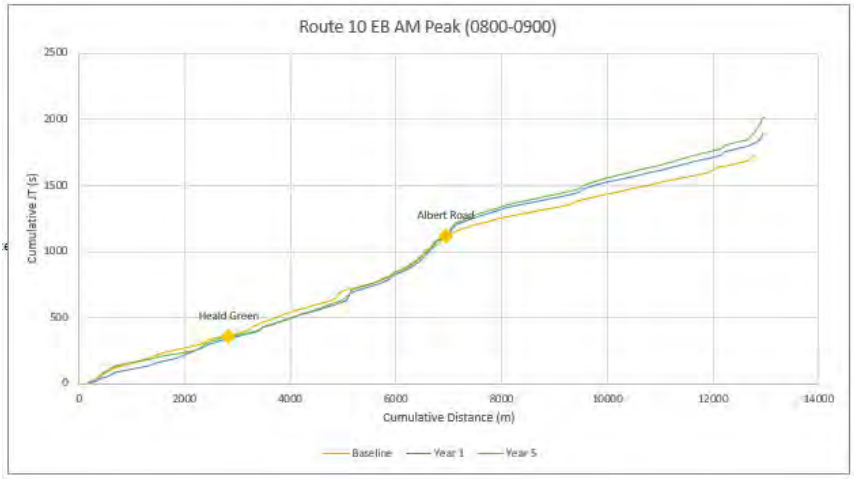


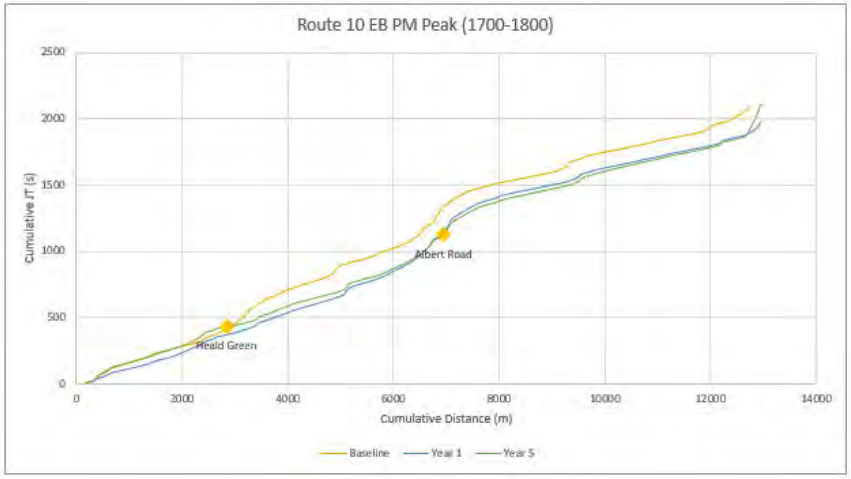
B.15 Route 9 – A5102 (A6 to Woodford): Southbound



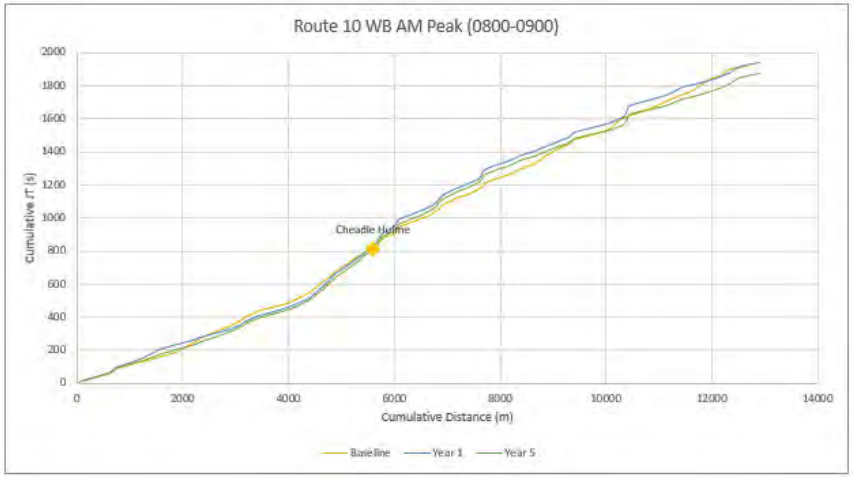


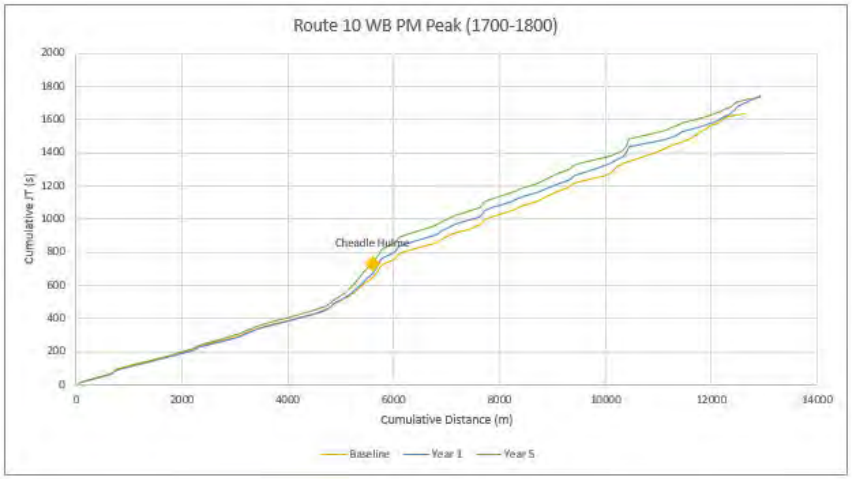
B.16 Route 10 - Dean Lane (Hazel Grove) A523/A5143 to Manchester Airport via Cheadle Hulme and Heald Green: Eastbound



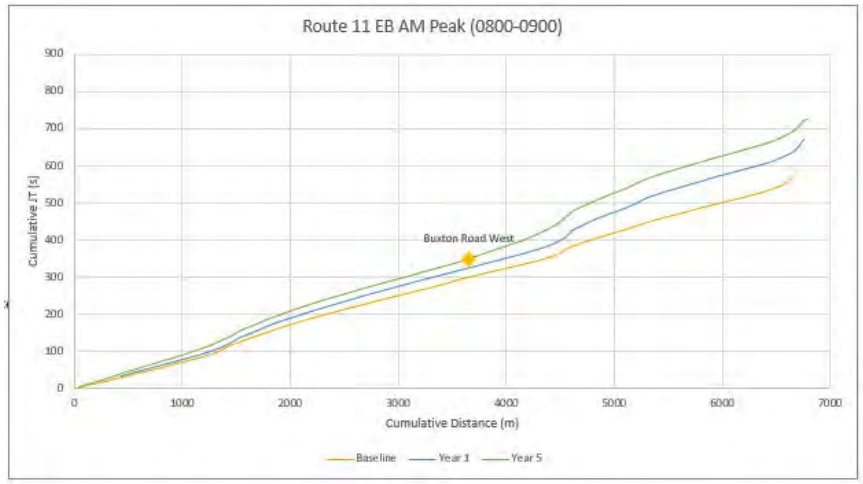


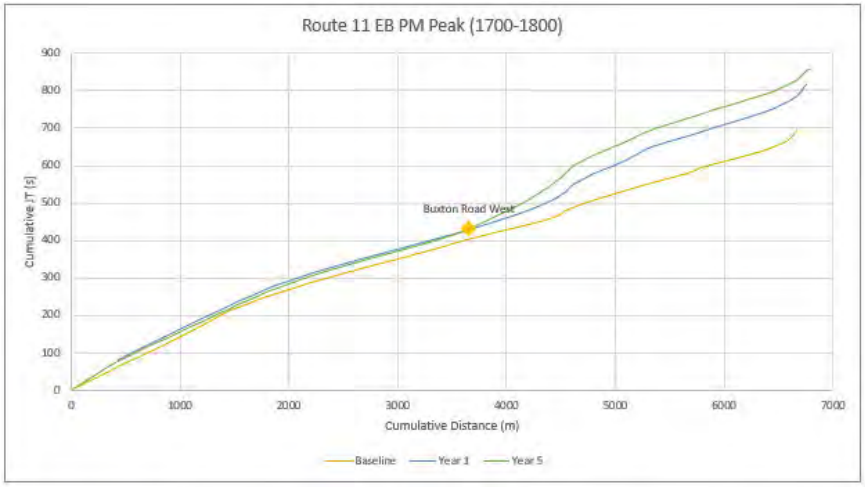
B.17 Route 10 - Dean Lane (Hazel Grove) A523/A5143 to Manchester Airport via Cheadle Hulme and Heald Green: Westbound



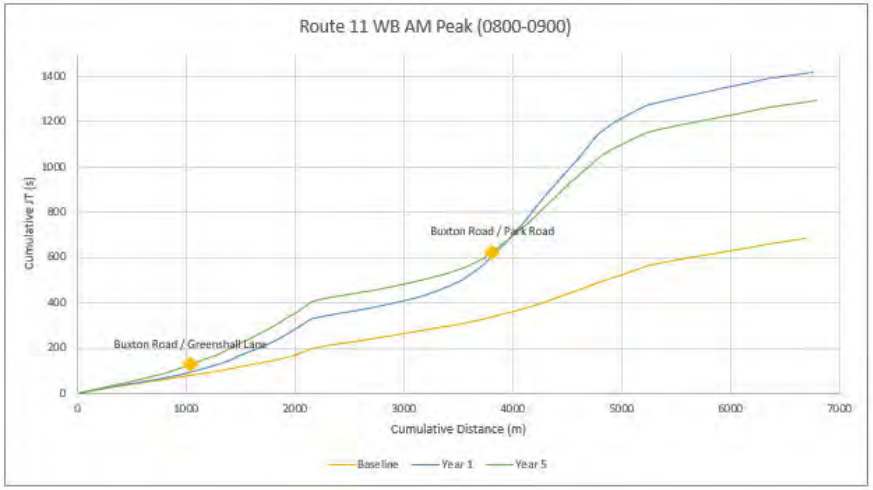


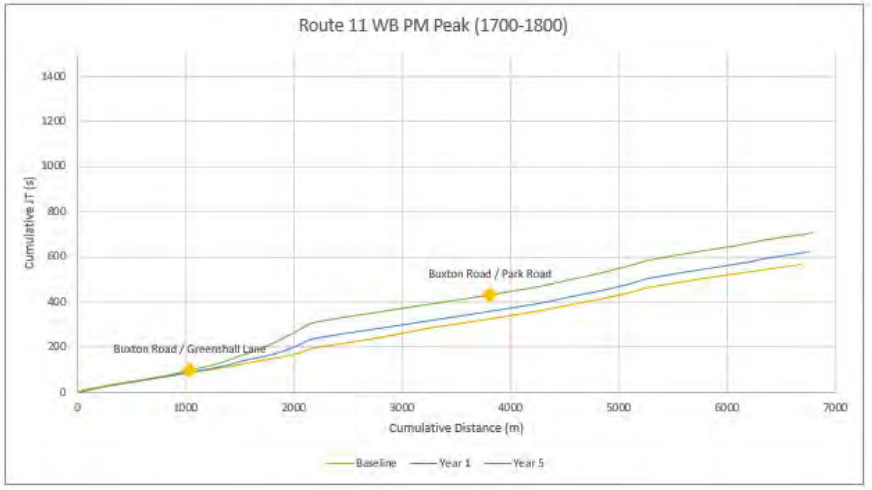
B.18 Route 11 - A6/A6015 Albion Road to A6 (between Mill Lane and Norbury Hollow Road): Eastbound





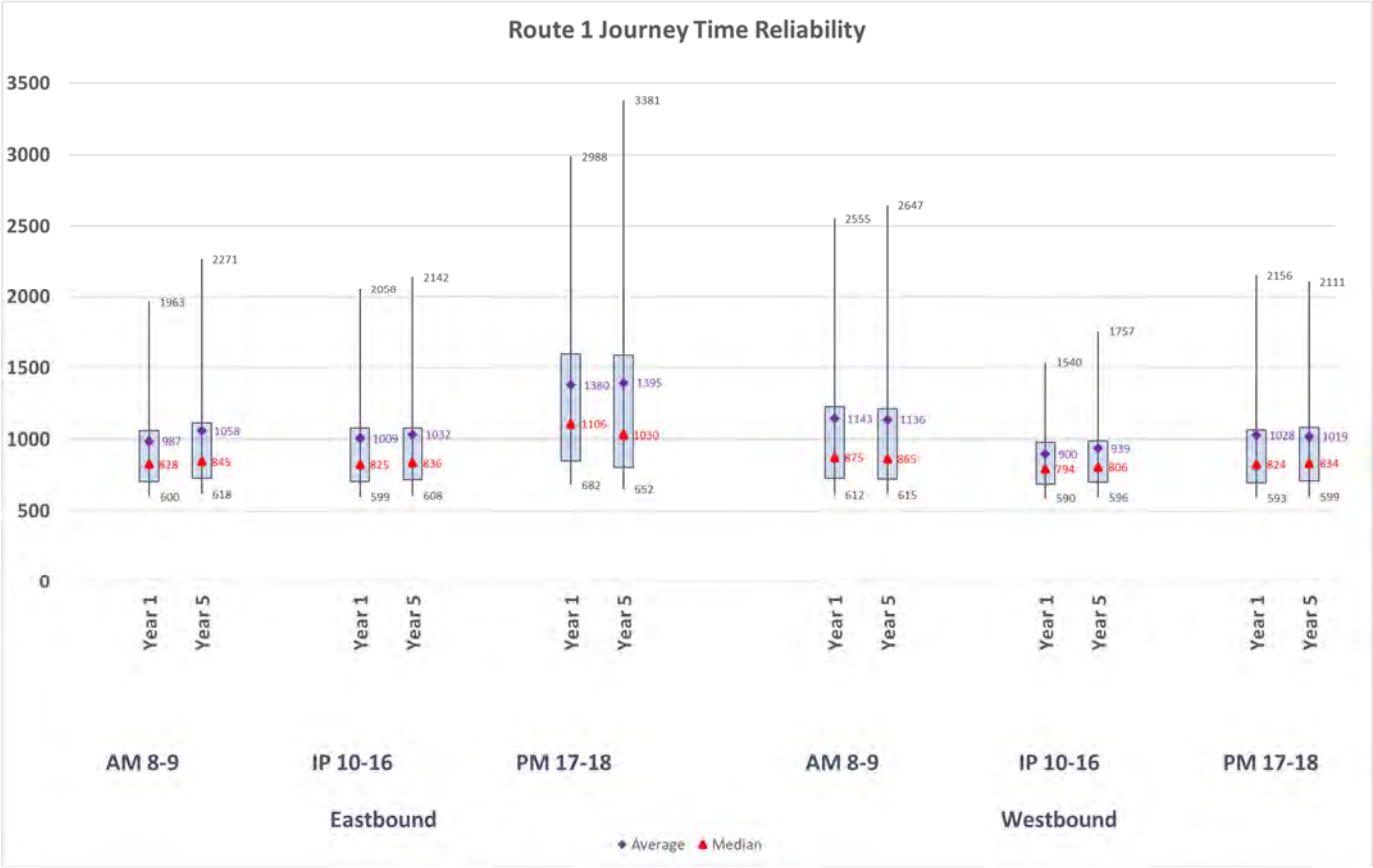
B.19 Route 11 - A6/A6015 Albion Road to A6 (between Mill Lane and Norbury Hollow Road): Westbound



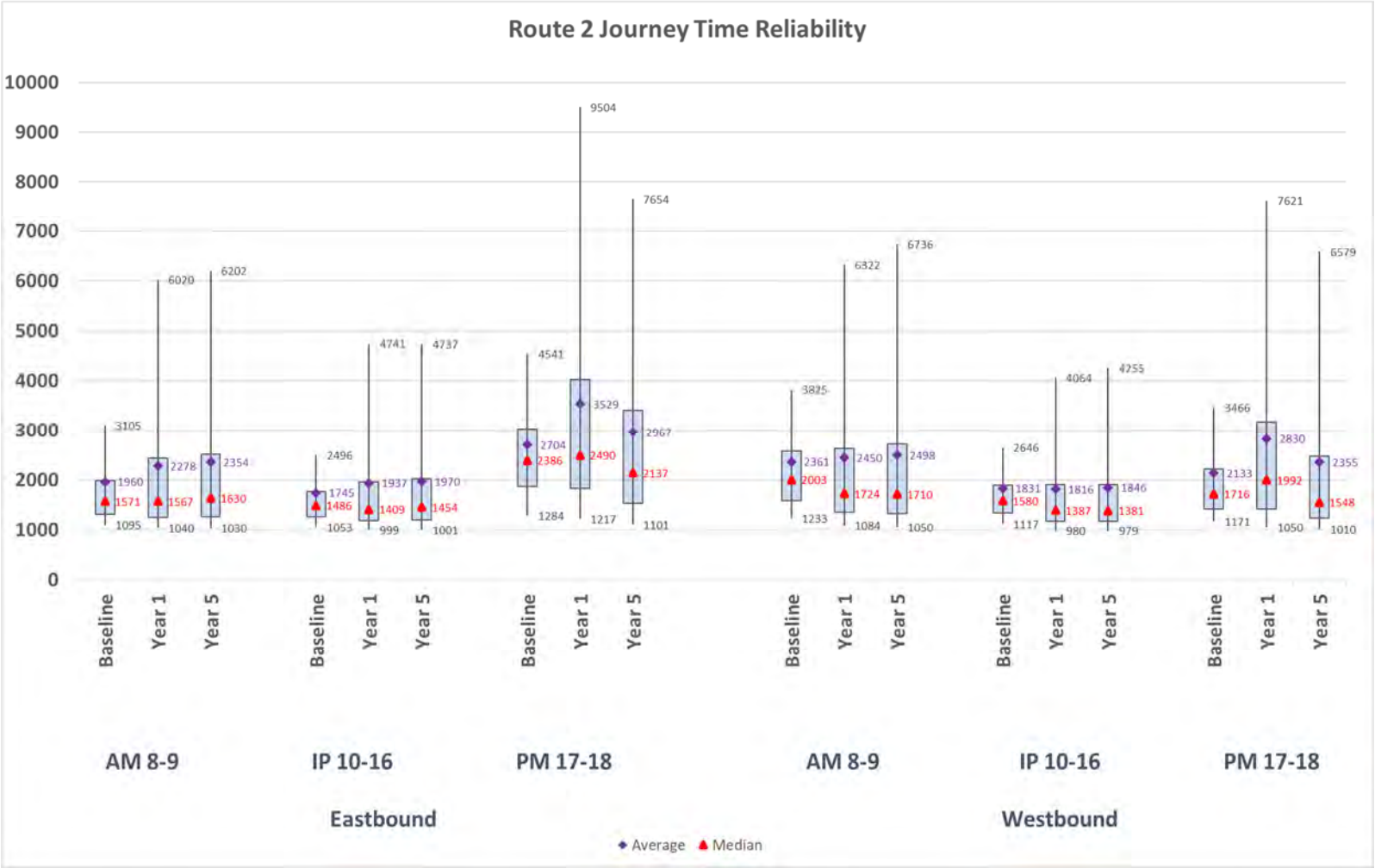


Appendix C. Journey Time Reliability Plots

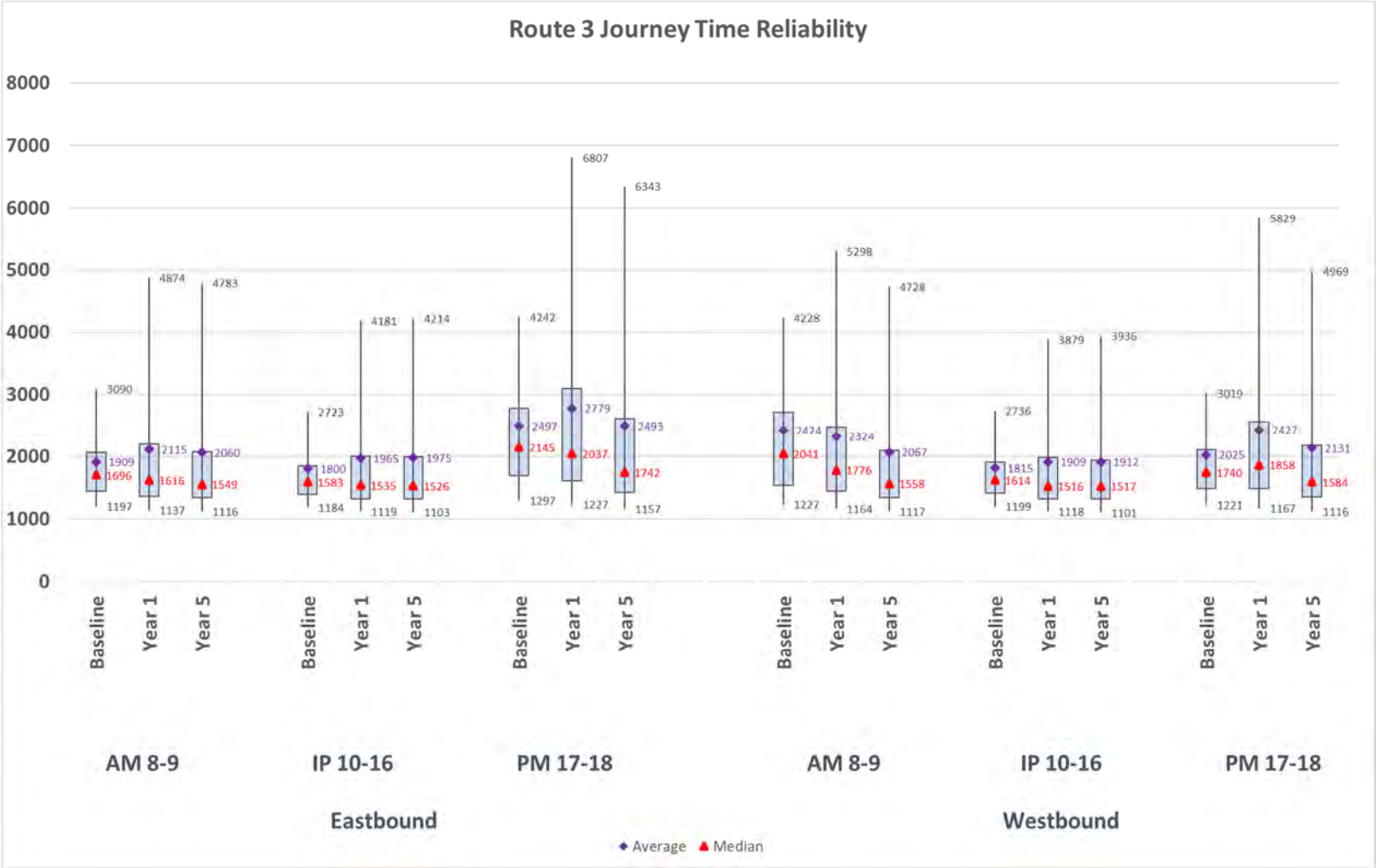
C.1 Journey time reliability for Route 1 – A6 High Lane to Manchester Airport via the scheme



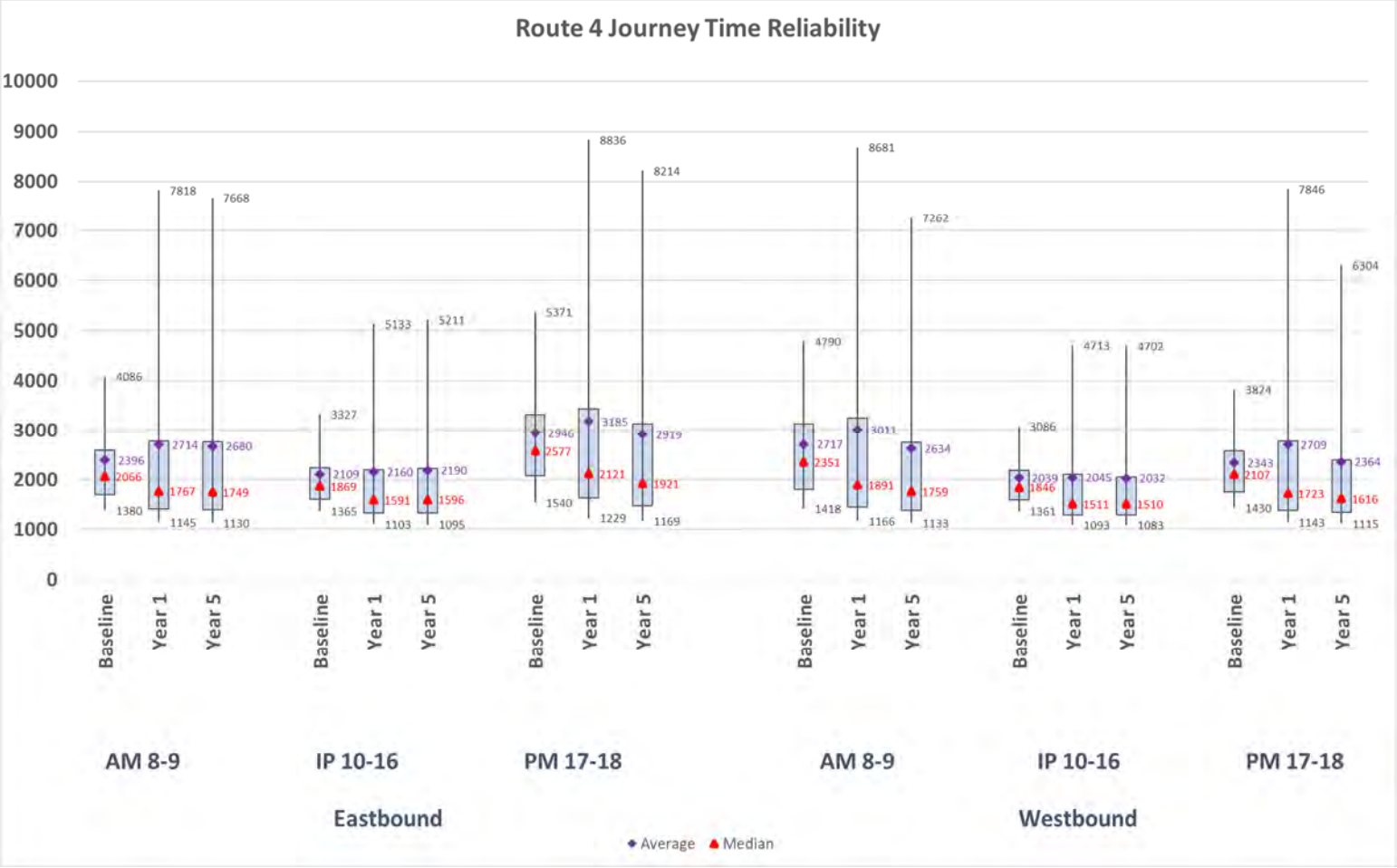
C.2 Journey time reliability for Route 2 – A6 High Lane to Manchester Airport via the A6 and M60



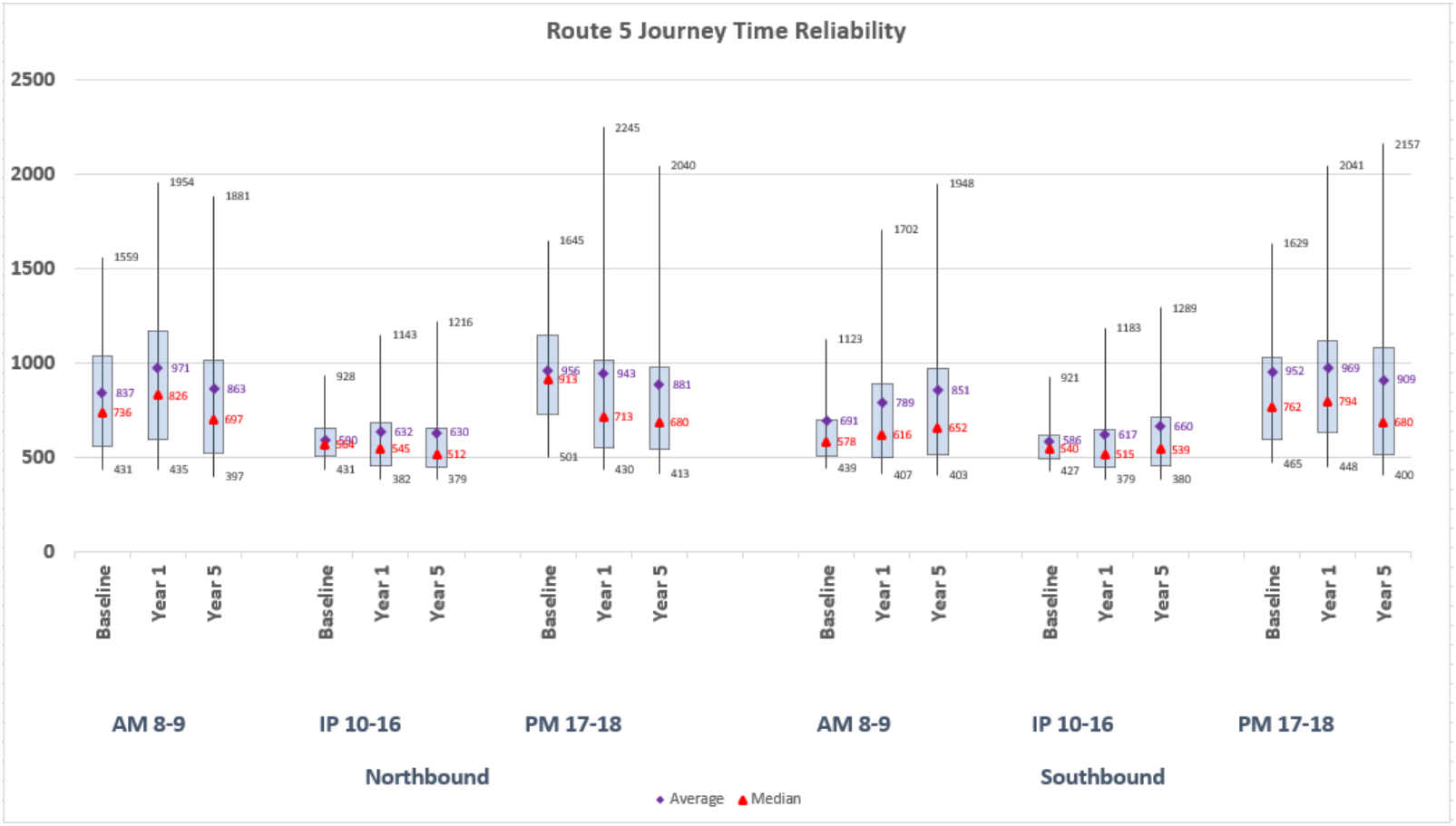
C.3 Journey time reliability for Route 3 – A6 High Lane to Manchester Airport via Poynton and A555



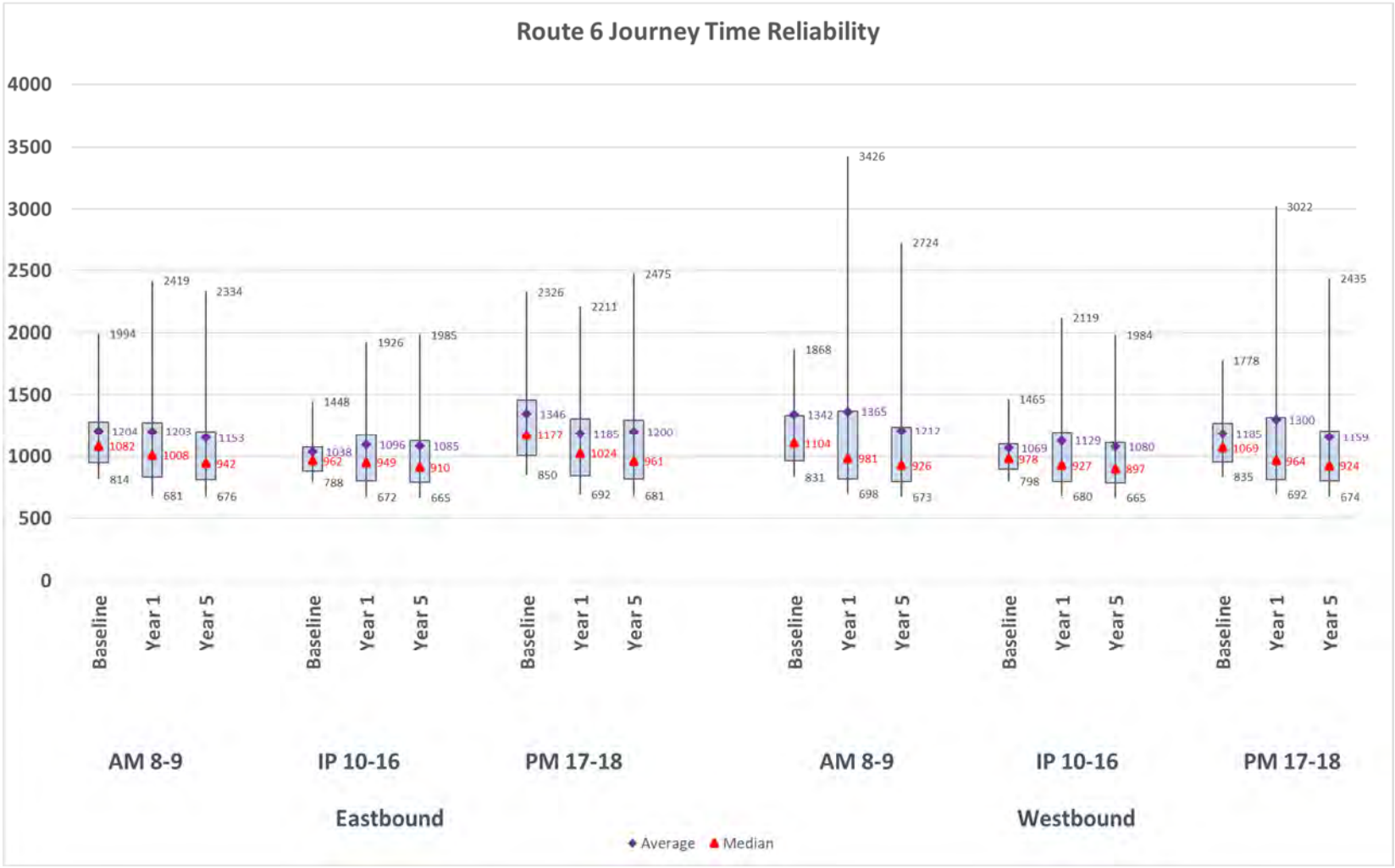
C.4 Journey time reliability for Route 4 – A6 High Lane to Manchester Airport via Cheadle Hulme (Adswood Road and Ladybridge Road) and Heald Green



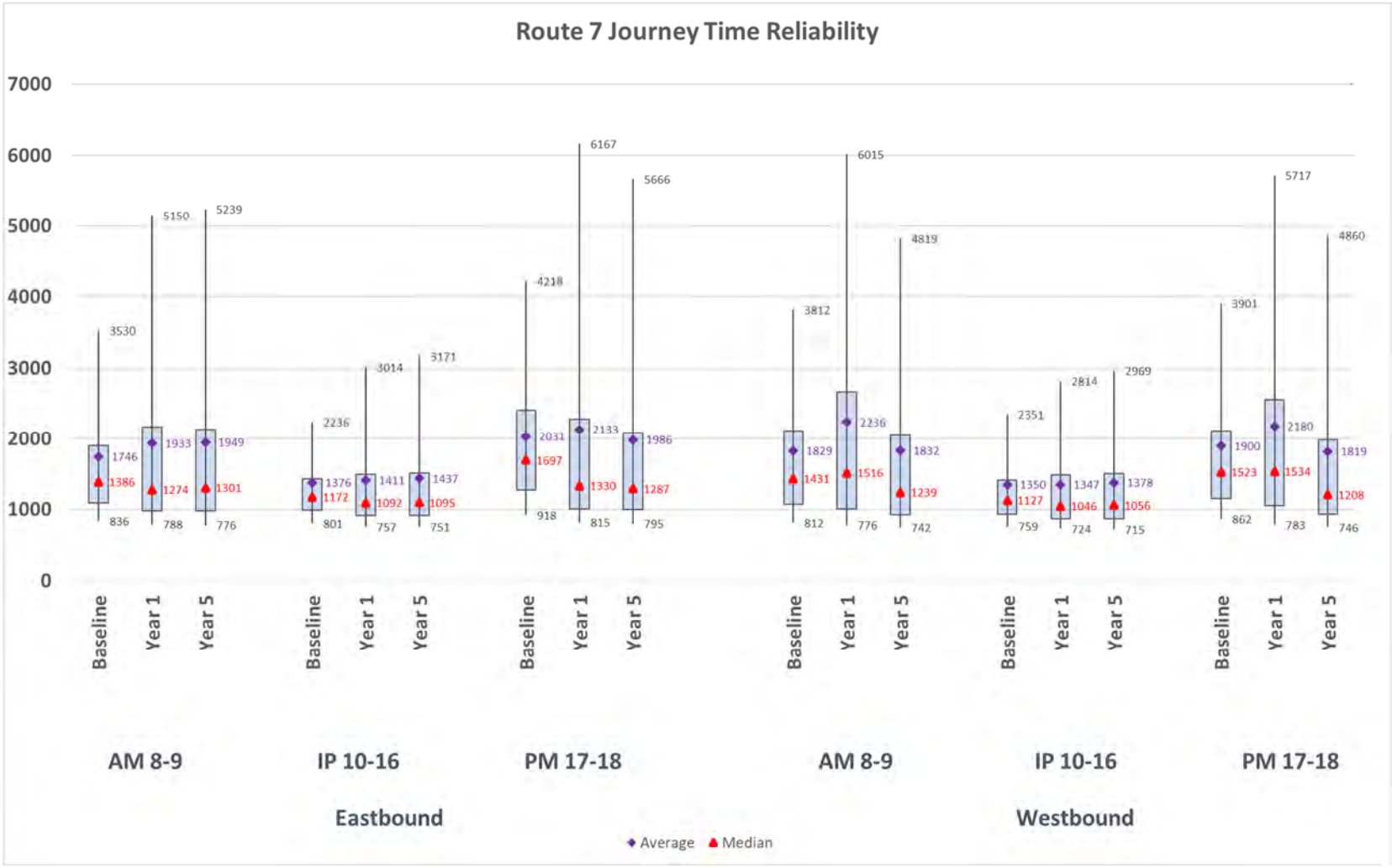
C.5 Journey time reliability for Route 5 – A34/Dean Row Road to M60



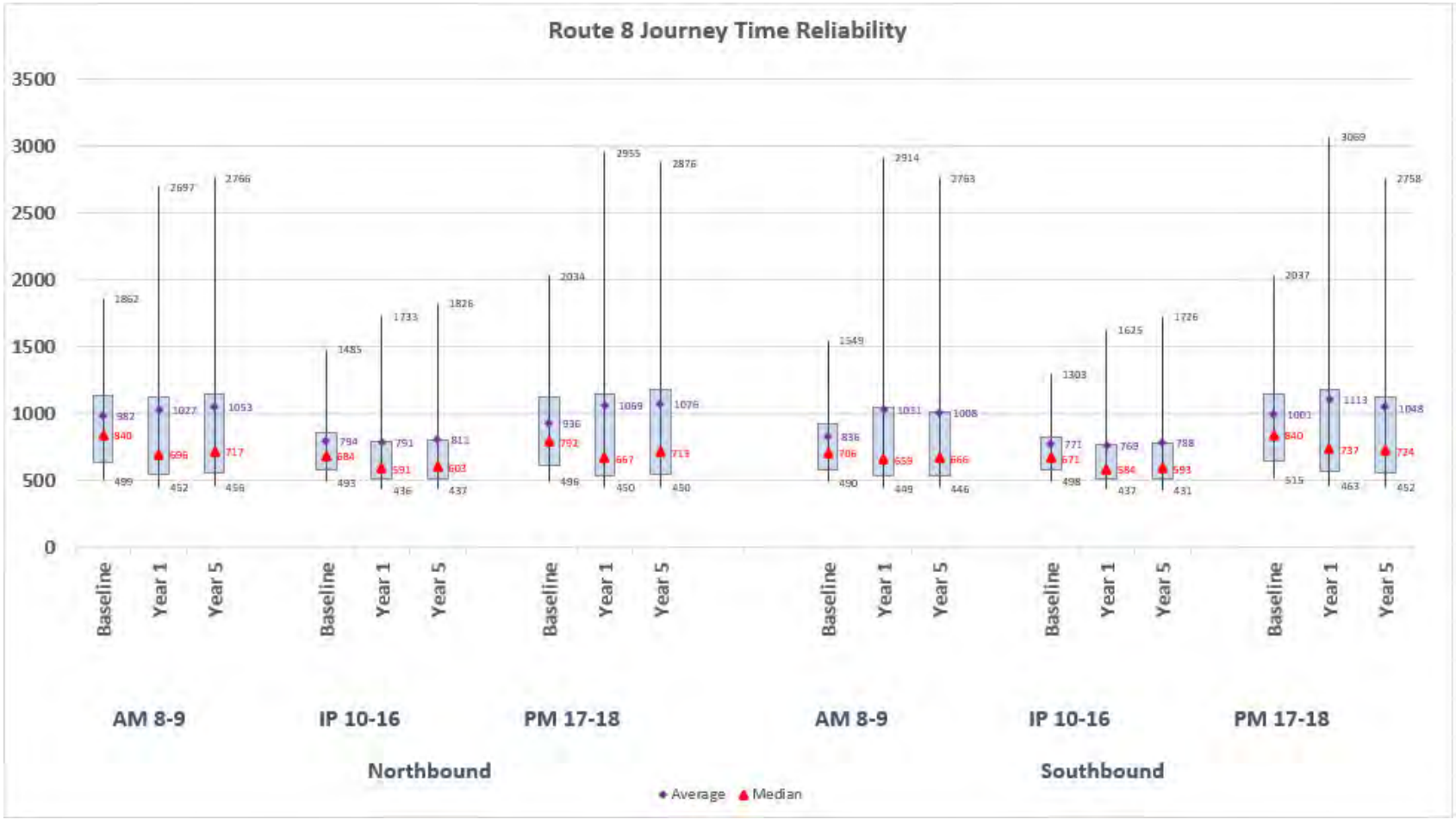
C.6 Journey time reliability for Route 6 – Woodford to Manchester Airport via A5102 Wilmslow Road and Dean Row Road



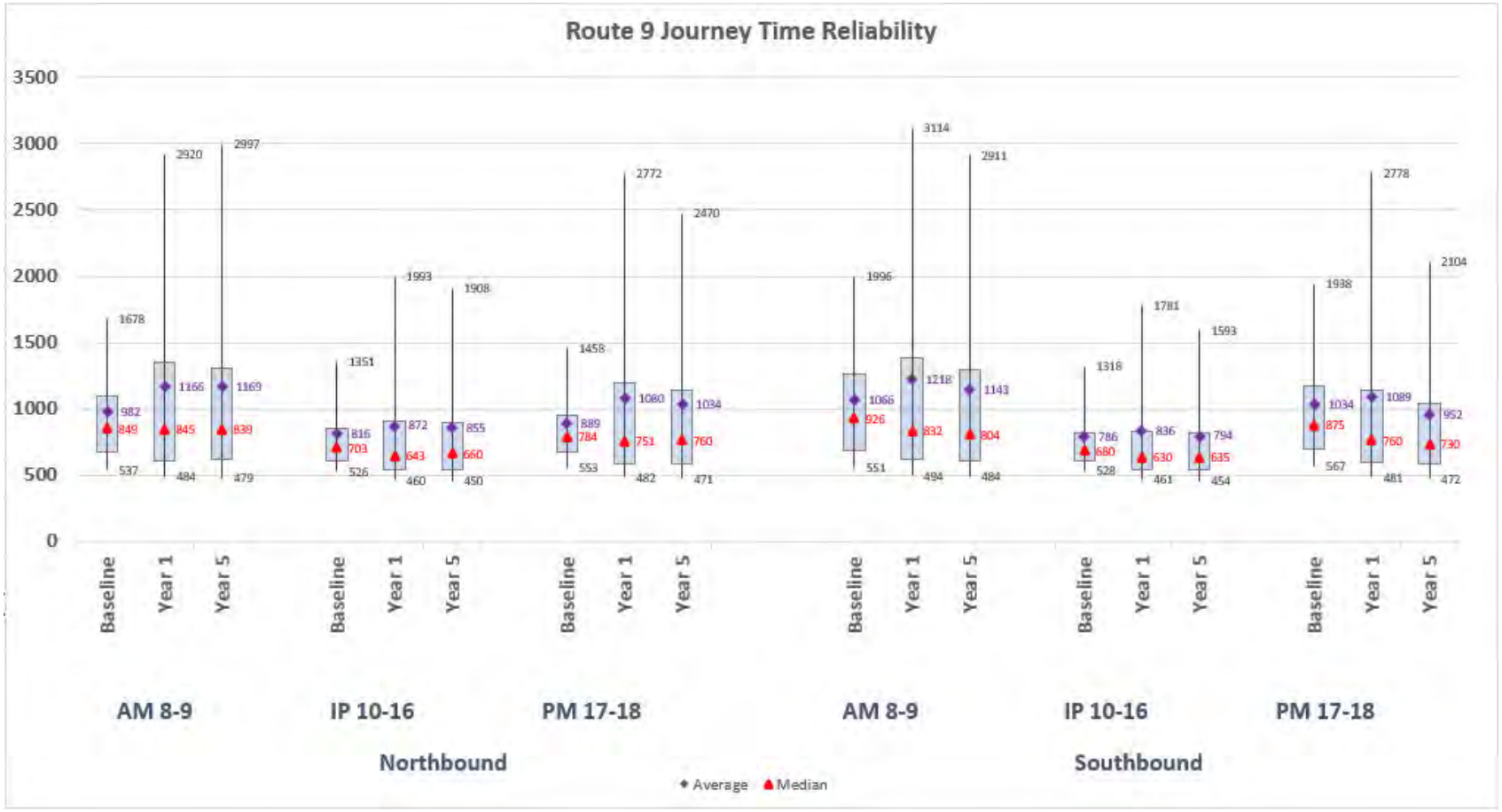
C.7 Journey time reliability for Route 7 – E/W route Stockport Town Centre (King Street West) to Manchester Airport via A560 and M56



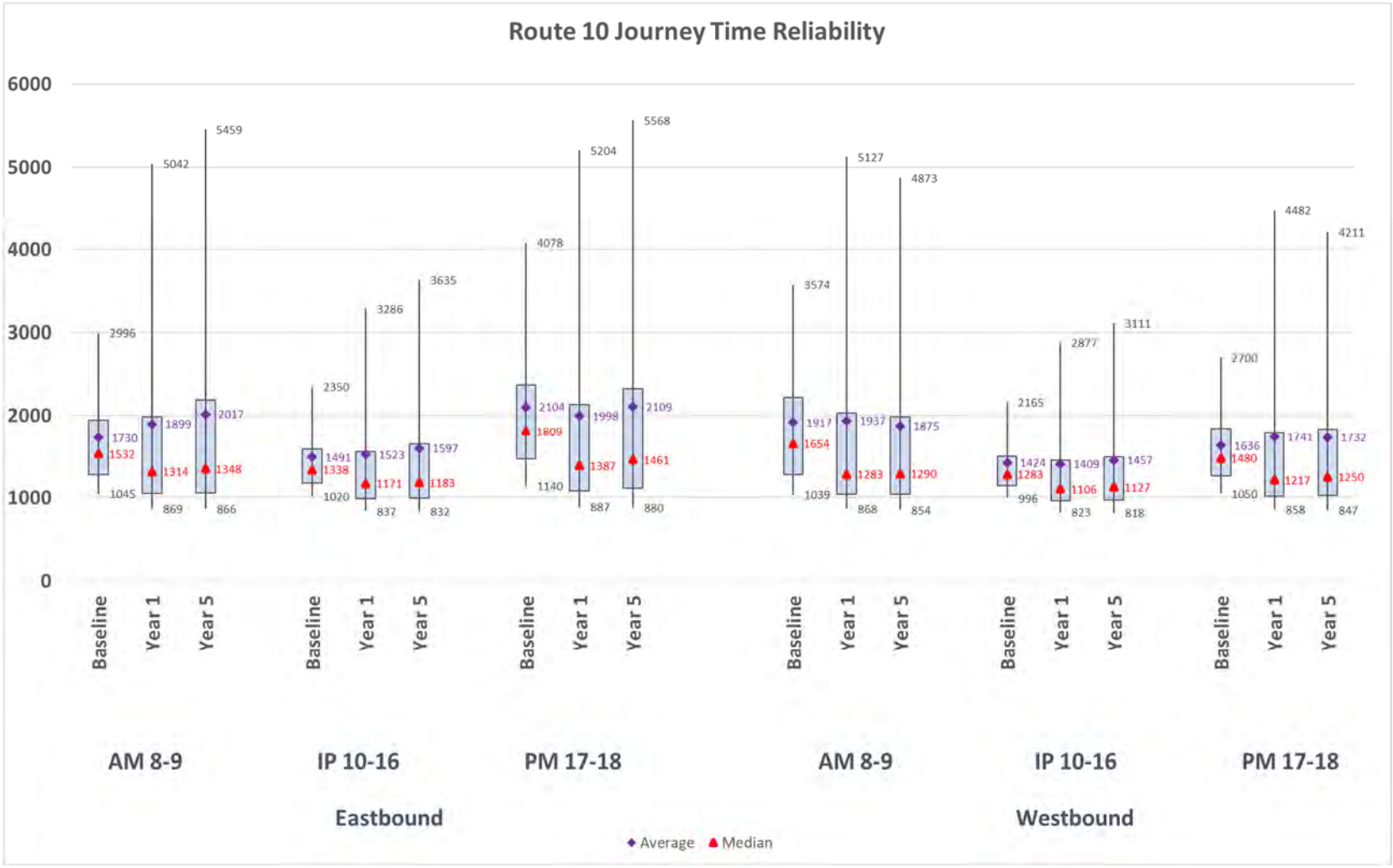
C.8 Journey time reliability for Route 8 – Cheadle to Bramhall via A5149 (A5102 to A560)



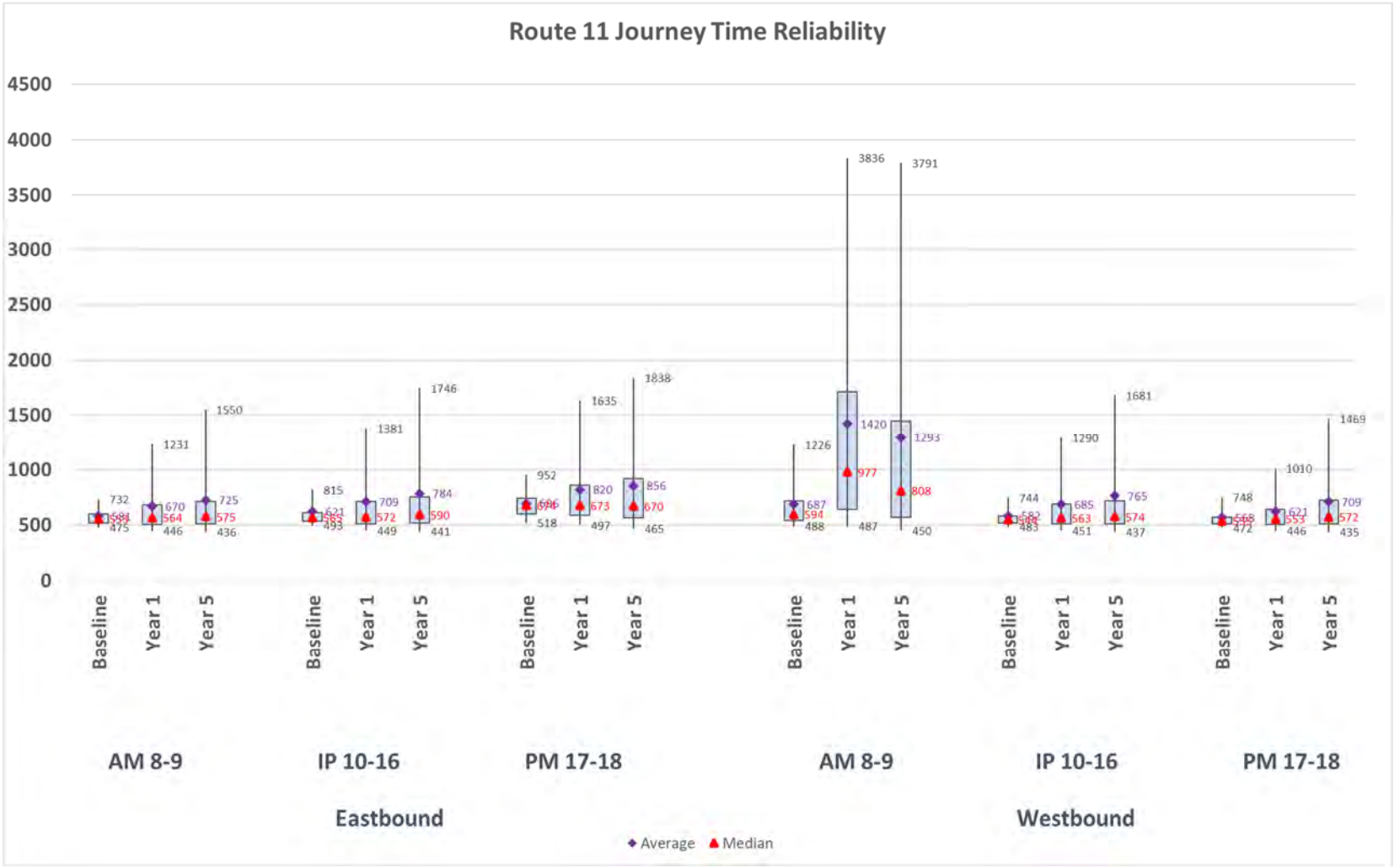
C.9 Journey time reliability for Route 9 – A5102 (A6 to Woodford)



C.10 Journey time reliability for Route 10 – Dean Lane (Hazel Grove) A523/A5143 to Manchester Airport via Cheadle Hulme and Heald Green



C.11 Journey time reliability for Route 11 – A6/A6015 Albion Road to A6 (between Mill Lane and Norbury Hollow Road)



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