In Parliament – Session 2022 - 2023

HS2

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement

Volume 5: Appendix TR-002-00002

Traffic and transport

Transport Assessment Part 2 Addendum

MA02: Wimboldsley to Lostock Gralam

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Traffic and transport

Transport Assessment Part 2 Addendum
MA02: Wimboldsley to Lostock Gralam

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Department for Transport

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6 Wimboldsley to Lostock Gralam (MA02)

6.1 Introduction

6.1.1 A number of changes to the original scheme reported in Section 6.2 of this report mean that Section 7 of the main Transport Assessment (TA) is generally replaced by Section 6.3 in this document. Where there is no replacement, the text in the main TA remains valid.

6.1.2 The terms used in this report to differentiate between the original proposals assessed as part of the main ES and subsequent changes are set out in the SES1 and AP1 ES Volume 5, Appendix: TR-001-00000 Transport Assessment Part 1 Addendum.

6.1.3 This section provides an overview of the existing and forecast future baseline conditions for the section of the AP1 revised scheme that will pass through the MA02 area. It describes the transport infrastructure and operations that could potentially be affected by the construction or operation of the AP1 revised scheme. It also sets out the SES1 changes and AP1 amendments relevant to traffic and transport in MA02.

6.2 SES1 changes and AP1 amendments for Wimboldsley to Lostock Gralam (MA02)

6.2.1 The original scheme is described in Section 14.1 of the main TA.

6.2.2 The SES1 changes and AP1 amendments relevant to traffic and transport in MA02 are listed as follows:

- removal of MA02 Borrow Pit D, north of Moss Lane (SES-002-002);
- additional land temporarily required for the provision of surface water drainage at A530 Nantwich Road satellite compound (AP1-002-001);
- additional land permanently required for the provision of a shared use cycle and pedestrian path at Clive Green Lane (AP1-002-004);
- additional land required for modifications to the A54 Newton Bank/A54 Chester Road/A530 Newton Bank/A530 Croxton Lane junction (AP1-002-007);
- additional land required for the provision of temporary traffic signals around the M6 junction 18 (AP1-002-008);
- additional land permanently required for modifications to the A54 Middlewich Road and Chester Road junction (AP1-002-009);
- additional land permanently required for modifications to the A530 Griffiths Road and A559 Manchester Road junction (AP1-002-013);
- additional land permanently required for the realignment and extension of Smoker Brook viaduct at the A556 Shurlach Road and Winnington Wood (AP1-002-012);

- change to Bill powers required for the retention of Footpath Wimboldsley 1/1 between the Shropshire Union Canal towpath and Crewe North Rolling Stock Depot (AP1-002-003);
- corrections to the main TA: Corrections to the change in journey length for some non-motorised users of Birches Lane. This is corrected in the assessment of the AP1 revised scheme. The temporary closure of Coalpit Lane during utility works for a period of six weeks should have been reported in the main TA and was not included. This is corrected in the assessment of the AP1 revised scheme. The need for temporary traffic management and shuttle working on the A54 Middlewich Road / Chester Road / St Michael's Way / Kinderton Street / Holmes Chapel Road for a period of three months should have been reported in the main TA and was not included. This is corrected in the assessment of the AP1 revised scheme; and
- corrections to the main TA junction capacity analysis: the main TA incorrectly reported junction capacity analysis during operation at the junctions of A556 Chester Road/A556 Shurlach Road/A559 Manchester Road, A556 Shurlach Road (northbound) realignment/Birches Lane realignment, A556 Shurlach Road (southbound) realignment/Birches Lane diversion, A54 Middlewich Road realignment/A533 Northwich Road diversion and A530 Nantwich Road/Clive Green Lane realignment/Coalpit Lane. This is corrected in the assessment of the AP1 revised scheme.

6.3 Existing and future baseline

Study area

6.3.1 The study area is reported in Section 7.1 of the main TA.

6.3.2 Since the main TA there has been one recently completed substantial highway scheme in the study area that has been taken into account in the future baseline scenario for the AP1 revised scheme. This is the M6 junction 16 to 19 (Crewe to Knutsford) smart motorway, which was completed in 2019 and comprised the provision of a fourth lane in both directions, plus associated infrastructure. This scheme has now been incorporated into the Winsford (and Middlewich) to M6 model for the AP1 revised scheme in the 2030, 2038 and 2051 future baseline scenarios.

Local land uses

6.3.3 Local land uses are reported in Section 7.2 of the main TA.

6.3.4 Based on a review of recently consented, committed development, there are no additional committed developments to be included in the future baseline for the AP1 revised scheme.

Baseline surveys

Traffic surveys

6.3.5 Traffic surveys are reported in Section 6.3 of the main TA.

6.3.6 Since the main TA, additional traffic information has been used in the development of updated baseline and future baseline models for the SES1 scheme and AP1 revised scheme. This includes new traffic data from National Highways, as set out in the SES1 and AP1 ES Background Information and Data (BID)[1] TR-004-00001. These data have been combined with information collected for local junction modelling, as set out in the main ES BID[2] TR-004-00001.

Non-motorised user surveys

6.3.7 Non-motorised user surveys are reported in Section 7.3 of the main TA. This section of the main TA is unchanged.

Accident data

6.3.8 Accident data are reported in Section 7.3 of the main TA. This section of the main TA is unchanged.

Highway network

Strategic and primary 'A' road network

6.3.9 The strategic and primary 'A' road network are reported in Section 7.4 of the main TA. This section of the main TA is unchanged.

Local road network

6.3.10 The local road network is reported in Section 7.4 of the main TA. This section of the main TA is unchanged.

[1] High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Background Information and Data accompanying Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement, Transport Assessment policy and data,* BID TR-004-00001 SES1 and AP1 ES. Available online at: https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-1-and-additional-provision-1-environmental-statement.

[2] High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Background Information and Data, Transport Assessment policy and data,* BID TR-004-00001. Available online at: https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement.

Growth in traffic

6.3.11 Growth in traffic is reported in Section 7.4 of the main TA.

6.3.12 Table 7-1 of the main TA summarises the overall growth factors across the Winsford (and Middlewich) to M6 model and Northwich Town Centre model (both Cheshire West and Cheshire) for links within MA02, calculated using the total link flows for each future year. Table 7-1 below replaces Table 7-1 of the main TA.

Table 7-1: MA02 traffic growth summary

Period years	AM peak hour	PM peak hour
2018–2030	20%	21%
2018–2038	26%	27%
2018–2051	36%	38%

Baseline traffic flows

6.3.13 Baseline traffic flows are reported in Section 7.4 of the main TA.

6.3.14 Since the main TA, the baseline traffic forecasts have been updated to take account of the changes described in paragraphs 6.2.0 to 6.2.5. Further details of the updated baseline traffic models are set out in the SES1 and AP1 ES Volume 5, Appendix: TR-001-00000 Transport Assessment Part 1 Addendum.

6.3.15 Table 7-2 of the main TA summarises the 2018 baseline traffic flows derived from the Northwich Town Centre model and the Winsford (and Middlewich) to M6 model for strategic, primary 'A' roads and local roads for the MA02 area for the weekday AM (08:00–09:00) and weekday PM (17:00–18:00) peak hours. Table 7-2 below replaces Table 7-2 of the main TA. Due to the simplified way in which the road network is represented in the strategic transport models, the use of some local roads may not be precisely reflected in the baseline traffic flows. However, this is not expected to change the conclusions of the assessment.

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

Table 7-2: MA02 strategic and local road network 2018 AM and PM peak hour baseline flows (vehicles)

Location	Direction	2018 baseline AM peak hour (08:00–09:00) – all vehicles	2018 baseline AM peak hour (08:00–09:00) – Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00–18:00) – all vehicles	2018 baseline PM peak hour (17:00–18:00) – HGV
Brookhouse Lane (between Cross Lane and A530 Middlewich Road)	NB	482	33	356	2
	SB	369	13	260	8

Location	Direction	2018 baseline AM peak hour (08:00–09:00) – all vehicles	2018 baseline AM peak hour (08:00–09:00) – Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00–18:00) – all vehicles	2018 baseline PM peak hour (17:00–18:00) – HGV
B5074 Swanlow Lane (between New Lane and Moors Lane)	NB	358	23	526	7
	SB	428	17	391	4
A530 Nantwich Road (between Brookhouse Lane and Clive Green Lane)	NB	914	29	1,030	20
	SB	745	26	703	5
Swanlow Drive (between B5074 Swanlow Lane and Darnhall School Lane)	EB	22	1	18	1
	WB	37	1	34	1
Darnhall School Lane (between Swanlow Drive and Glebe Green Drive)	NB	77	1	36	1
	SB	37	1	47	1
B5074 Swanlow Lane (between Moors Lane and Swanlow Drive)	NB	423	23	543	7
	SB	435	17	457	4
Bell Lane (between A54 Middlewich Road and A533 Bostock Road)	NB	112	0	169	0
	SB	116	0	161	0
Darnhall School Lane (between Glebe Green Drive and B5074 Swanlow Lane)	NB	15	1	5	1
	SB	16	1	67	1
Durham Drive/Glebe Green Drive (between Darnhall School Lane and Townsfields Drive)	NB	90	2	77	2
	SB	36	2	37	2
Clive Green Lane (between A54 Middlewich Road and Coalpit Lane)	EB	237	20	225	3
	WB	436	24	421	18
Durham Drive/Dover Drive/Mount Pleasant Drive (between Townsfields Drive and Denbigh Drive)	NB	80	2	96	2
	SB	112	2	74	2
Townfields Drive (between B5074 Swanlow Lane and Durham Drive)	EB	100	0	61	0
	WB	13	0	42	0
Long Lane South (between Sutton Lane and Elm Road)	EB	7	0	13	0
	WB	9	0	11	0
Sutton Lane (between Long Lane South and Hayhurst Avenue)	NB	50	0	43	0
	SB	42	0	60	0
Mount Pleasant Drive (between Denbigh Drive and Woodford Lane West)	EB	64	0	79	0
	WB	121	0	57	0
Woodford Lane West (between Mount Pleasant Drive and A54 Oakmere Road)	NB	50	0	82	0
	SB	149	2	69	2
Elm Road (between Long Lane South and A533 Booth Lane)	EB	54	5	13	1
	WB	10	1	34	1
	NB	551	9	587	3

Location	Direction	2018 baseline AM peak hour (08:00–09:00) – all vehicles	2018 baseline AM peak hour (08:00–09:00) – Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00–18:00) – all vehicles	2018 baseline PM peak hour (17:00–18:00) – HGV
A530 Nantwich Road (between Clive Green Lane and Brynlow Drive)	SB	585	8	472	5
Denbigh Drive (between Mount Pleasant Drive and Swanlow Lane)	EB	44	2	26	2
	WB	37	2	68	2
Sutton Lane (between Rutland Drive and St Annes Avenue)	NB	101	0	49	0
	SB	49	0	91	0
Beeston Drive (between Denbigh Drive and Handley Hill)	NB	86	12	43	2
	SB	54	2	134	10
Brynlow Drive (between Long Lane and A530 Nantwich Road)	EB	117	9	174	3
	WB	235	8	111	5
Hayhurst Avenue (between Eaton Drive and Long Lane)	EB	129	9	151	3
	WB	204	8	154	5
Hayhurst Avenue (between Long Lane and Sutton Lane)	EB	122	7	130	2
	WB	178	7	110	3
St Annes Avenue (between Sutton Lane and A533 Booth Lane)	EB	106	2	210	1
	WB	212	14	235	1
Sutton Lane (between St Annes Avenue and St Ann's Road)	NB	239	17	227	1
	SB	136	5	223	2
Beeston Drive (between Handley Hill and B5074 Swanlow Lane)	EB	87	12	43	2
	WB	55	2	135	10
Sutton Lane (between St Ann's Road and A533 Lewin Street)	NB	153	5	76	1
	SB	82	5	81	2
St Ann's Road (between Sutton Lane and Manor Lane)	NB	122	12	182	0
	SB	90	0	173	0
A530 Nantwich Road (between Brynlow Drive and Glastonbury Drive)	NB	484	0	463	0
	SB	400	0	412	0
Coalpit Lane (between Clive Green Lane and Birch Lane)	NB	117	0	149	0
	SB	115	0	164	0
St Ann's Road (between Manor Lane and King Edward Street)	NB	131	12	207	0
	SB	116	0	217	1
Station Road (between B5355 Crook Lane and Rilshaw Lane)	EB	74	6	157	10
	WB	129	6	79	10
Station Road (between Kingsway and B5355 Crook Lane)	EB	184	8	191	10
	WB	169	6	179	10

Location	Direction	2018 baseline AM peak hour (08:00–09:00) – all vehicles	2018 baseline AM peak hour (08:00–09:00) – Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00–18:00) – all vehicles	2018 baseline PM peak hour (17:00–18:00) – HGV
Dingle Lane/Weaver Street (between The Drumber and A54 Winsford Bypass)	NB	5	0	345	0
	SB	25	0	60	0
Station Road (between A54 Winsford Bypass and Kingsway)	EB	186	8	212	10
	WB	196	6	182	10
A54 Middlewich Road (between Clive Lane and A54 Winsford Bypass)	EB	677	23	475	4
	WB	571	29	805	2
Dene Drive (between A54 High Street and The Drumber)	NB	157	3	194	5
	SB	117	4	224	1
Station Road (between Rilshaw Lane and B5355 Crook Lane)	EB	96	2	69	2
	WB	20	2	46	2
St Ann's Road (between King Edward Street and A530 Nantwich Road)	NB	203	12	209	0
	SB	175	0	234	1
B5355 Station Road (between A54 Middlewich Road and B5355 Crook Lane)	EB	153	15	56	3
	WB	34	2	159	2
Dingle Lane (between A54 High Street and The Drumber)	NB	417	5	443	1
	SB	565	3	94	10
B5355 Crook Lane (between B5355 Station Road and Birch Avenue)	NB	65	0	163	0
	SB	108	13	36	1
A530 Nantwich Road (between Glastonbury Drive and St Ann's Road)	EB	539	0	504	0
	WB	439	0	521	0
B5355 Crook Lane (between B5355 Station Road and Bradbury Road)	NB	64	0	151	0
	SB	98	13	36	1
A54 St Michael's Way (between A533 Leadsmithy Street and The Bull Ring)	EB	941	53	776	31
	WB	726	48	767	18
A54 Kinderton Street (between A533 Leadsmithy Street and King Street)	EB	1,110	81	809	25
	WB	577	55	415	27
A54 St Michael's Way (between The Bull Ring and A54 Chester Road)	EB	990	51	810	29
	WB	669	46	669	16
A54 St Michael's Way (between A54 Chester Road and The Bull Ring)	EB	987	51	816	29
	WB	669	46	643	16
Brereton Lane (between Cledford Lane and A54 Holmes Chapel Road)	NB	80	1	35	0
	SB	18	1	184	0
A54 Chester Road (between A530 Newton Bank and A54 St Michael's Way)	EB	1,436	52	1,311	29

Location	Direction	2018 baseline AM peak hour (08:00–09:00) – all vehicles	2018 baseline AM peak hour (08:00–09:00) – Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00–18:00) – all vehicles	2018 baseline PM peak hour (17:00–18:00) – HGV
A54 Middlewich Road (between Clive Lane and A533 Northwich Road)	NB	360	34	361	19
	SB	412	34	382	7
Nixon Drive (between Basford Way and Saxon Crossway)	EB	121	2	92	2
	WB	86	2	161	2
A54 Chester Road (between A530 Croxton Lane and A530 Newton Bank)	EB	1,112	51	1,123	29
	WB	962	57	956	17
A54 Chester Road (between A530 Croxton Lane and A533 Northwich Road)	EB	767	51	696	26
	WB	742	47	674	17
Nixon Drive (between Abbotts Way and Basford Way)	EB	89	2	74	2
	WB	67	2	119	2
A54 Holmes Chapel Road (between King Street and B5309 Centurion Way)	EB	967	82	688	25
	WB	524	55	360	28
Nixon Drive (between B5074 Delamere Street and Abbotts Way)	EB	40	2	126	2
	WB	71	2	27	2
Nixon Drive (between Saxon Crossway and Grange Lane)	EB	93	2	82	2
	WB	44	2	39	2
B5355 Crook Lane (between Bradbury Road and B5355 Wharton Road)	NB	122	4	150	4
	SB	76	4	90	5
King Street (between New King Street and Hadrian Way)	NB	179	1	272	1
	SB	95	1	56	1
Coalpit Lane (between Birch Lane and A54 Chester Road)	NB	25	0	21	0
	SB	6	0	4	0
A54 Middlewich Road realignment (between A533 Northwich Road diversion and Birch Lane)	EB	360	34	361	19
	WB	412	34	382	7
A54 Middlewich Road (between Clive Lane and Birch Lane)	EB	360	34	361	19
	WB	412	34	382	7
Birch Lane (between Coalpit Lane and A54 Middlewich Road)	NB	115	0	163	0
	SB	111	0	149	0
A54 Middlewich Road realignment (between Birch Lane and Coalpit Lane)	EB	690	51	676	26
	WB	744	47	667	17
B5309 Centurion Way (between B5081 Byley Road and A54 Holmes Chapel Road)	EB	494	51	367	26
	WB	626	55	560	29
	NB	242	15	457	18

Location	Direction	2018 baseline AM peak hour (08:00–09:00) – all vehicles	2018 baseline AM peak hour (08:00–09:00) – Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00–18:00) – all vehicles	2018 baseline PM peak hour (17:00–18:00) – HGV
Road One (between A533 Bostock Road and A54 Middlewich Road)	SB	273	22	188	2
A54 Holmes Chapel Road (between B5309 Centurion Way and Brereton Lane)	EB	798	100	785	58
	WB	612	94	446	49
B5309 Centurion Way (between White Park Close and B5081 Byley Road)	EB	368	19	245	23
	WB	444	50	586	21
B5355 Wharton Road (between Nat Lane and Bradbury Road)	NB	136	4	168	0
	SB	154	0	135	2
A533 Northwich Road (between A54 Chester Road and Bell Lane)	NB	332	13	309	10
	SB	330	17	318	8
A533 Northwich Road diversion (between A54 Middlewich Road realignment and A533 Northwich Road)	NB	448	13	470	10
	SB	442	17	486	8
A54 Holmes Chapel Road (between Brereton Lane and Poolford Lane)	EB	791	99	715	58
	WB	604	94	495	49
B5309 Centurion Way (between B5309 King Street and White Park Close)	NB	381	40	422	21
	SB	255	19	284	20
B5355 Wharton Road (between A5018 Wharton Park Road and Bradbury Road)	NB	201	8	180	5
	SB	146	7	216	5
B5308 Middlewich Road (A54 Chester Road and A50 Knutsford Road)	EB	361	24	440	6
	WB	311	3	291	1
A50 Knutsford Road (between A535 Macclesfield Road and B5308 Middlewich Road)	NB	748	9	564	5
	SB	720	36	975	14
A533 Northwich Road/Bostock Road (between London Road and Bell Lane)	EB	442	17	494	8
	WB	445	13	468	10
B5309 King Street (between B5309 Centurion Way and A530 Croxton Lane)	NB	468	36	628	29
	SB	290	25	331	19
A533 Bostock Road (between A5018 Bostock Road and London Road)	EB	134	17	141	8
	WB	148	14	86	11
A530 Croxton Lane (between A54 Chester Road and B5309 King Street)	NB	292	0	353	0
	SB	319	0	599	0
B5309 King Street (between Yatehouse Lane and A530 Croxton Lane)	NB	498	36	699	29
	SB	310	26	315	18
	NB	311	0	386	0

Location	Direction	2018 baseline AM peak hour (08:00–09:00) – all vehicles	2018 baseline AM peak hour (08:00–09:00) – Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00–18:00) – all vehicles	2018 baseline PM peak hour (17:00–18:00) – HGV
London Road (between A533 Bostock Road and Brick Kiln Lane)	SB	323	1	355	1
A533 Davenham Bypass (between A533 Bostock Road and Jack Lane)	NB	964	25	940	14
	SB	938	24	955	13
B5081 Byley Road (between Moss Lane and B5082 Holmes Chapel Road)	NB	276	2	132	1
	SB	179	4	583	20
B5081 Byley Road (between B5309 Centurion Way and Moss Lane)	NB	267	8	142	3
	SB	194	10	283	5
A533 Davenham Bypass (between Jack Lane and London Road)	NB	929	21	896	9
	SB	907	21	921	10
A530 King Street (between A530 Croxton Lane and Whatcroft Hall Lane)	NB	742	36	864	29
	SB	581	26	733	18
A533 Davenham Bypass (between London Road and A556 Shurlach Road)	NB	699	0	759	0
	SB	747	18	902	9
A530 King Street (between Whatcroft Hall Lane and Davenham Road)	NB	657	15	849	15
	SB	543	14	758	9
London Road (between Hartford Road and Church Street)	EB	351	6	251	4
	WB	561	24	381	12
Church Street/Shipbrook Road (between London Road and Shurlach Lane)	EB	149	0	18	0
	WB	38	0	203	0
A50 London Road (between B5082 Northwich Road and Booth Bed Lane)	NB	184	2	60	1
	SB	76	4	183	3
Booth Bed Lane (between Main Road and A50 London Road)	NB	44	0	85	0
	SB	48	2	46	0
London Road (between Green Lane and A556 Chester Road)	NB	813	23	372	14
	SB	355	8	451	5
Davenham Road (between Shurlach Lane and A530 King Street)	EB	148	0	23	0
	WB	76	0	212	0
A556 Shurlach Road off-slip (between A556 Shurlach Road and A533 Davenham Bypass)	SB	325	17	526	8
B5082 Holmes Chapel Road (between B5081 Byley Lane and Birches Lane)	EB	579	6	308	2
	WB	337	7	391	2
A533 London Road (between A556 Chester Road and A533 Kingsmead)	NB	1,072	16	1,033	7
	SB	1,360	13	1,125	7

Location	Direction	2018 baseline AM peak hour (08:00–09:00) – all vehicles	2018 baseline AM peak hour (08:00–09:00) – Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00–18:00) – all vehicles	2018 baseline PM peak hour (17:00–18:00) – HGV
A556 Shurlach Road (between A533 London Road and A556 off-slip to A533 Davenham Bypass)	EB	1,938	27	1,037	16
	WB	511	14	1,512	5
Crowders Lane (between B5082 Pennys Lane and A530 King Street)	EB	127	0	22	0
	WB	22	0	114	0
A530 King Street (between Davenham Road and Gadbrook Distribution Centre)	NB	602	16	750	15
	SB	521	14	755	9
A556 Shurlach Road (between A556 off-slip to A533 Davenham Bypass and Shurlach Lane)	EB	1,938	27	1,037	16
	WB	836	31	2,038	14
Shurlach Lane (beween Shipbook Road and A556 Shurlach Road)	NB	13	0	14	3
	SB	5	1	7	0
London Road (between Dunham Road and Old Hall Road)	NB	106	4	221	5
	SB	136	4	322	6
Old Hall Road (between Clifton Drive and Fairfield Road)	EB	92	2	216	4
	WB	82	3	41	4
Old Hall Road (between Granville Road and Clifton Drive)	EB	95	5	219	7
	WB	85	6	44	7
Old Hall Road (between London Road and Granville Road)	EB	103	5	219	7
	WB	93	6	44	7
London Road (between Old Hall Road and Lime Avenue)	NB	188	5	164	6
	SB	227	4	439	8
A530 King Street (between Gadbrook Distribution Centre Access and A556 Shurlach Road)	NB	600	15	759	15
	SB	549	16	752	9
B5082 Pennys Lane (between A556 Shurlach Road and Crowders Lane)	EB	358	3	228	1
	WB	315	6	248	2
Kingsley Drive (between Old Hall Road and Langley Road)	NB	1	0	8	0
	SB	9	0	2	0
A556 Shurlach Road (between Shipbrook Road and Gadbrook Road)	EB	1,790	23	987	16
	WB	828	32	2,031	12
Shipbrook Road (between Gadbrook Road and A556 Shurlach Road)	NB	148	3	57	0
	SB	1	0	7	0
Birches Lane diversion (between A556 Shurlach Road and B5082 Holmes Chapel Road)	NB	0	0	28	0
	SB	94	3	58	1

Location	Direction	2018 baseline AM peak hour (08:00–09:00) – all vehicles	2018 baseline AM peak hour (08:00–09:00) – Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00–18:00) – all vehicles	2018 baseline PM peak hour (17:00–18:00) – HGV
A556 Shurlach Road (between Gadbrook Road and A530 King Street)	EB	1,275	24	1,236	13
	WB	1,435	34	1,566	13
Gadbrook Road (between East Avenue and A556 Shurlach Road)	NB	123	0	201	0
	SB	249	3	212	0
East Avenue (between Gadbrook Road and Grange Road)	NB	29	0	83	1
	SB	37	3	10	3
A556 Shurlach Road (between A530 King Street and B5082 Pennys Lane)	EB	1,542	32	1,371	22
	WB	1,321	44	1,714	16
East Avenue (between Grange Road and South Drive)	NB	30	0	85	1
	SB	37	3	11	3
West Avenue (between Gadbrook Road and Grange Road)	NB	26	0	73	1
	SB	6	0	12	0
Grange Road (between West Avenue and East Avenue)	EB	2	0	1	0
	WB	0	0	1	0
Porter Drive (between Shipbrook Road and Marlowe Road)	NB	39	3	62	0
	SB	11	0	12	0
Shipbrook Road (between Porter Drive and Gadbrook Road)	EB	137	0	16	0
	WB	17	0	16	0
East Avenue (between South Drive and Central Road)	NB	24	0	126	1
	SB	63	3	47	3
West Avenue (between Grange Road and South Drive)	NB	25	0	71	1
	SB	6	0	11	0
Central Road (between West Avenue and East Avenue)	NB	1	0	1	0
	SB	21	0	1	0
A530 King Street (between B5082 Middlewich Road and A556 Shurlach Road)	NB	413	13	678	8
	SB	711	12	633	8
A556 Shurlach Road (between B5082 Pennys Lane and Birches Lane)	NB	1,184	29	1,143	21
	SB	1,006	37	1,473	14
East Avenue (between Central Road and North Drive)	NB	24	0	125	1
	SB	43	3	46	3
Greenway Drive (between Agecroft Road and Belmont Road)	EB	20	0	5	0
	WB	13	3	11	3
West Avenue (between Central Road and North Drive)	NB	63	0	92	1
	SB	23	0	33	0

Location	Direction	2018 baseline AM peak hour (08:00–09:00) – all vehicles	2018 baseline AM peak hour (08:00–09:00) – Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00–18:00) – all vehicles	2018 baseline PM peak hour (17:00–18:00) – HGV
North Drive (between West Avenue and East Avenue)	EB	54	0	3	0
	WB	0	0	74	1
East Avenue (between North Drive and B5082 Middlewich Road)	NB	150	0	112	1
	SB	37	3	156	4
Central Road (between West Avenue and Shipbrook Road)	EB	38	0	66	0
	WB	16	0	47	0
West Avenue (between North Drive and B5082 Middlewich Road)	NB	20	0	161	1
	SB	34	0	32	0
Shipbrook Road (between Central Road and B5082 Middlewich Road)	NB	52	1	102	1
	SB	90	1	145	1
A530 Griffiths Road (between A559 Manchester Road and B5082 Middlewich Road)	NB	238	6	288	5
	SB	381	3	306	5
Brockhurst Street (between Percy Street and A559 Chester Way)	EB	66	0	111	0
	WB	71	1	146	0
Percy Street (between Whalley Road and A559 Chester Way)	NB	75	0	241	0
	SB	54	0	103	0
Applemarket Street (between Weaver Way and A559 Watling Street)	NB	163	1	130	1
	SB	104	2	227	0
Whitton Street (between Station Road and A559 Chester Way)	EB	36	5	101	5
Whitton Street (between Old Warrington Road and Station Road)	EB	36	5	101	5
	WB	42	0	70	0
A50 Holmes Chapel Road (between Booth Bed Lane and B5081 Middlewich Road)	NB	228	2	145	1
	SB	124	6	229	4
Birches Lane/Station Road (between A556 Shurlach Road and School Lane)	NB	131	2	180	2
	SB	0	0	0	0
A556 Shurlach Road (between Birches Lane and A559 Manchester Road)	NB	1,053	27	963	19
	SB	1,100	40	1,502	15
A559 Manchester Road (between A530 Griffiths Road and A559 Hall Lane)	EB	577	17	604	6
	WB	647	16	742	7
Station Road (between School Lane and A559 Manchester Road)	NB	102	2	163	2
	SB	0	0	0	0

Location	Direction	2018 baseline AM peak hour (08:00–09:00) – all vehicles	2018 baseline AM peak hour (08:00–09:00) – Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00–18:00) – all vehicles	2018 baseline PM peak hour (17:00–18:00) – HGV
School Lane (between Station Road and Stubbs Lane)	EB	29	0	18	0
A559 Manchester Road (between A559 Hall Lane and Stubbs Lane)	EB	468	13	380	5
	WB	311	13	475	5
A559 Manchester Road (between Stubbs Lane and Fryer Road)	EB	422	14	437	4
	WB	290	13	329	5
A559 Manchester Road (between Fryer Road and A556 Shurlach Road)	EB	566	14	496	4
	WB	383	12	578	4
Fryer Road/Townshend Road (between A559 Hall Lane and A559 Manchester Road)	NB	163	1	328	1
	SB	213	2	138	1
A569 Hall Lane (between Townshend Road and Green Lane)	EB	449	4	315	3
	WB	309	7	475	3
A556 Chester Road (between A559 Manchester Road and Linnards Lane)	EB	1,285	39	1,110	23
	WB	1,116	51	1,731	19
A559 Hall Lane (between Green Lane and B5391 Church Street)	EB	381	4	297	3
	WB	323	7	450	3
A556 Chester Road (between Linnards Lane and Plumley Moor Road)	EB	1,600	74	1,210	49
	WB	1,270	109	1,507	43
A569 Marston Lane (between B5391 Church Street and Earles Lane)	NB	157	8	247	0
	SB	366	5	223	8
B5391 Church Street (between Earles Lane and A559 Marston Lane)	NB	118	8	201	3
	SB	184	6	145	4
Linnards Lane (between Green Lane and B5391 Church Street)	EB	108	10	144	4
	WB	74	8	97	2
Earles Lane (between A559 Marston Lane and B5391 Pickmere Lane)	EB	105	11	98	5
	WB	58	7	86	1

6.3.17 Table 7-3 of the main TA summarises the 2018 baseline Annual Average Daily Traffic (AADT) flows derived from the Northwich Town Centre model and the Winsford (and Middlewich) to M6 model for strategic, primary 'A' roads and local roads for the MA02 area. Table 7-3 below replaces Table 7-3 of the main TA. Due to the simplified way in which the road network is represented in the strategic transport models, the use of some local roads may not be precisely reflected in the baseline traffic flows; however, this is not expected to change the conclusions of the assessment.

Table 7-3: MA02 strategic and local road network 2018 AADT baseline flows (vehicles)

Location	Direction	Annual Average Daily Traffic (AADT) – all vehicles	AADT– HGV
Brookhouse Lane (between Cross Lane and A530 Middlewich Road)	NB	4,634	194
	SB	3,478	119
B5074 Swanlow Lane (between New Lane and Moors Lane)	NB	4,807	164
	SB	4,462	114
A530 Nantwich Road (between Brookhouse Lane and Clive Green Lane)	NB	10,581	271
	SB	7,886	171
Swanlow Drive (between B5074 Swanlow Lane and Darnhall School Lane)	EB	215	11
	WB	387	11
Darnhall School Lane (between Swanlow Drive and Glebe Green Drive)	NB	621	11
	SB	457	11
B5074 Swanlow Lane (between Moors Lane and Swanlow Drive)	NB	5,258	164
	SB	4,861	114
Bell Lane (between A54 Middlewich Road and A533 Bostock Road)	NB	1,528	0
	SB	1,504	0
Darnhall School Lane (between Glebe Green Drive and B5074 Swanlow Lane)	NB	106	11
	SB	452	11
Durham Drive/Glebe Green Drive (between Darnhall School Lane and Townsfields Drive)	NB	912	22
	SB	396	22
Clive Green Lane (between A54 Middlewich Road and Coalpit Lane)	EB	2,517	123
	WB	4,668	228
Durham Drive/Dover Drive/Mount Pleasant Drive (between Townsfields Drive and Denbigh Drive)	NB	954	22
	SB	1,017	22
Townfields Drive (between B5074 Swanlow Lane and Durham Drive)	EB	878	0
	WB	300	0
Long Lane South (between Sutton Lane and Elm Road)	EB	110	0
	WB	109	0
Sutton Lane (between Long Lane South and Hayhurst Avenue)	NB	508	0
	SB	555	0
Mount Pleasant Drive (between Denbigh Drive and Woodford Lane West)	EB	776	0
	WB	973	0
Woodford Lane West (between Mount Pleasant Drive and A54 Oakmere Road)	NB	719	0
	SB	1,189	22
Elm Road (between Long Lane South and A533 Booth Lane)	EB	370	33
	WB	238	11
A530 Nantwich Road (between Clive Green Lane and Brynlow Drive)	NB	6,192	65

Location	Direction	Annual Average Daily Traffic (AADT) – all vehicles	AADT–HGV
	SB	5,757	70
Denbigh Drive (between Mount Pleasant Drive and Swanlow Lane)	EB	380	22
	WB	567	22
Sutton Lane (between Rutland Drive and St Annes Avenue)	NB	820	0
	SB	758	0
Beeston Drive (between Denbigh Drive and Handley Hill)	NB	701	74
	SB	1,022	64
Brynlow Drive (between Long Lane and A530 Nantwich Road)	EB	1,587	65
	WB	1,887	70
Hayhurst Avenue (between Eaton Drive and Long Lane)	EB	1,525	65
	WB	1,954	70
Hayhurst Avenue (between Long Lane and Sutton Lane)	EB	1,374	51
	WB	1,567	54
St Annes Avenue (between Sutton Lane and A533 Booth Lane)	EB	1,721	17
	WB	2,431	81
Sutton Lane (between St Annes Avenue and St Ann's Road)	NB	2,536	100
	SB	1,956	38
Beeston Drive (between Handley Hill and B5074 Swanlow Lane)	EB	707	74
	WB	1,029	64
Sutton Lane (between St Ann's Road and A533 Lewin Street)	NB	1,246	34
	SB	889	39
St Ann's Road (between Sutton Lane and Manor Lane)	NB	1,652	67
	SB	1,430	1
A530 Nantwich Road (between Brynlow Drive and Glastonbury Drive)	NB	5,158	0
	SB	4,422	0
Coalpit Lane (between Clive Green Lane and Birch Lane)	NB	1,445	0
	SB	1,521	0
St Ann's Road (between Manor Lane and King Edward Street)	NB	1,837	70
	SB	1,812	6
Station Road (between B5355 Crook Lane and Rilshaw Lane)	EB	1,252	85
	WB	1,130	85
Station Road (between Kingsway and B5355 Crook Lane)	EB	2,042	99
	WB	1,893	87
Dingle Lane/Weaver Street (between The Drumber and A54 Winsford Bypass)	NB	1,898	1
	SB	462	0
Station Road (between A54 Winsford Bypass and Kingsway)	EB	2,164	99

Location	Direction	Annual Average Daily Traffic (AADT) – all vehicles	AADT–HGV
	WB	2,059	87
A54 Middlewich Road (between Clive Lane and A54 Winsford Bypass)	EB	6,276	148
	WB	7,485	171
Dene Drive (between A54 High Street and The Drumber)	NB	1,911	43
	SB	1,854	26
Station Road (between Rilshaw Lane and B5355 Crook Lane)	EB	900	23
	WB	361	21
St Ann's Road (between King Edward Street and A530 Nantwich Road)	NB	2,242	70
	SB	2,226	6
B5355 Station Road (between A54 Middlewich Road and B5355 Crook Lane)	EB	1,142	99
	WB	1,052	23
Dingle Lane (between A54 High Street and The Drumber)	NB	4,686	33
	SB	3,593	73
B5355 Crook Lane (between B5355 Station Road and Birch Avenue)	NB	1,238	1
	SB	789	75
A530 Nantwich Road (between Glastonbury Drive and St Ann's Road)	EB	5,676	0
	WB	5,226	0
B5355 Crook Lane (between B5355 Station Road and Bradbury Road)	NB	1,170	1
	SB	730	75
A54 St Michael's Way (between A533 Leadsmithy Street and The Bull Ring)	EB	9,351	462
	WB	8,129	361
A54 Kinderton Street (between A533 Leadsmithy Street and King Street)	EB	10,455	580
	WB	5,408	447
A54 St Michael's Way (between The Bull Ring and A54 Chester Road)	EB	9,799	440
	WB	7,285	339
A54 St Michael's Way (between A54 Chester Road and The Bull Ring)	EB	9,820	440
	WB	7,144	339
Brereton Lane (between Cledford Lane and A54 Holmes Chapel Road)	NB	626	7
	SB	1,096	6
A54 Chester Road (between A530 Newton Bank and A54 St Michael's Way)	EB	14,960	443
A54 Middlewich Road (between Clive Lane and A533 Northwich Road)	NB	3,929	287
	SB	4,322	226
Nixon Drive (between Basford Way and Saxon Crossway)	EB	1,164	22
	WB	1,344	22
A54 Chester Road (between A530 Croxton Lane and A530 Newton Bank)	EB	12,165	440

Location	Direction	Annual Average Daily Traffic (AADT) – all vehicles	AADT–HGV
	WB	10,444	405
A54 Chester Road (between A530 Croxton Lane and A533 Northwich Road)	EB	7,971	423
	WB	7,711	348
Nixon Drive (between Abbotts Way and Basford Way)	EB	890	22
	WB	1,013	22
A54 Holmes Chapel Road (between King Street and B5309 Centurion Way)	EB	9,017	587
	WB	4,812	451
Nixon Drive (between B5074 Delamere Street and Abbotts Way)	EB	899	22
	WB	538	22
Nixon Drive (between Saxon Crossway and Grange Lane)	EB	954	22
	WB	456	22
B5355 Crook Lane (between Bradbury Road and B5355 Wharton Road)	NB	1,480	45
	SB	907	50
King Street (between New King Street and Hadrian Way)	NB	2,455	11
	SB	825	11
Coalpit Lane (between Birch Lane and A54 Chester Road)	NB	247	0
	SB	54	0
A54 Middlewich Road realignment (between A533 Northwich Road diversion and Birch Lane)	EB	3,924	287
	WB	4,321	226
A54 Middlewich Road (between Clive Lane and Birch Lane)	EB	3,924	287
	WB	4,321	226
Birch Lane (between Coalpit Lane and A54 Middlewich Road)	NB	1,513	0
	SB	1,416	0
A54 Middlewich Road realignment (between Birch Lane and Coalpit Lane)	EB	7,435	423
	WB	7,679	348
B5309 Centurion Way (between B5081 Byley Road and A54 Holmes Chapel Road)	EB	4,694	418
	WB	6,458	460
Road One (between A533 Bostock Road and A54 Middlewich Road)	NB	3,801	179
	SB	2,515	135
A54 Holmes Chapel Road (between B5309 Centurion Way and Brereton Lane)	EB	8,617	860
	WB	5,766	782
B5309 Centurion Way (between White Park Close and B5081 Byley Road)	EB	3,337	230
	WB	5,606	388
B5355 Wharton Road (between Nat Lane and Bradbury Road)	NB	1,659	21
	SB	1,575	9
A533 Northwich Road (between A54 Chester Road and Bell Lane)	NB	3,495	123

Location	Direction	Annual Average Daily Traffic (AADT) – all vehicles	AADT–HGV
	SB	3,528	135
A533 Northwich Road diversion (between A54 Middlewich Road realignment and A533 Northwich Road)	NB	4,999	123
	SB	5,056	135
A54 Holmes Chapel Road (between Brereton Lane and Poolford Lane)	EB	8,202	852
	WB	5,984	783
B5309 Centurion Way (between B5309 King Street and White Park Close)	NB	4,368	332
	SB	2,937	214
B5355 Wharton Road (between A5018 Wharton Park Road and Bradbury Road)	NB	2,076	71
	SB	1,966	67
B5308 Middlewich Road (A54 Chester Road and A50 Knutsford Road)	EB	5,516	204
	WB	4,143	32
A50 Knutsford Road (between A535 Macclesfield Road and B5308 Middlewich Road)	NB	9,043	97
	SB	11,667	344
A533 Northwich Road/Bostock Road (between London Road and Bell Lane)	EB	5,093	135
	WB	4,972	123
B5309 King Street (between B5309 Centurion Way and A530 Croxton Lane)	NB	5,961	355
	SB	3,379	240
A533 Bostock Road (between A5018 Bostock Road and London Road)	EB	1,499	135
	WB	1,273	134
A530 Croxton Lane (between A54 Chester Road and B5309 King Street)	NB	3,508	0
	SB	4,991	0
B5309 King Street (between Yatehouse Lane and A530 Croxton Lane)	NB	6,515	355
	SB	3,401	239
London Road (between A533 Bostock Road and Brick Kiln Lane)	NB	3,795	0
	SB	3,694	11
A533 Davenham Bypass (between A533 Bostock Road and Jack Lane)	NB	10,365	212
	SB	10,309	205
B5081 Byley Road (between Moss Lane and B5082 Holmes Chapel Road)	NB	2,818	20
	SB	5,236	166
B5081 Byley Road (between B5309 Centurion Way and Moss Lane)	NB	2,232	62
	SB	2,592	82
A533 Davenham Bypass (between Jack Lane and London Road)	NB	9,939	167
	SB	9,953	172
A530 King Street (between A530 Croxton Lane and Whatcroft Hall Lane)	NB	8,746	353
	SB	7,148	240
A533 Davenham Bypass (between London Road and A556 Shurlach Road)	NB	7,934	0

Location	Direction	Annual Average Daily Traffic (AADT) – all vehicles	AADT–HGV
	SB	8,978	148
A530 King Street (between Whatcroft Hall Lane and Davenham Road)	NB	8,201	163
	SB	7,082	125
London Road (between Hartford Road and Church Street)	EB	3,280	54
	WB	5,129	199
Church Street/Shipbrook Road (between London Road and Shurlach Lane)	EB	911	3
	WB	1,307	1
A50 London Road (between B5082 Northwich Road and Booth Bed Lane)	NB	1,680	20
	SB	1,780	52
Booth Bed Lane (between Main Road and A50 London Road)	NB	886	4
	SB	646	14
London Road (between Green Lane and A556 Chester Road)	NB	6,460	200
	SB	4,384	67
Davenham Road (between Shurlach Lane and A530 King Street)	EB	936	0
	WB	1,564	0
A556 Shurlach Road off-slip (between A556 Shurlach Road and A533 Davenham Bypass)	SB	4,632	139
B5082 Holmes Chapel Road (between B5081 Byley Lane and Birches Lane)	EB	4,830	41
	WB	3,961	47
A533 London Road (between A556 Chester Road and A533 Kingsmead)	NB	11,463	129
	SB	13,533	109
A556 Shurlach Road (between A533 London Road and A556 off-slip to A533 Davenham Bypass)	EB	16,213	231
	WB	10,996	105
Crowders Lane (between B5082 Pennys Lane and A530 King Street)	EB	813	0
	WB	739	2
A530 King Street (between Davenham Road and Gadbrook Distribution Centre)	NB	7,357	166
	SB	6,941	125
A556 Shurlach Road (between A556 off-slip to A533 Davenham Bypass and Shurlach Lane)	EB	16,213	231
	WB	15,628	244
Shurlach Lane (beween Shipbook Road and A556 Shurlach Road)	NB	147	15
	SB	62	8
London Road (between Dunham Road and Old Hall Road)	NB	1,775	48
	SB	2,491	54
Old Hall Road (between Clifton Drive and Fairfield Road)	EB	1,676	37
	WB	669	40
Old Hall Road (between Granville Road and Clifton Drive)	EB	1,707	68

Location	Direction	Annual Average Daily Traffic (AADT) – all vehicles	AADT–HGV
	WB	701	73
Old Hall Road (between London Road and Granville Road)	EB	1,749	68
	WB	748	73
London Road (between Old Hall Road and Lime Avenue)	NB	1,912	62
	SB	3,628	65
A530 King Street (between Gadbrook Distribution Centre Access and A556 Shurlach Road)	NB	7,401	162
	SB	7,083	134
B5082 Pennys Lane (between A556 Shurlach Road and Crowders Lane)	EB	3,191	21
	WB	3,069	45
Kingsley Drive (between Old Hall Road and Langley Road)	NB	47	0
	SB	58	0
A556 Shurlach Road (between Shipbrook Road and Gadbrook Road)	EB	15,135	214
	WB	15,541	239
Shipbrook Road (between Gadbrook Road and A556 Shurlach Road)	NB	1,120	17
	SB	42	0
Birches Lane diversion (between A556 Shurlach Road and B5082 Holmes Chapel Road)	NB	153	0
	SB	826	20
A556 Shurlach Road (between Gadbrook Road and A530 King Street)	EB	13,670	206
	WB	16,340	258
Gadbrook Road (between East Avenue and A556 Shurlach Road)	NB	1,764	4
	SB	2,509	17
East Avenue (between Gadbrook Road and Grange Road)	NB	609	4
	SB	255	33
A556 Shurlach Road (between A530 King Street and B5082 Pennys Lane)	EB	15,864	291
	WB	16,520	326
East Avenue (between Grange Road and South Drive)	NB	625	4
	SB	261	33
West Avenue (between Gadbrook Road and Grange Road)	NB	539	4
	SB	97	0
Grange Road (between West Avenue and East Avenue)	EB	17	0
	WB	7	0
Porter Drive (between Shipbrook Road and Marlowe Road)	NB	549	16
	SB	124	0
Shipbrook Road (between Porter Drive and Gadbrook Road)	EB	834	2
	WB	183	0
East Avenue (between South Drive and Central Road)	NB	810	4

Location	Direction	Annual Average Daily Traffic (AADT) – all vehicles	AADT–HGV
	SB	601	34
West Avenue (between Grange Road and South Drive)	NB	522	3
	SB	90	0
Central Road (between West Avenue and East Avenue)	NB	12	0
	SB	122	1
A530 King Street (between B5082 Middlewich Road and A556 Shurlach Road)	NB	5,936	117
	SB	7,317	111
A556 Shurlach Road (between B5082 Pennys Lane and Birches Lane)	NB	12,674	270
	SB	13,486	281
East Avenue (between Central Road and North Drive)	NB	806	4
	SB	486	33
Greenway Drive (between Agecroft Road and Belmont Road)	EB	137	2
	WB	133	32
West Avenue (between Central Road and North Drive)	NB	843	4
	SB	305	1
North Drive (between West Avenue and East Avenue)	EB	310	2
	WB	400	3
East Avenue (between North Drive and B5082 Middlewich Road)	NB	1,425	6
	SB	1,053	39
Central Road (between West Avenue and Shipbrook Road)	EB	568	2
	WB	341	0
West Avenue (between North Drive and B5082 Middlewich Road)	NB	983	6
	SB	355	1
Shipbrook Road (between Central Road and B5082 Middlewich Road)	NB	837	11
	SB	1,277	7
A530 Griffiths Road (between A559 Manchester Road and B5082 Middlewich Road)	NB	2,864	58
	SB	3,739	43
Brockhurst Street (between Percy Street and A559 Chester Way)	EB	963	2
	WB	1,176	7
Percy Street (between Whalley Road and A559 Chester Way)	NB	1,713	0
	SB	852	0
Applemarket Street (between Weaver Way and A559 Watling Street)	NB	1,596	8
	SB	1,797	9
Whitton Street (between Station Road and A559 Chester Way)	EB	747	56
Whitton Street (between Old Warrington Road and Station Road)	EB	747	56
	WB	608	2

Location	Direction	Annual Average Daily Traffic (AADT) – all vehicles	AADT–HGV
A50 Holmes Chapel Road (between Booth Bed Lane and B5081 Middlewich Road)	NB	2,566	24
	SB	2,426	66
Birches Lane/Station Road (between A556 Shurlach Road and School Lane)	NB	1,692	20
	SB	0	0
A556 Shurlach Road (between Birches Lane and A559 Manchester Road)	NB	10,982	249
	SB	14,159	301
A559 Manchester Road (between A530 Griffiths Road and A559 Hall Lane)	EB	6,431	121
	WB	7,561	122
Station Road (between School Lane and A559 Manchester Road)	NB	1,441	20
	SB	0	0
School Lane (between Station Road and Stubbs Lane)	EB	251	0
A559 Manchester Road (between A559 Hall Lane and Stubbs Lane)	EB	4,617	97
	WB	4,277	101
A559 Manchester Road (between Stubbs Lane and Fryer Road)	EB	4,674	98
	WB	3,366	101
A559 Manchester Road (between Fryer Road and A556 Shurlach Road)	EB	5,780	95
	WB	5,233	90
Fryer Road/Townshend Road (between A559 Hall Lane and A559 Manchester Road)	NB	2,672	11
	SB	1,910	18
A569 Hall Lane (between Townshend Road and Green Lane)	EB	4,166	38
	WB	4,264	56
A556 Chester Road (between A559 Manchester Road and Linnards Lane)	EB	13,038	339
	WB	15,490	382
A559 Hall Lane (between Green Lane and B5391 Church Street)	EB	3,692	38
	WB	4,206	56
A556 Chester Road (between Linnards Lane and Plumley Moor Road)	EB	19,360	843
	WB	19,112	1,044
A569 Marston Lane (between B5391 Church Street and Earles Lane)	NB	2,201	45
	SB	3,212	73
B5391 Church Street (between Earles Lane and A559 Marston Lane)	NB	1,736	61
	SB	1,792	54
Linnards Lane (between Green Lane and B5391 Church Street)	EB	1,373	74
	WB	928	56
Earles Lane (between A559 Marston Lane and B5391 Pickmere Lane)	EB	1,105	82
	WB	779	48

Future baseline traffic flows

6.3.18 Table 7-4, Table 7-5 and Table 7-6 of the main TA summarise the 2030, 2038 and 2046 future baseline traffic flows for the weekday AM peak hour (08:00–09:00), weekday PM peak hour (17:00–18:00) and AADT respectively.

6.3.19 Since the main TA, the future baseline traffic forecasts have been updated to take account of the changes described in paragraphs 6.3.1 to 6.3.6. Further details of the updated future baseline traffic models are set out in the SES1 and AP1 ES Volume 5, Appendix: TR-001-00000 Transport Assessment Part 1 Addendum. The revised traffic forecasts are referred to as the 'future baseline' traffic flows in the remainder of this report. They are summarised in Table 7-4, Table 7-5 and Table 7-6 below, which replace Table 7-4, Table 7-5 and Table 7-6 of the main TA respectively and include the change from a 2046 to a 2051 final assessment year.

6.3.20 Due to the simplified way in which the road network is represented in the strategic transport models, the use of some local roads may not be precisely reflected in the future baseline traffic flows. However, this is not expected to change the conclusions of the assessment.

Table 7-4: MA02 strategic and local road network future baseline flows AM peak hour 08:00-09:00

Location	Direction	AM peak 2030 – all vehicles	AM peak 2030 – HGV	AM peak 2038 – all vehicles	AM peak 2038 – HGV	AM peak 2051 – all vehicles	AM peak 2051 – HGV
A556 Shurlach Road (between Shipbook Road and Gadbrook Road)	NB	2,069	27	2,138	27	2,241	29
	SB	971	32	977	29	1,002	22
Brookhouse Lane (between Cross Lane and A530 Middlewich Road)	NB	574	35	624	35	902	30
	SB	431	13	483	10	583	10
B5074 Swanlow Lane (between New Lane and Moors Lane)	NB	470	23	500	24	574	24
	SB	493	13	526	14	609	20
A530 Nantwich Road (between Brookhouse Lane and Clive Green Lane)	NB	988	24	975	25	1,017	25
	SB	728	30	797	30	878	25
Swanlow Drive (between B5074 Swanlow Lane and Darnhall School Lane)	EB	23	1	25	1	28	1
	WB	76	1	82	1	103	1
Darnhall School Lane (between Swanlow Drive and Glebe Green Drive)	NB	116	1	123	1	148	1
	SB	33	1	35	1	38	1
B5074 Swanlow Lane (between Moors Lane and Swanlow Drive)	NB	564	23	598	24	681	24
	SB	508	13	542	14	626	20
Bell Lane (between A54 Middlewich Road and A533 Bostock Road)	NB	92	0	89	0	65	0
	SB	175	0	182	0	192	0
	NB	274	15	361	16	428	17

Location	Direction	AM peak 2030 – all vehicles	AM peak 2030 – HGV	AM peak 2038 – all vehicles	AM peak 2038 – HGV	AM peak 2051 – all vehicles	AM peak 2051 – HGV
Middlewich Eastern Bypass (between A533 Booth Lane and Cledford Lane)	SB	90	1	111	1	145	4
Darnhall School Lane (between Glebe Green Drive and B5074 Swanlow Lane)	NB	3	1	3	1	4	1
	SB	101	1	176	1	339	1
Durham Drive/Glebe Green Drive (between Darnhall School Lane and Townsfields Drive)	NB	226	2	308	2	498	2
	SB	33	2	35	2	38	2
Clive Green Lane (between A54 Middlewich Road and Coalpit Lane)	EB	241	23	207	23	204	18
	WB	458	18	466	18	435	18
Durham Drive/Dover Drive/Mount Pleasant Drive (between Townsfields Drive and Denbigh Drive)	NB	177	2	254	2	426	2
	SB	108	2	99	2	107	2
Townfields Drive (between B5074 Swanlow Lane and Durham Drive)	EB	138	0	132	0	155	0
	WB	13	0	13	0	13	0
Long Lane South (between Sutton Lane and Elm Road)	EB	8	0	6	0	5	0
	WB	10	0	11	0	12	0
Sutton Lane (between Long Lane South and Hayhurst Avenue)	NB	42	0	45	0	49	0
	SB	43	0	46	0	49	0
Mount Pleasant Drive (between Denbigh Drive and Woodford Lane West)	EB	67	0	70	0	75	0
	WB	241	0	338	0	515	0
Woodford Lane West (between Mount Pleasant Drive and A54 Oakmere Road)	NB	56	0	58	0	61	0
	SB	273	2	371	2	550	2
Elm Road (between Long Lane South and A533 Booth Lane)	EB	57	5	58	5	61	5
	WB	10	1	10	1	11	1
A530 Nantwich Road (between Clive Green Lane and Brynlow Drive)	NB	651	9	595	10	632	10
	SB	693	9	778	8	863	8
Denbigh Drive (between Mount Pleasant Drive and Swanlow Lane)	EB	36	2	37	2	43	2
	WB	25	2	25	2	28	2
Sutton Lane (between Rutland Drive and St Annes Avenue)	NB	94	0	98	0	105	0
	SB	50	0	54	0	57	0
Beeston Drive (between Denbigh Drive and Handley Hill)	NB	78	11	81	12	92	12
	SB	37	2	38	2	44	2
Brynlow Drive (between Long Lane and A530 Nantwich Road)	EB	145	9	120	10	124	10
	WB	303	9	294	8	297	8
	EB	159	9	147	10	153	10

Location	Direction	AM peak 2030 – all vehicles	AM peak 2030 – HGV	AM peak 2038 – all vehicles	AM peak 2038 – HGV	AM peak 2051 – all vehicles	AM peak 2051 – HGV
Hayhurst Avenue (between Eaton Drive and Long Lane)	WB	275	9	277	8	279	8
Hayhurst Avenue (between Long Lane and Sutton Lane)	EB	149	8	140	8	147	8
	WB	240	8	239	7	231	7
St Annes Avenue (between Sutton Lane and A533 Booth Lane)	EB	120	2	113	3	118	3
	WB	226	3	225	2	221	2
Sutton Lane (between St Annes Avenue and St Ann's Road)	NB	200	6	204	6	196	6
	SB	141	5	146	5	129	5
Beeston Drive (between Handley Hill and B5074 Swanlow Lane)	EB	79	11	82	12	93	12
	WB	37	2	38	2	44	2
Sutton Lane (between St Ann's Road and A533 Lewin Street)	NB	163	5	166	6	179	6
	SB	86	5	87	5	63	5
St Ann's Road (between Sutton Lane and Manor Lane)	NB	82	0	83	0	60	0
	SB	100	0	104	0	108	0
A530 Nantwich Road (between Brynlow Drive and Glastonbury Drive)	NB	545	0	502	0	537	0
	SB	428	0	511	0	596	0
Coalpit Lane (between Clive Green Lane and Birch Lane)	NB	96	0	93	0	67	0
	SB	174	0	183	0	191	0
St Ann's Road (between Manor Lane and King Edward Street)	NB	88	1	84	0	61	0
	SB	124	0	128	0	141	0
Station Road (between B5355 Crook Lane and Rilshaw Lane)	EB	78	6	79	6	86	6
	WB	91	2	65	3	53	6
Station Road (between Kingsway and B5355 Crook Lane)	EB	457	8	469	9	506	9
	WB	177	2	155	3	131	6
Dingle Lane/Weaver Street (between The Drumber and A54 Winsford Bypass)	NB	116	0	172	0	256	0
	SB	167	0	183	0	194	4
Station Road (between A54 Winsford Bypass and Kingsway)	EB	456	8	468	9	505	9
	WB	203	2	183	3	160	6
A54 Middlewich Road (between Clive Lane and A54 Winsford Bypass)	EB	818	27	837	27	858	24
	WB	555	20	566	21	573	3
Dene Drive (between A54 High Street and The Drumber)	NB	124	3	122	3	108	3
	SB	113	4	112	4	121	4
Station Road (between Rilshaw Lane and B5355 Crook Lane)	EB	162	6	194	6	232	2
	WB	37	2	39	2	42	2
	NB	154	1	157	0	134	0

Location	Direction	AM peak 2030 – all vehicles	AM peak 2030 – HGV	AM peak 2038 – all vehicles	AM peak 2038 – HGV	AM peak 2051 – all vehicles	AM peak 2051 – HGV
St Ann's Road (between King Edward Street and A530 Nantwich Road)	SB	185	0	192	0	202	0
B5355 Station Road (between A54 Middlewich Road and B5355 Crook Lane)	EB	239	19	265	19	287	15
	WB	34	2	35	2	36	2
Dingle Lane (between A54 High Street and The Drumber)	NB	413	5	412	5	412	1
	SB	493	3	468	3	442	3
B5355 Crook Lane (between B5355 Station Road and Birch Avenue)	NB	54	0	55	0	69	0
	SB	135	13	130	13	131	13
A530 Nantwich Road (between Glastonbury Drive and St Ann's Road)	EB	621	0	579	0	623	0
	WB	491	0	575	0	668	0
B5355 Crook Lane (between B5355 Station Road and Bradbury Road)	NB	53	0	55	0	69	0
	SB	125	13	119	13	119	13
A54 St Michael's Way (between A533 Leadsmithy Street and The Bull Ring)	EB	1,049	63	1,033	64	974	54
	WB	751	55	748	56	749	40
A54 Kinderton Street (between A533 Leadsmithy Street and King Street)	EB	1,302	92	1,261	94	1,214	85
	WB	561	58	586	60	568	43
A54 St Michael's Way (between The Bull Ring and A54 Chester Road)	EB	1,098	61	1,083	62	1,026	52
	WB	695	53	690	54	687	38
A54 St Michael's Way (between A54 Chester Road and The Bull Ring)	EB	1,095	61	1,080	62	1,023	52
	WB	692	53	685	54	679	38
Brereton Lane (between Cledford Lane and A54 Holmes Chapel Road)	NB	16	1	17	1	17	1
	SB	7	1	18	0	27	1
A54 Chester Road (between A530 Newton Bank and A54 St Michael's Way)	EB	1,569	62	1,631	62	1,660	52
A54 Middlewich Road (between Clive Lane and A533 Northwich Road)	NB	425	34	469	35	483	36
	SB	446	35	456	35	471	18
Nixon Drive (between Basford Way and Saxon Crossway)	EB	115	2	120	2	128	2
	WB	76	2	78	2	84	2
A54 Chester Road (between A530 Croxton Lane and A530 Newton Bank)	EB	1,193	61	1,322	62	1,376	52
	WB	957	53	960	55	983	38
A54 Chester Road (between A530 Croxton Lane and A533 Northwich Road)	EB	830	61	891	63	915	53
	WB	785	43	783	44	769	27
	EB	85	2	89	2	95	2

Location	Direction	AM peak 2030 – all vehicles	AM peak 2030 – HGV	AM peak 2038 – all vehicles	AM peak 2038 – HGV	AM peak 2051 – all vehicles	AM peak 2051 – HGV
Nixon Drive (between Abbotts Way and Basford Way)	WB	61	2	64	2	68	2
A54 Holmes Chapel Road (between King Street and B5309 Centurion Way)	EB	1,110	94	1,061	96	992	87
	WB	472	59	496	60	526	44
Nixon Drive (between B5074 Delamere Street and Abbotts Way)	EB	35	2	38	2	39	2
	WB	67	2	70	2	75	2
Nixon Drive (between Saxon Crossway and Grange Lane)	EB	79	2	75	2	78	2
	WB	44	2	42	2	52	2
B5355 Crook Lane (between Bradbury Road and B5355 Wharton Road)	NB	118	4	125	4	149	4
	SB	91	4	86	4	86	4
King Street (between New King Street and Hadrian Way)	NB	255	1	266	1	291	1
	SB	147	1	151	1	105	1
Coalpit Lane (between Birch Lane and A54 Chester Road)	NB	24	0	27	0	28	0
	SB	36	0	64	0	7	0
A54 Middlewich Road realignment (between A533 Northwich Road diversion and Birch Lane)	EB	424	34	468	35	483	36
	WB	446	35	456	35	471	18
A54 Middlewich Road (between Clive Lane and Birch Lane)	EB	424	34	468	35	483	36
	WB	446	35	456	35	471	18
Birch Lane (between Coalpit Lane and A54 Middlewich Road)	NB	205	0	241	0	193	0
	SB	91	0	89	0	62	0
A54 Middlewich Road realignment (between Birch Lane and Coalpit Lane)	EB	753	61	809	63	849	54
	WB	758	43	728	44	769	27
B5309 Centurion Way (between B5081 Byley Road and A54 Holmes Chapel Road)	EB	667	41	656	41	647	38
	WB	629	74	662	66	678	41
Road One (between A533 Bostock Road and A54 Middlewich Road)	NB	326	18	332	18	332	19
	SB	285	22	294	23	312	22
A54 Holmes Chapel Road (between B5309 Centurion Way and Brereton Lane)	EB	1,053	99	1,062	109	1,071	100
	WB	990	99	1,032	101	1,115	62
B5309 Centurion Way (between White Park Close and B5081 Byley Road)	EB	487	13	470	12	397	6
	WB	453	59	483	51	508	35
B5355 Wharton Road (between Nat Lane and Bradbury Road)	NB	118	4	122	4	144	4
	SB	150	0	147	0	163	0
A533 Northwich Road (between A54 Chester Road and Bell Lane)	NB	342	8	331	9	300	9
	SB	330	27	341	28	365	19

Location	Direction	AM peak 2030 – all vehicles	AM peak 2030 – HGV	AM peak 2038 – all vehicles	AM peak 2038 – HGV	AM peak 2051 – all vehicles	AM peak 2051 – HGV
A533 Northwich Road diversion (between A54 Middlewich Road realignment and A533 Northwich Road)	NB	517	8	513	9	492	9
	SB	421	27	430	28	430	19
A54 Holmes Chapel Road (between Brereton Lane and Poolford Lane)	EB	987	97	995	107	1,000	98
	WB	1,039	99	1,094	101	1,185	63
B5309 Centurion Way (between B5309 King Street and White Park Close)	NB	416	49	445	41	435	24
	SB	406	13	387	12	277	6
B5355 Wharton Road (between A5018 Wharton Park Road and Bradbury Road)	NB	183	8	190	8	219	8
	SB	131	7	127	7	140	7
B5308 Middlewich Road (A54 Chester Road and A50 Knutsford Road)	EB	381	8	361	8	355	10
	WB	279	2	286	2	296	2
A50 Knutsford Road (between A535 Macclesfield Road and B5308 Middlewich Road)	NB	645	5	670	5	687	6
	SB	705	12	686	12	783	14
A533 Northwich Road/Bostock Road (between London Road and Bell Lane)	EB	421	27	430	28	429	19
	WB	514	8	510	9	489	9
B5309 King Street (between B5309 Centurion Way and A530 Croxton Lane)	NB	545	45	590	37	643	20
	SB	452	20	443	19	321	12
A533 Bostock Road (between A5018 Bostock Road and London Road)	EB	140	27	131	27	155	18
	WB	441	9	482	10	587	10
A530 Croxton Lane (between A54 Chester Road and B5309 King Street)	NB	234	0	237	0	270	0
	SB	334	0	408	0	449	0
B5309 King Street (between Yatehouse Lane and A530 Croxton Lane)	NB	577	45	622	37	679	20
	SB	469	20	460	19	338	13
London Road (between A533 Bostock Road and Brick Kiln Lane)	NB	237	0	221	0	236	0
	SB	447	1	493	1	612	1
A533 Davenham Bypass (between A533 Bostock Road and Jack Lane)	NB	1,194	24	1,233	24	1,299	21
	SB	993	24	1,008	21	1,078	14
B5081 Byley Road (between Moss Lane and B5082 Holmes Chapel Road)	NB	271	2	258	2	271	1
	SB	197	3	216	3	251	10
B5081 Byley Road (between B5309 Centurion Way and Moss Lane)	NB	262	18	267	19	262	10
	SB	245	6	254	6	324	10
A533 Davenham Bypass (between Jack Lane and London Road)	NB	1,152	20	1,189	20	1,252	17
	SB	935	21	957	18	1,012	11

Location	Direction	AM peak 2030 – all vehicles	AM peak 2030 – HGV	AM peak 2038 – all vehicles	AM peak 2038 – HGV	AM peak 2051 – all vehicles	AM peak 2051 – HGV
A530 King Street (between A530 Croxton Lane and Whatcroft Hall Lane)	NB	768	45	806	37	885	20
	SB	760	20	814	19	775	14
A533 Davenham Bypass (between London Road and A556 Shurlach Road)	NB	768	0	793	0	826	0
	SB	745	18	751	14	805	7
A530 King Street (between Whatcroft Hall Lane and Davenham Road)	NB	1,009	17	1,014	17	1,047	18
	SB	706	15	722	19	765	27
London Road (between Hartford Road and Church Street)	EB	557	4	537	4	541	4
	WB	668	23	673	23	723	20
Church Street/Shipbrook Road (between London Road and Shurlach Lane)	EB	576	0	593	0	613	0
	WB	66	0	49	0	47	0
A50 London Road (between B5082 Northwich Road and Booth Bed Lane)	NB	116	1	137	1	154	1
	SB	79	2	85	2	90	2
Booth Bed Lane (between Main Road and A50 London Road)	NB	47	0	72	0	92	0
	SB	37	1	40	1	40	1
London Road (between Green Lane and A556 Chester Road)	NB	941	21	962	21	1,064	19
	SB	506	6	482	6	474	6
Davenham Road (between Shurlach Lane and A530 King Street)	EB	243	0	251	0	262	0
	WB	328	0	347	0	392	0
A556 Shurlach Road off-slip (between A556 Shurlach Road and A533 Davenham Bypass)	SB	344	17	350	14	386	7
B5082 Holmes Chapel Road (between B5081 Byley Lane and Birches Lane)	EB	660	4	680	4	750	4
	WB	405	7	405	7	426	7
A533 London Road (between A556 Chester Road and A533 Kingsmead)	NB	1,067	14	1,061	12	1,034	9
	SB	1,593	14	1,637	15	1,723	17
A556 Shurlach Road (between A533 London Road and A556 off-slip to A533 Davenham Bypass)	EB	2,205	29	2,276	31	2,391	31
	WB	484	14	512	14	520	14
Crowders Lane (between B5082 Pennys Lane and A530 King Street)	EB	174	0	217	0	314	0
	WB	104	0	123	0	167	0
A530 King Street (between Davenham Road and Gadbrook Distribution Centre)	NB	806	17	813	17	836	19
	SB	660	15	711	19	830	27
A556 Shurlach Road (between A556 off-slip to A533 Davenham Bypass and Shurlach Lane)	EB	2,205	29	2,276	31	2,391	31
	WB	828	31	862	28	905	21

Location	Direction	AM peak 2030 – all vehicles	AM peak 2030 – HGV	AM peak 2038 – all vehicles	AM peak 2038 – HGV	AM peak 2051 – all vehicles	AM peak 2051 – HGV
Shurlach Lane (beween Shipbook Road and A556 Shurlach Road)	NB	68	0	101	0	151	0
	SB	210	1	216	1	248	1
London Road (between Dunham Road and Old Hall Road)	NB	121	4	131	4	170	4
	SB	189	4	198	4	242	15
Old Hall Road (between Clifton Drive and Fairfield Road)	EB	108	2	115	2	127	2
	WB	82	2	6	2	7	2
Old Hall Road (between Granville Road and Clifton Drive)	EB	111	5	118	5	130	5
	WB	85	5	9	5	10	5
Old Hall Road (between London Road and Granville Road)	EB	122	5	132	5	145	5
	WB	99	5	23	5	25	5
London Road (between Old Hall Road and Lime Avenue)	NB	208	4	141	4	182	4
	SB	299	4	318	4	375	15
Shipbrook Road (between Gadbrook Road and A556 Shurlach Road)	NB	199	2	205	3	224	3
	SB	64	0	68	0	74	0
A530 King Street (between Gadbrook Distribution Centre Access and A556 Shurlach Road)	NB	805	16	811	17	834	18
	SB	686	17	738	21	859	28
B5082 Pennys Lane (between A556 Shurlach Road and Crowders Lane)	EB	321	2	299	2	249	2
	WB	300	6	279	7	230	7
Kingsley Drive (between Old Hall Road and Langley Road)	NB	2	0	82	0	89	0
	SB	14	0	15	0	16	0
A556 southbound on-slip (between Gadbrook Road and A556 Shurlach Road)	WB	46	0	48	0	65	0
Birches Lane diversion (between A556 Shurlach Road and B5082 Holmes Chapel Road)	NB	2	0	3	0	29	0
	SB	164	3	164	3	187	2
Gadbrook Road (between East Avenue and A556 Shurlach Road)	NB	154	0	157	1	165	0
	SB	272	3	277	2	288	3
A556 Shurlach Road (between Gadbrook Road and A530 King Street)	EB	1,544	28	1,604	28	1,664	30
	WB	1,609	34	1,629	31	1,666	24
East Avenue (between Gadbrook Road and Grange Road)	NB	33	0	34	0	38	0
	SB	48	3	41	3	42	3
A556 Shurlach Road (between A530 King Street and B5082 Pennys Lane)	EB	1,793	35	1,828	36	1,853	38
	WB	1,474	44	1,537	45	1,696	46
East Avenue (between Grange Road and South Drive)	NB	35	0	36	0	41	0
	SB	43	3	37	3	39	3
	NB	34	0	37	1	42	1

Location	Direction	AM peak 2030 – all vehicles	AM peak 2030 – HGV	AM peak 2038 – all vehicles	AM peak 2038 – HGV	AM peak 2051 – all vehicles	AM peak 2051 – HGV
West Avenue (between Gadbrook Road and Grange Road)	SB	7	0	8	0	9	0
Grange Road (between West Avenue and East Avenue)	EB	7	0	6	0	4	0
	WB	0	0	0	0	0	0
Porter Drive (between Shipbrook Road and Marlowe Road)	NB	38	2	40	3	36	2
	SB	25	0	26	0	28	0
Shipbrook Road (between Porter Drive and Gadbrook Road)	EB	209	0	214	0	242	0
	WB	39	0	41	0	44	0
East Avenue (between South Drive and Central Road)	NB	25	0	27	0	31	0
	SB	72	3	68	3	72	3
West Avenue (between Grange Road and South Drive)	NB	27	0	31	1	37	1
	SB	7	0	8	0	9	0
Central Road (between West Avenue and East Avenue)	NB	1	0	1	0	2	0
	SB	25	0	25	0	28	0
West Avenue (between South Drive and Central Road)	NB	37	0	42	1	50	1
	SB	5	0	5	0	6	0
A530 King Street (between B5082 Middlewich Road and A556 Shurlach Road)	NB	500	14	499	14	482	14
	SB	728	11	704	12	698	12
A556 Shurlach Road (between B5082 Pennys Lane and Birches Lane)	NB	1,462	33	1,520	34	1,599	36
	SB	1,181	38	1,265	38	1,471	40
East Avenue (between Central Road and North Drive)	NB	25	0	27	0	31	0
	SB	48	3	44	3	46	3
Greenway Drive (between Agecroft Road and Belmont Road)	EB	11	0	11	0	12	0
	WB	13	3	14	3	15	3
West Avenue (between Central Road and North Drive)	NB	57	0	66	1	82	1
	SB	24	0	24	0	25	0
North Drive (between West Avenue and East Avenue)	EB	40	0	43	1	11	1
	WB	0	0	0	0	0	0
East Avenue (between North Drive and B5082 Middlewich Road)	NB	140	1	160	1	140	1
	SB	46	3	53	3	55	3
Central Road (between West Avenue and Shipbrook Road)	EB	45	0	46	0	51	0
	WB	26	0	25	0	21	0
West Avenue (between North Drive and B5082 Middlewich Road)	NB	24	0	23	0	72	0
	SB	30	0	25	0	25	0
Shipbrook Road (between Central Road and B5082 Middlewich Road)	NB	63	1	64	1	66	1
	SB	103	0	107	0	113	0

Location	Direction	AM peak 2030 – all vehicles	AM peak 2030 – HGV	AM peak 2038 – all vehicles	AM peak 2038 – HGV	AM peak 2051 – all vehicles	AM peak 2051 – HGV
A530 Griffiths Road (between A559 Manchester Road and B5082 Middlewich Road)	NB	264	6	281	6	303	6
	SB	423	3	400	3	398	3
Brockhurst Street (between Percy Street and A559 Chester Way)	EB	69	0	72	0	77	0
	WB	73	1	76	1	79	1
Percy Street (between Whalley Road and A559 Chester Way)	NB	58	0	61	0	73	0
	SB	65	0	63	0	63	0
Applemarket Street (between Weaver Way and A559 Watling Street)	NB	166	1	172	1	156	1
	SB	116	2	119	2	115	2
Whitton Street (between Station Road and A559 Chester Way)	EB	42	5	44	5	45	5
Whitton Street (between Old Warrington Road and Station Road)	EB	42	5	44	5	45	5
	WB	45	0	47	0	50	0
A50 Holmes Chapel Road (between Booth Bed Lane and B5081 Middlewich Road)	NB	164	1	208	1	246	1
	SB	116	2	125	3	130	2
Birches Lane/Station Road (between A556 Shurlach Road and School Lane)	NB	234	4	237	4	235	4
	SB	0	0	0	0	0	0
A556 Shurlach Road (between Birches Lane and A559 Manchester Road)	NB	1,228	29	1,284	30	1,364	32
	SB	1,344	40	1,425	41	1,629	42
A559 Manchester Road (between A530 Griffiths Road and A559 Hall Lane)	EB	603	14	640	14	681	12
	WB	842	16	809	16	766	16
Station Road (between School Lane and A559 Manchester Road)	NB	168	4	168	4	167	4
	SB	0	0	0	0	0	0
School Lane (between Station Road and Stubbs Lane)	EB	66	0	69	0	68	0
A559 Manchester Road (between A559 Hall Lane and Stubbs Lane)	EB	450	11	473	11	483	9
	WB	576	13	592	13	578	14
A559 Manchester Road (between Stubbs Lane and Fryer Road)	EB	329	11	350	11	361	9
	WB	439	13	449	13	432	13
A559 Manchester Road (between Fryer Road and A556 Shurlach Road)	EB	458	10	470	10	494	8
	WB	548	12	566	12	565	12
Fryer Road/Townshend Road (between A559 Hall Lane and A559 Manchester Road)	NB	163	1	173	1	195	1
	SB	182	1	178	1	195	1
A569 Hall Lane (between Townshend Road and Green Lane)	EB	319	3	259	3	225	4
	WB	399	8	421	8	464	9

Location	Direction	AM peak 2030 – all vehicles	AM peak 2030 – HGV	AM peak 2038 – all vehicles	AM peak 2038 – HGV	AM peak 2051 – all vehicles	AM peak 2051 – HGV
A556 Chester Road (between A559 Manchester Road and Linnards Lane)	EB	1,421	39	1,490	40	1,591	40
	WB	1,590	52	1,687	53	1,886	54
A559 Hall Lane (between Green Lane and B5391 Church Street)	EB	259	3	197	3	190	4
	WB	538	10	571	10	558	11
A556 Chester Road (between Linnards Lane and Plumley Moor Road)	EB	1,833	76	1,955	80	2,043	79
	WB	1,270	84	1,298	71	1,293	73
A569 Marston Lane (between B5391 Church Street and Earles Lane)	NB	148	5	160	6	180	6
	SB	371	5	190	5	180	6
B5391 Church Street (between Earles Lane and A559 Marston Lane)	NB	197	9	216	8	152	8
	SB	227	5	224	5	225	5
Linnards Lane (between Green Lane and B5391 Church Street)	EB	417	10	458	10	541	10
	WB	98	7	103	7	187	7
Earles Lane (between A559 Marston Lane and B5391 Pickmere Lane)	EB	360	10	378	10	473	9
	WB	157	7	195	8	237	8

Table 7-5: MA02 strategic and local road network future baseline flows PM peak hour 17:00–18:00

Location	Direction	PM peak 2030 – all vehicles	PM peak 2030 – HGV	PM peak 2038 – all vehicles	PM peak 2038 – HGV	PM peak 2051 – all vehicles	PM peak 2051 – HGV
A556 Shurlach Road (between Shipbook Road and Gadbrook Road)	NB	1,172	20	1,219	20	1,261	16
	SB	2,566	13	2,625	13	2,666	13
Brookhouse Lane (between Cross Lane and A530 Middlewich Road)	NB	447	4	511	3	534	3
	SB	288	8	327	9	401	8
B5074 Swanlow Lane (between New Lane and Moors Lane)	NB	546	5	564	7	648	4
	SB	443	4	505	4	562	4
A530 Nantwich Road (between Brookhouse Lane and Clive Green Lane)	NB	1,063	20	1,131	21	1,262	21
	SB	793	6	818	6	942	7
Swanlow Drive (between B5074 Swanlow Lane and Darnhall School Lane)	EB	18	1	20	1	23	1
	WB	35	1	38	1	61	1
Darnhall School Lane (between Swanlow Drive and Glebe Green Drive)	NB	36	1	39	1	62	1
	SB	47	1	50	1	56	1
B5074 Swanlow Lane (between Moors Lane and Swanlow Drive)	NB	576	5	595	7	682	4
	SB	533	4	600	4	663	4
	NB	208	0	237	0	270	1

Location	Direction	PM peak 2030 – all vehicles	PM peak 2030 – HGV	PM peak 2038 – all vehicles	PM peak 2038 – HGV	PM peak 2051 – all vehicles	PM peak 2051 – HGV
Bell Lane (between A54 Middlewich Road and A533 Bostock Road)	SB	162	0	166	0	233	0
Middlewich Eastern Bypass (between A533 Booth Lane and Cledford Lane)	NB	28	0	45	0	50	0
	SB	561	14	683	15	906	30
Darnhall School Lane (between Glebe Green Drive and B5074 Swanlow Lane)	NB	7	1	7	1	8	1
	SB	153	1	203	1	272	1
Durham Drive/Glebe Green Drive (between Darnhall School Lane and Townsfields Drive)	NB	165	2	218	2	308	2
	SB	42	2	45	2	51	2
Clive Green Lane (between A54 Middlewich Road and Coalpit Lane)	EB	392	3	365	3	375	3
	WB	428	18	467	19	510	19
Durham Drive/Dover Drive/Mount Pleasant Drive (between Townsfields Drive and Denbigh Drive)	NB	162	2	208	2	283	2
	SB	111	2	129	2	131	2
Townfields Drive (between B5074 Swanlow Lane and Durham Drive)	EB	105	0	126	0	137	0
	WB	33	0	32	0	31	0
Long Lane South (between Sutton Lane and Elm Road)	EB	17	0	18	0	46	0
	WB	19	0	20	0	22	0
Sutton Lane (between Long Lane South and Hayhurst Avenue)	NB	42	0	43	0	45	0
	SB	49	0	50	0	42	0
Mount Pleasant Drive (between Denbigh Drive and Woodford Lane West)	EB	131	0	151	0	185	0
	WB	129	0	175	0	241	0
Woodford Lane West (between Mount Pleasant Drive and A54 Oakmere Road)	NB	137	0	158	0	192	0
	SB	140	2	186	2	252	2
Elm Road (between Long Lane South and A533 Booth Lane)	EB	14	1	14	1	16	1
	WB	30	1	30	1	31	1
A530 Nantwich Road (between Clive Green Lane and Brynlow Drive)	NB	715	3	774	3	804	3
	SB	490	6	580	6	762	6
Denbigh Drive (between Mount Pleasant Drive and Swanlow Lane)	EB	24	2	25	2	36	2
	WB	59	2	63	2	38	2
Sutton Lane (between Rutland Drive and St Annes Avenue)	NB	45	0	47	0	49	0
	SB	80	0	82	0	75	0
Beeston Drive (between Denbigh Drive and Handley Hill)	NB	40	2	41	2	44	2
	SB	126	10	132	10	104	10
Brynlow Drive (between Long Lane and A530 Nantwich Road)	EB	257	3	264	3	247	3
	WB	138	6	175	6	301	6
	EB	229	3	235	3	225	3

Location	Direction	PM peak 2030 – all vehicles	PM peak 2030 – HGV	PM peak 2038 – all vehicles	PM peak 2038 – HGV	PM peak 2051 – all vehicles	PM peak 2051 – HGV
Hayhurst Avenue (between Eaton Drive and Long Lane)	WB	181	6	220	6	358	6
Hayhurst Avenue (between Long Lane and Sutton Lane)	EB	200	2	205	2	162	2
	WB	140	4	176	4	309	4
St Annes Avenue (between Sutton Lane and A533 Booth Lane)	EB	219	1	217	1	174	1
	WB	259	1	273	1	384	1
Sutton Lane (between St Annes Avenue and St Ann's Road)	NB	217	1	197	1	179	1
	SB	151	3	147	3	144	3
Beeston Drive (between Handley Hill and B5074 Swanlow Lane)	EB	40	2	41	2	44	2
	WB	127	10	134	10	105	10
Sutton Lane (between St Ann's Road and A533 Lewin Street)	NB	77	1	86	1	103	1
	SB	70	3	64	3	66	3
St Ann's Road (between Sutton Lane and Manor Lane)	NB	174	0	146	0	124	0
	SB	116	0	118	0	125	0
A530 Nantwich Road (between Brynlow Drive and Glastonbury Drive)	NB	513	0	568	0	613	0
	SB	407	0	463	0	516	0
Coalpit Lane (between Clive Green Lane and Birch Lane)	NB	167	0	158	0	105	0
	SB	173	0	174	0	243	0
St Ann's Road (between Manor Lane and King Edward Street)	NB	194	0	168	0	137	0
	SB	147	1	151	1	150	1
Station Road (between B5355 Crook Lane and Rilshaw Lane)	EB	419	10	494	10	544	10
	WB	12	9	12	9	13	9
Station Road (between Kingsway and B5355 Crook Lane)	EB	255	9	269	10	285	10
	WB	107	9	98	9	135	9
Dingle Lane/Weaver Street (between The Drumber and A54 Winsford Bypass)	NB	554	7	612	7	805	8
	SB	170	0	157	0	213	0
Station Road (between A54 Winsford Bypass and Kingsway)	EB	273	9	289	10	305	10
	WB	108	9	99	9	136	9
A54 Middlewich Road (between Clive Lane and A54 Winsford Bypass)	EB	549	3	559	3	604	4
	WB	904	2	952	2	1,107	3
Dene Drive (between A54 High Street and The Drumber)	NB	223	5	282	5	310	5
	SB	236	1	258	1	292	1
Station Road (between Rilshaw Lane and B5355 Crook Lane)	EB	396	3	481	3	535	3
	WB	46	2	58	2	67	2
St Ann's Road (between King Edward Street and A530 Nantwich Road)	NB	196	0	166	0	145	0
	SB	169	1	165	1	164	1
	EB	329	3	385	3	429	3

Location	Direction	PM peak 2030 – all vehicles	PM peak 2030 – HGV	PM peak 2038 – all vehicles	PM peak 2038 – HGV	PM peak 2051 – all vehicles	PM peak 2051 – HGV
B5355 Station Road (between A54 Middlewich Road and B5355 Crook Lane)	WB	128	2	154	2	183	2
Dingle Lane (between A54 High Street and The Drumber)	NB	414	1	408	1	468	1
	SB	15	3	12	3	12	3
B5355 Crook Lane (between B5355 Station Road and Birch Avenue)	NB	179	0	219	0	245	0
	SB	30	1	28	0	24	0
A530 Nantwich Road (between Glastonbury Drive and St Ann's Road)	EB	557	0	613	0	662	0
	WB	519	0	578	0	637	0
B5355 Crook Lane (between B5355 Station Road and Bradbury Road)	NB	167	0	206	0	231	0
	SB	30	1	27	0	23	0
A54 St Michael's Way (between A533 Leadsmithy Street and The Bull Ring)	EB	890	26	953	26	989	26
	WB	926	18	939	18	948	19
A54 Kinderton Street (between A533 Leadsmithy Street and King Street)	EB	998	29	1,114	30	1,251	30
	WB	518	27	514	27	500	28
A54 St Michael's Way (between The Bull Ring and A54 Chester Road)	EB	919	24	981	24	1,018	24
	WB	821	16	825	17	828	17
A54 St Michael's Way (between A54 Chester Road and The Bull Ring)	EB	924	24	985	24	1,020	24
	WB	792	16	795	17	794	17
Brereton Lane (between Cledford Lane and A54 Holmes Chapel Road)	NB	156	0	215	0	229	0
	SB	11	0	10	0	11	0
A54 Chester Road (between A530 Newton Bank and A54 St Michael's Way)	EB	1,274	24	1,373	24	1,458	24
A54 Middlewich Road (between Clive Lane and A533 Northwich Road)	NB	394	18	408	18	410	18
	SB	526	7	555	8	693	8
Nixon Drive (between Basford Way and Saxon Crossway)	EB	108	2	111	2	120	2
	WB	155	2	159	2	179	2
A54 Chester Road (between A530 Croxton Lane and A530 Newton Bank)	EB	1,049	24	1,132	24	1,191	24
	WB	1,024	17	1,019	17	1,010	17
A54 Chester Road (between A530 Croxton Lane and A533 Northwich Road)	EB	773	21	845	21	906	21
	WB	715	17	695	17	701	17
Nixon Drive (between Abbotts Way and Basford Way)	EB	92	2	94	2	101	2
	WB	115	2	117	2	134	2
A54 Holmes Chapel Road (between King Street and B5309 Centurion Way)	EB	856	29	933	30	965	30
	WB	650	28	640	28	629	30
	EB	143	2	147	2	148	2

Location	Direction	PM peak 2030 – all vehicles	PM peak 2030 – HGV	PM peak 2038 – all vehicles	PM peak 2038 – HGV	PM peak 2051 – all vehicles	PM peak 2051 – HGV
Nixon Drive (between B5074 Delamere Street and Abbotts Way)	WB	25	2	23	2	25	2
Nixon Drive (between Saxon Crossway and Grange Lane)	EB	95	2	101	2	144	2
	WB	33	2	32	2	64	2
B5355 Crook Lane (between Bradbury Road and B5355 Wharton Road)	NB	161	4	170	4	180	4
	SB	84	5	55	4	44	4
King Street (between New King Street and Hadrian Way)	NB	454	1	472	1	579	1
	SB	53	1	52	1	54	1
Coalpit Lane (between Birch Lane and A54 Chester Road)	NB	20	0	22	0	26	0
	SB	4	0	4	0	5	0
A54 Middlewich Road realignment (between A533 Northwich Road diversion and Birch Lane)	EB	394	18	408	18	409	18
	WB	526	7	555	8	693	8
A54 Middlewich Road (between Clive Lane and Birch Lane)	EB	394	18	408	18	409	18
	WB	526	7	555	8	693	8
Birch Lane (between Coalpit Lane and A54 Middlewich Road)	NB	172	0	172	0	239	0
	SB	167	0	158	0	104	0
A54 Middlewich Road realignment (between Birch Lane and Coalpit Lane)	EB	753	21	822	21	890	21
	WB	707	17	686	17	701	17
B5309 Centurion Way (between B5081 Byley Road and A54 Holmes Chapel Road)	EB	507	15	425	14	362	24
	WB	769	32	890	32	1,013	21
Road One (between A533 Bostock Road and A54 Middlewich Road)	NB	479	18	493	17	525	17
	SB	243	2	254	2	292	3
A54 Holmes Chapel Road (between B5309 Centurion Way and Brereton Lane)	EB	787	36	658	35	462	35
	WB	770	50	881	51	971	46
B5309 Centurion Way (between White Park Close and B5081 Byley Road)	EB	297	12	266	11	270	21
	WB	580	24	588	24	630	13
B5355 Wharton Road (between Nat Lane and Bradbury Road)	NB	164	1	172	1	173	0
	SB	117	1	111	1	106	0
A533 Northwich Road (between A54 Chester Road and Bell Lane)	NB	233	10	218	10	179	10
	SB	362	2	417	2	481	2
A533 Northwich Road diversion (between A54 Middlewich Road realignment and A533 Northwich Road)	NB	395	10	384	10	412	10
	SB	569	2	655	3	751	3
A54 Holmes Chapel Road (between Brereton Lane and Poolford Lane)	EB	675	31	576	28	396	26
	WB	659	52	773	53	873	48

Location	Direction	PM peak 2030 – all vehicles	PM peak 2030 – HGV	PM peak 2038 – all vehicles	PM peak 2038 – HGV	PM peak 2051 – all vehicles	PM peak 2051 – HGV
B5309 Centurion Way (between B5309 King Street and White Park Close)	NB	401	24	393	24	410	13
	SB	323	9	279	9	264	18
B5355 Wharton Road (between A5018 Wharton Park Road and Bradbury Road)	NB	170	6	178	6	181	6
	SB	201	5	197	5	198	4
B5308 Middlewich Road (A54 Chester Road and A50 Knutsford Road)	EB	545	5	431	3	403	3
	WB	287	1	299	1	274	1
A50 Knutsford Road (between A535 Macclesfield Road and B5308 Middlewich Road)	NB	515	3	493	3	465	3
	SB	1,047	8	955	6	971	6
A533 Northwich Road/Bostock Road (between London Road and Bell Lane)	EB	577	2	663	3	760	3
	WB	393	10	382	10	409	10
B5309 King Street (between B5309 Centurion Way and A530 Croxton Lane)	NB	784	31	802	32	879	21
	SB	365	7	326	7	266	16
A533 Bostock Road (between A5018 Bostock Road and London Road)	EB	269	2	277	3	260	3
	WB	41	11	41	11	45	11
A530 Croxton Lane (between A54 Chester Road and B5309 King Street)	NB	347	0	380	0	389	0
	SB	433	0	466	0	496	0
B5309 King Street (between Yatehouse Lane and A530 Croxton Lane)	NB	852	31	872	32	954	21
	SB	350	7	309	6	246	15
London Road (between A533 Bostock Road and Brick Kiln Lane)	NB	354	0	342	0	367	0
	SB	309	1	387	1	502	1
A533 Davenham Bypass (between A533 Bostock Road and Jack Lane)	NB	1,148	17	1,215	17	1,285	12
	SB	1,199	11	1,247	11	1,290	11
B5081 Byley Road (between Moss Lane and B5082 Holmes Chapel Road)	NB	121	1	134	1	144	1
	SB	548	4	581	4	663	12
B5081 Byley Road (between B5309 Centurion Way and Moss Lane)	NB	310	3	421	3	531	3
	SB	327	5	285	5	257	6
A533 Davenham Bypass (between Jack Lane and London Road)	NB	1,091	12	1,159	12	1,224	8
	SB	1,155	8	1,203	8	1,243	8
A530 King Street (between A530 Croxton Lane and Whatcroft Hall Lane)	NB	1,111	31	1,137	32	1,188	21
	SB	702	7	679	7	638	17
A533 Davenham Bypass (between London Road and A556 Shurlach Road)	NB	836	0	870	0	886	0
	SB	1,109	8	1,169	8	1,197	8
	NB	835	9	769	9	750	14

Location	Direction	PM peak 2030 – all vehicles	PM peak 2030 – HGV	PM peak 2038 – all vehicles	PM peak 2038 – HGV	PM peak 2051 – all vehicles	PM peak 2051 – HGV
A530 King Street (between Whatcroft Hall Lane and Davenham Road)	SB	1,044	8	1,001	8	957	8
London Road (between Hartford Road and Church Street)	EB	290	4	302	4	324	4
	WB	616	17	624	16	644	11
Church Street/Shipbrook Road (between London Road and Shurlach Lane)	EB	30	0	42	0	46	0
	WB	437	2	437	2	448	2
A50 London Road (between B5082 Northwich Road and Booth Bed Lane)	NB	52	0	63	1	69	1
	SB	219	1	352	1	479	1
Booth Bed Lane (between Main Road and A50 London Road)	NB	123	0	230	0	327	0
	SB	44	0	47	0	47	1
London Road (between Green Lane and A556 Chester Road)	NB	529	18	543	17	588	12
	SB	508	5	512	5	541	4
Davenham Road (between Shurlach Lane and A530 King Street)	EB	234	0	254	0	288	0
	WB	116	0	133	0	191	0
A556 Shurlach Road off-slip (between A556 Shurlach Road and A533 Davenham Bypass)	SB	844	9	873	10	943	10
B5082 Holmes Chapel Road (between B5081 Byley Lane and Birches Lane)	EB	507	2	575	2	717	2
	WB	508	2	534	2	599	2
A533 London Road (between A556 Chester Road and A533 Kingsmead)	NB	1,104	6	1,142	6	1,201	6
	SB	1,286	7	1,301	7	1,381	7
A556 Shurlach Road (between A533 London Road and A556 off-slip to A533 Davenham Bypass)	EB	1,264	20	1,268	20	1,256	16
	WB	1,766	3	1,787	3	1,753	3
Crowders Lane (between B5082 Pennys Lane and A530 King Street)	EB	62	0	66	0	118	0
	WB	108	0	143	0	206	0
A530 King Street (between Davenham Road and Gadbrook Distribution Centre)	NB	765	9	747	9	777	13
	SB	815	8	783	8	808	8
A556 Shurlach Road (between A556 off-slip to A533 Davenham Bypass and Shurlach Lane)	EB	1,264	20	1,268	20	1,256	16
	WB	2,609	13	2,660	13	2,695	13
Shurlach Lane (beween Shipbook Road and A556 Shurlach Road)	NB	79	0	76	0	79	0
	SB	27	0	29	0	31	0
London Road (between Dunham Road and Old Hall Road)	NB	268	5	273	5	294	5
	SB	415	4	430	4	449	4
Old Hall Road (between Clifton Drive and Fairfield Road)	EB	232	5	240	5	256	5
	WB	44	4	57	4	60	4
	EB	235	8	243	7	259	7

Location	Direction	PM peak 2030 – all vehicles	PM peak 2030 – HGV	PM peak 2038 – all vehicles	PM peak 2038 – HGV	PM peak 2051 – all vehicles	PM peak 2051 – HGV
Old Hall Road (between Granville Road and Clifton Drive)	WB	47	7	60	7	63	7
Old Hall Road (between London Road and Granville Road)	EB	235	8	243	7	259	7
	WB	47	7	60	7	63	7
London Road (between Old Hall Road and Lime Avenue)	NB	212	6	217	6	240	6
	SB	547	6	557	6	590	6
Shipbrook Road (between Gadbrook Road and A556 Shurlach Road)	NB	205	0	186	0	165	0
	SB	112	0	138	0	170	0
A530 King Street (between Gadbrook Distribution Centre Access and A556 Shurlach Road)	NB	770	9	753	9	780	13
	SB	809	8	776	8	797	8
B5082 Pennys Lane (between A556 Shurlach Road and Crowders Lane)	EB	243	1	236	1	225	1
	WB	232	2	225	2	213	2
Kingsley Drive (between Old Hall Road and Langley Road)	NB	11	0	12	0	13	0
	SB	8	0	8	0	9	0
A556 southbound on-slip (between Gadbrook Road and A556 Shurlach Road)	WB	903	0	953	0	1,065	0
Birches Lane diversion (between A556 Shurlach Road and B5082 Holmes Chapel Road)	NB	167	0	167	0	180	0
	SB	202	1	272	1	374	1
Gadbrook Road (between East Avenue and A556 Shurlach Road)	NB	293	0	302	0	327	0
	SB	156	0	157	0	162	0
A556 Shurlach Road (between Gadbrook Road and A530 King Street)	EB	1,403	20	1,463	20	1,492	16
	WB	1,660	13	1,679	13	1,622	13
East Avenue (between Gadbrook Road and Grange Road)	NB	147	1	186	1	143	1
	SB	8	3	9	3	9	3
A556 Shurlach Road (between A530 King Street and B5082 Pennys Lane)	EB	1,583	22	1,614	22	1,637	22
	WB	1,773	15	1,798	16	1,841	16
East Avenue (between Grange Road and South Drive)	NB	148	1	187	1	144	1
	SB	10	3	10	3	10	3
West Avenue (between Gadbrook Road and Grange Road)	NB	35	1	9	0	39	0
	SB	11	0	11	0	12	0
Grange Road (between West Avenue and East Avenue)	EB	1	0	1	0	2	0
	WB	1	0	1	0	2	0
Porter Drive (between Shipbrook Road and Marlowe Road)	NB	173	0	153	0	125	0
	SB	26	0	37	0	38	0
Shipbrook Road (between Porter Drive and Gadbrook Road)	EB	19	0	19	0	27	0
	WB	103	0	117	0	151	0

Location	Direction	PM peak 2030 – all vehicles	PM peak 2030 – HGV	PM peak 2038 – all vehicles	PM peak 2038 – HGV	PM peak 2051 – all vehicles	PM peak 2051 – HGV
East Avenue (between South Drive and Central Road)	NB	176	1	216	1	176	1
	SB	34	3	35	3	37	3
West Avenue (between Grange Road and South Drive)	NB	34	1	7	0	38	0
	SB	9	0	10	0	10	0
Central Road (between West Avenue and East Avenue)	NB	1	0	1	0	1	0
	SB	1	0	1	0	1	0
West Avenue (between South Drive and Central Road)	NB	34	1	7	0	38	0
	SB	9	0	10	0	10	0
A530 King Street (between B5082 Middlewich Road and A556 Shurlach Road)	NB	645	9	637	8	641	8
	SB	807	8	772	8	785	8
A556 Shurlach Road (between B5082 Pennys Lane and Birches Lane)	NB	1,340	21	1,374	21	1,410	21
	SB	1,547	14	1,578	14	1,633	14
East Avenue (between Central Road and North Drive)	NB	175	1	215	1	175	1
	SB	33	3	34	3	36	3
Greenway Drive (between Agecroft Road and Belmont Road)	EB	5	0	5	0	5	0
	WB	9	3	10	3	11	3
West Avenue (between Central Road and North Drive)	NB	53	1	28	1	72	1
	SB	31	0	32	0	35	0
North Drive (between West Avenue and East Avenue)	EB	3	0	3	0	3	0
	WB	75	1	93	1	59	1
East Avenue (between North Drive and B5082 Middlewich Road)	NB	153	1	180	1	180	1
	SB	144	4	152	4	162	4
Central Road (between West Avenue and Shipbrook Road)	EB	73	0	76	0	81	0
	WB	52	0	54	0	48	0
West Avenue (between North Drive and B5082 Middlewich Road)	NB	124	1	117	1	126	1
	SB	29	0	31	0	33	0
Shipbrook Road (between Central Road and B5082 Middlewich Road)	NB	110	1	115	1	113	1
	SB	154	1	161	1	173	1
A530 Griffiths Road (between A559 Manchester Road and B5082 Middlewich Road)	NB	291	5	311	5	345	5
	SB	478	5	458	5	475	5
Brockhurst Street (between Percy Street and A559 Chester Way)	EB	52	0	43	0	47	0
	WB	64	0	57	0	45	0
Percy Street (between Whalley Road and A559 Chester Way)	NB	131	0	117	0	117	0
	SB	98	0	97	0	76	0
Applemarket Street (between Weaver Way and A559 Watling Street)	NB	79	0	71	0	70	0
	SB	186	0	177	0	173	0

Location	Direction	PM peak 2030 – all vehicles	PM peak 2030 – HGV	PM peak 2038 – all vehicles	PM peak 2038 – HGV	PM peak 2051 – all vehicles	PM peak 2051 – HGV
Whitton Street (between Station Road and A559 Chester Way)	EB	101	5	100	5	91	5
Whitton Street (between Old Warrington Road and Station Road)	EB	101	5	100	5	91	5
	WB	71	0	68	0	83	0
A50 Holmes Chapel Road (between Booth Bed Lane and B5081 Middlewich Road)	NB	147	1	161	1	163	1
	SB	235	1	266	1	294	2
Birches Lane/Station Road (between A556 Shurlach Road and School Lane)	NB	262	1	277	2	311	1
	SB	0	0	0	0	0	0
A556 Shurlach Road (between Birches Lane and A559 Manchester Road)	NB	1,077	20	1,097	20	1,099	20
	SB	1,582	15	1,684	15	1,827	15
A559 Manchester Road (between A530 Griffiths Road and A559 Hall Lane)	EB	742	4	755	4	800	4
	WB	844	7	810	7	794	7
Station Road (between School Lane and A559 Manchester Road)	NB	193	1	194	2	204	1
	SB	4	0	1	0	1	0
School Lane (between Station Road and Stubbs Lane)	EB	74	0	84	0	108	0
A559 Manchester Road (between A559 Hall Lane and Stubbs Lane)	EB	549	3	561	3	505	3
	WB	497	5	498	5	468	5
A559 Manchester Road (between Stubbs Lane and Fryer Road)	EB	612	3	620	3	591	3
	WB	325	5	346	5	335	5
A559 Manchester Road (between Fryer Road and A556 Shurlach Road)	EB	666	2	653	2	622	2
	WB	611	4	631	4	654	4
Fryer Road/Townshend Road (between A559 Hall Lane and A559 Manchester Road)	NB	359	1	372	1	422	1
	SB	127	1	119	1	134	1
A569 Hall Lane (between Townshend Road and Green Lane)	EB	369	3	334	3	313	3
	WB	431	3	446	3	506	3
A556 Chester Road (between A559 Manchester Road and Linnards Lane)	EB	1,337	22	1,348	21	1,409	21
	WB	1,811	19	1,956	20	2,214	20
A559 Hall Lane (between Green Lane and B5391 Church Street)	EB	339	3	297	3	265	3
	WB	408	3	419	3	486	3
A556 Chester Road (between Linnards Lane and Plumley Moor Road)	EB	1,292	42	1,448	46	1,535	49
	WB	1,502	49	1,509	45	1,525	37
A569 Marston Lane (between B5391 Church Street and Earles Lane)	NB	257	0	277	0	371	0
	SB	197	8	169	8	106	8
B5391 Church Street (between Earles Lane and A559 Marston Lane)	NB	455	4	495	5	471	3
	SB	165	4	157	4	199	3

Location	Direction	PM peak 2030 – all vehicles	PM peak 2030 – HGV	PM peak 2038 – all vehicles	PM peak 2038 – HGV	PM peak 2051 – all vehicles	PM peak 2051 – HGV
Linnards Lane (between Green Lane and B5391 Church Street)	EB	213	5	282	5	372	5
	WB	112	3	129	3	275	3
Earles Lane (between A559 Marston Lane and B5391 Pickmere Lane)	EB	155	6	191	6	198	6
	WB	226	3	300	3	389	4

Table 7-6: MA02 strategic and local road network future baseline flows AADT

Location	Direction	AADT 2030	AADT 2038	AADT 2051
A556 Shurlach Road (between Shipbook Road and Gadbrook Road)	NB	17,660	18,298	19,083
	SB	19,234	19,583	19,946
Brookhouse Lane (between Cross Lane and A530 Middlewich Road)	NB	5,645	6,276	7,931
	SB	3,974	4,475	5,438
B5074 Swanlow Lane (between New Lane and Moors Lane)	NB	5,530	5,794	6,652
	SB	5,096	5,618	6,375
A530 Nantwich Road (between Brookhouse Lane and Clive Green Lane)	NB	11,166	11,466	12,403
	SB	8,279	8,793	9,907
Swanlow Drive (between B5074 Swanlow Lane and Darnhall School Lane)	EB	225	243	276
	WB	607	650	890
Darnhall School Lane (between Swanlow Drive and Glebe Green Drive)	NB	827	883	1,145
	SB	435	462	511
B5074 Swanlow Lane (between Moors Lane and Swanlow Drive)	NB	6,206	6,498	7,421
	SB	5,668	6,216	7,017
Bell Lane (between A54 Middlewich Road and A533 Bostock Road)	NB	1,626	1,776	1,817
	SB	1,835	1,896	2,313
Middlewich Eastern Bypass (between A533 Booth Lane and Cledford Lane)	NB	1,649	2,216	2,609
	SB	3,537	4,315	5,713
Darnhall School Lane (between Glebe Green Drive and B5074 Swanlow Lane)	NB	56	57	62
	SB	1,380	2,062	3,328
Durham Drive/Glebe Green Drive (between Darnhall School Lane and Townsfields Drive)	NB	2,129	2,867	4,389
	SB	404	433	480
Clive Green Lane (between A54 Middlewich Road and Coalpit Lane)	EB	3,445	3,111	3,151
	WB	4,826	5,077	5,147
Durham Drive/Dover Drive/Mount Pleasant Drive (between Townsfields Drive and Denbigh Drive)	NB	1,847	2,516	3,861
	SB	1,194	1,239	1,300
Townfields Drive (between B5074 Swanlow Lane and Durham Drive)	EB	1,321	1,400	1,592
	WB	248	242	243
Long Lane South (between Sutton Lane and Elm Road)	EB	138	135	278
	WB	161	169	186

Location	Direction	AADT 2030	AADT 2038	AADT 2051
Sutton Lane (between Long Lane South and Hayhurst Avenue)	NB	458	479	510
	SB	501	521	494
Mount Pleasant Drive (between Denbigh Drive and Woodford Lane West)	EB	1,076	1,204	1,413
	WB	2,015	2,796	4,120
Woodford Lane West (between Mount Pleasant Drive and A54 Oakmere Road)	NB	1,049	1,174	1,372
	SB	2,250	3,038	4,369
Elm Road (between Long Lane South and A533 Booth Lane)	EB	383	394	415
	WB	216	222	230
A530 Nantwich Road (between Clive Green Lane and Brynlow Drive)	NB	7,439	7,451	7,818
	SB	6,446	7,398	8,850
Denbigh Drive (between Mount Pleasant Drive and Swanlow Lane)	EB	330	339	427
	WB	458	481	359
Sutton Lane (between Rutland Drive and St Annes Avenue)	NB	758	789	839
	SB	707	735	719
Beeston Drive (between Denbigh Drive and Handley Hill)	NB	644	665	746
	SB	888	928	803
Brynlow Drive (between Long Lane and A530 Nantwich Road)	EB	2,185	2,088	2,018
	WB	2,404	2,555	3,256
Hayhurst Avenue (between Eaton Drive and Long Lane)	EB	2,114	2,078	2,059
	WB	2,483	2,705	3,466
Hayhurst Avenue (between Long Lane and Sutton Lane)	EB	1,900	1,877	1,683
	WB	2,067	2,260	2,941
St Annes Avenue (between Sutton Lane and A533 Booth Lane)	EB	1,841	1,795	1,590
	WB	2,636	2,712	3,293
Sutton Lane (between St Annes Avenue and St Ann's Road)	NB	2,269	2,182	2,047
	SB	1,591	1,595	1,483
Beeston Drive (between Handley Hill and B5074 Swanlow Lane)	EB	649	671	752
	WB	894	934	809
Sutton Lane (between St Ann's Road and A533 Lewin Street)	NB	1,312	1,370	1,533
	SB	851	825	702
St Ann's Road (between Sutton Lane and Manor Lane)	NB	1,393	1,247	1,003
	SB	1,176	1,204	1,271
A530 Nantwich Road (between Brynlow Drive and Glastonbury Drive)	NB	5,759	5,822	6,262
	SB	4,546	5,301	6,054
Coalpit Lane (between Clive Green Lane and Birch Lane)	NB	1,431	1,367	935
	SB	1,888	1,942	2,362
St Ann's Road (between Manor Lane and King Edward Street)	NB	1,532	1,370	1,076
	SB	1,476	1,520	1,585
Station Road (between B5355 Crook Lane and Rilshaw Lane)	EB	2,702	3,114	3,424

Location	Direction	AADT 2030	AADT 2038	AADT 2051
	WB	559	425	360
Station Road (between Kingsway and B5355 Crook Lane)	EB	3,876	4,023	4,310
	WB	1,548	1,380	1,448
Dingle Lane/Weaver Street (between The Drumber and A54 Winsford Bypass)	NB	3,641	4,260	5,767
	SB	1,832	1,853	2,213
Station Road (between A54 Winsford Bypass and Kingsway)	EB	3,971	4,127	4,415
	WB	1,692	1,536	1,613
A54 Middlewich Road (between Clive Lane and A54 Winsford Bypass)	EB	7,448	7,603	7,962
	WB	7,937	8,255	9,140
Dene Drive (between A54 High Street and The Drumber)	NB	1,888	2,197	2,270
	SB	1,897	2,008	2,249
Station Road (between Rilshaw Lane and B5355 Crook Lane)	EB	3,032	3,675	4,168
	WB	455	528	595
St Ann's Road (between King Edward Street and A530 Nantwich Road)	NB	1,904	1,757	1,521
	SB	1,931	1,944	1,996
B5355 Station Road (between A54 Middlewich Road and B5355 Crook Lane)	EB	3,091	3,540	3,898
	WB	880	1,030	1,190
Dingle Lane (between A54 High Street and The Drumber)	NB	4,508	4,467	4,790
	SB	2,769	2,623	2,481
B5355 Crook Lane (between B5355 Station Road and Birch Avenue)	NB	1,266	1,494	1,711
	SB	901	858	845
A530 Nantwich Road (between Glastonbury Drive and St Ann's Road)	EB	6,416	6,491	6,997
	WB	5,500	6,279	7,103
B5355 Crook Lane (between B5355 Station Road and Bradbury Road)	NB	1,199	1,421	1,629
	SB	841	794	772
A54 St Michael's Way (between A533 Leadsmithy Street and The Bull Ring)	EB	10,565	10,810	10,689
	WB	9,129	9,183	9,235
A54 Kinderton Street (between A533 Leadsmithy Street and King Street)	EB	12,531	12,930	13,420
	WB	5,875	5,991	5,816
A54 St Michael's Way (between The Bull Ring and A54 Chester Road)	EB	10,988	11,236	11,128
	WB	8,254	8,248	8,244
A54 St Michael's Way (between A54 Chester Road and The Bull Ring)	EB	10,999	11,245	11,123
	WB	8,077	8,054	8,021
Brereton Lane (between Cledford Lane and A54 Holmes Chapel Road)	NB	935	1,258	1,339
	SB	97	150	207
A54 Chester Road (between A530 Newton Bank and A54 St Michael's Way)	EB	15,483	16,362	16,977
A54 Middlewich Road (between Clive Lane and A533 Northwich Road)	NB	4,459	4,775	4,863
	SB	5,290	5,502	6,331

Location	Direction	AADT 2030	AADT 2038	AADT 2051
Nixon Drive (between Basford Way and Saxon Crossway)	EB	1,216	1,258	1,347
	WB	1,258	1,293	1,427
A54 Chester Road (between A530 Croxton Lane and A530 Newton Bank)	EB	12,207	13,367	13,980
	WB	10,789	10,775	10,848
A54 Chester Road (between A530 Croxton Lane and A533 Northwich Road)	EB	8,730	9,451	9,917
	WB	8,171	8,051	8,006
Nixon Drive (between Abbotts Way and Basford Way)	EB	963	997	1,066
	WB	959	983	1,099
A54 Holmes Chapel Road (between King Street and B5309 Centurion Way)	EB	10,710	10,861	10,654
	WB	6,107	6,183	6,288
Nixon Drive (between B5074 Delamere Street and Abbotts Way)	EB	971	1,005	1,016
	WB	501	507	541
Nixon Drive (between Saxon Crossway and Grange Lane)	EB	947	959	1,210
	WB	420	402	634
B5355 Crook Lane (between Bradbury Road and B5355 Wharton Road)	NB	1,517	1,610	1,789
	SB	952	771	710
King Street (between New King Street and Hadrian Way)	NB	3,857	4,012	4,733
	SB	1,092	1,106	868
Coalpit Lane (between Birch Lane and A54 Chester Road)	NB	241	267	294
	SB	217	373	64
A54 Middlewich Road realignment (between A533 Northwich Road diversion and Birch Lane)	EB	4,454	4,771	4,858
	WB	5,290	5,502	6,331
A54 Middlewich Road (between Clive Lane and Birch Lane)	EB	4,454	4,771	4,858
	WB	5,290	5,502	6,331
Birch Lane (between Coalpit Lane and A54 Middlewich Road)	NB	2,050	2,249	2,350
	SB	1,402	1,344	907
A54 Middlewich Road realignment (between Birch Lane and Coalpit Lane)	EB	8,200	8,881	9,467
	WB	7,975	7,699	8,002
B5309 Centurion Way (between B5081 Byley Road and A54 Holmes Chapel Road)	EB	6,396	5,888	5,499
	WB	7,611	8,444	9,201
Road One (between A533 Bostock Road and A54 Middlewich Road)	NB	4,383	4,491	4,665
	SB	2,872	2,982	3,289
A54 Holmes Chapel Road (between B5309 Centurion Way and Brereton Lane)	EB	10,023	9,370	8,357
	WB	9,585	10,419	11,361
B5309 Centurion Way (between White Park Close and B5081 Byley Road)	EB	4,275	4,010	3,634
	WB	5,619	5,832	6,192
B5355 Wharton Road (between Nat Lane and Bradbury Road)	NB	1,534	1,605	1,724
	SB	1,455	1,403	1,468
A533 Northwich Road (between A54 Chester Road and Bell Lane)	NB	3,136	2,991	2,611

Location	Direction	AADT 2030	AADT 2038	AADT 2051
	SB	3,764	4,126	4,608
A533 Northwich Road diversion (between A54 Middlewich Road realignment and A533 Northwich Road)	NB	4,970	4,885	4,921
	SB	5,390	5,902	6,425
A54 Holmes Chapel Road (between Brereton Lane and Poolford Lane)	EB	9,056	8,557	7,609
	WB	9,255	10,172	11,212
B5309 Centurion Way (between B5309 King Street and White Park Close)	NB	4,451	4,564	4,604
	SB	3,971	3,626	2,949
B5355 Wharton Road (between A5018 Wharton Park Road and Bradbury Road)	NB	1,922	2,006	2,175
	SB	1,805	1,760	1,840
B5308 Middlewich Road (A54 Chester Road and A50 Knutsford Road)	EB	6,372	5,450	5,217
	WB	3,891	4,030	3,927
A50 Knutsford Road (between A535 Macclesfield Road and B5308 Middlewich Road)	NB	7,990	8,008	7,937
	SB	12,056	11,290	12,071
A533 Northwich Road/Bostock Road (between London Road and Bell Lane)	EB	5,430	5,945	6,471
	WB	4,942	4,856	4,891
B5309 King Street (between B5309 Centurion Way and A530 Croxton Lane)	NB	7,235	7,576	8,286
	SB	4,454	4,190	3,196
A533 Bostock Road (between A5018 Bostock Road and London Road)	EB	2,223	2,219	2,255
	WB	2,632	2,854	3,452
A530 Croxton Lane (between A54 Chester Road and B5309 King Street)	NB	3,161	3,358	3,589
	SB	4,175	4,759	5,144
B5309 King Street (between Yatehouse Lane and A530 Croxton Lane)	NB	7,774	8,134	8,886
	SB	4,461	4,191	3,179
London Road (between A533 Bostock Road and Brick Kiln Lane)	NB	3,215	3,065	3,283
	SB	4,117	4,793	6,066
A533 Davenham Bypass (between A533 Bostock Road and Jack Lane)	NB	12,756	13,330	14,070
	SB	11,933	12,274	12,887
B5081 Byley Road (between Moss Lane and B5082 Holmes Chapel Road)	NB	2,700	2,702	2,860
	SB	5,120	5,481	6,283
B5081 Byley Road (between B5309 Centurion Way and Moss Lane)	NB	3,115	3,747	4,312
	SB	3,112	2,934	3,166
A533 Davenham Bypass (between Jack Lane and London Road)	NB	12,212	12,783	13,485
	SB	11,373	11,757	12,274
A530 King Street (between A530 Croxton Lane and Whatcroft Hall Lane)	NB	10,223	10,571	11,280
	SB	7,959	8,135	7,692
A533 Davenham Bypass (between London Road and A556 Shurlach Road)	NB	8,731	9,054	9,322
	SB	10,089	10,443	10,895
A530 King Street (between Whatcroft Hall Lane and Davenham Road)	NB	10,044	9,712	9,791
	SB	9,526	9,379	9,372

Location	Direction	AADT 2030	AADT 2038	AADT 2051
London Road (between Hartford Road and Church Street)	EB	4,621	4,571	4,714
	WB	6,991	7,064	7,443
Church Street/Shipbrook Road (between London Road and Shurlach Lane)	EB	3,310	3,469	3,599
	WB	2,731	2,638	2,687
A50 London Road (between B5082 Northwich Road and Booth Bed Lane)	NB	1,160	1,379	1,537
	SB	2,052	3,000	3,904
Booth Bed Lane (between Main Road and A50 London Road)	NB	1,172	2,071	2,875
	SB	557	595	599
London Road (between Green Lane and A556 Chester Road)	NB	8,013	8,199	9,005
	SB	5,519	5,412	5,522
Davenham Road (between Shurlach Lane and A530 King Street)	EB	2,597	2,746	2,995
	WB	2,421	2,620	3,176
A556 Shurlach Road off-slip (between A556 Shurlach Road and A533 Davenham Bypass)	SB	6,459	6,653	7,222
B5082 Holmes Chapel Road (between B5081 Byley Lane and Birches Lane)	EB	6,357	6,835	7,987
	WB	4,971	5,113	5,578
A533 London Road (between A556 Chester Road and A533 Kingsmead)	NB	11,818	11,993	12,167
	SB	15,682	16,006	16,907
A556 Shurlach Road (between A533 London Road and A556 off-slip to A533 Davenham Bypass)	EB	18,905	19,309	19,872
	WB	12,228	12,492	12,350
Crowders Lane (between B5082 Pennys Lane and A530 King Street)	EB	1,287	1,545	2,355
	WB	1,156	1,451	2,034
A530 King Street (between Davenham Road and Gadbrook Distribution Centre)	NB	8,554	8,494	8,780
	SB	8,027	8,128	8,916
A556 Shurlach Road (between A556 off-slip to A533 Davenham Bypass and Shurlach Lane)	EB	18,905	19,309	19,872
	WB	18,688	19,146	19,572
Shurlach Lane (beween Shipbook Road and A556 Shurlach Road)	NB	797	964	1,255
	SB	1,298	1,336	1,526
London Road (between Dunham Road and Old Hall Road)	NB	2,116	2,195	2,526
	SB	3,286	3,412	3,760
Old Hall Road (between Clifton Drive and Fairfield Road)	EB	1,845	1,934	2,079
	WB	688	339	363
Old Hall Road (between Granville Road and Clifton Drive)	EB	1,877	1,966	2,111
	WB	720	371	394
Old Hall Road (between London Road and Granville Road)	EB	1,940	2,040	2,196
	WB	794	448	477
London Road (between Old Hall Road and Lime Avenue)	NB	2,288	1,948	2,296
	SB	4,603	4,756	5,248
	NB	2,202	2,127	2,118

Location	Direction	AADT 2030	AADT 2038	AADT 2051
Shipbrook Road (between Gadbrook Road and A556 Shurlach Road)	SB	957	1,117	1,331
A530 King Street (between Gadbrook Distribution Centre Access and A556 Shurlach Road)	NB	8,575	8,516	8,792
	SB	8,135	8,238	9,018
B5082 Pennys Lane (between A556 Shurlach Road and Crowders Lane)	EB	3,075	2,918	2,581
	WB	2,899	2,741	2,411
Kingsley Drive (between Old Hall Road and Langley Road)	NB	73	514	557
	SB	122	127	139
A556 southbound on-slip (between Gadbrook Road and A556 Shurlach Road)	WB	5,156	5,433	6,139
Birches Lane diversion (between A556 Shurlach Road and B5082 Holmes Chapel Road)	NB	917	921	1,134
	SB	1,995	2,372	3,051
Gadbrook Road (between East Avenue and A556 Shurlach Road)	NB	2,433	2,492	2,679
	SB	2,331	2,365	2,451
A556 Shurlach Road (between Gadbrook Road and A530 King Street)	EB	16,050	16,701	17,183
	WB	17,796	18,010	17,901
East Avenue (between Gadbrook Road and Grange Road)	NB	979	1,195	985
	SB	309	270	276
A556 Shurlach Road (between A530 King Street and B5082 Pennys Lane)	EB	18,386	18,740	19,009
	WB	17,676	18,154	19,259
East Avenue (between Grange Road and South Drive)	NB	996	1,213	1,004
	SB	286	257	272
West Avenue (between Gadbrook Road and Grange Road)	NB	377	248	440
	SB	98	101	114
Grange Road (between West Avenue and East Avenue)	EB	47	38	32
	WB	7	8	9
Porter Drive (between Shipbrook Road and Marlowe Road)	NB	1,146	1,052	875
	SB	274	341	360
Shipbrook Road (between Porter Drive and Gadbrook Road)	EB	1,243	1,272	1,470
	WB	771	862	1,062
East Avenue (between South Drive and Central Road)	NB	1,092	1,320	1,128
	SB	576	560	596
West Avenue (between Grange Road and South Drive)	NB	330	210	409
	SB	91	93	105
Central Road (between West Avenue and East Avenue)	NB	12	13	15
	SB	144	145	158
West Avenue (between South Drive and Central Road)	NB	388	270	476
	SB	78	80	89
	NB	6,233	6,182	6,109

Location	Direction	AADT 2030	AADT 2038	AADT 2051
A530 King Street (between B5082 Middlewich Road and A556 Shurlach Road)	SB	8,360	8,036	8,074
A556 Shurlach Road (between B5082 Pennys Lane and Birches Lane)	NB	15,259	15,761	16,386
	SB	14,849	15,474	16,897
East Avenue (between Central Road and North Drive)	NB	1,087	1,315	1,122
	SB	439	422	447
Greenway Drive (between Agecroft Road and Belmont Road)	EB	83	86	95
	WB	123	127	141
West Avenue (between Central Road and North Drive)	NB	601	512	838
	SB	297	308	324
North Drive (between West Avenue and East Avenue)	EB	231	250	76
	WB	407	505	322
East Avenue (between North Drive and B5082 Middlewich Road)	NB	1,594	1,849	1,737
	SB	1,033	1,115	1,180
Central Road (between West Avenue and Shipbrook Road)	EB	639	662	713
	WB	427	430	376
West Avenue (between North Drive and B5082 Middlewich Road)	NB	801	762	1,078
	SB	321	303	319
Shipbrook Road (between Central Road and B5082 Middlewich Road)	NB	939	977	976
	SB	1,402	1,457	1,555
A530 Griffiths Road (between A559 Manchester Road and B5082 Middlewich Road)	NB	3,022	3,225	3,525
	SB	4,906	4,669	4,753
Brockhurst Street (between Percy Street and A559 Chester Way)	EB	660	628	678
	WB	746	726	676
Percy Street (between Whalley Road and A559 Chester Way)	NB	1,029	970	1,036
	SB	888	870	755
Applemarket Street (between Weaver Way and A559 Watling Street)	NB	1,337	1,324	1,230
	SB	1,642	1,612	1,566
Whitton Street (between Station Road and A559 Chester Way)	EB	778	781	740
Whitton Street (between Old Warrington Road and Station Road)	EB	778	781	740
	WB	632	625	724
A50 Holmes Chapel Road (between Booth Bed Lane and B5081 Middlewich Road)	NB	2,137	2,540	2,820
	SB	2,413	2,686	2,911
Birches Lane/Station Road (between A556 Shurlach Road and School Lane)	NB	2,704	2,796	2,974
	SB	0	0	2
A556 Shurlach Road (between Birches Lane and A559 Manchester Road)	NB	12,555	12,965	13,413
	SB	15,928	16,925	18,814
A559 Manchester Road (between A530 Griffiths Road and A559 Hall Lane)	EB	7,319	7,594	8,060
	WB	9,182	8,814	8,494

Location	Direction	AADT 2030	AADT 2038	AADT 2051
Station Road (between School Lane and A559 Manchester Road)	NB	1,969	1,968	2,020
	SB	23	4	5
School Lane (between Station Road and Stubbs Lane)	EB	759	832	957
A559 Manchester Road (between A559 Hall Lane and Stubbs Lane)	EB	5,433	5,632	5,380
	WB	5,843	5,934	5,696
A559 Manchester Road (between Stubbs Lane and Fryer Road)	EB	5,121	5,277	5,180
	WB	4,162	4,333	4,174
A559 Manchester Road (between Fryer Road and A556 Shurlach Road)	EB	6,114	6,111	6,074
	WB	6,310	6,516	6,633
Fryer Road/Townshend Road (between A559 Hall Lane and A559 Manchester Road)	NB	2,838	2,965	3,356
	SB	1,683	1,617	1,792
A569 Hall Lane (between Townshend Road and Green Lane)	EB	3,746	3,228	2,928
	WB	4,519	4,719	5,280
A556 Chester Road (between A559 Manchester Road and Linnards Lane)	EB	15,017	15,451	16,338
	WB	18,517	19,827	22,319
A559 Hall Lane (between Green Lane and B5391 Church Street)	EB	3,259	2,685	2,477
	WB	5,149	5,389	5,686
A556 Chester Road (between Linnards Lane and Plumley Moor Road)	EB	21,535	23,442	24,650
	WB	19,079	19,324	19,399
A569 Marston Lane (between B5391 Church Street and Earles Lane)	NB	2,206	2,375	2,999
	SB	3,095	1,954	1,560
B5391 Church Street (between Earles Lane and A559 Marston Lane)	NB	3,546	3,862	3,384
	SB	2,137	2,073	2,310
Linnards Lane (between Green Lane and B5391 Church Street)	EB	3,434	4,028	4,974
	WB	1,140	1,267	2,514
Earles Lane (between A559 Marston Lane and B5391 Pickmere Lane)	EB	2,807	3,100	3,658
	WB	2,087	2,694	3,407

Junction operation

6.3.21 Junction operation is reported in Section 7.4 of the main TA.

6.3.22 The operation of key junctions has been assessed using the existing and future baseline traffic flows. The results are summarised in the following tables where they differ from or are in addition to the main TA. Where there are changes to infrastructure compared to the main TA, these are highlighted.

6.3.23 Where a junction will be affected by construction of the AP1 revised scheme, future baseline results are included for 2030. Where a junction will be affected by the operation of the AP1 revised scheme, which is primarily due to changes in traffic as a result of infrastructure changes or changes in demand associated with the AP1 revised scheme, results are included

for 2038 and 2051. Junctions affected by both construction and operation include results for all three assessment years.

6.3.24 The results are presented in the same order as presented in the main TA. Junctions that were not modelled in the main TA are provided at the end of the junction performance section from the A54 New High Street/A54 Winsford Bypass/A5018 Wharton Road/New Road/Weaver Street junction (Table 7-110.1) onwards.

6.3.25 The junction performance tables presented in this report use the following abbreviations: PCU = Passenger Car Unit; VoC = Volume over Capacity; DoS = Degree of Saturation; RFC = Ratio of Flow to Capacity; and Q = Queue.

M6 junction 18/A54 Middlewich Road

6.3.26 Table 7-7 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-7 below replaces Table 7-7 of the main TA.

Table 7-7: 2018 baseline performance at M6 junction 18/A54 Middlewich Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
M6 junction 18 southbound off-slip	133	7%	0
A54 Middlewich Road (east)	275	12%	0
M6 junction 18 northbound off-slip	653	28%	0
A54 Middlewich Road (west)	872	37%	0
	2018 PM peak hour (17:00–18:00) baseline results		
M6 junction 18 southbound off-slip	184	9%	0
A54 Middlewich Road (east)	312	15%	0
M6 junction 18 northbound off-slip	368	16%	0
A54 Middlewich Road (west)	790	33%	0

6.3.27 The conclusions drawn in paragraph 7.4.17 of the main TA remain unchanged.

6.3.28 Table 7-8 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-8 below replaces Table 7-8 of the main TA.

Table 7-8: Future baseline performance at M6 junction 18/A54 Middlewich Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
M6 junction 18 southbound off-slip	268	14%	0	291	15%	0	436	24%	0
A54 Middlewich Road (east)	427	20%	0	460	22%	0	472	23%	0
M6 junction 18 northbound off-slip	911	41%	0	953	44%	1	1,011	49%	1
A54 Middlewich Road (west)	1,089	45%	0	1,135	47%	0	1,129	48%	0

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
	2030 PM peak hour (17:00–18:00)			2038 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
M6 junction 18 southbound off-slip	381	18%	0	424	20%	0	490	22%	0
A54 Middlewich Road (east)	336	17%	0	389	20%	0	425	21%	0
M6 junction 18 northbound off-slip	374	17%	0	410	19%	0	442	22%	0
A54 Middlewich Road (west)	716	30%	0	612	25%	0	485	20%	0

6.3.29 The conclusions drawn in paragraph 7.4.19 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2030, 2038 and 2051 future baseline."

A530 Nantwich Road/Chapel Lane

6.3.30 Table 7-9 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-9 below replaces Table 7-9 of the main TA.

Table 7-9: 2018 baseline performance at A530 Nantwich Road/Chapel Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A530 Nantwich Road (north)	731	45%	0
Chapel Lane	342	35%	1
A530 Nantwich Road (south)	1,046	70%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A530 Nantwich Road (north)	739	45%	0
Chapel Lane	239	32%	1
A530 Nantwich Road (south)	1,013	64%	0

6.3.31 The conclusions drawn in paragraph 7.4.21 of the main TA remain unchanged.

6.3.32 Table 7-10 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-10 below replaces Table 7-10 of the main TA.

Table 7-10: Future baseline performance at A530 Nantwich Road/Chapel Lane junction

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			2038 AM peak hour (08:00–09:00)			2051 AM peak hour (08:00–09:00)		
A530 Nantwich Road (north)	713	43%	0	864	53%	0	967	59%	0
Chapel Lane	431	41%	1	432	51%	1	488	62%	2
A530 Nantwich Road (south)	835	58%	0	863	62%	0	859	68%	0

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
	2030 PM peak hour (17:00–18:00)			2038 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
A530 Nantwich Road (north)	644	39%	0	686	42%	0	712	43%	0
Chapel Lane	331	45%	2	340	53%	2	325	55%	2
A530 Nantwich Road (south)	900	57%	0	960	61%	0	1,092	70%	0

6.3.33 The conclusions drawn in paragraph 7.4.23 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2030, 2038 and 2051 future baseline."

A533 Booth Lane/Cledford Lane/Cross Lane

6.3.34 Table 7-11 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-11 below replaces Table 7-11 of the main TA.

Table 7-11: 2018 baseline performance at A533 Booth Lane/Cledford Lane/Cross Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 Booth Lane (north)	351	23%	1
Cledford Lane	59	18%	1
A533 Booth Lane (south)	520	34%	2
Cross Lane	79	29%	1
	2018 PM peak hour (17:00–18:00) baseline results		
A533 Booth Lane (north)	367	24%	1
Cledford Lane	170	52%	2
A533 Booth Lane (south)	568	38%	2
Cross Lane	53	20%	1

6.3.35 The conclusions drawn in paragraph 7.4.25 of the main TA remain unchanged.

6.3.36 Table 7-12 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-12 below replaces Table 7-12 of the main TA.

Table 7-12: Future baseline performance at A533 Booth Lane/Cledford Lane/Cross Lane junction

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			2038 AM peak hour (08:00–09:00)			2051 AM peak hour (08:00–09:00)		
A533 Booth Lane (north)	229	15%	1	259	17%	1	296	20%	1
Cledford Lane	80	24%	1	80	24%	1	86	25%	1
A533 Booth Lane (south)	398	26%	1	383	26%	1	396	26%	1
Cross Lane	226	80%	3	234	83%	3	248	88%	3

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
	2030 PM peak hour (17:00–18:00)			2038 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
A533 Booth Lane (north)	262	17%	1	261	17%	1	240	16%	1
Cledford Lane	273	92%	4	266	84%	4	267	85%	4
A533 Booth Lane (south)	724	48%	3	788	53%	3	1,011	68%	4
Cross Lane	142	51%	2	143	51%	2	168	60%	2

6.3.37 The conclusions drawn in paragraph 7.4.27 of the main TA are replaced by:

"In the 2030 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 80% on the Cross Lane approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2030 future baseline with a maximum VoC of 92% on the Cledford Lane approach with an associated queue length of four PCU.

The assessment shows that this junction operates within capacity in the 2038 future baseline with a maximum VoC of 83% on the Cross Lane approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 84% is on the Cledford Lane approach with an associated queue length of four PCU.

The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 88% on the Cross Lane approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 85% is on the Cledford Lane approach with an associated queue length of four PCU."

A530 Nantwich Road/Clive Green Lane

6.3.38 Table 7-13 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 7-13 below replaces Table 7-13 of the main TA.

Table 7-13: 2017 baseline performance at A530 Nantwich Road/Clive Green Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
A530 Nantwich Road (north) (ahead and right)	616	0.41	2
Clive Green Lane (left)	39	0.96	3
Clive Green Lane (right)	269	0.94	8
A530 Nantwich Road (south) (ahead and left)	1,029	-	-
	2017 PM peak hour (17:00–18:00) baseline results		
A530 Nantwich Road (north) (ahead and right)	500	0.24	1
Clive Green Lane (left)	98	0.99	6
Clive Green Lane (right)	299	0.99	12

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 PM peak hour (17:00–18:00) baseline results		
A530 Nantwich Road (south) (ahead and left)	1,043	-	-

6.3.39 The conclusions drawn in paragraph 7.4.29 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2017 baseline with a maximum RFC of 0.96 on the Clive Green Lane (left) approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum RFC of 0.99 is on both the Clive Green Lane (left) and Clive Green Lane (right) approaches with associated queue lengths of six PCU and 12 PCU respectively."

6.3.40 Table 7-14 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-14 below replaces Table 7-14 of the main TA.

Table 7-14: Future baseline performance at A530 Nantwich Road/Clive Green Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A530 Nantwich Road (north) (ahead and right)	726	0.83	8	709	0.7	5	766	0.69	5
Clive Green Lane (left)	69	1.10	7	56	1.10	6	45	1.19	6
Clive Green Lane (right)	230	1.11	18	229	1.11	18	213	1.19	23
A530 Nantwich Road (south) (ahead and left)	1,100	-	-	1,162	-	-	1,231	-	-
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A530 Nantwich Road (north) (ahead and right)	581	0.39	1	645	0.52	2	723	0.65	5
Clive Green Lane (left)	176	1.42	32	195	1.52	42	201	2.12	75
Clive Green Lane (right)	388	1.41	70	347	1.53	74	335	2.13	124
A530 Nantwich Road (south) (ahead and left)	1,029	-	-	1,121	-	-	1,344	-	-

6.3.41 The conclusions drawn in paragraphs 7.4.31 to 7.4.33 of the main TA are replaced by:

"The assessment shows that this junction operates over capacity in the AM peak hour with a maximum RFC of 1.11 on the Clive Green Lane (right) approach with an associated queue length of 18 PCU. In the PM peak hour, the maximum RFC of 1.42 is on the Clive Green Lane (left) approach with an associated queue length of 32 PCU.

This junction operates over capacity in the 2038 future baseline with a maximum RFC of 1.11 on the Clive Green Lane (right) approach in the AM peak hour with an associated queue length of 18 PCU. In the PM peak, the maximum RFC of 1.53 is on the Clive Green Lane (right) approach with an associated queue length of 74 PCU.

This junction operates over capacity in the 2051 future baseline with a maximum RFC of 1.19 on both the Clive Green Lane (left) and the Clive Green Lane (right) approaches in the AM peak hour with an associated queue length of six PCU and 23 PCU respectively. In the PM peak hour, the maximum RFC of 2.13 is on the Clive Green Lane (right) approach with an associated queue length of 124 PCU."

Clive Green Lane/Coalpit Lane

6.3.42 Table 7-15 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-15 below replaces Table 7-15 of the main TA.

Table 7-15: 2017 baseline performance at Clive Green Lane/Coalpit Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
Clive Green Lane (west) (ahead and left)	244	-	-
Coalpit Lane (left)	95	0.15	0
Coalpit Lane (right)	25	0.07	0
Clive Green Lane (east) (ahead and right)	523	0.29	1
	2017 AM peak hour (17:00–18:00) baseline results		
Clive Green Lane (west) (ahead and left)	262	-	-
Coalpit Lane (left)	155	0.25	0
Coalpit Lane (right)	3	0.01	0
Clive Green Lane (east) (ahead and right)	486	0.30	1

6.3.43 The conclusions drawn in paragraph 7.4.35 of the main TA remain unchanged.

6.3.44 Table 7-16 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-16 below replaces Table 7-16 of the main TA.

Table 7-16: Future baseline performance at Clive Green Lane/Coalpit Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Clive Green Lane (west) (ahead and left)	254	-	-	221	-	-	213	-	-
Coalpit Lane (left)	80	0.13	0	77	0.12	0	55	0.09	0
Coalpit Lane (right)	20	0.06	0	20	0.06	0	14	0.04	0
Clive Green Lane (east) (ahead and right)	596	0.45	1	612	0.48	2	594	0.48	2
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Clive Green Lane (west) (ahead and left)	449	-	-	419	-	-	429	-	-
Coalpit Lane (left)	172	0.30	0	163	0.28	0	107	0.18	0
Coalpit Lane (right)	3	0.01	0	3	0.01	0	2	0.01	0

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
	2030 PM peak hour (17:00–18:00)			2038 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
Clive Green Lane (east) (ahead and right)	499	0.35	1	533	0.36	1	621	0.52	2

6.3.45 The conclusions drawn in paragraph 7.4.37 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in 2030, 2038 and 2051 future baseline."

B5074 Swanlow Lane/Townfields Road/Townfields Drive

6.3.46 Table 7-17 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-17 below replaces Table 7-17 of the main TA.

Table 7-17: 2018 baseline performance at B5074 Swanlow Lane/Townfields Road/Townfields Drive junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Townfields Road	208	30%	5
B5074 Swanlow Lane (south)	613	93%	11
Townfields Drive	101	18%	2
B5074 Swanlow Lane (north)	329	39%	7
	2018 PM peak hour (17:00–18:00) baseline results		
Townfields Road	329	41%	7
B5074 Swanlow Lane (south)	546	94%	10
Townfields Drive	61	12%	1
B5074 Swanlow Lane (north)	322	42%	7

6.3.47 The conclusions drawn in paragraph 7.4.39 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 93% on the B5074 Swanlow Lane (south) approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 94% is on the B5074 Swanlow Lane (south) approach with an associated queue length of 10 PCU."

6.3.48 Table 7-18 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-18 below replaces Table 7-18 of the main TA.

Table 7-18: Future baseline performance at B5074 Swanlow Lane/Townfields Road/Townfields Drive junction

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			2038 AM peak hour (08:00–09:00)			2051 AM peak hour (08:00–09:00)		
Townfields Road	266	38%	6	287	41%	7	321	47%	7
B5074 Swanlow Lane (south)	620	96%	11	585	96%	11	503	96%	10
Townfields Drive	139	24%	3	133	24%	3	156	29%	4
B5074 Swanlow Lane (north)	356	42%	7	381	45%	8	445	52%	9
	2030 PM peak hour (17:00–18:00)			2038 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
Townfields Road	344	43%	7	362	45%	7	398	50%	8
B5074 Swanlow Lane (south)	481	95%	9	453	96%	9	451	98%	9
Townfields Drive	105	21%	2	126	27%	3	138	29%	3
B5074 Swanlow Lane (north)	373	50%	8	411	57%	9	438	63%	9

6.3.49 The conclusions drawn in paragraph 7.4.41 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2030 future baseline with a maximum VoC of 96% on the B5074 Swanlow Lane (south) approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 95% is on the B5074 Swanlow Lane (south) approach with an associated queue length of nine PCU.

The assessment shows that this junction operates close to capacity in the 2038 future baseline with a maximum VoC of 96% on the B5074 Swanlow Lane (south) approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 96% is on the B5074 Swanlow Lane (south) approach with an associated queue length of nine PCU.

The assessment shows that this junction operates close to capacity in the 2030 future baseline with a maximum VoC of 96% on the B5074 Swanlow Lane (south) approach in the AM peak hour with an associated queue length of 10 PCU. In the PM peak hour, the maximum VoC of 98% is on the B5074 Swanlow Lane (south) approach with an associated queue length of nine PCU."

A530 Nantwich Road/Brynlow Drive

6.3.50 Table 7-19 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-19 below replaces Table 7-19 of the main TA.

Table 7-19: 2018 baseline performance at A530 Nantwich Road/Brynlow Drive junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A530 Nantwich Road (north)	403	21%	0
Brynlow Drive	247	39%	0
A530 Nantwich Road (south)	565	52%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A530 Nantwich Road (north)	414	21%	0
Brynlow Drive	117	18%	0
A530 Nantwich Road (south)	593	59%	0

6.3.51 The conclusions drawn in paragraph 7.4.43 of the main TA remain unchanged.

6.3.52 Table 7-20 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-20 below replaces Table 7-20 of the main TA.

Table 7-20: Future baseline performance at A530 Nantwich Road/Brynlow Drive junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A530 Nantwich Road (north)	432	22%	0	515	26%	0	600	31%	0
Brynlow Drive	316	56%	1	306	61%	1	309	71%	2
A530 Nantwich Road (south)	667	64%	0	611	59%	0	648	66%	0
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A530 Nantwich Road (north)	408	21%	0	464	24%	0	518	27%	0
Brynlow Drive	145	23%	0	183	32%	0	310	62%	1
A530 Nantwich Road (south)	721	79%	0	780	87%	0	811	90%	1

6.3.53 The conclusions drawn in paragraph 7.4.45 of the main TA are replaced by:

"In the 2030 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2030 future baseline with a maximum VoC of 79% on the A530 Nantwich Road (south) approach with an associated queue length of zero PCU.

In the 2038 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2038 future baseline with a maximum VoC of 87% on the A530 Nantwich Road (south) approach with an associated queue length of zero PCU.

In the 2051 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 90% on the A530 Nantwich Road (south) approach with an associated queue length of one PCU."

Clive Lane/Clive Green Lane

6.3.54 Table 7-21 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-21 below replaces Table 7-21 of the main TA.

Table 7-21: 2018 baseline performance at Clive Lane/Clive Green Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Clive Lane	257	13%	0
Clive Green Lane	454	23%	0
Clive Back Lane*	-	-	-
	2018 PM peak hour (17:00–18:00) baseline results		
Clive Lane	228	12%	0
Clive Green Lane	441	23%	0
Clive Back Lane*	-	-	-

** Minor approach arm not represented within the strategic traffic model*

6.3.55 The conclusions drawn in paragraph 7.4.47 of the main TA remain unchanged.

6.3.56 Table 7-22 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-22 below replaces Table 7-22 of the main TA.

Table 7-22: Future baseline performance at Clive Lane/Clive Green Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Clive Lane	265	14%	0	229	12%	0	220	11%	0
Clive Green Lane	469	24%	0	476	24%	0	444	23%	0
Clive Back Lane*	-	-	-	-	-	-	-	-	-
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Clive Lane	394	20%	0	368	19%	0	378	19%	0
Clive Green Lane	448	23%	0	487	25%	0	530	27%	0
Clive Back Lane*	-	-	-	-	-	-	-	-	-

** Minor approach arm not represented within the strategic traffic model*

6.3.57 The conclusions drawn in paragraph 7.4.49 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2030, 2038 and 2051 future baseline."

Clive Lane/Rilshaw Lane

6.3.58 Table 7-23 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-23 below replaces Table 7-23 of the main TA.

Table 7-23: 2018 baseline performance at Clive Lane/Rilshaw Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Clive Lane (north)	250	17%	0
Rilshaw Lane*	-	-	-
Clive Lane (south)	454	23%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Clive Lane (north)	291	29%	0
Rilshaw Lane*	-	-	-
Clive Lane (south)	446	23%	0

** Minor approach arm not represented within the strategic traffic model*

6.3.59 The conclusions drawn in paragraph 7.4.51 of the main TA remain unchanged.

6.3.60 Table 7-24 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-24 below replaces Table 7-24 of the main TA.

Table 7-24: Future baseline performance at Clive Lane/Rilshaw Lane junction

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Clive Lane (north)	287	32%	0	252	30%	0	243	30%	0
Rilshaw Lane*	-	-	-	-	-	-	-	-	-
Clive Lane (south)	469	25%	0	476	25%	0	444	23%	0
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Clive Lane (north)	427	44%	0	398	44%	0	410	47%	0
Rilshaw Lane*	-	-	-	-	-	-	-	-	-
Clive Lane (south)	452	24%	0	491	26%	0	535	28%	0

** Minor approach arm not represented within the strategic traffic model*

6.3.61 The conclusions drawn in paragraph 7.4.53 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2030, 2038 and 2051 future baseline."

A54 Middlewich Road/Clive Lane/Road One

6.3.62 Table 7-25 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-25 below replaces Table 7-25 of the main TA.

Table 7-25: 2018 baseline performance at A54 Middlewich Road/Clive Lane/Road One junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Road One	226	32%	3
A54 Middlewich Road (east)	480	55%	5
Clive Lane	489	83%	7
A54 Middlewich Road (west)	711	74%	8
	2018 PM peak hour (17:00–18:00) baseline results		
Road One	472	81%	8
A54 Middlewich Road (east)	388	32%	4
Clive Lane	466	101%	8
A54 Middlewich Road (west)	481	63%	7

6.3.63 The conclusions drawn in paragraph 7.4.55 of the main TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 83% on the Clive Lane approach with an associated queue length of seven PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2018 baseline with a maximum VoC of 101% on the Clive Lane approach with an associated queue length of eight PCU."

6.3.64 Table 7-26 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-26 below replaces Table 7-26 of the main TA.

Table 7-26: Future baseline performance at A54 Middlewich Road/Clive Lane/Road One junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Road One	284	42%	4	296	44%	4	308	45%	5
A54 Middlewich Road (east)	516	67%	5	528	72%	5	524	77%	5
Clive Lane	522	91%	8	529	94%	8	527	92%	8
A54 Middlewich Road (west)	858	91%	10	877	96%	10	894	101%	11
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Road One	575	96%	10	580	98%	10	595	102%	10
A54 Middlewich Road (east)	525	44%	5	553	46%	5	691	57%	7
Clive Lane	474	102%	8	476	103%	8	477	103%	8
A54 Middlewich Road (west)	554	77%	8	564	76%	8	610	88%	9

6.3.65 The conclusions drawn in paragraphs 7.4.57 to 7.4.59 of the main TA are replaced by:

"In the 2030 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 91% on both the Clive Lane and A54 Middlewich Road (west) approaches with an associated queue length of eight PCU and 10

PCU respectively. In the PM peak hour, the assessment shows that this junction is over capacity in the 2030 future baseline with a maximum VoC of 102% on the Clive Lane approach with an associated queue length of eight PCU.

In the 2038 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 96% on the A54 Middlewich Road (west) approach with an associated queue length of 10 PCU. In the PM peak hour, this junction is over capacity in the 2038 future baseline with a maximum VoC of 103% on the Clive Lane approach and an associated queue length of eight PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 101% on the A54 Middlewich Road (west) approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 103% is on the Clive Lane approach with an associated queue length of eight PCU."

A530 Nantwich Road/St Ann's Road

6.3.66 Table 7-27 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-27 below replaces Table 7-27 of the main TA.

Table 7-27: 2018 baseline performance at A530 Nantwich Road/St Ann's Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A530 Nantwich Road (north)	553	29%	0
St Ann's Road	236	95%	4
A530 Nantwich Road (south)	543	40%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A530 Nantwich Road (north)	729	39%	0
St Ann's Road	225	100%	5
A530 Nantwich Road (south)	505	34%	0

6.3.67 The conclusions drawn in paragraph 7.4.61 of the main TA remain unchanged.

6.3.68 Table 7-28 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-28 below replaces Table 7-28 of the main TA.

Table 7-28: Future baseline performance at A530 Nantwich Road/St Ann's Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A530 Nantwich Road (north)	611	32%	0	700	37%	0	827	43%	0
St Ann's Road	172	77%	1	174	82%	2	151	93%	3
A530 Nantwich Road (south)	626	46%	0	583	46%	0	628	52%	0

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A530 Nantwich Road (north)	660	35%	0	715	38%	0	771	40%	0
St Ann's Road	211	99%	5	181	97%	4	162	98%	4
A530 Nantwich Road (south)	559	36%	0	615	40%	0	664	43%	0

6.3.69 The conclusions drawn in paragraph 7.4.63 to 7.4.65 of the main TA are replaced by:

"In the 2030 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 77% on the St Ann's Road approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction operates close to capacity in the 2030 future baseline with a maximum VoC of 99% on the St Ann's Road approach with an associated queue length of five PCU.

In the 2038 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 82% on the St Ann's Road approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2038 future baseline with a maximum VoC of 97% on the St Ann's Road approach with an associated queue length of four PCU.

The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 93% on the St Ann's Road approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 98% is on the St Ann's Road approach with an associated queue length of four PCU."

A54 Kinderton Street/A54 St Michael's Way/A533 Leadsmithy Street

6.3.70 Table 7-29 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-29 below replaces Table 7-29 of the main TA.

Table 7-29: 2018 baseline performance at A54 Kinderton Street/A54 St Michael's Way/A533 Leadsmithy Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A54 Kinderton Street	645	91%	13
A533 Leadsmithy Street	765	96%	20
A54 St Michael's Way	1,014	60%	12
	2018 PM peak hour (17:00–18:00) baseline results		
A54 Kinderton Street	725	104%	15
A533 Leadsmithy Street	657	82%	17
A54 St Michael's Way	817	48%	9

6.3.71 The conclusions drawn in paragraph 7.4.67 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 96% on the A533 Leadsmithy Street approach with an associated queue length of 20 PCU. In the PM peak hour, this junction operates over capacity in the 2018 baseline with a maximum VoC of 104% on the A54 Kinderton Street approach and an associated queue length of 15 PCU."

6.3.72 Table 7-30 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-30 below replaces Table 7-30 of the main TA.

Table 7-30: Future baseline performance at A54 Kinderton Street/A54 St Michael's Way/A533 Leadsmithy Street junction

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A54 Kinderton Street	638	90%	13	647	91%	13	609	86%	13
A533 Leadsmithy Street	784	85%	19	775	85%	19	811	88%	20
A54 St Michael's Way	1,135	73%	14	1,119	72%	14	1,048	67%	13
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A54 Kinderton Street	741	104%	15	742	104%	15	742	104%	15
A533 Leadsmithy Street	619	78%	16	651	82%	17	728	91%	19
A54 St Michael's Way	925	55%	11	988	58%	11	1,024	61%	12

6.3.73 The conclusions drawn in paragraphs 7.4.69 to 7.4.71 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2030 future baseline with a maximum VoC of 90% on the A54 Kinderton Street approach in the AM peak hour with an associated queue length of 13 PCU. In the PM peak hour, the assessment shows that this junction operates over capacity in the 2030 future baseline with a maximum VoC of 104% on the A54 Kinderton Street approach with an associated queue length of 15 PCU.

The assessment shows that this junction operates close to capacity in the 2038 future baseline with a maximum VoC of 91% on the A54 Kinderton Street approach in the AM peak hour with an associated queue length of 13 PCU. In the PM peak hour, this junction operates over capacity in the 2038 future baseline with a maximum VoC of 104% on the A54 Kinderton Street approach with an associated queue length of 15 PCU.

The assessment shows that this junction operates close to capacity in the 2046 future baseline with a maximum VoC of 88% on the A533 Leadsmithy Street approach in the AM peak hour with an associated queue length of 20 PCU. In the PM peak hour, this junction operates over capacity in the 2046 future baseline with a maximum VoC of 104% on the A54 Kinderton Street approach with an associated queue length of 15 PCU."

A54 St Michael's Way/Wheelock Street

6.3.74 Table 7-31 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-31 below replaces Table 7-31 of the main TA.

Table 7-31: 2018 baseline performance at A54 St Michael's Way/Wheelock Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A54 St Michael's Way (north)	731	37%	0
Wheelock Street	59	20%	0
A54 St Michael's Way (south)*	-	-	-
	2018 PM peak hour (17:00–18:00) baseline results		
A54 St Michael's Way (north)	665	34%	0
Wheelock Street	77	24%	0
A54 St Michael's Way (south)*	-	-	-

** A54 St Michael's Way is one-way southbound and therefore no results are reported for the A54 St Michael's Way (south) approach*

6.3.75 The conclusions drawn in paragraph 7.4.73 of the main TA remain unchanged.

6.3.76 Table 7-32 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-32 below replaces Table 7-32 of the main TA.

Table 7-32: Future baseline performance at A54 St Michael's Way/Wheelock Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A54 St Michael's Way (north)	762	39%	0	757	39%	0	732	38%	0
Wheelock Street	60	21%	0	61	22%	0	64	22%	0
A54 St Michael's Way (south)*	-	-	-	-	-	-	-	-	-
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A54 St Michael's Way (north)	815	42%	0	818	42%	0	818	42%	0
Wheelock Street	76	29%	0	80	31%	0	86	33%	0
A54 St Michael's Way (south)*	-	-	-	-	-	-	-	-	-

** A54 St Michael's Way is one-way southbound and therefore no results are reported for the A54 St Michael's Way (south) approach*

6.3.77 The conclusions drawn in paragraph 7.4.75 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2030, 2038 and 2051 future baseline."

A54 Chester Road/A530 St Michael's Way/A530 Nantwich Road

6.3.78 Table 7-33 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-33 below replaces Table 7-33 of the main TA.

Table 7-33: 2018 baseline performance at A54 Chester Road/A530 St Michael's Way/A530 Nantwich Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A54 Chester Road	447	23%	0
A54 St Michael's Way	789	85%	1
	2018 PM peak hour (17:00–18:00) baseline results		
A54 Chester Road	471	24%	0
A54 St Michael's Way	742	81%	1

6.3.79 The conclusions drawn in paragraph 7.4.77 of the main TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 85% on the A54 St Michael's Way approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 81% on the A54 St Michael's Way approach with an associated queue length of one PCU."

6.3.80 Table 7-34 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-34 below replaces Table 7-34 of the main TA.

Table 7-34: Future baseline performance at A54 Chester Road/A530 St Michael's Way/A530 Nantwich Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A54 Chester Road	491	25%	0	571	29%	0	657	34%	0
A54 St Michael's Way	822	91%	1	818	94%	2	796	97%	3
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A54 Chester Road	323	17%	0	361	19%	0	410	21%	0
A54 St Michael's Way	891	90%	1	898	92%	1	903	95%	2

6.3.81 The conclusions drawn in paragraphs 7.4.79 to 7.4.81 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2030 future baseline with a maximum VoC of 91% on the A54 St Michael's Way approach in the AM peak hour with an associated queue length of one PCU. In the PM peak hour, the maximum VoC of 90% is on the A54 St Michael's Way approach with an associated queue length of one PCU.

The assessment shows that this junction operates close to capacity in the 2038 future baseline with a maximum VoC of 94% on the A54 St Michael's Way approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 92% is on the A54 St Michael's Way approach with an associated queue length of one PCU.

The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 97% on the A54 St Michael's Way approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 95% is on the A54 St Michael's Way approach with an associated queue length of two PCU."

A54 Chester Road/A530 Newton Bank

6.3.82 Table 7-35 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-35 below replaces Table 7-35 of the main TA.

Table 7-35: 2018 baseline performance at A54 Chester Road/A530 Newton Bank junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A54 Chester Road (west)	1,183	61%	0
A530 Newton Bank	1,377	92%	1
	2018 PM peak hour (17:00–18:00) baseline results		
A54 Chester Road (west)	1,163	60%	0
A530 Newton Bank	1,170	49%	0

6.3.83 The conclusions drawn in paragraph 7.4.83 of the main TA are replaced by:

"In the AM peak hour, the assessment shows that this junction operates close to capacity in the in the 2018 baseline with a maximum VoC of 92% on the A530 Newton Bank approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction operates well within capacity in the 2018 baseline."

6.3.84 Table 7-36 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-36 below replaces Table 7-36 of the main TA.

Table 7-36: Future baseline performance at A54 Chester Road/A530 Newton Bank junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A54 Chester Road (west)	1,278	66%	0	1,409	72%	0	1,451	74%	0
A530 Newton Bank	1,410	61%	5	1,353	61%	6	1,334	101%	6
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A54 Chester Road (west)	1,082	55%	0	1,166	60%	0	1,224	63%	0
A530 Newton Bank	1,281	82%	0	1,298	86%	1	1,324	91%	1

6.3.85 The conclusions drawn in paragraph 7.4.85 of the main TA are replaced by:

"In the AM peak hour, the assessment shows that this junction operates well within capacity in the 2030 future baseline. In the PM peak hour, the assessment shows that this junction operates within capacity in the 2030 future baseline with a maximum VoC of 82% on the A530 Newton Bank approach with associated no queue.

In the 2038 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2038 future baseline with a maximum VoC of 86% on the A530 Newton Bank approach with an associated queue length of one PCU.

In the 2051 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on the A530 Newton Bank approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051future baseline with a maximum VoC of 91% on the A530 Newton Bank approach with an associated queue length of one PCU."

A54 Chester Road/A530 Croxton Lane

6.3.86 Table 7-37 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 7-37 below replaces Table 7-37 of the main TA.

Table 7-37: 2018 baseline performance at A54 Chester Road/A530 Croxton Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A54 Chester Road (north)	837	87%	1
A530 Croxton Lane	442	57%	0
A54 Chester Road (south)	1,040	101%	2
	2018 PM peak hour (17:00–18:00) baseline results		
A54 Chester Road (north)	731	77%	0
A530 Croxton Lane	523	63%	0
A54 Chester Road (south)	981	95%	0

6.3.87 The conclusions drawn in paragraph 7.4.87 of the main TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on the A54 Chester Road (south) approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 95% on the A54 Chester Road (south) approach with no queue."

6.3.88 Table 7-38 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-38 below replaces Table 7-38 of the main TA.

Table 7-38: Future baseline performance at A54 Chester Road/A530 Croxton Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A54 Chester Road (north)	913	94%	1	976	101%	4	988	103%	4
A530 Croxton Lane	463	62%	0	541	74%	1	593	81%	1
A54 Chester Road (south)	1,031	100%	2	1,036	101%	2	1,037	101%	2
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A54 Chester Road (north)	801	85%	0	873	93%	1	935	101%	4
A530 Croxton Lane	364	45%	0	397	51%	0	424	56%	0
A54 Chester Road (south)	1,049	101%	2	1,043	101%	2	1,034	101%	2

6.3.89 The conclusions drawn in paragraph 7.4.89 of the main TA are replaced by:

"This junction operates over capacity in the 2030 future baseline with a maximum VoC of 100% on the A54 Chester Road (south) approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 101% is on the A54 Chester Road (south) approach with an associated queue length of two PCU.

This junction operates over capacity in the 2038 future baseline with a maximum VoC of 101% on the A54 Chester Road (north) approach in the AM peak hour with an associated queue length of four PCU. In the PM peak hour, the maximum VoC of 101% is on the A54 Chester Road (south) approach with an associated queue length of two PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 103% on the A54 Chester Road (north) approach in the AM peak hour with an associated queue length of four PCU. In the PM peak hour, the maximum VoC of 101% is on the A54 Chester Road (north) approach with an associated queue length of four PCU."

A54 Holmes Chapel Road/B5309 Centurion Way/Pochin Way

6.3.90 Table 7-39 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-39 below replaces Table 7-39 of the main TA.

Table 7-39: 2018 baseline performance at A54 Holmes Chapel Road/B5309 Centurion Way/Pochin Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5309 Centurion Way	561	46%	0
A54 Holmes Chapel Road (east)	734	42%	0
Pochin Way	142	13%	0
A54 Holmes Chapel Road (west)	1,078	41%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
B5309 Centurion Way	401	29%	0
A54 Holmes Chapel Road (east)	509	24%	0
Pochin Way	287	20%	0
A54 Holmes Chapel Road (west)	722	30%	0

6.3.91 The conclusions drawn in paragraph 7.4.91 of the main TA remain unchanged.

6.3.92 Table 7-40 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-40 below replaces Table 7-40 of the main TA.

Table 7-40: Future baseline performance at A54 Holmes Chapel Road/B5309 Centurion Way/Pochin Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
B5309 Centurion Way	723	101%	9	711	102%	9	699	98%	7
A54 Holmes Chapel Road (east)	1,120	92%	4	1,165	94%	4	1,201	96%	5
Pochin Way	622	46%	0	704	53%	1	803	58%	1
A54 Holmes Chapel Road (west)	1,236	65%	1	1,189	69%	1	1,108	67%	1
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
B5309 Centurion Way	527	51%	1	444	40%	0	393	31%	0
A54 Holmes Chapel Road (east)	835	58%	1	947	66%	1	1,031	74%	1
Pochin Way	882	63%	1	859	62%	1	820	59%	1
A54 Holmes Chapel Road (west)	896	52%	1	973	57%	1	1,006	56%	1

6.3.93 The conclusions drawn in paragraph 7.4.93 of the main TA are replaced by:

"In the AM peak hour, the assessment shows that this junction operates over capacity in the 2030 future baseline with a maximum VoC of 101% on the B5309 Centurion Way approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction operates well within capacity in the 2030 future baseline.

In the 2038 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 102% on the B5309 Centurion way approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2038 future baseline.

In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 98% on the B5309 Centurion way approach with an associated queue length of seven PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline."

A54 Middlewich Road/Birch Lane/Bell Lane

6.3.94 Table 7-41 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-41 below replaces Table 7-41 of the main TA.

Table 7-41: 2018 baseline performance at A54 Middlewich Road/Birch Lane/Bell Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Bell Lane (left and ahead)	167	0.27	0
Bell Lane (ahead and right)	5	0.20	0
A54 Middlewich Road (east) (left, ahead and right)	466	0.01	0
Birch Lane (left and ahead)	117	0.19	0
Birch Lane (ahead and right)	6	0.18	0
A54 Middlewich Road (west) (left, ahead and right)	464	0.03	0
	2018 PM peak hour (17:00–18:00) baseline results		
Bell Lane (left and ahead)	195	0.32	1
Bell Lane (ahead and right)	8	0.25	1
A54 Middlewich Road (east) (left, ahead and right)	363	0.01	0
Birch Lane (left and ahead)	122	0.19	0
Birch Lane (ahead and right)	3	0.18	0
A54 Middlewich Road (west) (left, ahead and right)	545	0.08	0

6.3.95 The conclusions drawn in paragraph 7.4.95 of the main TA remain unchanged.

6.3.96 Table 7-42 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-42 below replaces Table 7-42 of the main TA.

Table 7-42: Future baseline performance at A54 Middlewich Road/Birch Lane/Bell Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Bell Lane (left and ahead)	134	0.23	0	129	0.23	0	97	0.17	0
Bell Lane (ahead and right)	6	0.18	0	8	0.19	0	2	0.12	0
A54 Middlewich Road (east) (left, ahead and right)	471	0.01	0	453	0.00	0	507	0.02	0
Birch Lane (left and ahead)	205	0.39	1	140	0.48	1	194	0.39	1
Birch Lane (ahead and right)	13	0.32	1	18	0.37	1	12	0.35	1
A54 Middlewich Road (west) (left, ahead and right)	541	0.04	0	592	0.04	0	612	0.03	0

Approach	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU
	2030 PM peak hour (17:00–18:00)			2038 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
Bell Lane (left and ahead)	226	0.44	1	229	0.50	1	181	0.54	1
Bell Lane (ahead and right)	23	0.35	1	55	0.43	1	139	0.64	2
A54 Middlewich Road (east) (left, ahead and right)	478	0.00	0	472	0.00	0	520	0.00	0
Birch Lane (left and ahead)	128	0.23	0	129	0.23	0	179	0.34	1
Birch Lane (ahead and right)	3	0.21	0	2	0.20	0	1	0.29	0
A54 Middlewich Road (west) (left, ahead and right)	589	0.09	0	606	0.08	0	607	0.05	0

6.3.97 The conclusions drawn in paragraph 7.4.97 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2030, 2038 and 2051 future baseline."

A54 Chester Road/A54 Middlewich Road/A553 Northwich Road

6.3.98 Table 7-43 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 7-43 below replaces Table 7-43 of the main TA.

Table 7-43: 2017 baseline performance at A54 Chester Road/A54 Middlewich Road/A533 Northwich Road junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
A54 Middlewich Road (ahead and left)	422	-	-
A533 Northwich Road (left)	386	0.75	3
A533 Northwich Road (right)	1	0.01	0
A54 Chester Road (ahead and right)	816	1.01	28
	2017 PM peak hour (17:00–18:00) baseline results		
A54 Middlewich Road (ahead and left)	360	-	-
A533 Northwich Road (left)	323	0.61	2
A533 Northwich Road (right)	4	0.02	0
A54 Chester Road (ahead and right)	734	0.95	15

6.3.99 The conclusions drawn in paragraph 7.4.99 of the main TA are replaced by:

"This junction operates over capacity in the 2017 baseline with a maximum RFC of 1.01 on the A54 Chester Road (ahead and right) approach in the AM peak hour with an associated queue of 28 PCU. In the PM peak hour, the assessment shows that this junction operates close to capacity in the 2017 baseline with a maximum RFC of 0.95 on the A54 Chester Road (ahead and right) approach with an associated queue length of 15 PCU."

6.3.100 Table 7-44 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-44 below replaces Table 7-44 of the main TA.

Table 7-44: Future baseline performance at A54 Chester Road/A54 Middlewich Road/A533 Northwich Road junction

Approach	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A54 Middlewich Road (ahead and left)	490	-	-	538	-	-	556	-	-
A533 Northwich Road (left)	400	0.80	4	413	0.85	5	428	0.89	6
A533 Northwich Road (right)	1	0.01	0	1	0.02	0	1	0.03	0
A54 Chester Road (ahead and right)	824	1.05	38	796	1.03	33	816	1.00	27
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A54 Middlewich Road (ahead and left)	391	-	-	404	-	-	408	-	-
A533 Northwich Road (left)	365	0.70	2	420	0.81	4	482	0.93	9
A533 Northwich Road (right)	2	0.01	0	2	0.02	0	1	0.07	0
A54 Chester Road (ahead and right)	770	0.82	6	747	0.77	5	759	0.67	3

6.3.101 The conclusions drawn in paragraphs 7.4.101 to 7.4.103 of the main TA are replaced by:

"In the 2030 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum RFC of 1.05 on the A54 Chester Road (ahead and right) approach with an associated queue length of 38 PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2030 future baseline with a maximum RFC of 0.82 on the A54 Chester Road (ahead and right) approach with an associated queue length of six PCU.

In the 2038 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum RFC of 1.03 on the A54 Chester Road (ahead and right) approach with an associated queue length of 33 PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2038 future baseline with a maximum RFC of 0.81 on the A533 Northwich Road (left) approach with an associated queue length of four PCU.

In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum RFC of 1.00 on the A54 Chester Road (ahead and right) approach with an associated queue length of 27 PCU. In the PM peak hour, the assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum RFC of 0.93 on the A533 Northwich Road (left) approach with an associated queue length of nine PCU."

A5018 Wharton Road/A5018 Wharton Park Road/B5355 Wharton Road/Collingtree Avenue

6.3.102 Table 7-45 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-45 below replaces Table 7-45 of the main TA.

Table 7-45: 2018 baseline performance at A5018 Wharton Road/A5018 Wharton Park Road/B5355 Wharton Road/Collingtree Avenue junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5018 Wharton Road	698	67%	0
B5355 Wharton Road	311	28%	0
A5018 Wharton Park Road	770	57%	0
Collingtree Avenue	159	20%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A5018 Wharton Road	1,081	105%	3
B5355 Wharton Road	221	23%	0
A5018 Wharton Park Road	588	43%	0
Collingtree Avenue	74	7%	0

6.3.103 The conclusions drawn in paragraph 7.4.105 of the main TA are replaced by:

"In the AM peak hour, the assessment shows that this junction operates well within capacity in the 2018 baseline. In the PM peak hour, this junction operates over capacity in the 2018 baseline with a maximum VoC of 105% on the A5018 Wharton Road approach with an associated queue length of three PCU."

6.3.104 Table 7-46 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-46 below replaces Table 7-46 of the main TA.

Table 7-46: Future baseline performance at A5018 Wharton Road/A5018 Wharton Park Road/B5355 Wharton Road/Collingtree Avenue junction

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A5018 Wharton Road	696	67%	0	714	69%	0	791	77%	0
B5355 Wharton Road	295	27%	0	307	28%	0	346	34%	0
A5018 Wharton Park Road	889	65%	0	899	67%	0	913	69%	0
Collingtree Avenue	161	22%	0	169	24%	0	184	27%	0
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A5018 Wharton Road	1,130	110%	4	1,134	110%	4	1,129	110%	4
B5355 Wharton Road	201	21%	0	211	23%	0	216	23%	0
A5018 Wharton Park Road	637	45%	0	649	47%	0	729	52%	0

Approach	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU
	2030 PM peak hour (17:00–18:00)			2038 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
Collingtree Avenue	72	7%	0	76	8%	0	83	9%	0

6.3.105 The conclusions drawn in paragraph 7.4.107 of the main TA are replaced by:

"In the AM peak hour, the assessment shows that this junction operates well within capacity in the 2030 future baseline. In the PM peak hour, this junction operates over capacity in the 2030 future baseline with a maximum VoC of 110% on the A5018 Wharton Road approach with an associated queue length of four PCU.

In the 2038 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour with a maximum VoC of 69% on the A5018 Wharton Road approach with an associated queue length of zero PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2038 future baseline with a maximum VoC of 110% on the A5018 Wharton Road approach with an associated queue length of four PCU.

In the 2051 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 77% on the A5018 Wharton Road approach with an associated queue length of zero PCU. In the PM peak hour, the assessment shows that this junction is over capacity with a maximum VoC of 110% on the A5018 Wharton Road approach with an associated queue length of four PCU."

A533 Bostock Road/Road One/A5018 Bostock Road/A533 Davenham Road

6.3.106 Table 7-47 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-47 below replaces Table 7-47 of the main TA.

Table 7-47: 2018 baseline performance at A533 Bostock Road/Road One/A5018 Bostock Road/A533 Davenham Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 Bostock Road	170	10%	0
Road One	234	12%	0
A5018 Bostock Road	1,120	95%	1
A533 Davenham Bypass	899	101%	6
	2018 PM peak hour (17:00–18:00) baseline results		
A533 Bostock Road	127	7%	0
Road One	668	34%	0
A5018 Bostock Road	738	66%	0
A533 Davenham Bypass	848	80%	1

6.3.107 The conclusions drawn in paragraph 7.4.109 of the main TA are replaced by:

"This junction operates over capacity in the 2018 baseline with a maximum VoC of 101% on the A533 Davenham Bypass approach in the AM peak hour with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 80% on the A533 Davenham Bypass approach with an associated queue length of one PCU."

6.3.108 Table 7-48 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-48 below replaces Table 7-48 of the main TA.

Table 7-48: Future baseline performance at A533 Bostock Road/Road One/A5018 Bostock Road/A533 Davenham Road junction

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A533 Bostock Road	354	20%	0	391	22%	0	469	26%	0
Road One	343	17%	0	353	18%	0	347	18%	0
A5018 Bostock Road	1,161	102%	4	1,169	102%	4	1,193	104%	4
A533 Davenham Bypass	774	101%	7	779	101%	7	775	101%	7
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A533 Bostock Road	214	11%	0	223	12%	0	252	13%	0
Road One	810	42%	0	844	43%	0	909	46%	0
A5018 Bostock Road	801	74%	0	822	76%	0	901	85%	1
A533 Davenham Bypass	833	90%	2	829	91%	2	823	91%	2

6.3.109 The conclusions drawn in paragraphs 7.4.111 to 7.4.113 of the main TA are replaced by:

"In the 2030 future baseline, this junction operates over capacity in the AM peak hour with a maximum VoC of 102% on the A5018 Bostock Road approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction operates close to capacity in the 2030 future baseline with a maximum VoC of 90% on the A533 Davenham Bypass approach with an associated queue length of two PCU.

In the 2038 future baseline, this junction operates over capacity in the AM peak hour with a maximum VoC of 102% on the A5018 Bostock Road approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction operates close to capacity in the 2038 future baseline with a maximum VoC of 91% on the A533 Davenham Bypass approach with an associated queue length of two PCU.

In the 2051 future baseline, this junction operates over capacity in the AM peak hour with a maximum VoC of 104% on the A5018 Bostock Road approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction operates

close to capacity in the 2051 future baseline with a maximum VoC of 91% on the A533 Davenham Bypass approach with an associated queue length of two PCU."

A556 Chester Road/Hartford Road/Hill Top Grange

6.3.110 Table 7-49 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-49 below replaces Table 7-49 of the main TA.

Table 7-49: 2018 baseline performance at A556 Chester Road/Hartford Road/Hill Top Grange junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Hill Top Grange*	-	-	-
A556 Chester Road (east)	988	53%	9
Hartford Road	237	43%	3
A556 Chester Road (west)	1,687	64%	10
	2018 PM peak hour (17:00–18:00) baseline results		
Hill Top Grange*	-	-	-
A556 Chester Road (east)	1,601	86%	14
Hartford Road	142	26%	2
A556 Chester Road (west)	1,155	44%	7

** Minor approach arm not represented within the strategic traffic model*

6.3.111 The conclusions drawn in paragraph 7.4.115 of the main TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 86% on the A556 Chester Road (east) approach with an associated queue length of 14 PCU."

6.3.112 Table 7-50 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-50 below replaces Table 7-50 of the main TA.

Table 7-50: Future baseline performance at A556 Chester Road/Hartford Road/Hill Top Grange junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Hill Top Grange*	-	-	-	-	-	-	-	-	-
A556 Chester Road (east)	1,008	47%	14	1,029	48%	14	1,041	49%	14
Hartford Road	232	31%	5	239	32%	5	254	35%	6
A556 Chester Road (west)	1,915	89%	25	1,976	92%	25	2,057	96%	26

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
	2030 PM peak hour (17:00–18:00)			2038 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
Hill Top Grange*	-	-	-	-	-	-	-	-	-
A556 Chester Road (east)	1,776	82%	24	1,795	83%	25	1,857	85%	25
Hartford Road	264	39%	6	283	42%	6	290	43%	7
A556 Chester Road (west)	1,175	54%	16	1,229	57%	16	1,362	63%	18

** Minor approach arm not represented within the strategic traffic model*

6.3.113 The conclusions drawn in paragraph 7.4.117 and 7.4.118 of the main TA are replaced by:

"In the 2030 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 89% on the A556 Chester Road (west) approach with an associated queue length of 25 PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2030 future baseline with a maximum VoC of 82% on the A556 Chester Road (east) approach with an associated queue length of 24 PCU.

In the 2038 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 92% on the A556 Chester Road (west) approach with an associated queue length of 25 PCU. In the PM peak hour, the junction operates within capacity with a maximum VoC of 83% on the A556 Chester Road (east) approach with an associated queue length of 25 PCU.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 96% on the A556 Chester Road (west) approach with an associated queue length of 26 PCU. In the PM peak hour, the junction operates close to capacity with a maximum VoC of 85% on the A556 Chester Road (east) approach with an associated queue length of 25 PCU."

A530 King Street/A530 Croxton Lane/B5309 King Street

6.3.114 Table 7-51 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-51 below replaces Table 7-51 of the main TA.

Table 7-51: 2018 baseline performance at A530 King Street/A530 Croxton Lane/B5309 King Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A530 King Street	617	67%	0
B5309 King Street	547	41%	0
A530 Croxton Lane	294	37%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A530 King Street	758	101%	3

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
B5309 King Street	737	56%	0
A530 Croxton Lane	354	51%	1

6.3.115 The conclusions drawn in paragraph 7.4.120 of the main TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction operates over capacity in the 2018 baseline with a maximum VoC of 101% on the A530 King Street approach with an associated queue length of three PCU."

6.3.116 Table 7-52 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-52 below replaces Table 7-52 of the main TA.

Table 7-52: Future baseline performance at A530 King Street/A530 Croxton Lane/B5309 King Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A530 King Street	790	82%	0	844	97%	1	798	107%	790
B5309 King Street	638	48%	0	673	51%	0	709	53%	638
A530 Croxton Lane	236	33%	0	239	35%	0	272	41%	236
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A530 King Street	713	101%	3	690	103%	3	661	108%	713
B5309 King Street	894	67%	0	915	69%	0	984	74%	894
A530 Croxton Lane	348	69%	2	382	80%	3	391	93%	348

6.3.117 The conclusions drawn in paragraph 7.4.122 of the main TA are replaced by:

"In the 2030 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 82% on the A530 King Street approach with no queue. In the PM peak hour, the assessment shows that this junction operates over capacity in the 2030 future baseline with a maximum VoC of 101% on the A530 King Street approach with an associated queue length of three PCU.

In the 2038 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the A530 King Street approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction operates over capacity in the 2038 future baseline with a maximum VoC of 103% on the A530 King Street approach with an associated queue length of three PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 107% on the A530 King Street approach in the AM peak hour with an associated queue

length of 790 PCU. In the PM peak hour, the maximum VoC of 108% is on the A530 King Street approach with an associated queue length of 713."

A533 Davenham Bypass/Jack Lane

6.3.118 Table 7-53 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-53 below replaces Table 7-53 of the main TA.

Table 7-53: 2018 baseline performance at A533 Davenham Bypass/Jack Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 Davenham Bypass (north)	943	41%	0
A533 Davenham Bypass (south)	1,005	51%	0
Jack Lane	52	35%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A533 Davenham Bypass (north)	938	40%	0
A533 Davenham Bypass (south)	960	48%	0
Jack Lane	37	24%	0

6.3.119 The conclusions drawn in paragraph 7.4.124 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2018 baseline."

6.3.120 Table 7-54 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-54 below replaces Table 7-54 of the main TA.

Table 7-54: Future baseline performance at A533 Davenham Bypass/Jack Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A533 Davenham Bypass (north)	972	43%	0	989	45%	0	1,034	47%	0
A533 Davenham Bypass (south)	1,234	62%	0	1,273	64%	0	1,337	67%	0
Jack Lane	67	61%	1	70	67%	1	78	87%	2
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A533 Davenham Bypass (north)	1,170	51%	0	1,219	54%	0	1,259	56%	0
A533 Davenham Bypass (south)	1,174	59%	0	1,241	63%	0	1,304	66%	0
Jack Lane	48	50%	1	47	58%	1	49	69%	1

6.3.121 The conclusions drawn in paragraph 7.4.126 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2030 and 2038 future baseline.

In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 87% on the Jack Lane approach with

an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline."

London Road/Jack Lane

6.3.122 Table 7-55 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-55 below replaces Table 7-55 of the main TA.

Table 7-55: 2018 baseline performance at London Road/Jack Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
London Road (north)	225	16%	0
London Road (south)	274	14%	0
Jack Lane	313	49%	0
	2018 PM peak hour (17:00–18:00) baseline results		
London Road (north)	248	23%	0
London Road (south)	285	15%	0
Jack Lane	108	16%	0

6.3.123 The conclusions drawn in paragraph 7.4.128 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2018 baseline."

6.3.124 Table 7-56 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-56 below replaces Table 7-56 of the main TA.

Table 7-56: Future baseline performance at London Road/Jack Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
London Road (north)	271	20%	0	280	20%	0	290	20%	0
London Road (south)	441	22%	0	446	22%	0	503	25%	0
Jack Lane	379	66%	0	394	69%	0	429	78%	1
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
London Road (north)	333	34%	0	332	35%	0	355	39%	0
London Road (south)	417	22%	0	455	24%	0	501	26%	0
Jack Lane	120	19%	0	128	21%	0	141	23%	0

6.3.125 The conclusions drawn in paragraph 7.4.130 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2030 and 2038 future baseline.

In the 2051 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 78% on the Jack Lane approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline."

London Road/Church Street

6.3.126 Table 7-57 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-57 below replaces Table 7-57 of the main TA.

Table 7-57: 2018 baseline performance at London Road/Church Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
London Road (north)	360	19%	0
Church Street	38	11%	0
London Road (south)	573	30%	0
	2018 PM peak hour (17:00–18:00) baseline results		
London Road (north)	257	13%	0
Church Street	204	48%	0
London Road (south)	202	11%	0

6.3.127 The conclusions drawn in paragraph 7.4.132 of the main TA remain unchanged.

6.3.128 Table 7-58 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-58 below replaces Table 7-58 of the main TA.

Table 7-58: Future baseline performance at London Road/Church Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
London Road (north)	567	32%	0	546	31%	0	549	31%	0
Church Street	66	21%	0	49	15%	0	47	15%	0
London Road (south)	791	61%	0	818	62%	0	880	67%	0
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
London Road (north)	296	15%	0	307	16%	0	329	17%	0
Church Street	442	107%	4	442	107%	4	453	113%	5
London Road (south)	296	16%	0	308	16%	0	336	18%	0

6.3.129 The conclusions drawn in paragraph 7.4.134 of the main TA are replaced by:

"In the AM peak hour, the assessment shows that this junction operates well within capacity in the 2030 future baseline. In the PM peak hour, this junction operates over capacity in the

2030 future baseline with a maximum VoC of 107% on the Church Street approach with an associated queue length of four PCU.

In the 2038 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction operates over capacity in the 2038 future baseline with a maximum VoC of 107% on the Church Street approach with an associated queue length of four PCU.

In the 2051 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction operates over capacity in the 2051 future baseline with a maximum VoC of 113% on the Church Street approach with an associated queue length of five PCU."

Shurlach Lane/Davenham Road/Shipbrook Road/Manor Lane

6.3.130 Table 7-59 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-59 below replaces Table 7-59 of the main TA.

Table 7-59: 2018 baseline performance at Shurlach Lane/Davenham Road/Shipbrook Road/Manor Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Shurlach Lane	3	0%	0
Davenham Road	77	8%	0
Manor Lane*	-	-	-
Shipbrook Road	150	8%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Shurlach Lane	10	1%	0
Davenham Road	212	11%	0
Manor Lane*	-	-	-
Shipbrook Road	19	1%	0

** Minor approach arm not represented within the strategic traffic model*

6.3.131 The conclusions drawn in paragraph 7.4.136 of the main TA remain unchanged.

6.3.132 Table 7-60 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-60 below replaces Table 7-60 of the main TA.

Table 7-60: Future baseline performance at Shurlach Lane/Daveham Road/Shipbrook Road Manor Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Shurlach Lane	107	15%	0	110	16%	0	113	16%	0
Davenham Road	330	54%	0	350	61%	0	395	71%	1

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Manor Lane*	-	-	-	-	-	-	-	-	-
Shipbrook Road	580	33%	0	597	33%	0	617	35%	0
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Shurlach Lane	666	105%	2	704	112%	2	765	123%	3
Davenham Road	116	13%	0	134	14%	0	192	18%	0
Manor Lane*	-	-	-	-	-	-	-	-	-
Shipbrook Road	31	2%	0	43	2%	0	47	3%	0

** Minor approach arm not represented within the strategic traffic model*

6.3.133 The conclusions drawn in paragraph 7.4.138 of the main TA are replaced by:

"In the 2030 future baseline the assessment shows that this junction operates well within capacity in the AM peak. In the PM peak hour, the assessment shows that this junction is over capacity in the 2030 future baseline with a maximum VoC of 105% on the Shurlach Lane approach with an associated queue length of two PCU.

In the 2038 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is over capacity in the 2038 future baseline with a maximum VoC of 112 % on the Shurlach Lane approach with an associated queue length of two PCU.

In the 2051 future baseline the assessment shows that this junction operates well within capacity in the AM peak. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 123% on the Shurlach Lane approach with an associated queue length of three PCU."

A556 Shurlach Road/A533 Davenham Bypass

6.3.134 Table 7-61 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-61 below replaces Table 7-61 of the main TA.

Table 7-61: 2018 baseline performance at A556 Shurlach Road/A533 Davenham Bypass junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A556 Shurlach Road (off-slip)	352	40%	0
A533 Davenham Bypass (south)	704	63%	0
A533 Davenham Bypass (west)	586	49%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A556 Shurlach Road (off-slip)	540	57%	0
A533 Davenham Bypass (south)	761	66%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
A533 Davenham Bypass (west)	476	40%	0

6.3.135 The conclusions drawn in paragraph 7.4.140 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2018 baseline."

6.3.136 Table 7-62 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-62 below replaces Table 7-62 of the main TA.

Table 7-62: Future baseline performance at A556 Shurlach Road/A533 Davenham Bypass junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A556 Shurlach Road (off-slip)	371	42%	0	372	43%	0	398	47%	0
A533 Davenham Bypass (south)	774	70%	0	799	73%	0	832	76%	0
A533 Davenham Bypass (west)	604	50%	0	607	51%	0	637	53%	0
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A556 Shurlach Road (off-slip)	860	92%	2	890	97%	3	960	104%	6
A533 Davenham Bypass (south)	839	78%	0	873	81%	0	890	82%	0
A533 Davenham Bypass (west)	506	42%	0	524	44%	0	517	43%	0

6.3.137 The conclusions drawn in paragraph 7.4.142 of the main TA are replaced by:

"In the 2030 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2030 future baseline with a maximum VoC of 92% on the A556 Shurlach Road (off-slip) approach with an associated queue length of two PCU.

In the 2038 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2038 future baseline with a maximum VoC of 97% on the A556 Shurlach Road (off-slip) approach with an associated queue length of three PCU.

In the 2051 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 76% on the A533 Davenham Bypass (south) approach with no associated queue length. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 104% on the A533 Davenham Bypass (south) approach with an associated queue length of six PCU."

A556 Shurlach Road/A556 Chester Road/A533 London Road/London Road

6.3.138 Table 7-63 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-63 below replaces Table 7-63 of the main TA.

Table 7-63: 2018 baseline performance at A556 Shurlach Road/A556 Chester Road/A533 London Road/London Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 London Road	460	55%	1
A556 Shurlach Road	535	27%	0
London Road (south)	850	49%	0
A556 Chester Road	1,675	87%	5
	2018 PM peak hour (17:00–18:00) baseline results		
A533 London Road	597	46%	0
A556 Shurlach Road	1,524	83%	2
London Road (south)	391	52%	1
A556 Chester Road	1,115	55%	1

6.3.139 The conclusions drawn in paragraph 7.4.144 of the main TA are replaced by:

"In the AM peak hour, this junction operates close to capacity in the 2018 baseline with a maximum VoC of 87% on the A556 Chester Road approach and an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 83% on the A556 Shurlach Road approach with an associated queue length of two PCU."

6.3.140 Table 7-64 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-64 below replaces Table 7-64 of the main TA.

Table 7-64: Future baseline performance at A556 Shurlach Road/A556 Chester Road/A533 London Road/London Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A533 London Road	611	89%	3	625	91%	4	633	93%	4
A556 Shurlach Road	508	29%	0	535	31%	0	544	31%	0
London Road (south)	976	56%	1	997	59%	1	1,097	65%	1
A556 Chester Road	1,788	101%	11	1,807	104%	11	1,840	113%	11
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A533 London Road	677	59%	1	686	59%	1	759	66%	1
A556 Shurlach Road	1,777	103%	11	1,798	105%	11	1,763	110%	11

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
	2030 PM peak hour (17:00–18:00)			2038 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
London Road (south)	554	96%	6	567	97%	7	606	98%	7
A556 Chester Road	1,120	64%	1	1,171	67%	1	1,302	71%	1

6.3.141 The conclusions drawn in paragraph 7.4.146 of the main TA are replaced by:

"This junction operates over capacity in the 2030 future baseline with a maximum VoC of 101% on the A556 Chester Road approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 103% is on the A556 Shurlach Road approach with an associated queue length of 11 PCU.

This junction operates over capacity in the 2038 future baseline with a maximum VoC of 104% on the A556 Chester Road approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 105% is on the A556 Shurlach Road approach with an associated queue length of 11 PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 113% on the A556 Chester Road approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 110% is on the A556 Shurlach Road approach with an associated queue length of 11 PCU."

A530 King Street/Davenham Road/Crowders Lane

6.3.142 Table 7-65 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-65 below replaces Table 7-65 of the main TA.

Table 7-65: 2018 baseline performance at A530 King Street/Davenham Road/Crowders Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A530 King Street (north)	545	27%	0
Crowders Lane	22	5%	0
A530 King Street (south)	684	35%	0
Davenham Road	150	36%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A530 King Street (north)	770	39%	0
Crowders Lane	115	35%	0
A530 King Street (south)	873	45%	0
Davenham Road	23	7%	0

6.3.143 The conclusions drawn in paragraph 7.4.148 of the main TA remain unchanged.

6.3.144 Table 7-66 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-66 below replaces Table 7-66 of the main TA.

Table 7-66: Future baseline performance at A530 King Street/Davenham Road/Crowders Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			2038 AM peak hour (08:00–09:00)			2051 AM peak hour (08:00–09:00)		
A530 King Street (north)	686	35%	0	743	38%	0	874	45%	0
Crowders Lane	105	34%	0	125	42%	0	169	59%	1
A530 King Street (south)	1,040	54%	0	1,046	55%	0	1,080	57%	0
Davenham Road	244	82%	2	253	88%	3	264	100%	7
	2030 PM peak hour (17:00–18:00)			2038 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
A530 King Street (north)	829	42%	0	797	40%	0	822	42%	0
Crowders Lane	109	31%	0	144	40%	0	207	57%	1
A530 King Street (south)	851	49%	0	784	42%	0	772	39%	0
Davenham Road	235	103%	6	255	100%	6	289	104%	7

6.3.145 The conclusions drawn in paragraph 7.4.150 to 7.4.152 of the main TA are replaced by:

"In the 2030 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 82% on the Davenham Road approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction operates is capacity in the 2030 future baseline with a maximum VoC of 103% on the Davenham Road approach with an associated queue length of six PCU.

In the 2038 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 88% on the Davenham Road approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2038 future baseline with a maximum VoC of 100% on the Davenham Road approach with an associated queue length of six PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 100% on the Davenham Road approach in the AM peak hour with an associated queue length of seven PCU. In the PM peak hour, the maximum VoC of 104% is on the Davenham Road approach with an associated queue length of seven PCU."

A533 Kingsmead/A533 London Road

6.3.146 Table 7-67 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-67 below replaces Table 7-67 of the main TA.

Table 7-67: 2018 baseline performance at A533 Kingsmead/A533 London Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
London Road	448	51%	9

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 Davenham Bypass (Kingsmead)	863	57%	16
A533 London Road	1,101	78%	17
A533 Kingsmead	1,061	71%	20
	2018 PM peak hour (17:00–18:00) baseline results		
London Road	283	24%	5
A533 Davenham Bypass (Kingsmead)	858	78%	18
A533 London Road	1,045	73%	17
A533 Kingsmead	889	63%	17

6.3.147 The conclusions drawn in paragraph 7.4.154 of the main TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 78% on the A533 London Road approach in the AM peak hour with an associated queue length of 17 PCU. In the PM peak hour, the maximum VoC of 78% is on the A533 Davenham Bypass (Kingsmead) approach with an associated queue length of 18 PCU."

6.3.148 Table 7-68 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-68 below replaces Table 7-68 of the main TA.

Table 7-68: Future baseline performance at A533 Kingsmead/A533 London Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
London Road	521	60%	11	543	62%	11	634	74%	13
A533 Davenham Bypass (Kingsmead)	973	64%	18	1,002	66%	19	1,045	70%	20
A533 London Road	1,093	80%	17	1,084	79%	17	1,052	79%	16
A533 Kingsmead	1,244	83%	24	1,278	86%	25	1,336	90%	26
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
London Road	352	30%	6	353	30%	6	368	31%	7
A533 Davenham Bypass (Kingsmead)	1,081	99%	22	1,103	101%	23	1,118	102%	23
A533 London Road	1,115	78%	18	1,153	80%	18	1,213	85%	19
A533 Kingsmead	960	68%	18	979	69%	19	1,029	73%	20

6.3.149 The conclusions drawn in paragraphs 7.4.156 to 7.4.158 of the main TA are replaced by:

"In the 2030 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 83% on the A533 Kingsmead approach with an associated queue length of 24 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2030 future baseline with a maximum VoC of 99% on

the A533 Davenham Bypass (Kingsmead) approach with an associated queue length of 22 PCU.

In the 2038 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 86% on the A533 Kingsmead approach with an associated queue length of 25 PCU. In the PM peak hour, the assessment shows that this junction operates over capacity with a maximum VoC of 101% on the A533 Davenham Bypass (Kingsmead) approach with an associated queue length of 23 PCU.

In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 90% on the A533 Kingsmead approach with an associated queue length of 26 PCU. In the PM peak hour, the assessment shows that this junction operates over capacity in the 2051 future baseline with a maximum VoC of 102% on the A533 Davenham Bypass (Kingsmead) approach with an associated queue length of 23 PCU."

A556 Shurlach Road/Shurlach Lane

6.3.150 Table 7-69 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-69 below replaces Table 7-69 of the main TA.

Table 7-69: 2018 baseline performance at A556 Shurlach Road/Shurlach Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A556 Shurlach Road (east)	879	22%	0
Shurlach Lane	13	3%	0
A556 Shurlach Road (west)	1,990	50%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A556 Shurlach Road (east)	2,054	51%	0
Shurlach Lane	17	12%	0
A556 Shurlach Road (west)	1,063	27%	0

6.3.151 The conclusions drawn in paragraph 7.4.160 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2018 baseline."

6.3.152 Table 7-70 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-70 below replaces Table 7-70 of the main TA.

Table 7-70: Future baseline performance at A556 Shurlach Road/Shurlach Lane junction

Approach	Flow, PCU/hr	VoC	Flow, PCU/hr	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A556 Shurlach Road (east)	1,024	26%	0	1,025	26%	0	1,041	27%	0
Shurlach Lane	68	16%	0	102	24%	0	152	36%	0

Approach	Flow, PCU/ hr	VoC	Flow, PCU/ hr	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A556 Shurlach Road (west)	2,263	57%	0	2,336	58%	0	2,452	61%	0
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A556 Shurlach Road (east)	2,594	65%	0	2,653	66%	0	2,694	67%	0
Shurlach Lane	80	112%	3	77	119%	3	80	131%	3
A556 Shurlach Road (west)	1,297	32%	0	1,300	33%	0	1,282	32%	0

6.3.153 The conclusions drawn in paragraph 7.4.162 to 7.4.164 of the main TA are replaced by:

"In the 2030 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, this junction operates over capacity in the 2030 future baseline with a maximum VoC of 114% on the Shurlach Lane approach with an associated queue length of three PCU.

In the 2038 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, this junction operates over capacity in the 2038 future baseline with a maximum VoC of 119% on the Shurlach Lane approach with an associated queue length of three PCU.

In the 2051 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, this junction operates over capacity in the 2051 future baseline with a maximum VoC of 131% on the Shurlach Lane approach with an associated queue length of three PCU."

A530 King Street/Gadbrook Distribution Centre

6.3.154 Table 7-71 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 7-71 below replaces Table 7-71 of the main TA.

Table 7-71: 2017 baseline performance at A530 King Street/Gadbrook Distribution Centre junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
A530 King Street (north)	852	0.25	0
A530 King Street (south)	1,001	0.39	1
Gadbrook Distribution Centre	142	0.08	0
	2017 PM peak hour (17:00–18:00) baseline results		
A530 King Street (north)	876	0.26	0
A530 King Street (south)	828	0.32	1
Gadbrook Distribution Centre	188	0.10	0

6.3.155 The conclusions drawn in paragraph 7.4.166 of the main TA remain unchanged.

6.3.156 Table 7-72 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-72 below replaces Table 7-72 of the main TA.

Table 7-72: Future baseline performance at A530 King Street/Gadbrook Distribution Centre junction

Approach	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A530 King Street (north)	990	0.29	0	1,049	0.31	1	1,185	0.35	1
A530 King Street (south)	1,209	0.47	1	1,214	0.47	1	1,237	0.48	1
Gadbrook Distribution Centre	142	0.09	0	142	0.09	0	142	0.09	0
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A530 King Street (north)	934	0.28	0	902	0.27	0	925	0.28	0
A530 King Street (south)	832	0.32	1	815	0.32	1	850	0.33	1
Gadbrook Distribution Centre	188	0.10	0	188	0.10	0	188	0.10	0

6.3.157 The conclusions drawn in paragraph 7.4.168 of the main TA remain are replaced by:

"The assessment shows that this junction operates well within capacity in the 2030, 2038 and 2051 future baseline."

A556 Shurlach Road/A530 King Street

6.3.158 Table 7-73 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-73 below replaces Table 7-73 of the main TA.

Table 7-73: 2018 baseline performance at A556 Shurlach Road /A530 King Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A530 King Street (north)	766	71%	1
A556 Shurlach Road (east)	1,392	65%	0
A530 King Street (south)	626	57%	1
A556 Shurlach Road (west)	1,318	71%	1
	2018 PM peak hour (17:00–18:00) baseline results		
A530 King Street (north)	673	67%	1
A556 Shurlach Road (east)	1,743	90%	2
A530 King Street (south)	783	94%	5
A556 Shurlach Road (west)	1,259	85%	2

6.3.159 The conclusions drawn in paragraph 7.4.170 of the main TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 94% on the A530 King Street (south) approach with an associated queue length of five PCU."

6.3.160 Table 7-74 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-74 below replaces Table 7-74 of the main TA.

Table 7-74: Future baseline performance at A556 Shurlach Road /A530 King Street junction

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A530 King Street (north)	782	96%	6	765	99%	8	765	104%	9
A556 Shurlach Road (east)	1,547	77%	1	1,612	81%	1	1,774	89%	2
A530 King Street (south)	834	85%	2	841	87%	3	865	91%	4
A556 Shurlach Road (west)	1,596	94%	3	1,655	98%	6	1,718	103%	9
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 AM peak hour (17:00–18:00)**		
A530 King Street (north)	889	100%	9	861	101%	9	887	104%	9
A556 Shurlach Road (east)	1,801	101%	10	1,826	102%	10	1,870	103%	10
A530 King Street (south)	785	106%	9	768	107%	9	802	110%	9
A556 Shurlach Road (west)	1,436	96%	5	1,497	100%	9	1,520	104%	10

6.3.161 The conclusions drawn in paragraph 7.4.172 of the main TA are replaced by:

"In the 2030 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 96% on the A530 King Street (north) approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2030 future baseline with a maximum VoC of 106% on the A530 King Street (south) approach with an associated queue length of nine PCU.

In the 2038 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 99% on the A530 King Street (north) approach with an associated queue length of eight PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2038 future baseline with a maximum VoC of 107% on the A530 King Street (south) approach with an associated queue length of nine PCU.

In the 2051 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 104% on the A530 King Street (north) approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 110% on the A530 King Street (south) approach with an associated queue length of nine PCU."

Gadbrook Road/East Avenue

6.3.162 Table 7-75 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-75 below replaces Table 7-75 of the main TA.

Table 7-75: 2018 baseline performance at Gadbrook Road/East Avenue junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
East Avenue	40	7%	0
Gadbrook Road (south)	124	9%	0
Gadbrook Road (north)	226	11%	0
	2018 PM peak hour (17:00–18:00) baseline results		
East Avenue	13	3%	0
Gadbrook Road (south)	203	15%	0
Gadbrook Road (north)	248	13%	0

6.3.163 The conclusions drawn in paragraph 7.4.174 of the main TA remain unchanged.

6.3.164 Table 7-76 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-76 below replaces Table 7-76 of the main TA.

Table 7-76: Future baseline performance at Gadbrook Road/East Avenue junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
East Avenue	52	9%	0
Gadbrook Road (south)	156	11%	0
Gadbrook Road (north)	238	12%	0
	2030 PM peak hour (17:00–18:00)		
East Avenue	11	3%	0
Gadbrook Road (south)	295	23%	0
Gadbrook Road (north)	229	12%	0

6.3.165 The conclusions drawn in paragraph 7.4.176 of the main TA remain unchanged.

A556 Shurlach Road/B5082 Pennys Lane

6.3.166 Table 7-77 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 7-77 below replaces Table 7-77 of the main TA.

Table 7-77: 2017 baseline performance at A556 Shurlach Road/B5082 Pennys Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
A556 Shurlach Road (east) (ahead and left)	1,423	-	-
B5082 Pennys Lane (left)	334	0.59	1
A556 Shurlach Road (west) (right)	413	0.76	3
	2017 PM peak hour (17:00–18:00) baseline results		
A556 Shurlach Road (east) (ahead and left)	1,500	-	-
B5082 Pennys Lane (left)	369	0.67	2

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 PM peak hour (17:00–18:00) baseline results		
A556 Shurlach Road (west) (right)	274	0.52	1

6.3.167 The conclusions drawn in paragraph 7.4.178 of the main TA remain unchanged.

6.3.168 Table 7-78 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-78 below replaces Table 7-78 of the main TA.

Table 7-78: Future baseline performance at A556 Shurlach Road/B5082 Pennys Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A556 Shurlach Road (east) (ahead and left)	1,653	-	-	1,766	-	-	2,040	-	-
B5082 Pennys Lane (left)	317	0.61	2	295	0.59	1	245	0.54	1
A556 Shurlach Road (west) (right)	353	0.71	2	318	0.66	2	309	0.55	1
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 AM peak hour (17:00–18:00)**		
A556 Shurlach Road (east) (ahead and left)	1,577	-	-	1,610	-	-	1,666	-	-
B5082 Pennys Lane (left)	346	0.65	2	335	0.64	2	318	0.62	2
A556 Shurlach Road (west) (right)	299	0.58	1	294	0.58	1	296	0.57	1

6.3.169 The conclusions drawn in paragraph 7.4.180 of the main TA are replaced by:

"In the 2030, 2038 and 2046 future baselines, the assessments show that this junction operates well within capacity in the AM and PM peak hours."

A533 London Road/A533 Kingsmead

6.3.170 Table 7-79 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-79 below replaces Table 7-79 of the main TA.

Table 7-79: 2018 baseline performance at A533 London Road/A533 Kingsmead junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 London Road	714	46%	8
London Road	249	53%	4
A533 Kingsmead	868	72%	8
	2018 PM peak hour (17:00–18:00) baseline results		
A533 London Road	944	50%	10
London Road	110	37%	2

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
A533 Kingsmead	696	49%	5

6.3.171 The conclusions drawn in paragraph 7.4.183 of the main TA remain unchanged.

6.3.172 Table 7-80 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-80 below replaces Table 7-80 of the main TA.

Table 7-80: Future baseline performance at A533 London Road/A533 Kingsmead junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A533 London Road	924	60%	11	950	61%	11	1,018	66%	12
London Road	277	58%	4	293	62%	4	348	73%	5
A533 Kingsmead	983	90%	9	999	92%	9	1,004	93%	9
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 AM peak hour (17:00–18:00)**		
A533 London Road	1,200	64%	13	1,249	67%	14	1,365	73%	15
London Road	135	46%	2	137	46%	3	167	57%	3
A533 Kingsmead	873	63%	6	877	63%	6	877	64%	6

6.3.173 The conclusions drawn in paragraph 7.4.185 of the main TA are replaced by:

"In the AM peak hour, the assessment shows that this junction operates close to capacity in the 2030 future baseline with a maximum VoC of 90% on the A533 Kingsmead approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction operates well within capacity in the 2030 future baseline.

In the 2038 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 92% on the A533 Kingsmead approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2038 future baseline.

In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 93% on the A533 Kingsmead approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline."

A530 Griffiths Road/A530 King Street/B5082 Middlewich Road

6.3.174 Table 7-81 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-81 below replaces Table 7-81 of the main TA.

Table 7-81: 2018 baseline performance at A530 Griffiths Road/A530 King Street/B5082 Middlewich Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A530 Griffiths Road	387	25%	0
Pennys Lane*	-	-	-
A530 King Street	435	24%	0
B5082 Middlewich Road	495	85%	3
	2018 PM peak hour (17:00–18:00) baseline results		
A530 Griffiths Road	314	26%	0
Pennys Lane*	-	-	-
A530 King Street	692	38%	0
B5082 Middlewich Road	468	92%	4

** Minor approach arm not represented within the strategic traffic model*

6.3.175 The conclusions drawn in paragraph 7.4.187 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 85% on the B5082 Middlewich Road approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 92% is on the B5082 Middlewich Road approach with an associated queue length of four PCU."

6.3.176 Table 7-82 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-82 below replaces Table 7-82 of the main TA.

Table 7-82: Future baseline performance at A530 Griffiths Road/A530 King Street/B5082 Middlewich Road junction

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A530 Griffiths Road	430	38%	4	406	37%	4	404	37%	4
Pennys Lane*	-	-	-	-	-	-	-	-	-
A530 King Street	523	53%	7	522	52%	7	505	51%	7
B5082 Middlewich Road	448	92%	11	456	93%	11	480	94%	11
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A530 Griffiths Road	487	45%	5	467	46%	5	485	49%	5
Pennys Lane*	-	-	-	-	-	-	-	-	-
A530 King Street	660	67%	9	651	66%	9	654	65%	9
B5082 Middlewich Road	432	94%	10	448	94%	11	440	97%	10

** Minor approach arm not represented within the strategic traffic model*

6.3.177 The conclusions drawn in paragraphs 7.4.189 to 7.4.191 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2030 future baseline with a maximum VoC of 92% on the B5082 Middlewich Road approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 94% is on the B5082 Middlewich Road approach with an associated queue length of 10 PCU.

The assessment shows that this junction operates close to capacity in the 2038 future baseline with a maximum VoC of 93% on the B5082 Middlewich Road approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 94% is on the B5082 Middlewich Road approach with an associated queue length of 11 PCU.

The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 94% on the B5082 Middlewich Road approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 97% is on the B5082 Middlewich Road approach with an associated queue length of 10 PCU."

A556 Shurlach Road (southbound)/Birches Lane

6.3.178 Table 7-83 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 7-83 below replaces Table 7-83 of the main TA.

Table 7-83: 2017 baseline performance at A556 Shurlach Road (southbound)/Birches Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
A556 Shurlach Road (north) (ahead)	1,439	0.00	0
A556 Shurlach Road (north) (left)	109	0.00	0
Birches Lane (left)	44	0.08	0
A556 Shurlach Road (south)*	-	-	-
	2017 PM peak hour (17:00–18:00) baseline results		
A556 Shurlach Road (north) (ahead)	1,448	0.00	0
A556 Shurlach Road (north) (left)	72	0.00	0
Birches Lane (left)	71	0.14	0
A556 Shurlach Road (south)*	-	-	-

** A556 Shurlach Road is one-way southbound and therefore no results are reported for the A556 Shurlach Road (south) approach*

6.3.179 The conclusions drawn in paragraph 7.4.193 of the main TA remain unchanged.

6.3.180 Table 7-84 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-84 below replaces Table 7-84 of the main TA.

Table 7-84: Future baseline performance at A556 Shurlach Road (southbound)/Birches Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A556 Shurlach Road (north) (ahead)	1,614	0.00	0	1,698	0.00	0	1,882	0.00	0
A556 Shurlach Road (north) (left)	179	0.00	0	179	0.00	0	202	0.00	0
Birches Lane (left)	46	0.10	0	47	0.10	0	73	0.17	0
A556 Shurlach Road (south)*	-	-	-	-	-	-	-	-	-
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A556 Shurlach Road (north) (ahead)	1,382	0.00	0	1,698	0.00	0	1,456	0.00	0
A556 Shurlach Road (north) (left)	218	0.00	0	179	0.00	0	390	0.00	0
Birches Lane (left)	211	0.40	1	47	0.41	1	223	0.45	1
A556 Shurlach Road (south)*	-	-	-	-	-	-	-	-	-

** A556 Shurlach Road is one-way southbound and therefore no results are reported for the A556 Shurlach Road (south) approach*

6.3.181 The conclusions drawn in paragraph 7.4.195 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2030, 2038 and 2051 future baseline."

A556 Shurlach Road (northbound)/Birches Lane

6.3.182 Table 7-85 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 7-85 below replaces Table 7-85 of the main TA.

Table 7-85: 2017 baseline performance at A556 Shurlach Road (northbound)/Birches Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
A556 Shurlach Road (north) (ahead)*	-	-	-
A556 Shurlach Road (south) (ahead)	1,493	0.00	0
A556 Shurlach Road (south) (left)	122	0.00	0
Birches Lane (left)	6	0.01	0
	2017 PM peak hour (17:00–18:00) baseline results		
A556 Shurlach Road (north)*	-	-	-
A556 Shurlach Road (south) (ahead)	1,176	0.00	0
A556 Shurlach Road (south) (left)	182	0.00	0
Birches Lane (left)	4	0.00	0

** A556 Shurlach Road is one-way northbound and therefore no results are reported for the A556 Shurlach Road (north) approach*

6.3.183 The conclusions drawn in paragraph 7.4.197 of the main TA remain unchanged.

6.3.184 Table 7-86 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-86 below replaces Table 7-86 of the main TA.

Table 7-86: Future baseline performance at A556 Shurlach Road (northbound)/Birches Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A556 Shurlach Road (north)*	-	-	-	-	-	-	-	-	-
A556 Shurlach Road (south) (ahead)	1,672	0.00	0	1,729	0.00	0	1,813	0.00	0
A556 Shurlach Road (south) (left)	229	0.00	0	231	0.00	0	230	0.00	0
Birches Lane (left)	6	0.01	0	6	0.01	0	6	0.01	0
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A556 Shurlach Road (north)*	-	-	-	-	-	-	-	-	-
A556 Shurlach Road (south) (ahead)	1,291	0.00	0	1,310	0.00	0	1,312	0.00	0
A556 Shurlach Road (south) (left)	264	0.00	0	279	0.00	0	313	0.00	0
Birches Lane (left)	4	0.00	0	4	0.00	0	4	0.00	0

** A556 Shurlach Road is one-way northbound and therefore no results are reported for the A556 Shurlach Road (north) approach*

6.3.185 The conclusions drawn in paragraph 7.4.199 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2030, 2038 and 2051 future baseline."

A559 Watling Street/Apple Market Street

6.3.186 Table 7-87 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-87 below replaces Table 7-87 of the main TA.

Table 7-87: 2018 baseline performance at A559 Watling Street/Apple Market Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Apple Market Street	107	61%	1
A559 Watling Street (east)*	-	-	-
A559 Watling Street (west)	2,008	33%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Apple Market Street	228	87%	2

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
A559 Watling Street (east)*	-	-	-
A559 Watling Street (west)	1,557	26%	0

** A559 Watling Street is one-way eastbound and therefore no results are reported for A559 Watling Street (east) approach*

6.3.187 The conclusions drawn in paragraph 7.4.201 of the main TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates well within capacity in the AM peak hour with a maximum VoC of 61% on the Apple Market Street approach with an associated queue of one PCU. In the PM peak hour, the assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 87% on the Apple Market Street approach with an associated queue length of two PCU."

6.3.188 Table 7-88 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-88 below replaces Table 7-88 of the main TA.

6.3.189 The conclusions drawn in paragraph 7.4.203 of the main TA are replaced by:

Table 7-88: Future baseline performance at A559 Watling Street/Apple Market Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Apple Market Street	119	92%	3	122	101%	4	118	101%	4
A559 Watling Street (east)*	-	-	-	-	-	-	-	-	-
A559 Watling Street (west)	2,295	38%	0	2,352	39%	0	2,388	57%	0
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Apple Market Street	187	100%	5	178	100%	5	173	100%	5
A559 Watling Street (east)*	-	-	-	-	-	-	-	-	-
A559 Watling Street (west)	1,926	47%	0	1,980	49%	0	2,019	50%	0

** A559 Watling Street is one-way eastbound and therefore no results are reported for A559 Watling Street (east) approach*

6.3.190 The conclusions drawn in paragraph 7.4.203 of the main TA are replaced by:

"In the 2030 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 92% on the Apple Market Street approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction operates over capacity in the 2030 future baseline with a maximum VoC of 100% on the Apple Market Street approach with an associated queue length of five PCU.

This junction operates over capacity in the 2038 future baseline with a maximum VoC of 101% on the Apple Market Street approach in the AM peak hour with an associated queue

length of four PCU. In the PM peak hour, the maximum VoC of 100% is on the Apple Market Street approach with an associated queue length of five PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 101% on the Apple Market Street approach in the AM peak hour with an associated queue length of four PCU. In the PM peak hour, the maximum VoC of 100% is on the Apple Market Street approach with an associated queue length of five PCU."

B5082 Station Road/B5062 Middlewich Road/Manchester Road/Victoria Road

6.3.191 Table 7-89 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-89 below replaces Table 7-89 of the main TA.

Table 7-89: 2018 baseline performance at B5082 Station Road/B5062 Middlewich Road/Manchester Road/Victoria Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Manchester Road	169	23%	2
B5082 Middlewich Road	668	71%	8
Victoria Road	452	59%	6
B5082 Station Road	187	20%	2
	2018 PM peak hour (17:00–18:00) baseline results		
Manchester Road	367	47%	5
B5082 Middlewich Road	737	79%	8
Victoria Road	307	48%	4
B5082 Station Road	376	41%	4

6.3.192 The conclusions drawn in paragraph 7.4.205 of the main TA are replaced by:

"In the AM peak hour, the assessment shows that this junction operates well within capacity in the 2018 baseline. In the PM peak hour, the assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 79% on the B5082 Middlewich Road approach with an associated queue length of eight PCU."

6.3.193 Table 7-90 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-90 below replaces Table 7-90 of the main TA.

Table 7-90: Future baseline performance at B5082 Station Road/B5062 Middlewich Road/Manchester Road/Victoria Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Manchester Road	176	24%	2	183	25%	2	196	26%	3
B5082 Middlewich Road	862	92%	10	872	93%	10	909	97%	10

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Victoria Road	470	61%	6	486	64%	6	491	66%	6
B5082 Station Road	195	21%	2	178	19%	2	171	18%	2
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Manchester Road	303	38%	4	296	36%	4	321	40%	4
B5082 Middlewich Road	841	90%	10	793	85%	9	732	78%	8
Victoria Road	308	51%	4	291	50%	4	335	53%	4
B5082 Station Road	385	41%	4	373	40%	4	379	41%	4

6.3.194 The conclusions drawn in paragraph 7.4.207 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2030 future baseline with a maximum VoC of 92% on the B5082 Middlewich Road approach in the AM peak hour with an associated queue length of 10 PCU. In the PM peak hour, the maximum VoC of 90% is on the B5082 Middlewich Road approach with an associated queue length of 10 PCU.

The assessment shows that this junction operates close to capacity in the 2038 future baseline with a maximum VoC of 93% on the B5082 Middlewich Road approach in the AM peak hour with an associated queue length of ten PCU. In the PM peak hour, the maximum VoC of 85% is on the B5082 Middlewich Road approach with an associated queue length of nine PCU.

In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the B5082 Middlewich Road approach with an associated queue length of ten PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2051 future baseline with a maximum VoC of 78% on the B5082 Middlewich Road approach with an associated queue length of eight PCU."

A559 Chester Way/B5082 Station Road/B5075 New Warrington Road

6.3.195 Table 7-91 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-91 below replaces Table 7-91 of the main TA.

Table 7-91: 2018 baseline performance at A559 Chester Way/B5082 Station Road/B5075 New Warrington Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5075 New Warrington Road	473	32%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A559 Chester Way (east)	256	26%	3
B5082 Station Road	776	75%	1
A559 Chester Way (west)	612	27%	6
Leicester Street	136	10%	1
	2018 PM peak hour (17:00–18:00) baseline results		
B5075 New Warrington Road	458	33%	0
A559 Chester Way (east)	579	59%	6
B5082 Station Road	768	94%	4
A559 Chester Way (west)	578	25%	5
Leicester Street	321	24%	4

6.3.196 The conclusions drawn in paragraph 7.4.209 of the main are replaced by:

"In the AM peak hour, the assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 75% on the B5082 Station Road approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 94% on the B5082 Station Road approach with an associated queue length of four PCU."

6.3.197 Table 7-92 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-92 below replaces Table 7-92 of the main TA.

Table 7-92: Future baseline performance at A559 Chester Way/B5082 Station Road/B5075 New Warrington Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
B5075 New Warrington Road	537	38%	0	547	40%	0	581	44%	0
A559 Chester Way (east)	399	40%	4	411	42%	4	404	41%	4
B5082 Station Road	866	97%	4	852	97%	5	839	97%	5
A559 Chester Way (west)	807	35%	7	836	37%	8	881	39%	8
Leicester Street	165	13%	2	182	14%	2	216	16%	2
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
B5075 New Warrington Road	878	74%	1	941	81%	2	1,063	96%	5
A559 Chester Way (east)	870	88%	9	933	94%	10	1,010	102%	10
B5082 Station Road	509	101%	7	465	101%	7	371	101%	7
A559 Chester Way (west)	913	40%	8	943	41%	9	934	41%	9
Leicester Street	416	32%	5	452	34%	5	525	40%	6

6.3.198 The conclusions drawn in paragraph 7.4.211 of the main TA are replaced by:

"In the 2030 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the B5082 Station Road approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2030 future baseline with a maximum VoC of 101% on the B5082 Station Road approach with an associated queue length of seven PCU.

In the 2038 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the B5082 Station Road approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2038 future baseline with a maximum VoC of 101% on the B5082 Station Road approach with an associated queue length of seven PCU.

In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the B5082 Station Road approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 102% on the A559 Chester Way (east) approach with an associated queue length of ten PCU.

The junction analysis indicates that the junction will be operating above its capacity in the PM peak hour in the 2030 future baseline. However, as the signals timings are determined by the baseline traffic flow, it is possible that the delays could to a degree be reduced by signal optimisation."

A530 Griffiths Road/A559 Manchester Road

6.3.199 Table 7-93 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 7-93 below replaces Table 7-93 of the main TA.

Table 7-93: 2017 baseline performance at A530 Griffiths Road/A559 Manchester Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A599 Manchester Road (east)	673	36%	0
A530 Griffiths Road	246	63%	0
A599 Manchester Road (west)	534	37%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A599 Manchester Road (east)	754	40%	0
A530 Griffiths Road	293	76%	1
A599 Manchester Road (west)	538	35%	0

6.3.200 The conclusions drawn in paragraph 7.4.213 of the main TA are replaced by:

"In the AM peak hour, the assessment shows that this junction operates well within capacity in the 2018 baseline. In the PM peak hour, the assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 76% on the A530 Griffiths Road approach with an associated queue length of one PCU."

6.3.201 Table 7-94 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-94 below replaces Table 7-94 of the main TA.

Table 7-94: Future baseline performance at A530 Griffiths Road/A559 Manchester Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			2038 AM peak hour (08:00–09:00)			2051 AM peak hour (08:00–09:00)		
A599 Manchester Road (east)	870	46%	0	837	44%	0	794	42%	0
A530 Griffiths Road	242	68%	1	260	76%	1	281	85%	2
A599 Manchester Road (west)	605	48%	0	656	55%	0	700	60%	0
	2030 PM peak hour (17:00–18:00)			2038 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
A599 Manchester Road (east)	856	45%	0	822	43%	0	806	42%	0
A530 Griffiths Road	314	90%	2	334	97%	4	364	91%	2
A599 Manchester Road (west)	811	71%	0	864	79%	0	963	84%	0

6.3.202 The conclusions drawn in paragraphs 7.4.215 to 7.4.217 of the main TA are replaced by:

"In the 2030 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction operates close to capacity in the 2030 future baseline with a maximum VoC of 90% on the A530 Griffiths Road approach with an associated queue length of two PCU.

In the 2038 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 76% on the A530 Griffiths Road approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2038 future baseline with a maximum VoC of 97% on the A530 Griffiths Road approach with an associated queue length of four PCU.

The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 85% on the A530 Griffiths Road approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 91% is on the A530 Griffiths Road approach with an associated queue length of two PCU."

A559 Manchester Road/A559 Hall Lane/Station Road

6.3.203 Table 7-95 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-95 below replaces Table 7-95 of the main TA.

Table 7-95: 2018 baseline performance at A559 Manchester Road/A559 Hall Lane/Station Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A559 Hall Lane	451	84%	9
A559 Manchester Road (east)	331	43%	6

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Station Road	106	54%	3
A559 Manchester Road (west)	604	77%	11
	2018 PM peak hour (17:00–18:00) baseline results		
A559 Hall Lane	331	62%	6
A559 Manchester Road (east)	484	60%	8
Station Road	165	84%	4
A559 Manchester Road (west)	614	79%	11

6.3.204 The conclusions drawn in paragraph 7.4.219 of the main TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 84% on the A559 Hall Lane approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 84% is on the Station Road approach with an associated queue length of four PCU."

6.3.205 Table 7-96 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-96 below replaces Table 7-96 of the main TA.

Table 7-96: Future baseline performance at A559 Manchester Road/A559 Hall Lane/Station Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A559 Hall Lane	361	67%	7	314	59%	6	286	53%	5
A559 Manchester Road (east)	598	73%	10	615	75%	11	601	73%	11
Station Road	176	89%	4	175	89%	4	174	88%	4
A559 Manchester Road (west)	627	80%	11	664	87%	12	703	100%	12
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A559 Hall Lane	405	76%	8	369	69%	7	379	71%	7
A559 Manchester Road (east)	506	65%	9	506	64%	9	476	61%	8
Station Road	195	99%	5	196	99%	5	207	104%	5
A559 Manchester Road (west)	750	104%	13	763	106%	13	808	113%	12

6.3.206 The conclusions drawn in paragraph 7.4.221 of the main TA are replaced by:

"In the AM peak hour, the assessment shows that this junction operates close to capacity in the 2030 future baseline with a maximum VoC of 89% on the Station Road approach with an associated queue length of four PCU. In the PM peak hour, the junction operates over capacity in the 2030 future baseline with a maximum VoC of 104% on the A559 Manchester Road (west) approach with an associated queue length of 13 PCU.

In the 2038 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 89% on the Station Road approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2038 future baseline with a maximum VoC of 106% on the A559 Manchester Road (west) approach with an associated queue length of 13 PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 100% on the A559 Manchester Road (west) approach in the AM peak hour with an associated queue length of 12 PCU. In the PM peak hour, the maximum VoC of 113% is on the A559 Manchester Road (west) approach with an associated queue length of 12 PCU.

The junction analysis indicates that the junction will be operating above its capacity in the PM peak hour in the 2030 future baseline. However, as the signals timings are determined by the baseline traffic flow, it is possible that the delays could to a degree be reduced by signal optimisation."

A559 Manchester Road/Stubbs Lane

6.3.207 Table 7-97 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-97 below replaces Table 7-97 of the main TA.

Table 7-97: 2018 baseline performance at A559 Manchester Road/Stubbs Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A559 Manchester Road (east)	310	16%	0
Stubbs Lane	245	60%	0
A559 Manchester Road (west)	490	48%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A559 Manchester Road (east)	337	17%	0
Stubbs Lane	373	83%	1
A559 Manchester Road (west)	387	34%	0

6.3.208 The conclusions drawn in paragraph 7.4.223 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in 2018 baseline in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 83% on the Stubbs Lane approach with an associated queue length of one PCU."

6.3.209 Table 7-98 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-98 below replaces Table 7-98 of the main TA.

Table 7-98: Future baseline performance at A559 Manchester Road/Stubbs Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A559 Manchester Road (east)	460	23%	0	471	24%	0	453	23%	0
Stubbs Lane	279	64%	0	292	68%	1	321	74%	1
A559 Manchester Road (west)	468	51%	0	492	53%	0	499	55%	0
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A559 Manchester Road (east)	333	17%	0	354	18%	0	343	18%	0
Stubbs Lane	427	103%	5	417	104%	5	429	104%	5
A559 Manchester Road (west)	555	45%	0	568	47%	0	511	43%	0

6.3.210 The conclusions drawn in paragraph 7.4.225 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2030 future baseline in the AM peak hour. In the PM peak hour, the assessment shows that this junction operates over capacity in the 2030 baseline with a maximum VoC of 103% on the Stubbs Lane approach with an associated queue length of five PCU. "

In the 2038 Future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is over capacity in the 2038 future baseline with a maximum VoC of 104% on the Stubbs Lane approach with an associated queue length of five PCU.

In the 2051 Future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 104% on the Stubbs Lane approach with an associated queue length of five PCU."

B5075 Ollershaw Lane/B5075 New Warrington Road/Chapel Street

6.3.211 Table 7-99 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-99 below replaces Table 7-99 of the main TA.

Table 7-99: 2018 baseline performance at B5075 Ollershaw Lane/B5075 New Warrington Road/Chapel Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5075 Ollershaw Lane	258	13%	0
Chapel Street	238	41%	0
B5075 New Warrington Road	415	39%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
B5075 Ollershaw Lane	220	11%	0
Chapel Street	251	42%	0
B5075 New Warrington Road	366	29%	0

6.3.212 The conclusions drawn in paragraph 7.4.227 of the main TA remain unchanged.

6.3.213 Table 7-100 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-100 below replaces Table 7-100 of the main TA.

Table 7-100: Future baseline performance at B5075 Ollershaw Lane/B5075 New Warrington Road/Chapel Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
B5075 Ollershaw Lane	383	19%	0	538	28%	0	568	30%	0
Chapel Street	215	44%	0	198	43%	0	198	45%	0
B5075 New Warrington Road	738	91%	1	729	97%	2	766	102%	3
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
B5075 Ollershaw Lane	337	17%	0	420	21%	0	616	31%	0
Chapel Street	554	99%	4	537	101%	5	509	108%	5
B5075 New Warrington Road	679	58%	0	691	60%	0	646	55%	0

6.3.214 The conclusions drawn in paragraph 7.4.229 of the main TA are replaced by:

"The assessment shows this junction operates close to capacity in the 2030 future baseline with a maximum VoC of 91% on the B5075 New Warrington Road approach in the AM peak hour with an associated queue length of one PCU. In the PM peak hour, the maximum VoC of 99% is on the Chapel Street approach with an associated queue length of four PCU.

In the 2038 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the B5075 Ollershaw Lane approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2038 future baseline with a maximum VoC of 101% on the Chapel Street approach with an associated queue length of five PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 102% on the B5075 New Warrington Road approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 108% is on the Chapel Street approach with an associated queue length of five PCU."

A556 Chester Road/A556 Shurlach Road/A559 Manchester Road

6.3.215 Table 7-101 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 7-101 below replaces Table 7-101 of the main TA.

Table 7-101: 2018 baseline performance at A556 Chester Road/A556 Shurlach Road/A559 Manchester Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A559 (northbound) to A556 (southbound) slip road	270	59%	1
A556 Chester Road	1,196	30%	0
A556 (southbound) to A559 Manchester Road (westbound)	335	24%	3
A556 Shurlach Road	1,099	75%	9
A559 Manchester Road (eastbound)	589	89%	5
	2018 PM peak hour (17:00–18:00) baseline results		
A559 (northbound) to A556 (southbound) slip road	161	59%	1
A556 Chester Road	1,764	44%	0
A556 (southbound) to A559 Manchester Road (westbound)	398	28%	4
A556 Shurlach Road	994	67%	9
A559 Manchester Road (eastbound)	503	76%	5

6.3.216 The conclusions drawn in paragraph 7.4.231 of the main TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 89% on the A559 Manchester Road (eastbound) approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 76% on the A559 Manchester Road (eastbound) approach with an associated queue length of five PCU."

6.3.217 Table 7-102 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-102 below replaces Table 7-102 of the main TA.

Table 7-102: Future baseline performance at A556 Chester Road/A556 Shurlach Road/A559 Manchester Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A559 (northbound) to A556 (southbound) slip road	203	68%	1	201	74%	2	198	90%	3

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A556 Chester Road	1,675	42%	0	1,774	44%	0	1,977	49%	0
A556 (southbound) to A559 Manchester Road (westbound)	505	31%	9	521	32%	9	520	32%	9
A556 Shurlach Road	1,278	72%	21	1,335	75%	22	1,419	79%	24
A559 Manchester Road (eastbound)	476	94%	12	488	97%	13	509	101%	13
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A559 (northbound) to A556 (southbound) slip road	195	77%	2	187	87%	3	129	81%	2
A556 Chester Road	1,845	46%	0	1,991	50%	0	2,250	56%	0
A556 (southbound) to A559 Manchester Road (westbound)	430	21%	4	467	23%	4	524	25%	5
A556 Shurlach Road	1,109	102%	14	1,128	104%	14	1,130	104%	14
A559 Manchester Road (eastbound)	671	91%	6	658	89%	6	627	85%	6

6.3.218 The conclusions drawn in paragraphs 7.4.233 to 7.4.235 of the main TA are replaced by:

"In the 2030 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 94% on the A559 Manchester Road (eastbound) approach with an associated queue length of 12 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2030 future baseline with a maximum VoC of 102% on the A556 Shurlach Road approach with an associated queue length of 14 PCU.

In the 2038 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the A559 Manchester Road (eastbound) approach with an associated queue length of 13 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2038 future baseline with a maximum VoC of 104% on the A556 Shurlach Road approach with an associated queue length of 14 PCU.

In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on the A559 Manchester Road (eastbound) approach with an associated queue length of 13 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 104% on the A556 Shurlach Road approach with an associated queue length of 14 PCU."

A559 Marston Lane/A559 Hall Lane/B5391 Church Street/Wincham Lane

6.3.219 Table 7-103 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-103 below replaces Table 7-103 of the main TA.

Table 7-103: 2018 baseline performance at A559 Marston Lane/A559 Hall Lane/B5391 Church Street/Wincham Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5391 Church Street	193	63%	3
A559 Hall Lane	334	37%	3
Wincham Lane	91	32%	1
A559 Marston Lane	376	38%	4
	2018 PM peak hour (17:00–18:00) baseline results		
B5391 Church Street	150	50%	2
A559 Hall Lane	455	47%	4
Wincham Lane	143	51%	2
A559 Marston Lane	236	23%	2

6.3.220 The conclusions drawn in paragraph 7.4.237 of the main TA remain unchanged.

6.3.221 Table 7-104 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-104 below replaces Table 7-104 of the main TA.

Table 7-104: Future baseline performance at A559 Marston Lane/A559 Hall Lane/B5391 Church Street/Wincham Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
B5391 Church Street	234	76%	4	231	75%	4	233	76%	4
A559 Hall Lane	555	61%	5	588	60%	6	577	61%	6
Wincham Lane	179	60%	3	189	63%	3	215	73%	3
A559 Marston Lane	381	53%	4	199	22%	2	189	25%	2
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
B5391 Church Street	171	56%	3	162	53%	2	203	66%	3
A559 Hall Lane	413	59%	5	424	60%	5	491	66%	6
Wincham Lane	562	97%	7	583	100%	7	629	109%	7
A559 Marston Lane	209	34%	3	181	30%	2	118	20%	1

6.3.222 The conclusions drawn in paragraph 7.4.239 of the main TA are replaced by:

"In the AM peak hour, the assessment shows that this junction operates within capacity in the 2030 future baseline with a maximum VoC of 76% on the B5391 Church Street approach with an associated queue length of four PCU. In the PM peak hour, this junction operates close to capacity in the 2030 future baseline with a maximum VoC of 97% on the Wincham Lane approach with an associated queue length of seven PCU.

In the 2038 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 75% on the B5391 Church Street approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 100% on the Wincham Lane approach with an associated queue length of seven PCU.

In the 2051 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 76% on the B5391 Church Street approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 109% on the Wincham Lane approach with an associated queue length of seven PCU."

A556 Chester Road/B5569 Plumley Moor Road

6.3.223 Table 7-105 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-105 below replaces Table 7-105 of the main TA.

Table 7-105: 2018 baseline performance at A556 Chester Road/B5569 Plumley Moor Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A556 Chester Road (north)	1,412	59%	17
B5569 Plumley Moor Road (east)	95	36%	2
A556 Chester Road (south)	1,639	81%	17
B5569 Plumley Moor Road (west)	201	103%	3
	2018 PM peak hour (17:00–18:00) baseline results		
A556 Chester Road (north)	1,577	87%	23
B5569 Plumley Moor Road (east)	44	10%	2
A556 Chester Road (south)	1,227	80%	13
B5569 Plumley Moor Road (west)	241	97%	4

6.3.224 The conclusions drawn in paragraph 7.4.242 of the main TA are replaced by:

"This junction operates over capacity in the 2018 baseline with a maximum VoC of 103% on the B5569 Plumley Moor Road (west) approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 97% is on the B5569 Plumley Moor Road (west) approach with an associated queue length of four PCU."

6.3.225 Table 7-106 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-106 below replaces Table 7-106 of the main TA.

Table 7-106: Future baseline performance at A556 Chester Road/B5569 Plumley Moor Road junction

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A556 Chester Road (north)	1,360	57%	16	1,385	58%	16	1,407	59%	17
B5569 Plumley Moor Road (east)	130	49%	2	122	46%	2	177	67%	3
A556 Chester Road (south)	1,846	92%	17	1,983	98%	18	2,017	100%	19
B5569 Plumley Moor Road (west)	196	101%	3	201	103%	3	204	105%	3
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A556 Chester Road (north)	1,528	84%	23	1,518	83%	23	1,522	84%	23
B5569 Plumley Moor Road (east)	46	10%	2	69	15%	2	111	25%	3
A556 Chester Road (south)	1,299	84%	15	1,437	93%	16	1,486	96%	16
B5569 Plumley Moor Road (west)	252	101%	4	257	104%	4	266	107%	4

6.3.226 The conclusions drawn in paragraph 7.4.244 of the main TA are replaced by:

"This junction operates over capacity in the 2030 future baseline with a maximum VoC of 101% on the B5569 Plumley Moor Road (West) approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 101% is on the B5569 Plumley Moor Road (West) approach with an associated queue length of four PCU.

The assessment shows that this junction operates over capacity in the 2038 baseline with a maximum VoC of 103% on the B5569 Plumley Moor Road (west) approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 104% is on the B5569 Plumley Moor Road (west) approach with an associated queue length of four PCU.

The assessment shows that this junction operates over capacity in the 2051 baseline with a maximum VoC of 105% on the B5569 Plumley Moor Road (west) approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 107% is on the B5569 Plumley Moor Road (west) approach with an associated queue length of four PCU."

B5391 Church Street/B5391 Pickmere Lane/Linnards Lane/Earles Lane

6.3.227 Table 7-107 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-107 below replaces Table 7-107 of the main TA.

Table 7-107: 2018 baseline performance at B5391 Church Street/B5391 Pickmere Lane/Linnards Lane/Earles Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5391 Pickmere Lane	258	13%	0
Linnards Lane	86	17%	0
B5391 Church Street	129	6%	0
Earles Lane	121	19%	0
B5391 Church Street (north) (internal)	257	19%	0
B5391 Church Street (south) (internal)	246	20%	0
	2018 PM peak hour (17:00–18:00) baseline results		
B5391 Pickmere Lane	213	11%	0
Linnards Lane	100	19%	0
B5391 Church Street	205	10%	0
Earles Lane	104	17%	0
B5391 Church Street (north) (internal)	233	20%	0
B5391 Church Street (south) (internal)	305	26%	0

6.3.228 The conclusions drawn in paragraph 7.4.248 of the main TA remain unchanged.

6.3.229 Table 7-108 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-108 below replaces Table 7-108 of the main TA.

Table 7-108: Future baseline performance at B5391 Church Street/B5391 Pickmere Lane/Linnards Lane/Earles Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
B5391 Pickmere Lane	394	20%	0	430	22%	0	475	24%	0
Linnards Lane	107	28%	0	114	31%	0	198	67%	1
B5391 Church Street	210	11%	0	228	11%	0	164	8%	0
Earles Lane	375	61%	0	394	65%	0	488	77%	0
B5391 Church Street (north) (internal)	399	37%	0	434	43%	0	478	48%	0
B5391 Church Street (south) (internal)	394	20%	0	430	22%	0	475	24%	0
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
B5391 Pickmere Lane	376	19%	0	438	23%	0	467	24%	0
Linnards Lane	116	25%	0	133	30%	0	280	64%	0
B5391 Church Street	461	23%	0	502	25%	0	477	24%	0
Earles Lane	163	32%	0	199	40%	0	207	41%	0

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
B5391 Church Street (north) (internal)	398	50%	0	463	64%	0	596	82%	1
B5391 Church Street (south) (internal)	621	50%	0	697	62%	0	680	73%	0

6.3.230 The conclusions drawn in paragraph 7.4.250 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2030 and 2038 future baseline.

The assessment shows that this junction operates within capacity in the 2051 future baseline with a maximum VoC of 77% on the Earles Lane approach in the AM peak hour with an associated queue length of zero PCU. In the PM peak hour, the maximum VoC of 82% is on the B5391 Church Street (north) (internal) approach with an associated queue length of one PCU."

A559 Marston Lane/B5075 Ollershaw Lane/Dark Lane

6.3.231 Table 7-109 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-109 below replaces Table 7-109 of the main TA.

Table 7-109: 2018 baseline performance at A559 Marston Lane Road/B5075 Ollershaw Lane/Dark Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Dark Lane	0	0%	0
A559 Marston Lane (east)	238	12%	0
B5075 Ollershaw Lane	254	54%	0
A559 Marston Lane (west)	678	61%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Dark Lane	0	0%	0
A559 Marston Lane (east)	336	17%	0
B5075 Ollershaw Lane	268	54%	0
A559 Marston Lane (west)	509	51%	0

6.3.232 The conclusions drawn in paragraph 7.4.252 of the main TA remain unchanged.

6.3.233 Table 7-110 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-110 below replaces Table 7-110 of the main TA.

Table 7-110: Future baseline performance at A559 Marston Lane Road/B5075 Ollershaw Lane/Dark Lane junction

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)			**2038 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Dark Lane	0	0%	0	0	0%	0	221	41%	0
A559 Marston Lane (east)	325	17%	0	376	20%	0	439	23%	0
B5075 Ollershaw Lane	310	75%	1	312	74%	1	341	82%	1
A559 Marston Lane (west)	983	85%	0	981	103%	2	902	107%	2
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Dark Lane	0	0%	0	0	0%	0	0	0%	0
A559 Marston Lane (east)	490	25%	0	582	30%	0	770	40%	0
B5075 Ollershaw Lane	479	103%	5	490	105%	5	496	112%	6
A559 Marston Lane (west)	608	70%	0	661	80%	0	653	96%	2

6.3.234 The conclusions drawn in paragraph 7.4.254 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2030 future baseline with a maximum VoC of 85% on the A559 Marston Lane (west) approach in the AM peak hour with an associated queue length of zero PCU. In the PM peak hour, the junction operates over capacity in the 2030 future baseline with a maximum VoC of 103% on the B5075 Ollershaw Lane approach with an associated queue length of five PCU.

This junction operates over capacity in the 2038 future baseline with a maximum VoC of 103% on the A559 Marston Lane (west) approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 105% is on the B5075 Ollershaw Lane approach with an associated queue length of five PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 107% on the A559 Marston Lane (west) approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 112% is on the B5075 Ollershaw Lane approach with an associated queue length of six PCU."

A54 New High Street/A54 Winsford Bypass/A5018 Wharton Road/ New Road/Weaver Street

6.3.235 This junction is a five-arm priority controlled (give way) roundabout junction with no controlled pedestrian crossing facilities. Market Place approach is a minor arm that is not included within the strategic traffic model. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 7-110.1.

Table 7-110.1: 2018 baseline performance at A54 New High Street/A54 Winsford Bypass/A5018 Wharton Road/New Road/ Weaver Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5018 Wharton Road	859	43%	0
Market Place*	-	-	-
A54 Winsford Bypass	796	42%	0
Weaver Street	23	2%	0
A54 New High Street	1,452	60%	0
New Road	153	21%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A5018 Wharton Road	1,021	50%	0
Market Place*	-	-	-
A54 Winsford Bypass	867	50%	0
Weaver Street	83	6%	0
A54 New High Street	1,280	53%	0
New Road	157	21%	0

** Minor approach arm not represented within the strategic traffic model*

6.3.236 The assessment shows that this junction operates well within capacity in the 2018 baseline.

6.3.237 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.2. As the junction is only affected by the operation of the AP revised scheme and not the construction, future baseline results are presented for 2038 and 2051 only.

Table 7-110.2: Future baseline performance at A54 New High Street/A54 Winsford Bypass/A5018 Wharton Road/New Road/ Weaver Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2038 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
A5018 Wharton Road	1,024	60%	0	1,152	69%	1
Market Place*	-	-	-	-	-	-
A54 Winsford Bypass	840	47%	0	857	50%	0
Weaver Street	184	13%	0	200	14%	0
A54 New High Street	1,704	74%	0	1,778	79%	0
New Road	235	41%	0	223	41%	0
	2038 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A5018 Wharton Road	1,062	57%	0	1,091	61%	0
Market Place*	-	-	-	-	-	-
A54 Winsford Bypass	1,228	74%	1	1,396	88%	2
Weaver Street	178	13%	0	236	18%	0

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2038 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A54 New High Street	1,467	65%	0	1,506	68%	0
New Road	250	38%	0	330	53%	1

** Minor approach arm not represented within the strategic traffic model*

6.3.238 The assessment shows that this junction operates well within capacity in the 2038 future baseline.

6.3.239 In the 2051 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 79% on the A54 New High Street approach with no associated queue length. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 88% on the A54 Winsford Bypass approach with an associated queue length of two PCU.

Dene Drive/The Drumber

6.3.240 This junction is a three-arm priority signal controlled T-junction with controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 7-110.3.

Table 7-110.3: 2018 baseline performance Dene Drive/The Drumber junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Dene Drive (north)	122	27%	2
The Drumber	220	20%	4
Dene Drive (south)	544	60%	8
	2018 PM peak hour (17:00–18:00) baseline results		
Dene Drive (north)	226	38%	4
The Drumber	347	48%	6
Dene Drive (south)	305	29%	3

6.3.241 The assessment shows that this junction operates well within capacity in the 2018 baseline.

6.3.242 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.4. As the junction is only affected by the operation of the AP1 revised scheme and not the construction, future baseline results are presented for 2038 and 2051 only.

Table 7-110.4: Future baseline performance at Dene Drive/The Drumber junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2038 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
Dene Drive (north)	117	26%	2	127	28%	3

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2038 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
The Drumber	275	25%	5	305	27%	5
Dene Drive (south)	625	72%	9	612	72%	9
	2038 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
Dene Drive (north)	260	44%	4	294	50%	5
The Drumber	492	69%	9	611	85%	11
Dene Drive (south)	299	29%	3	259	29%	3

6.3.243 The assessment shows that this junction operates well within capacity in the 2038 future baseline.

6.3.244 In the 2051 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 85% on The Drumber approach with an associated queue length of 11 PCU.

A54 Middlewich Road/A54 Winsford-Bypass/B5355 Station Road

6.3.245 This junction is a four-arm priority controlled (give way) T-junction with no controlled pedestrian crossing facilities. The Winsford Station car park approach is a minor arm that is not included within the strategic traffic model. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 7-110.5.

Table 7-110.5: 2018 baseline performance A54 Middlewich Road/A54 Winsford-Bypass/B5355 Station Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A54 Middlewich Road	611	40%	0
Winsford Station car park*	-	-	-
A54 Winsford-Bypass	527	35%	0
B5355 Station Road	246	21%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A54 Middlewich Road	810	53%	0
Winsford Station car park*	-	-	-
A54 Winsford-Bypass	419	30%	0
B5355 Station Road	95	8%	0

** Minor approach arm not represented within the strategic traffic model*

6.3.246 The assessment shows that this junction operates well within capacity in the 2018 baseline.

6.3.247 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.6. As the junction is only affected by the operation of the AP1 revised scheme and not the construction, future baseline results are presented for 2038 and 2051 only.

Table 7-110.6: Future baseline performance at A54 Middlewich Road/A54 Winsford-Bypass/B5355 Station Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2038 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
A54 Middlewich Road	595	41%	0	581	40%	0
Winsford Station car park*	-	-	-	-	-	-
A54 Winsford-Bypass	642	42%	0	685	45%	0
B5355 Station Road	370	34%	0	390	37%	0
	2038 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A54 Middlewich Road	958	74%	0	1,114	91%	2
Winsford Station car park*	-	-	-	-	-	-
A54 Winsford-Bypass	478	34%	0	558	41%	0
B5355 Station Road	426	36%	0	478	42%	0

** Minor approach arm not represented within the strategic traffic model*

6.3.248 The assessment shows that this junction operates well within capacity in the 2038 future baseline.

6.3.249 In the 2051 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 91% on the A54 Middlewich Road approach with an associated queue length of two PCU.

A559 Manchester Road/Fryer Road

6.3.250 This junction is a three-arm priority controlled (give way) T-junction with no controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 7-110.7.

Table 7-110.7: 2018 baseline performance A559 Manchester Road/Fryer Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A559 Manchester Road (east)	404	36%	0
A559 Manchester Road (west)	444	22%	0
Fryer Road	217	44%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
A559 Manchester Road (east)	586	62%	0
A559 Manchester Road (west)	444	23%	0
Fryer Road	139	27%	0

6.3.251 The assessment shows that this junction operates well within capacity in the 2018 baseline.

6.3.252 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.8. As the junction is only affected by the operation of the AP1 revised scheme and not the construction, future baseline results are presented for 2038 and 2051 only.

Table 7-110.8: Future baseline performance at A559 Manchester Road/Fryer junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2038 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
A559 Manchester Road (east)	588	44%	0	587	47%	0
A559 Manchester Road (west)	368	19%	0	376	19%	0
Fryer Road	180	33%	0	198	36%	0
	2038 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A559 Manchester Road (east)	639	76%	0	662	80%	0
A559 Manchester Road (west)	626	32%	0	596	31%	0
Fryer Road	121	26%	0	136	28%	0

6.3.253 In the 2038 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2038 future baseline with a maximum VoC of 76% on the A559 Manchester Road (east) approach with no associated queue length.

6.3.254 In the 2051 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2051 future baseline with a maximum VoC of 80% on the A559 Manchester Road (east) approach with no associated queue length.

A559 Chester Way/A559 Station Road/B5075 New Warrington Road/B5082 Station Road/Leicester Street

6.3.255 This junction is a five-arm signal controlled roundabout junction with controlled pedestrian crossing facilities. The A559 Station Road is a one-way exit arm from the junction and is therefore not reported in the results. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 7-110.9.

Table 7-110.9: 2018 baseline performance A559 Chester Way/A559 Station Road/B5075 New Warrington Road/ B5082 Station Road/Leicester Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5075 New Warrington Road	473	32%	0
A559 Chester Way (east)	256	26%	3
B5082 Station Road	776	75%	1
A559 Station Road*	-	-	-
A559 Chester Way (west)	612	27%	6
Leicester Street	136	10%	1
	2018 PM peak hour (17:00–18:00) baseline results		
B5075 New Warrington Road	458	33%	0
A559 Chester Way (east)	579	59%	6
B5082 Station Road	768	94%	4
A559 Station Road*	-	-	-
A559 Chester Way (west)	578	25%	5
Leicester Street	321	24%	4

** A559 Station Road is a one-way exit from the junction and is therefore not reported in the results*

6.3.256 In the 2018 baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 75% on the B5082 Station Road approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 94% on the B5082 Station Road approach with an associated queue length of four PCU.

6.3.257 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.10. As the junction is only affected by the operation of the AP1 revised scheme and not the construction, future baseline results are presented for 2038 and 2051 only.

Table 7-110.10: Future baseline performance at A559 Chester Way/A559 Station Road/ B5075 New Warrington Road/ B5082 Station Road/ Leicester Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2038 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
B5075 New Warrington Road	547	40%	0	581	44%	0
A559 Chester Way (east)	411	42%	4	404	41%	4
B5082 Station Road	852	97%	5	839	97%	5
A559 Station Road*	-	-	-	-	-	-
A559 Chester Way (west)	836	37%	8	881	39%	8
Leicester Street	182	14%	2	216	16%	2

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2038 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
B5075 New Warrington Road	941	81%	2	1,063	96%	5
A559 Chester Way (east)	933	94%	10	1,010	102%	10
B5082 Station Road	465	101%	7	371	101%	7
A559 Station Road*	-	-	-	-	-	-
A559 Chester Way (west)	943	41%	9	934	41%	9
Leicester Street	452	34%	5	525	40%	6

** A559 Station Road is a one-way exit from the junction and is therefore not reported in the results*

6.3.258 In the 2038 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the B5082 Station Road approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2038 future baseline with a maximum VoC of 101% on the B5082 Station Road approach with an associated queue length of seven PCU.

6.3.259 In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the B5082 Station Road approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 102% on the A559 Chester Way approach with an associated queue length of 10 PCU.

6.3.260 The junction analysis indicates that the junction will be operating over its capacity in the 2030, 2038 and 2051 future baseline. However, as the signals timings are determined by the baseline traffic flow, it is possible that the delays could to a degree be reduced by signal optimisation.

A533 Town Bridge/A533 Dane Street/Weaver Way

6.3.261 This junction is a five-arm signal controlled staggered crossroads with signal-controlled pedestrian crossing facilities. The A559 Watling Street and Weaver Way are one-way exit arms from the junction and are therefore not reported in the results. Watling Street approach is a minor arm that is not included within the strategic traffic model. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 7-110.11.

Table 7-110.11: 2018 baseline performance at A533 Town Bridge/A533 Dane Street/Weaver Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A559 Watling Street*	-	-	-
A533 Dane Street	585	67%	10

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Watling Street**	-	-	-
A533 Town Bridge	1,438	82%	18
Weaver Way*	-	-	-
	2018 PM peak hour (17:00–18:00) baseline results		
A559 Watling Street*	-	-	-
A533 Dane Street	569	53%	10
Watling Street**	-	-	-
A533 Town Bridge	980	69%	15
Weaver Way*	-	-	-

** One-way exit arm from the junction and therefore not reported in the results*

*** Minor approach arm not represented within the strategic traffic model*

6.3.262 In the 2018 baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 82% on the A533 Town Bridge approach with an associated queue length of 18 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline.

6.3.263 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.12. As the junction is only affected by the construction of the AP1 revised scheme, future baseline results are presented for 2030 only.

Table 7-110.12: Future baseline performance at A533 Town Bridge/A533 Dane Street/Weaver Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A559 Watling Street*	-	-	-
A533 Dane Street	610	70%	10
Watling Street**	-	-	-
A533 Town Bridge	1,705	98%	21
Weaver Way*	-	-	-
	2030 PM peak hour (17:00–18:00)		
A559 Watling Street*	-	-	-
A533 Dane Street	583	54%	10
Watling Street**	-	-	-
A533 Town Bridge	1,338	94%	21
Weaver Way*	-	-	-

** One-way exit arm from the junction and therefore not reported in the results*

*** Minor approach arm not represented within the strategic traffic model*

6.3.264 The assessment shows that this junction operates close to capacity in the 2030 future baseline with a maximum VoC of 98% on the A533 Town Bridge approach in the AM peak

hour with an associated queue length of 21 PCU. In the PM peak hour, the maximum VoC of 94% is on the A533 Town Bridge approach with an associated queue length of 21 PCU.

A54 Holmes Chapel Road/Brereton Lane

6.3.265 This junction is a three-arm priority controlled (give-way) T-junction with no controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 7-110.13.

Table 7-110.13: 2018 baseline performance at A54 Holmes Chapel Road/Brereton Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A54 Holmes Chapel Road (east)	726	55%	0
Brereton Lane	82	52%	1
A54 Holmes Chapel Road (west)	879	66%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A54 Holmes Chapel Road (east)	558	42%	0
Brereton Lane	36	13%	0
A54 Holmes Chapel Road (west)	832	63%	0

6.3.266 The assessment shows that this junction operates well within capacity in the 2018 baseline.

6.3.267 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.14. As the junction is only affected by the construction of the AP1 revised scheme, future baseline results are presented for 2030 only.

Table 7-110.14: Future baseline performance at A54 Holmes Chapel Road/Brereton Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A54 Holmes Chapel Road (east)	1,171	88%	0
Brereton Lane	17	43%	1
A54 Holmes Chapel Road (west)	1,098	83%	0
	2030 PM peak hour (17:00–18:00)		
A54 Holmes Chapel Road (east)	727	55%	0
Brereton Lane	157	68%	1
A54 Holmes Chapel Road (west)	647	49%	0

6.3.268 In the 2030 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 88% on the A54 Holmes Chapel Road (east) approach with no associated queue length. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2030 future baseline.

A54 Middlewich Road/A54 Chester Road/B5308 Middlewich Road

6.3.269 This junction is a three-arm priority controlled (give-way) T-junction with no controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using Junctions 9 software and is shown in Table 7-110.15.

Table 7-110.15: 2018 baseline performance at A54 Middlewich Road/A54 Chester Road/B5308 Middlewich Road junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5308 Middlewich Road	250	-	-
A54 Chester Road	44	0.08	0
A54 Middlewich Road	606	0.62	2
	2018 PM peak hour (17:00–18:00) baseline results		
B5308 Middlewich Road	243	-	-
A54 Chester Road	41	0.08	0
A54 Middlewich Road	257	0.26	0

6.3.270 The assessment shows that this junction operates well within capacity in the 2018 baseline.

6.3.271 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.16. As the junction is only affected by the construction of the AP1 revised scheme, future baseline results are presented for 2030 only.

Table 7-110.16: Future baseline performance at A54 Middlewich Road/A54 Chester Road/B5308 Middlewich Road junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
B5308 Middlewich Road	363	-	-
A54 Chester Road	32	0.06	0
A54 Middlewich Road	512	0.55	2
	2030 PM peak hour (17:00–18:00)		
B5308 Middlewich Road	264	-	-
A54 Chester Road	36	0.07	0
A54 Middlewich Road	203	0.21	0

6.3.272 The assessment shows that this junction operates well within capacity in the 2030 future baseline.

Accidents and safety

6.3.273 Accidents and safety are reported in Section 7.4 of the main TA.

6.3.274 No issues have been identified for the operation of the future baseline network as a result of changes to the highway network or travel demands, and the accident and safety records for the existing baseline are assumed to provide a relevant basis for assessment.

Parking and loading

6.3.275 Parking and loading are reported in Section 7.4 of the main TA. This section of the main TA is unchanged.

Public transport

Rail network

6.3.276 The rail network is reported in Section 7.5 of the main TA. This section of the main TA is unchanged.

Local bus network

6.3.277 Local bus services are reported in Section 7.5 of the main TA. This section of the main TA is unchanged.

Public transport interchanges

6.3.278 Public transport interchanges are reported in Section 7.5 of the main TA. This section of the main TA is unchanged.

Pedestrians, cyclists and equestrians

Pedestrian facilities

6.3.279 Pedestrian facilities are reported in Section 7.6 of the main TA. This section of the main TA is unchanged.

Cycle facilities

6.3.280 Cycle facilities are reported in Section 7.6 of the main TA. This section of the main TA is unchanged.

Equestrian facilities

6.3.281 Equestrian facilities are reported in Section 7.6 of the main TA. This section of the main TA is unchanged.

Waterways and canals

6.3.282 Waterways and canals are reported in Section 7.7 of the main TA. This section of the main TA is unchanged.

Air transport

6.3.283 Air transport is reported in Section 7.8 of the main TA. This section of the main TA is unchanged.

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