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-002-00003

Traffic and transport

Transport Assessment Part 2 Addendum

MA03: Pickmere to Agden and Hulseheath

Q71

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Q71

Department for Transport

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Transport Assessment Addendum – Overall Structure

Transport Assessment Part 1 Addendum – Introduction

Part 1: Introduction (TR-001-00000)

Section 1 Introduction
Section 2 Policy and guidance
Section 3 Methodology
Section 4 Mitigation measures

Transport Assessment Part 2 Addendum – Existing and future baseline conditions

Part 2: MA01 (TR-002-00001)

Section 5 Hough to Walley's Green (MA01)

Part 2: MA02 (TR-002-00002)

Section 6 Wimboldsley to Lostock Gralam (MA02)

Part 2: MA03 (TR-002-00003)

Section 7 Pickmere to Agden and Hulseheath (MA03)

Part 2: MA04 (TR-002-00004)

Section 8 Broomedge to Glazebrook (MA04)

Part 2: MA05 (TR-002-00005)

Section 9 Risley to Bamfurlong (MA05)

Transport Assessment Part 3 Addendum – AP1 revised scheme assessment

Part 3: MA01 (TR-003-00001)

Section 10 Hough to Walley's Green (MA01)

Part 3: MA02 (TR-003-00002)

Section 11 Wimboldsley to Lostock Gralam (MA02)

Part 3: MA03 (TR-003-00003)

Section 12 Pickmere to Agden and Hulseheath (MA03)

Part 3: MA04 (TR-003-00004)

Section 13 Broomedge to Glazebrook (MA04)

Part 3: MA05 (TR-003-00005)

Section 14 Risley to Bamfurlong (MA05)

Transport Assessment Part 4 Addendum – Route-wide assessment and Annexes

Part 4: Route-wide assessment (TR-005-00000)

Annexes D – G (TR-005-00000)

Contents

Tables

7 Pickmere to Agden and Hulseheath (MA03)

7.1 Introduction

7.1.1 A number of changes to the original scheme reported in Section 7.2 of this report mean that Section 8 of the main Transport Assessment (TA) is generally replaced by Section 7.3 in this document. Where there is no replacement, the text in the main TA remains valid.

7.1.2 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.

7.1.3 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 MA03 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 MA03.

7.2 SES1 changes and AP1 amendments for Pickmere to Agden and Hulseheath (MA03)

7.2.1 The original scheme is described in Section 15.1 of the main TA.

7.2.2 The SES1 changes and AP1 amendments relevant to traffic and transport in MA03 are listed as follows:

- removal of the HS2 West Coast Main Line (WCML) connection (SES1-004-001);
- changes to the Peacock Lane realignment (SES1-003-002);
- additional land permanently required to lengthen the realignment of the M6 between Junction 19 and Junction 20 (AP1-003-003);
- additional land permanently required for the realignment and extension of Smoker Brook viaduct at the A556 Shurlach Road and Winnington Wood (AP1-002-012);
- corrections to the main TA: The need for a temporary closure on Hulseheath Lane during utility works 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 construction at the junctions of A50 Knutsford Road/Bucklow Hill Lane/Hoo Green Lane, A50 Warrington Road/A5034 Mereside Road/A50 Manchester Road/Moss Lane and School Lane/Frog Lane. This is corrected in the assessment of the AP1 revised scheme. The main TA incorrectly reported junction capacity analysis during construction and operation at the A556 Chester Road/B5391

Pickmere Lane/Tabley Hill Lane junction. This is corrected in the assessment of the AP1 revised scheme.

7.3 Existing and future baseline

Study area

7.3.1 The study area is reported in Section 8.1 of the main TA. This section of the main TA is unchanged.

Local land uses

7.3.2 Local land uses are reported in Section 8.2 of the main TA.

7.3.3 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

7.3.4 Traffic surveys are reported in Section 8.3 of the main TA.

7.3.5 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

7.3.6 Non-motorised user surveys are reported in Section 8.3 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.

Accident data

7.3.7 Accident data are reported in Section 8.3 of the main TA. This section of the main TA is unchanged.

Highway network

Strategic and primary 'A' road network

7.3.8 The strategic and primary 'A' road network are reported in Section 8.4 of the main TA. This section of the main TA is unchanged.

Local road network

7.3.9 The local road network is reported in Section 8.4 of the main TA. This section of the main TA is unchanged.

Growth in traffic

7.3.10 Growth in traffic is reported in Section 8.4 of the main TA.

7.3.11 Table 8-1 of the main TA summarises the overall growth factors for links within MA03, calculated using the total link flows for each future year. Table 8-1 below replaces Table 8-1 of the main TA.

Table 8-1: MA03 traffic growth summary

Period years	AM peak hour	PM peak hour
2018–2030	5%	3%
2018–2038	9%	5%
2018–2051	18%	12%

Baseline traffic flows

7.3.12 Baseline and future baseline traffic flows are reported in Section 8.4 of the main TA.

7.3.13 Since the main TA, the baseline traffic forecasts have been updated to take account of the changes described in paragraphs 7.3.1 to 7.3.5. 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.

7.3.14 Table 8-2 of the main TA summarises the 2018 baseline traffic flows derived from M6 junction 19 model for strategic, primary 'A' roads and local roads for the MA03 area for the weekday AM (08:00–09:00) and weekday PM (17:00–18:00) peak hours. Table 8-2 below replaces Table 8-2 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.

7.3.15 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 8-2: MA03 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
A556 Chester Road (between Plumley Moor Road and A5033 Northwich Road)	NB	1,332	75	1,184	49
	SB	1,240	109	1,523	43
B5391 Pickmere Lane (between Park Lane and Budworth Road)	EB	103	5	42	1
	WB	86	5	286	5
A537 Brook Street (between B5085 Mobberley Road and B5085 Hollow Lane)	EB	371	16	305	5
	WB	345	36	460	35
B5085 Mobberley Road (between A537 Chelford Road and B5085 Hollow Lane)	NB	174	2	242	0
	SB	457	4	626	1
A5033 Northwich Road (between A50 Manchester Road and B5083 Stanley Road)	EB	466	5	667	4
	WB	931	33	992	28
A556 Chester Road (between A5033 Northwich Road and B5391 Pickmere Lane)	NB	1,205	100	1,038	74
	SB	1,195	113	1,041	51
Tatton Street (between A50 King Edward Road and B5083 Garden Road)*	NB	0	0	0	0
	SB	340	0	94	0
B5083 Garden Road (between Tatton Street and A50 Manchester Road)*	EB	0	0	0	0
	WB	98	11	119	6
Tabley Road (between Ladies Mille and A50 Manchester Road)	EB	102	0	155	0
	WB	196	1	196	0
Budworth Road (between Old Hall Lane and B5391 Pickmere Lane)	EB	51	0	36	0
	WB	36	0	147	0
B5391 Pickmere Lane (between Budworth Road and A556 Chester Road)	EB	129	5	66	1
	WB	97	5	421	5
Budworth Road (between Cann Lane and Old Hall Lane)	EB	9	0	7	0
	WB	19	0	127	1
	EB	114	0	1	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
Tabley Road (between Sugar Pit Lane and Green Lane)	WB	4	0	119	0
Tabley Hill Lane (between A556 Chester Road and Green Lane)	EB	114	0	1	0
	WB	4	0	119	0
A556 (between M6 junction 19 and B5569 Old Hall Lane)	NB	2,064	204	1,813	101
	SB	1,654	179	2,108	79
Old Hall Lane (between Budworth Road and A556 northbound off-slip)*	NB	4	1	2	0
	SB	4	0	6	1
A556 (between B5569 Old Hall Lane and A50 Knutsford Road)	NB	1,863	200	1,678	97
	SB	1,557	171	1,984	77
Old Hall Lane (between A556 southbound on-slip and B5569 Chester Road)	EB	205	5	137	3
	WB	100	8	130	2
Old Hall Lane (between A556 northbound off-slip and A556 southbound on-slip)*	EB	205	5	137	3
	WB	4	0	6	1
B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)	NB	183	5	138	3
	SB	92	8	117	1
A50 Warrington Road (between A5034 Mereside Road and Clamhunger Lane)	EB	357	14	222	4
	WB	364	13	740	10
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	181	3	136	2
	SB	258	13	308	20
Clamhunger Lane (between A50 Warrington Road and A5034 Mereside Road)	NB	70	3	24	0
	SB	36	1	56	1
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	206	3	206	2
	SB	598	13	399	20
A50 Warrington Road (between Clamhunger Lane and B5569 Chester Road)	EB	426	16	247	4
	WB	400	14	796	10
Cann Lane/Whitley Lane/Rowley Bank Lane/Halliwell's Brow (between Budworth Road and A50 Warrington Road)	NB	142	2	146	0
	SB	133	10	290	4
A5034 Mereside Road (between Clamhunger Lane and Ciceley Mill Lane)*	NB	30	0	114	0
	SB	559	10	302	17

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
A50 Chester Road (between B5569 Chester Road (south) and B5569 Chester Road (north)	NB	512	16	878	13
	SB	447	21	309	5
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	NB	246	6	116	3
	SB	75	4	154	3
A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)	NB	447	18	972	14
	SB	422	17	266	4
A50 Knutsford Road (between A556 northbound on-slip and Hoo Green Lane)	NB	249	16	668	14
	SB	483	20	313	4
A556 (between A50 Knutsford Road and off-slip from B5569 Chester Road)	NB	2,121	205	2,028	98
	SB	1,557	171	1,984	77
Hulse Heath Lane (between A50 Knutsford Road and Bowden View Lane)	NB	10	0	16	0
	SB	7	0	40	0
A50 Knutsford Road/Warrington Road (between Hoo Green Lane and Wrenshot Lane)	EB	514	18	282	4
	WB	232	12	800	13
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	41	0	16	0
	SB	70	4	89	1
Hulse Heath Lane (between Bowden View Lane and Chapel Lane)*	NB	0	0	0	0
	SB	0	0	1	0
A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)	EB	514	18	282	4
	WB	232	12	800	13
B5569 Chester Road (between Chapel Lane and A556 southbound off-slip)	NB	26	0	21	0
	SB	580	14	369	17
Wrenshot Lane (between A50 Warrington Road and Broadoak Lane)*	NB	0	0	0	0
	SB	0	0	0	0
A50 Warrington Road (between B5159 West Lane and Halliwell's Brow)	EB	638	27	559	8
	WB	365	14	933	13
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	NB	29	0	104	0
	SB	49	0	18	0
	NB	73	0	12	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
B5159 West Lane west (between A50 Warrington Road and B5159 West Lane east)	SB	109	3	152	8
A50 Warrington Road (between Swineyard Lane and B5159 West Lane)	EB	559	22	406	7
	WB	284	14	817	19
Chapel Lane/Peacock Lane (between Back Lane and Hulse Heath Lane)	EB	49	0	18	0
	WB	29	0	103	0
Swineyard Lane (between Heath Lane and A50 Warrington Road)	EB	119	2	94	1
	WB	56	2	178	2
B5159 West Lane (between B5159 West Lane east and Wrenshot Lane)	NB	263	3	280	3
	SB	261	8	316	10
Heath Lane (between Swineyard Lane and A50 Warrington Road)	NB	39	0	55	0
	SB	29	0	43	0
Wrenshot Lane (between B5159 West Lane and Broadoak Lane)*	EB	0	0	0	0
	WB	0	0	0	0
A50 Warrington Road (between Swineyard Lane and Mag Lane)	EB	442	20	318	6
	WB	230	12	645	17
Broadoak Lane (between Wrenshot Lane and Peacock Lane)*	NB	0	0	0	0
	SB	0	0	0	0
A50 Warrington Road (between Heath Lane and Mag Lane)	EB	442	19	318	5
	WB	213	12	607	15
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	NB	72	1	108	1
	SB	38	1	19	1
Peacock Lane (between Moss Lane and Back Lane)*	EB	16	1	10	1
	WB	70	1	16	1
A50 Cliff Lane/A50 Warrington Road (between M6 junction 20 and Heath Lane)	EB	471	20	360	6
	WB	252	12	662	15
B5159 West Lane (between Wrenshot Lane and Peacock Lane)	NB	378	4	391	4
	SB	198	6	217	2
	EB	70	0	15	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
Peacock Lane (between Broadoak Lane and B5159 West Lane)*	WB	16	1	10	1
Millington Lane (between Booth Bank Lane and Chester Road)	NB	29	0	29	0
	SB	10	0	17	0
Mag Lane (between A50 Warrington Road and Crouchley Lane)*	NB	17	0	37	2
	SB	1	1	1	1
Boothbank Lane (between Agden Lane and Millington Lane)	EB	25	0	7	1
	WB	16	0	26	1
B5159 West Lane (between Peacock Lane and Beechtree Lane)	NB	335	4	386	3
	SB	209	5	216	1
Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)	NB	13	0	95	0
	SB	12	0	7	0
Crouchley Lane/Beechtree Lane (between Mag Lane and B5159 West Lane)*	EB	0	0	0	0
	WB	0	0	0	0
Reddy Lane (between Millington Lane and A56 Lymm Road)	NB	30	0	7	0
	SB	6	0	14	0
A56 Lymm Road (between Bowdon Roundabout and Reddy Lane)	EB	681	5	261	2
	WB	254	5	648	3
A56 Lymm Road (between Reddy Lane and Agden Park Lane)	EB	651	5	253	2
	WB	249	4	634	3

** Some traffic movements may not be precisely reflected due to the simplified way in which the road network is represented in the strategic traffic models, however, this is not expected to change the conclusions of the assessment*

7.3.16 Table 8-3 of the main TA summarises the 2018 baseline Annual Average Daily Traffic (AADT) flows derived from the M6 junction 19 model for strategic, primary 'A' roads and local roads for the MA03 area. Table 8-3 below replaces Table 8-3 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 8-3: MA03 strategic and local road network 2018 AADT baseline flows (vehicles)

Location	Direction	AADT – all vehicles	AADT – HGV
	NB	17,329	854

Location	Direction	AADT – all vehicles	AADT – HGV
A556 Chester Road (between Plumley Moor Road and A5033 Northwich Road)	SB	19,013	1,049
B5391 Pickmere Lane (between Park Lane and Budworth Road)	EB	1,000	38
	WB	2,554	67
A537 Brook Street (between B5085 Mobberley Road and B5085 Hollow Lane)	EB	4,658	142
	WB	5,537	486
B5085 Mobberley Road (between A537 Chelford Road and B5085 Hollow Lane)	NB	2,857	15
	SB	7,450	40
A5033 Northwich Road (between A50 Manchester Road and B5083 Stanley Road)	EB	7,795	60
	WB	13,233	417
A556 Chester Road (between A5033 Northwich Road and B5391 Pickmere Lane)	NB	15,453	1,197
	SB	15,401	1,137
Tatton Street (between A50 King Edward Road and B5083 Garden Road)*	NB	0	0
	SB	2,993	0
B5083 Garden Road (between Tatton Street and A50 Manchester Road)*	EB	0	0
	WB	1,495	118
Tabley Road (between Ladies Mille and A50 Manchester Road)	EB	1,773	1
	WB	2,697	10
Budworth Road (between Old Hall Lane and B5391 Pickmere Lane)	EB	598	5
	WB	1,254	4
B5391 Pickmere Lane (between Budworth Road and A556 Chester Road)	EB	1,346	42
	WB	3,556	70
Budworth Road (between Cann Lane and Old Hall Lane)	EB	109	1
	WB	1,008	10
Tabley Road (between Sugar Pit Lane and Green Lane)	EB	800	0
	WB	844	2
Tabley Hill Lane (between A556 Chester Road and Green Lane)	EB	800	0
	WB	844	2
A556 (between M6 junction 19 and B5569 Old Hall Lane)	NB	26,705	2,099
	SB	25,890	1,781
Old Hall Lane (between Budworth Road and A556 northbound off-slip)	NB	40	9
	SB	65	5
A556 (between B5569 Old Hall Lane and A50 Knutsford Road)	NB	24,390	2,048
	SB	24,371	1,716
Old Hall Lane (between A556 southbound on-slip and B5569 Chester Road)	EB	2,357	59
	WB	1,589	67
Old Hall Lane (between A556 northbound off-slip and A556 southbound on-slip)*	EB	2,357	59
	WB	67	4
	NB	2,211	57

Location	Direction	AADT – all vehicles	AADT – HGV
B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)	SB	1,438	63
A50 Warrington Road (between A5034 Mereside Road and Clamhunger Lane)	EB	3,988	122
	WB	7,589	158
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	2,182	40
	SB	3,899	221
Clamhunger Lane (between A50 Warrington Road and A5034 Mereside Road)	NB	648	19
	SB	634	12
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	2,842	40
	SB	6,872	221
A50 Warrington Road (between Clamhunger Lane and B5569 Chester Road)	EB	4,636	142
	WB	8,224	170
Cann Lane/Whitley Lane/Rowley Bank Lane/Halliwell's Brow (between Budworth Road and A50 Warrington Road)	NB	1,984	17
	SB	2,908	96
A5034 Mereside Road (between Clamhunger Lane and Ciceley Mill Lane)*	NB	990	0
	SB	5,934	185
A50 Chester Road (between B5569 Chester Road (south) and B5569 Chester Road (north))	NB	9,560	201
	SB	5,210	178
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	NB	2,500	59
	SB	1,573	47
A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)	NB	9,755	224
	SB	4,743	150
A50 Knutsford Road (between A556 northbound on-slip and Hoo Green Lane)	NB	6,303	202
	SB	5,481	165
A556 (between A50 Knutsford Road and off-slip from B5569 Chester Road)	NB	28,572	2,092
	SB	24,371	1,716
Hulse Heath Lane (between A50 Knutsford Road and Bowden View Lane)	NB	179	0
	SB	324	0
A50 Knutsford Road/Warrington Road (between Hoo Green Lane and Wrenshot Lane)	EB	5,488	153
	WB	7,089	176
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	391	0
	SB	1,096	31
Hulse Heath Lane (between Bowden View Lane and Chapel Lane)*	NB	0	0
	SB	8	0
A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)	EB	5,485	149
	WB	7,087	174
B5569 Chester Road (between Chapel Lane and A556 southbound off-slip)	NB	321	0
	SB	6,539	215
	NB	2	2

Location	Direction	AADT – all vehicles	AADT – HGV
Wrenshot Lane (between A50 Warrington Road and Broadoak Lane)*	SB	4	4
A50 Warrington Road (between B5159 West Lane and Halliwell's Brow)	EB	8,244	245
	WB	8,925	189
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	NB	913	0
	SB	460	0
B5159 West Lane west (between A50 Warrington Road and B5159 West Lane east)	NB	588	7
	SB	1,795	71
A50 Warrington Road (between Swineyard Lane and B5159 West Lane)	EB	6,654	199
	WB	7,573	226
Chapel Lane/Peacock Lane (between Back Lane and Hulse Heath Lane)	EB	460	0
	WB	904	0
Swineyard Lane (between Heath Lane and A50 Warrington Road)	EB	1,465	23
	WB	1,609	29
B5159 West Lane (between B5159 West Lane east and Wrenshot Lane)	NB	3,735	42
	SB	3,972	124
Heath Lane (between Swineyard Lane and A50 Warrington Road)	NB	644	3
	SB	494	5
Wrenshot Lane (between B5159 West Lane and Broadoak Lane)*	EB	0	0
	WB	0	0
A50 Warrington Road (between Swineyard Lane and Mag Lane)	EB	5,239	177
	WB	6,013	197
Broadoak Lane (between Wrenshot Lane and Peacock Lane)*	NB	2	2
	SB	4	4
A50 Warrington Road (between Heath Lane and Mag Lane)	EB	5,231	169
	WB	5,638	182
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	NB	1,243	10
	SB	388	12
Peacock Lane (between Moss Lane and Back Lane)*	EB	182	12
	WB	592	10
A50 Cliff Lane/A50 Warrington Road (between M6 junction 20 and Heath Lane)	EB	5,725	174
	WB	6,281	186
B5159 West Lane (between Wrenshot Lane and Peacock Lane)	NB	5,297	54
	SB	2,855	52
Peacock Lane (between Broadoak Lane and B5159 West Lane)*	EB	590	8
	WB	178	8
Millington Lane (between Booth Bank Lane and Chester Road)	NB	395	0
	SB	190	0
	NB	375	15

Location	Direction	AADT – all vehicles	AADT – HGV
Mag Lane (between A50 Warrington Road and Crouchley Lane)*	SB	8	8
Boothbank Lane (between Agden Lane and Millington Lane)	EB	223	6
	WB	288	7
B5159 West Lane (between Peacock Lane and Beechtree Lane)	NB	4,962	45
	SB	2,932	44
Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)	NB	735	1
	SB	133	0
Crouchley Lane/Beechtree Lane (between Mag Lane and B5159 West Lane)*	EB	0	0
	WB	0	0
Reddy Lane (between Millington Lane and A56 Lymm Road)	NB	256	4
	SB	132	6
A56 Lymm Road (between Bowdon Roundabout and Reddy Lane)	EB	6,495	47
	WB	6,198	56
A56 Lymm Road (between Reddy Lane and Agden Park Lane)	EB	6,239	43
	WB	6,066	50

** Some traffic movements may not be precisely reflected due to the simplified way in which the road network is represented in the strategic traffic models, however, this is not expected to change the conclusions of the assessment*

Future baseline traffic flows

7.3.17 Table 8-4, Table 8-5 and Table 8-6 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.

7.3.18 Since the main TA, the future baseline traffic forecasts have been updated to take account of the changes described in paragraphs 11.2.1 to 11.2.5. 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 8-4, Table 8-5 and Table 8-6 below, which replace Table 8-4, Table 8-5 and Table 8-6 of the main TA respectively and include the change from a 2046 to a 2051 final assessment year.

7.3.19 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 8-4: MA03 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 Chester Road (between Plumley Moor Road and A5033 Northwich Road)	NB	1,504	77	1,641	80	1,734	79
	SB	1,222	84	1,262	71	1,282	73
B5391 Pickmere Lane (between Park Lane and Budworth Road)	EB	97	4	106	5	114	5
	WB	38	5	40	5	68	5
A537 Brook Street (between B5085 Mobberley Road and B5085 Hollow Lane)	EB	340	17	327	19	320	14
	WB	392	10	422	7	476	8
B5085 Mobberley Road (between A537 Chelford Road and B5085 Hollow Lane)	NB	176	2	172	2	154	1
	SB	483	3	519	3	556	10
A5033 Northwich Road (between A50 Manchester Road and B5083 Stanley Road)	EB	479	5	473	8	472	8
	WB	992	11	1,012	9	1,080	10
A556 Chester Road (between A5033 Northwich Road and B5391 Pickmere Lane)	NB	1,421	81	1,517	82	1,595	81
	SB	1,201	86	1,223	76	1,235	76
Tatton Street (between A50 King Edward Road and B5083 Garden Road)*	NB	0	0	0	0	0	0
	SB	269	2	283	2	342	2
B5083 Garden Road (between Tatton Street and A50 Manchester Road)*	EB	0	0	0	0	0	0
	WB	107	6	135	6	160	6
Tabley Road (between Ladies Mille and A50 Manchester Road)	EB	99	0	106	0	116	0
	WB	196	0	196	0	196	0
Budworth Road (between Old Hall Lane and B5391 Pickmere Lane)	EB	57	0	61	0	57	0
	WB	45	0	44	0	51	4
B5391 Pickmere Lane (between Budworth Road and A556 Chester Road)	EB	131	5	138	5	134	0
	WB	61	5	54	5	82	5
Budworth Road (between Cann Lane and Old Hall Lane)	EB	15	0	16	0	11	0
	WB	22	0	21	0	28	0
Tabley Road (between Sugar Pit Lane and Green Lane)*	EB	77	0	71	0	80	0
	WB	5	0	3	0	3	0
Tabley Hill Lane (between A556 Chester Road and Green Lane)*	EB	77	0	71	0	80	0
	WB	5	0	3	0	3	0
A556 (between M6 junction 19 and B5569 Old Hall Lane)	NB	2,884	221	3,003	219	3,080	208
	SB	2,400	190	2,518	194	2,682	195
	NB	13	1	13	1	22	6

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
Old Hall Lane (between Budworth Road and A556 northbound off-slip)*	SB	4	0	4	0	11	0
A556 (between B5569 Old Hall Lane and A50 Knutsford Road)	NB	2,608	215	2,746	213	2,821	203
	SB	2,252	180	2,369	184	2,543	185
Old Hall Lane (between A556 southbound on-slip and B5569 Chester Road)	EB	289	7	270	7	283	11
	WB	151	10	153	10	151	10
Old Hall Lane (between A556 northbound off-slip and A556 southbound on-slip)*	EB	289	7	270	7	283	11
	WB	4	0	4	0	12	0
B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)	NB	268	7	248	7	262	11
	SB	143	10	145	10	143	10
A50 Warrington Road (between A5034 Mereside Road and Clamhunger Lane)	EB	348	14	405	15	441	11
	WB	373	8	413	7	460	8
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	118	2	127	2	128	2
	SB	271	6	242	6	199	6
Clamhunger Lane (between A50 Warrington Road and A5034 Mereside Road)	NB	139	4	131	4	140	4
	SB	58	2	60	2	64	2
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	143	2	153	2	154	2
	SB	541	8	525	8	539	8
A50 Warrington Road (between Clamhunger Lane and B5569 Chester Road)	EB	488	19	536	19	581	15
	WB	432	10	473	10	525	10
Cann Lane/Whitley Lane/Rowley Bank Lane/Halliwell's Brow (between Budworth Road and A50 Warrington Road)	NB	123	2	134	2	140	3
	SB	130	9	169	9	224	9
A5034 Mereside Road (between Clamhunger Lane and Ciceley Mill Lane)*	NB	25	0	26	0	27	0
	SB	514	7	496	7	510	7
A50 Chester Road (between B5569 Chester Road (south) and B5569 Chester Road (north))	NB	542	11	582	11	635	15
	SB	474	23	541	23	573	19
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	NB	257	6	258	6	267	6
	SB	85	3	88	3	93	3
A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)	NB	467	14	507	13	562	18
	SB	440	19	505	19	539	15
	NB	278	11	312	10	348	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
A50 Knutsford Road (between A556 northbound on-slip and Hoo Green Lane)	SB	473	21	535	21	567	16
A556 (between A50 Knutsford Road and off-slip from B5569 Chester Road)	NB	2,830	221	2,969	219	3,061	211
	SB	2,252	180	2,369	184	2,543	185
Hulse Heath Lane (between A50 Knutsford Road and Bowden View Lane)	NB	11	0	11	0	12	0
	SB	8	0	8	0	8	0
A50 Knutsford Road/Warrington Road (between Hoo Green Lane and Wrenshot Lane)	EB	502	20	562	19	594	14
	WB	255	7	286	7	320	7
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	48	0	48	0	48	0
	SB	77	4	79	4	78	4
Hulse Heath Lane (between Bowden View Lane and Chapel Lane)*	NB	0	0	0	0	0	0
	SB	0	0	0	0	0	0
A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)	EB	502	19	562	19	594	14
	WB	255	7	286	7	320	7
B5569 Chester Road (between Chapel Lane and A556 southbound off-slip)	NB	27	0	27	0	28	0
	SB	540	12	523	11	533	11
Wrenshot Lane (between A50 Warrington Road and Broadoak Lane)*	NB	0	0	0	0	0	0
	SB	0	0	0	0	0	0
A50 Warrington Road (between B5159 West Lane and Halliwell's Brow)	EB	627	28	726	28	811	23
	WB	373	9	415	8	454	10
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	NB	31	0	32	0	32	0
	SB	50	0	51	0	54	0
B5159 West Lane west (between A50 Warrington Road and B5159 West Lane east)	NB	72	0	71	0	69	0
	SB	114	3	97	2	92	3
A50 Warrington Road (between Swineyard Lane and B5159 West Lane)	EB	494	23	550	23	564	17
	WB	301	9	333	8	365	10
Chapel Lane/Peacock Lane (between Back Lane and Hulse Heath Lane)	EB	50	0	51	0	54	0
	WB	31	0	31	0	32	0
Swineyard Lane (between Heath Lane and A50 Warrington Road)	EB	92	2	105	2	111	0
	WB	70	2	50	2	48	3
B5159 West Lane (between B5159 West Lane east and Wrenshot Lane)	NB	257	3	249	3	249	3
	SB	318	8	344	8	408	8
	NB	62	0	66	0	70	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
Heath Lane (between Swineyard Lane and A50 Warrington Road)	SB	32	0	56	0	71	0
Wrenshot Lane (between B5159 West Lane and Broadoak Lane)*	EB	0	0	0	0	0	0
	WB	0	0	0	0	0	0
A50 Warrington Road (between Swineyard Lane and Mag Lane)	EB	404	21	447	21	456	17
	WB	233	6	285	6	319	7
Broadoak Lane (between Wrenshot Lane and Peacock Lane)*	NB	0	0	0	0	0	0
	SB	0	0	0	0	0	0
A50 Warrington Road (between Heath Lane and Mag Lane)	EB	404	21	447	21	455	16
	WB	216	6	267	6	299	7
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	NB	75	0	75	0	76	1
	SB	39	1	40	1	41	1
Peacock Lane (between Moss Lane and Back Lane)*	EB	72	0	72	0	75	1
	WB	16	1	17	1	17	1
A50 Cliff Lane/A50 Warrington Road (between M6 junction 20 and Heath Lane)	EB	436	21	503	21	527	17
	WB	278	6	332	6	369	9
B5159 West Lane (between Wrenshot Lane and Peacock Lane)	NB	369	4	360	4	364	4
	SB	252	6	274	6	334	6
Peacock Lane (between Broadoak Lane and B5159 West Lane)*	EB	71	0	72	0	75	0
	WB	16	0	16	1	17	1
Millington Lane (between Booth Bank Lane and Chester Road)	NB	31	0	29	0	34	0
	SB	11	0	12	0	13	0
Mag Lane (between A50 Warrington Road and Crouchley Lane)*	NB	17	0	18	0	20	0
	SB	0	0	0	0	0	0
Boothbank Lane (between Agden Lane and Millington Lane)	EB	25	0	26	0	29	0
	WB	19	0	17	0	22	0
B5159 West Lane (between Peacock Lane and Beechtree Lane)	NB	325	4	317	4	320	4
	SB	265	5	286	5	348	5
Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)	NB	17	0	14	0	18	0
	SB	12	0	14	0	16	0
Crouchley Lane/Beechtree Lane (between Mag Lane and B5159 West Lane)*	EB	0	0	0	0	0	0
	WB	0	0	0	0	0	0
Reddy Lane (between Millington Lane and A56 Lymm Road)	NB	30	0	30	0	31	0
	SB	7	1	7	1	6	0
	EB	691	5	680	5	650	5

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
A56 Lymm Road (between Bowdon Roundabout and Reddy Lane)	WB	236	4	195	4	185	4
A56 Lymm Road (between Reddy Lane and Agden Park Lane)	EB	661	5	650	5	619	5
	WB	229	4	188	4	179	4

** Some traffic movements may not be precisely reflected due to the simplified way in which the road network is represented in the strategic traffic models, however, this is not expected to change the conclusions of the assessment*

Table 8-5: MA03 strategic and local road network future baseline flows PM peak hour 17:00–18:00

Location	Direction	PM peak hour 2030 – all vehicles	PM peak hour 2030 – HGV	PM peak hour 2038 – all vehicles	PM peak hour 2038 – HGV	PM peak hour 2051 – all vehicles	PM peak hour 2051 – HGV
A556 Chester Road (between Plumley Moor Road and A5033 Northwich Road)	NB	1,288	42	1,429	47	1,491	49
	SB	1,466	49	1,462	44	1,476	37
B5391 Pickmere Lane (between Park Lane and Budworth Road)	EB	43	1	42	1	57	1
	WB	264	5	261	5	311	5
A537 Brook Street (between B5085 Mobberley Road and B5085 Hollow Lane)	EB	249	10	208	9	209	11
	WB	488	9	498	12	518	9
B5085 Mobberley Road (between A537 Chelford Road and B5085 Hollow Lane)	NB	255	0	260	0	204	0
	SB	680	2	714	3	679	3
A5033 Northwich Road (between A50 Manchester Road and B5083 Stanley Road)	EB	619	6	805	11	854	13
	WB	960	6	960	8	969	6
A556 Chester Road (between A5033 Northwich Road and B5391 Pickmere Lane)	NB	1,112	45	1,241	51	1,310	51
	SB	871	60	1,009	59	989	53
Tatton Street (between A50 King Edward Road and B5083 Garden Road)*	NB	0	0	57	0	142	0
	SB	75	0	14	0	77	0
B5083 Garden Road (between Tatton Street and A50 Manchester Road)*	EB	0	0	0	0	0	0
	WB	115	4	129	4	119	4
Tabley Road (between Ladies Mille and A50 Manchester Road)	EB	162	0	164	0	169	0
	WB	195	0	155	0	156	0
Budworth Road (between Old Hall Lane and B5391 Pickmere Lane)	EB	55	0	56	0	64	1
	WB	124	0	149	0	182	1
	EB	77	1	79	1	87	1

Location	Direction	PM peak hour 2030 – all vehicles	PM peak hour 2030 – HGV	PM peak hour 2038 – all vehicles	PM peak hour 2038 – HGV	PM peak hour 2051 – all vehicles	PM peak hour 2051 – HGV
B5391 Pickmere Lane (between Budworth Road and A556 Chester Road)	WB	367	5	391	5	460	4
Budworth Road (between Cann Lane and Old Hall Lane)	EB	13	0	16	0	18	0
	WB	106	1	131	1	179	1
Tabley Road (between Sugar Pit Lane and Green Lane)*	EB	1	0	2	0	2	0
	WB	110	0	163	0	193	0
Tabley Hill Lane (between A556 Chester Road and Green Lane)	EB	1	0	2	0	2	0
	WB	110	0	163	0	193	0
A556 (between M6 junction 19 and B5569 Old Hall Lane)	NB	2,875	90	2,980	89	3,085	84
	SB	2,725	101	3,030	104	3,103	86
Old Hall Lane (between Budworth Road and A556 northbound off-slip)*	NB	3	0	5	0	7	1
	SB	19	1	17	0	34	1
A556 (between B5569 Old Hall Lane and A50 Knutsford Road)	NB	2,729	87	2,860	85	3,018	81
	SB	2,585	99	2,672	98	2,779	81
Old Hall Lane (between A556 southbound on-slip and B5569 Chester Road)	EB	151	4	128	4	79	4
	WB	161	3	379	6	363	6
Old Hall Lane (between A556 northbound off-slip and A556 southbound on-slip)*	EB	151	4	128	4	79	4
	WB	21	1	19	0	39	1
B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)	NB	153	4	129	4	81	4
	SB	145	3	342	5	177	4
A50 Warrington Road (between A5034 Mereside Road and Clamhunger Lane)	EB	273	7	91	1	79	1
	WB	737	8	877	8	722	7
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	239	2	114	2	138	3
	SB	274	1	405	1	408	9
Clamhunger Lane (between A50 Warrington Road and A5034 Mereside Road)	NB	33	0	18	0	17	0
	SB	82	1	105	1	137	2
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	316	2	234	2	348	2
	SB	346	1	415	1	474	9
A50 Warrington Road (between Clamhunger Lane and B5569 Chester Road)	EB	306	7	110	1	96	1
	WB	819	8	981	9	859	9
Cann Lane/Whitley Lane/Rowley Bank Lane/Halliwell's Brow (between	NB	151	0	146	0	171	0
	SB	232	4	268	8	305	17

Location	Direction	PM peak hour 2030 – all vehicles	PM peak hour 2030 – HGV	PM peak hour 2038 – all vehicles	PM peak hour 2038 – HGV	PM peak hour 2051 – all vehicles	PM peak hour 2051 – HGV
Budworth Road and A50 Warrington Road)							
A5034 Mereside Road (between Clamhunger Lane and Ciceley Mill Lane)*	NB	190	0	127	0	197	0
	SB	232	0	293	0	313	8
A50 Chester Road (between B5569 Chester Road (south) and B5569 Chester Road (north))	NB	894	11	858	9	823	10
	SB	384	9	212	3	186	2
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	NB	158	3	125	3	168	3
	SB	197	1	227	2	299	3
A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)	NB	989	12	917	10	893	11
	SB	339	8	176	2	165	1
A50 Knutsford Road (between A556 northbound on-slip and Hoo Green Lane)	NB	649	11	519	9	426	9
	SB	383	8	207	2	201	1
A556 (between A50 Knutsford Road and off-slip from B5569 Chester Road)	NB	3,110	89	3,287	88	3,519	85
	SB	2,585	99	2,672	98	2,779	81
Hulse Heath Lane (between A50 Knutsford Road and Bowden View Lane)	NB	16	0	17	0	18	0
	SB	41	0	43	0	45	0
A50 Knutsford Road/Warrington Road (between Hoo Green Lane and Wrenshot Lane)	EB	348	8	148	2	143	1
	WB	788	11	641	9	560	9
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	17	0	51	0	59	0
	SB	88	1	74	0	72	0
Hulse Heath Lane (between Bowden View Lane and Chapel Lane)*	NB	0	0	0	0	0	0
	SB	1	0	0	0	0	0
A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)	EB	347	8	148	2	143	1
	WB	788	11	641	8	560	9
B5569 Chester Road (between Chapel Lane and A556 southbound off-slip)	NB	21	0	20	0	21	0
	SB	297	1	307	1	309	8
Wrenshot Lane (between A50 Warrington Road and Broadoak Lane)*	NB	0	0	0	0	0	0
	SB	0	0	0	0	0	0
A50 Warrington Road (between B5159 West Lane and Halliwell's Brow)	EB	566	12	392	10	422	18
	WB	926	11	764	8	705	9
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	NB	181	0	124	0	194	0
	SB	19	0	34	0	43	0

Location	Direction	PM peak hour 2030 – all vehicles	PM peak hour 2030 – HGV	PM peak hour 2038 – all vehicles	PM peak hour 2038 – HGV	PM peak hour 2051 – all vehicles	PM peak hour 2051 – HGV
B5159 West Lane west (between A50 Warrington Road and B5159 West Lane east)	NB	20	1	24	1	24	1
	SB	148	8	113	7	101	8
A50 Warrington Road (between Swineyard Lane and B5159 West Lane)	EB	413	10	244	8	288	16
	WB	806	16	575	13	562	13
Chapel Lane/Peacock Lane (between Back Lane and Hulse Heath Lane)	EB	19	0	34	0	43	0
	WB	180	0	124	0	194	0
Swineyard Lane (between Heath Lane and A50 Warrington Road)	EB	92	1	59	0	75	0
	WB	191	2	170	3	150	3
B5159 West Lane (between B5159 West Lane east and Wrenshot Lane)	NB	288	3	326	3	268	3
	SB	320	10	285	10	258	10
Heath Lane (between Swineyard Lane and A50 Warrington Road)	NB	57	0	68	0	88	0
	SB	37	0	62	0	66	0
Wrenshot Lane (between B5159 West Lane and Broadoak Lane)*	EB	0	0	0	0	0	0
	WB	0	0	0	0	0	0
A50 Warrington Road (between Swineyard Lane and Mag Lane)	EB	327	9	189	8	219	16
	WB	621	15	409	10	417	10
Broadoak Lane (between Wrenshot Lane and Peacock Lane)*	NB	0	0	0	0	0	0
	SB	0	0	0	0	0	0
A50 Warrington Road (between Heath Lane and Mag Lane)	EB	327	9	189	8	219	16
	WB	605	13	359	8	381	8
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	NB	186	1	131	1	202	1
	SB	20	1	21	1	22	1
Peacock Lane (between Moss Lane and Back Lane)*	EB	17	1	33	1	40	1
	WB	12	1	12	1	13	1
A50 Cliff Lane/A50 Warrington Road (between M6 junction 20 and Heath Lane)	EB	365	10	251	8	285	16
	WB	662	13	427	8	469	8
B5159 West Lane (between Wrenshot Lane and Peacock Lane)	NB	407	3	458	4	409	4
	SB	215	2	182	2	146	2
Peacock Lane (between Broadoak Lane and B5159 West Lane)*	EB	16	1	32	1	40	1
	WB	11	1	12	1	13	1
Millington Lane (between Booth Bank Lane and Chester Road)	NB	61	0	76	0	119	0
	SB	17	0	18	0	20	0
Mag Lane (between A50 Warrington Road and Crouchley Lane)*	NB	15	2	50	2	36	2
	SB	0	0	0	0	0	0

Location	Direction	PM peak hour 2030 – all vehicles	PM peak hour 2030 – HGV	PM peak hour 2038 – all vehicles	PM peak hour 2038 – HGV	PM peak hour 2051 – all vehicles	PM peak hour 2051 – HGV
Boothbank Lane (between Agden Lane and Millington Lane)	EB	8	1	8	1	10	1
	WB	59	1	74	0	121	0
B5159 West Lane (between Peacock Lane and Beechtree Lane)	NB	400	3	450	3	402	3
	SB	214	1	196	1	167	1
Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)	NB	204	0	164	0	282	0
	SB	7	0	6	0	7	0
Crouchley Lane/Beechtree Lane (between Mag Lane and B5159 West Lane)*	EB	0	0	0	0	0	0
	WB	0	0	0	0	11	0
Reddy Lane (between Millington Lane and A56 Lymm Road)	NB	8	0	9	0	10	0
	SB	13	0	13	0	16	0
A56 Lymm Road (between Bowdon Roundabout and Reddy Lane)	EB	298	2	308	2	334	2
	WB	605	3	566	3	542	3
A56 Lymm Road (between Reddy Lane and Agden Park Lane)	EB	290	2	299	2	325	2
	WB	592	3	553	3	526	3

** Some traffic movements may not be precisely reflected due to the simplified way in which the road network is represented in the strategic traffic models, however, this is not expected to change the conclusions of the assessment*

Table 8-6: MA03 strategic and local road network future baseline flows AADT

Location	Direction	AADT 2030	AADT 2038	AADT 2051
A556 Chester Road (between Plumley Moor Road and A5033 Northwich Road)	NB	19,229	21,140	22,212
	SB	18,499	18,751	18,986
B5391 Pickmere Lane (between Park Lane and Budworth Road)	EB	961	1,022	1,172
	WB	2,071	2,064	2,606
A537 Brook Street (between B5085 Mobberley Road and B5085 Hollow Lane)	EB	4,058	3,691	3,644
	WB	6,053	6,329	6,846
B5085 Mobberley Road (between A537 Chelford Road and B5085 Hollow Lane)	NB	2,962	2,970	2,469
	SB	8,002	8,483	8,501
A5033 Northwich Road (between A50 Manchester Road and B5083 Stanley Road)	EB	7,556	8,791	9,124
	WB	13,442	13,579	14,113
A556 Chester Road (between A5033 Northwich Road and B5391 Pickmere Lane)	NB	17,453	18,994	20,008
	SB	14,278	15,374	15,321
Tatton Street (between A50 King Edward Road and B5083 Garden Road)*	NB	1	389	977
	SB	2,376	2,051	2,889
B5083 Garden Road (between Tatton Street and A50 Manchester Road)*	EB	0	0	0
	WB	1,527	1,813	1,921

Location	Direction	AADT 2030	AADT 2038	AADT 2051
Tabley Road (between Ladies Mille and A50 Manchester Road)	EB	1,798	1,862	1,957
	WB	2,691	2,417	2,425
Budworth Road (between Old Hall Lane and B5391 Pickmere Lane)	EB	769	807	830
	WB	1,161	1,327	1,600
B5391 Pickmere Lane (between Budworth Road and A556 Chester Road)	EB	1,433	1,494	1,522
	WB	2,936	3,057	3,724
Budworth Road (between Cann Lane and Old Hall Lane)	EB	194	221	197
	WB	883	1,045	1,417
Tabley Road (between Sugar Pit Lane and Green Lane)*	EB	544	508	562
	WB	790	1,139	1,341
Tabley Hill Lane (between A556 Chester Road and Green Lane)*	EB	544	508	562
	WB	791	1,139	1,341
A556 (between M6 junction 19 and B5569 Old Hall Lane)	NB	39,657	41,198	42,453
	SB	35,275	38,189	39,817
Old Hall Lane (between Budworth Road and A556 northbound off-slip)*	NB	107	122	199
	SB	155	141	310
A556 (between B5569 Old Hall Lane and A50 Knutsford Road)	NB	36,744	38,598	40,197
	SB	33,302	34,703	36,635
Old Hall Lane (between A556 southbound on-slip and B5569 Chester Road)	EB	3,040	2,740	2,498
	WB	2,150	3,651	3,537
Old Hall Lane (between A556 northbound off-slip and A556 southbound on-slip)*	EB	3,040	2,740	2,498
	WB	174	158	350
B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)	NB	2,900	2,602	2,362
	SB	1,988	3,346	2,204
A50 Warrington Road (between A5034 Mereside Road and Clamhunger Lane)	EB	4,281	3,425	3,585
	WB	7,634	8,868	8,137
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	2,454	1,661	1,834
	SB	3,758	4,446	4,169
Clamhunger Lane (between A50 Warrington Road and A5034 Mereside Road)	NB	1,187	1,031	1,090
	SB	968	1,133	1,386
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	3,154	2,661	3,447
	SB	6,109	6,475	6,976
A50 Warrington Road (between Clamhunger Lane and B5569 Chester Road)	EB	5,468	4,456	4,674
	WB	8,601	10,002	9,523
Cann Lane/Whitley Lane/Rowley Bank Lane/Halliwell's Brow (between Budworth Road and A50 Warrington Road)	NB	1,885	1,930	2,136
	SB	2,490	3,005	3,640
A5034 Mereside Road (between Clamhunger Lane and Ciceley Mill Lane)*	NB	1,479	1,051	1,543
	SB	5,140	5,439	5,670
	NB	9,883	9,906	10,033

Location	Direction	AADT 2030	AADT 2038	AADT 2051
A50 Chester Road (between B5569 Chester Road (south) and B5569 Chester Road (north))	SB	5,914	5,199	5,240
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	NB	2,862	2,642	2,993
	SB	1,936	2,168	2,692
A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)	NB	10,011	9,794	10,005
	SB	5,370	4,698	4,853
A50 Knutsford Road (between A556 northbound on-slip and Hoo Green Lane)	NB	6,373	5,717	5,334
	SB	5,897	5,116	5,301
A556 (between A50 Knutsford Road and off-slip from B5569 Chester Road)	NB	40,895	43,073	45,295
	SB	33,302	34,703	36,635
Hulse Heath Lane (between A50 Knutsford Road and Bowden View Lane)	NB	185	193	204
	SB	336	346	365
A50 Knutsford Road/Warrington Road (between Hoo Green Lane and Wrenshot Lane)	EB	5,857	4,905	5,086
	WB	7,166	6,377	6,055
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	452	683	735
	SB	1,138	1,053	1,035
Hulse Heath Lane (between Bowden View Lane and Chapel Lane)*	NB	0	0	0
	SB	6	3	2
A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)	EB	5,852	4,902	5,084
	WB	7,164	6,375	6,053
B5569 Chester Road (between Chapel Lane and A556 southbound off-slip)	NB	329	328	338
	SB	5,765	5,725	5,803
Wrenshot Lane (between A50 Warrington Road and Broadoak Lane)*	NB	2	2	2
	SB	5	3	2
A50 Warrington Road (between B5159 West Lane and Halliwell's Brow)	EB	8,215	7,707	8,501
	WB	8,924	8,108	7,969
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	NB	1,456	1,068	1,555
	SB	475	588	666
B5159 West Lane west (between A50 Warrington Road and B5159 West Lane east)	NB	632	650	639
	SB	1,803	1,442	1,328
A50 Warrington Road (between Swineyard Lane and B5159 West Lane)	EB	6,253	5,475	5,878
	WB	7,604	6,248	6,375
Chapel Lane/Peacock Lane (between Back Lane and Hulse Heath Lane)	EB	475	588	666
	WB	1,450	1,065	1,554
Swineyard Lane (between Heath Lane and A50 Warrington Road)	EB	1,266	1,129	1,281
	WB	1,789	1,512	1,361
B5159 West Lane (between B5159 West Lane east and Wrenshot Lane)	NB	3,756	3,954	3,563
	SB	4,398	4,327	4,594
	NB	815	920	1,093

Location	Direction	AADT 2030	AADT 2038	AADT 2051
Heath Lane (between Swineyard Lane and A50 Warrington Road)	SB	479	812	945
Wrenshot Lane (between B5159 West Lane and Broadoak Lane)*	EB	0	0	0
	WB	0	0	0
A50 Warrington Road (between Swineyard Lane and Mag Lane)	EB	5,039	4,385	4,653
	WB	5,865	4,774	5,069
Broadoak Lane (between Wrenshot Lane and Peacock Lane)*	NB	2	2	2
	SB	5	3	2
A50 Warrington Road (between Heath Lane and Mag Lane)	EB	5,037	4,384	4,650
	WB	5,645	4,304	4,677
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	NB	1,797	1,418	1,910
	SB	404	418	435
Peacock Lane (between Moss Lane and Back Lane)*	EB	608	721	794
	WB	190	197	207
A50 Cliff Lane/A50 Warrington Road (between M6 junction 20 and Heath Lane)	EB	5,515	5,195	5,596
	WB	6,459	5,224	5,769
B5159 West Lane (between Wrenshot Lane and Peacock Lane)	NB	5,339	5,630	5,321
	SB	3,220	3,148	3,311
Peacock Lane (between Broadoak Lane and B5159 West Lane)*	EB	606	719	793
	WB	185	195	205
Millington Lane (between Booth Bank Lane and Chester Road)	NB	633	721	1,049
	SB	193	204	228
Mag Lane (between A50 Warrington Road and Crouchley Lane)*	NB	221	470	392
	SB	2	1	2
Boothbank Lane (between Agden Lane and Millington Lane)	EB	226	238	264
	WB	535	630	982
B5159 West Lane (between Peacock Lane and Beechtree Lane)	NB	4,995	5,279	4,969
	SB	3,297	3,321	3,546
Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)	NB	1,518	1,221	2,054
	SB	129	136	158
Crouchley Lane/Beechtree Lane (between Mag Lane and B5159 West Lane)*	EB	0	0	0
	WB	0	1	75
Reddy Lane (between Millington Lane and A56 Lymm Road)	NB	262	269	282
	SB	137	135	154
A56 Lymm Road (between Bowdon Roundabout and Reddy Lane)	EB	6,822	6,813	6,788
	WB	5,784	5,227	4,997
A56 Lymm Road (between Reddy Lane and Agden Park Lane)	EB	6,560	6,543	6,505
	WB	5,647	5,092	4,843

** Some traffic movements may not be precisely reflected due to the simplified way in which the road network is represented in the strategic traffic models, however, this is not expected to change the conclusions of the assessment*

Junction operation

7.3.20 Junction operation is reported in Section 8.4 of the main TA.

7.3.21 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.

7.3.22 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.

7.3.23 The results are presented in the same order as presented in the main TA with the exception of A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane which now follows results for M6 junction 19/A556 Chester Road/A556. Junctions that were not modelled in the main TA are provided at the end of the junction performance section from the M56 junction 10 (Table 8-56.1) onwards.

7.3.24 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 19/A556 Chester Road/A556 and A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane

7.3.25 The assessment of M6 Junction 19 and the nearby junction of A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane have been assessed as part of a combined network using LinSig software with results for each junction presented separately. The assessment of the existing baseline is based on the highway layout before recent changes promoted by National Highways and Cheshire East Council (CEC), described in Section 8.1 of the main TA. The assessment of the future baseline is based on the highway layout following completion of the improvement schemes.

M6 junction 19/A556 Chester Road/A556

7.3.26 Table 8-7 of the main TA summarises the operation of the junction for the 2020 existing baseline AM and PM peak hours. Table 8-7 below replaces Table 8-7 of the main TA.

Table 8-7: 2020 baseline performance at the M6 junction 19/A556 Chester Road/A556 junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2020 AM peak hour (08:00–09:00) baseline results		
M6 junction 19 southbound off-slip (nearside) (left)	339	92%	14
M6 junction 19 southbound off-slip (offside) (left)	401	93%	15
A556 (north) (left)	1,011	52%	1
A556 (north) (ahead and left)	555	67%	5
A556 (north) (ahead)	382	52%	4
M6 junction 19 northbound off-slip (nearside) (ahead)	752	99%	31
M6 junction 19 northbound off-slip (offside) (ahead)	717	95%	24
A556 Chester Road (ahead and left)	1,006	76%	11
A556 Chester Road (ahead)	482	53%	9
	2020 PM peak hour (17:00–18:00) baseline results		
M6 junction 19 southbound off-slip (nearside) (left)	301	70%	8
M6 junction 19 southbound off-slip (offside) (left)	316	73%	9
A556 (north) (left)	1,328	68%	1
A556 (north) (ahead and left)	619	72%	5
A556 (north) (ahead)	529	68%	6
M6 junction 19 northbound off-slip (nearside) (ahead)	680	90%	20
M6 junction 19 northbound off-slip (offside) (ahead)	672	89%	19
A556 Chester Road (ahead and left)	778	59%	7
A556 Chester Road (ahead)	422	48%	8

7.3.27 The conclusions drawn in paragraph 8.4.14 of the main TA are replaced by:

"The assessment shows that the junction operates close to capacity in the 2020 baseline with a maximum DoS of 99% on the M6 junction 19 northbound off-slip (nearside) (ahead) approach in the AM peak hour with an associated queue length of 31 PCU. In the PM peak hour, the maximum DoS of 90% is on the M6 junction 19 northbound off-slip (nearside) (ahead) approach with an associated queue length of 20 PCU."

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

Table 8-8: Future baseline performance at M6 junction 19/A556 Chester Road/A556 junction

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	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 19 southbound off-slip (left and right)	339	29%	4	291	26%	3	273	26%	3
M6 junction 19 southbound off-slip (right)	336	29%	4	312	27%	4	292	27%	4
A556 (north) (left)	1,621	83%	2	1676	86%	3	1736	89%	4

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
A556 (north) (ahead and left)	663	67%	1	718	72%	1	778	78%	2
A556 (north) (ahead)	420	42%	0	441	44%	0	491	49%	1
M6 junction 19 northbound off-slip (ahead and right)	1,043	85%	21	1058	87%	22	1124	96%	32
M6 junction 19 northbound off-slip (right)	1,194	98%	38	1200	99%	39	1164	100%	41
A556 Chester Road (ahead and left)	903	58%	4	951	61%	2	982	63%	2
A556 Chester Road (ahead)	780	55%	4	843	60%	2	883	63%	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)**		
M6 junction 19 southbound off-slip (left and right)	300	37%	5	310	43%	5	365	38%	5
M6 junction 19 southbound off-slip (right)	56	7%	1	137	19%	2	19	2%	0
A556 (north) (left)	1,703	87%	3	1736	89%	4	1775	91%	5
A556 (north) (ahead and left)	738	75%	2	771	78%	2	809	82%	2
A556 (north) (ahead)	424	43%	0	660	67%	1	636	64%	1
M6 junction 19 northbound off-slip (ahead and right)	1,139	91%	26	1154	95%	30	1153	99%	38
M6 junction 19 northbound off-slip (right)	1,162	95%	32	1148	96%	33	1146	100%	43
A556 Chester Road (ahead and left)	641	41%	1	710	46%	1	744	48%	1
A556 Chester Road (ahead)	588	42%	1	661	47%	1	716	51%	1

7.3.29 The conclusions drawn in paragraph 8.4.16 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 DoS of 98% on the M6 junction 19 northbound off-slip (right) approach in the AM peak hour with an associated queue length of 38 PCU. In the PM peak hour, the maximum DoS of 95% is on the M6 junction 19 northbound off-slip (right) approach with an associated queue length of 32 PCU.

The assessment shows that this junction operates close to capacity in the 2038 future baseline with a maximum DoS of 99% on the M6 junction 19 northbound off-slip (right) approach in the AM peak hour with an associated queue length of 39 PCU. In the PM peak hour, the maximum DoS of 96% is on the M6 junction 19 northbound off-slip (right) approach with an associated queue length of 33 PCU.

This junction operates over capacity in the 2051 future baseline with a maximum DoS of 100% on the M6 junction 19 northbound off-slip (right) approach in the AM peak hour with an associated queue length of 41 PCU. In the PM peak hour, the maximum DoS of 100% is

on the M6 junction 19 northbound off-slip (right) approach with an associated queue length of 43 PCU."

A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane

7.3.30 Table 8-37 of the main TA summarises the operation of the junction for the 2020 existing baseline AM and PM peak hours. Table 8-37 below replaces Table 8-37 of the main TA.

Table 8-37: 2020 baseline performance at A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2020 AM peak hour (08:00–09:00) baseline results		
A556 Chester Road (north) (left and ahead)	833	43%	0
A556 Chester Road (north) (ahead)	797	41%	0
A556 Chester Road (north) (right)	101	21%	0
Tabley Hill Lane (left)	55	6%	0
A556 Chester Road (south) (left and ahead)	953	49%	1
A556 Chester Road (south) (ahead)	401	21%	0
B5391 Pickmere Lane (left)	147	24%	0
	2020 PM peak hour (17:00–18:00) baseline results		
A556 Chester Road (north) (left and ahead)	904	46%	0
A556 Chester Road (north) (ahead)	854	44%	0
A556 Chester Road (north) (right)	202	41%	2
Tabley Hill Lane (left)	119	14%	0
A556 Chester Road (south) (left and ahead)	765	39%	0
A556 Chester Road (south) (ahead)	360	19%	0
B5391 Pickmere Lane (left)	92	14%	0

7.3.31 The conclusions drawn in paragraph 8.4.87 of the main TA remain unchanged.

7.3.32 Table 8-38 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-38 below replaces Table 8-38 of the main TA.

Table 8-38: Future baseline performance at A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane junction

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	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) (left and ahead)	708	58%	6	722	59%	6	739	61%	5
A556 Chester Road (north) (ahead and right)	757	60%	6	756	60%	6	783	62%	4
Tabley Hill Lane (left and ahead)	5	3%	0	2	1%	0	2	1%	0

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
A556 Chester Road (south) (left and ahead)	801	69%	13	834	71%	14	868	74%	15
A556 Chester Road (south) (ahead)	762	65%	12	827	71%	14	873	75%	15
B5391 Pickmere Lane (left)	138	34%	2	146	37%	2	137	36%	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)**		
A556 Chester Road (north) (left and ahead)	765	64%	7	783	66%	5	900	77%	10
A556 Chester Road (north) (ahead and right)	444	69%	3	536	73%	4	443	79%	6
Tabley Hill Lane (left and ahead)	113	58%	3	163	74%	5	192	79%	6
A556 Chester Road (south) (left and ahead)	609	66%	11	671	69%	12	695	75%	14
A556 Chester Road (south) (ahead)	557	60%	10	629	65%	11	683	74%	14
B5391 Pickmere Lane (left)	76	16%	1	82	18%	1	87	19%	1

7.3.33 The conclusions drawn in paragraphs 8.4.90 to 8.4.92 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 DoS of 75% on the A556 Chester Road (south) (ahead) approach in the AM peak hour with an associated queue length of 15 PCU. In the PM peak hour, the maximum DoS of 79% is on the A556 Chester Road (north) (ahead and right) and Tabley Hill Lane (left and ahead) approaches with an associated queue length of six PCU respectively."

M6 junction 20/A50 Cliff Lane/B5158 Cherry Lane

7.3.34 Table 8-9 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-9 below replaces Table 8-9 of the main TA.

Table 8-9: 2018 baseline performance at M6 junction 20/A50 Cliff Lane/B5158 Cherry Lane junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
M6 southbound off-slip (nearside) (left and ahead)	642	74%	1
M6 southbound off-slip (offside) (ahead)	392	64%	4
B5158 Cherry Lane (nearside) (ahead)	148	21%	0
B5158 Cherry Lane (offside) (ahead)	239	63%	2
A50 Cliff Lane (east) (nearside) (left)	339	39%	0
A50 Cliff Lane (east) (offside) (ahead)	469	53%	1

Approach	Flow, PCU/hr	DoS	Q, PCU
M6 northbound off-slip (nearside) (ahead)	525	58%	10
M6 northbound off-slip (offside) (ahead)	495	51%	9
A50 Cliff Lane (west) (nearside) (left)	388	47%	2
A50 Cliff Lane (west) (offside) (ahead)	433	59%	3
A50 Cliff Lane (nearside) (ahead)	1,489	76%	2
	2018 PM peak hour (17:00–18:00) baseline results		
M6 southbound off-slip (nearside) (left and ahead)	630	65%	1
M6 southbound off-slip (offside) (ahead)	483	63%	1
B5158 Cherry Lane (nearside) (ahead)	109	14%	0
B5158 Cherry Lane (offside) (ahead)	151	30%	0
A50 Cliff Lane (east) (nearside) (left)	277	29%	0
A50 Cliff Lane (east) (offside) (ahead)	907	94%	7
M6 northbound off-slip (nearside) (ahead)	719	86%	18
M6 northbound off-slip (offside) (ahead)	737	82%	17
A50 Cliff Lane (west) (nearside) (left)	238	35%	0
A50 Cliff Lane (west) (offside) (ahead)	227	40%	0
A50 Cliff Lane (nearside) (ahead)	980	50%	1

7.3.35 The conclusions drawn in paragraph 8.4.18 of the main TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2018 baseline in the AM peak hour with a maximum DoS of 76% on the A50 Cliff Lane (nearside) (ahead) approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is close to capacity with a maximum DoS of 94% on the A50 Cliff Lane (east) (offside) (ahead) approach with queue length of seven PCU."

7.3.36 Table 8-10 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-10 below replaces Table 8-10 of the main TA.

Table 8-10: Future baseline performance at M6 junction 20/A50 Cliff Lane/B5158 Cherry Lane junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2030 AM peak hour (08:00–09:00)		
M6 southbound off-slip (nearside) (left and ahead)	588	69%	1
M6 southbound off-slip (offside) (ahead)	373	62%	4
B5158 Cherry Lane (nearside) (ahead)	169	24%	0
B5158 Cherry Lane (offside) (ahead)	246	67%	3
A50 Cliff Lane (east) (nearside) (left)	375	45%	0
A50 Cliff Lane (east) (offside) (ahead)	455	53%	1
M6 northbound off-slip (nearside) (ahead)	531	59%	10
M6 northbound off-slip (offside) (ahead)	479	49%	8

Approach	Flow, PCU/hr	DoS	Q, PCU
A50 Cliff Lane (west) (nearside) (left)	437	53%	3
A50 Cliff Lane (west) (offside) (ahead)	457	62%	3
A50 Cliff Lane (nearside) (ahead)	1,558	79%	2
	2030 PM peak hour (17:00–18:00)		
M6 southbound off-slip (nearside) (left and ahead)	611	64%	1
M6 southbound off-slip (offside) (ahead)	464	62%	1
B5158 Cherry Lane (nearside) (ahead)	114	14%	0
B5158 Cherry Lane (offside) (ahead)	153	31%	0
A50 Cliff Lane (east) (nearside) (left)	285	31%	0
A50 Cliff Lane (east) (offside) (ahead)	888	95%	7
M6 northbound off-slip (nearside) (ahead)	735	85%	18
M6 northbound off-slip (offside) (ahead)	766	82%	18
A50 Cliff Lane (west) (nearside) (left)	276	41%	0
A50 Cliff Lane (west) (offside) (ahead)	246	44%	0
A50 Cliff Lane (nearside) (ahead)	1,086	55%	1

7.3.37 The conclusions drawn in paragraph 8.4.20 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 DoS of 79% on the A50 Cliff Lane (nearside) (ahead) approach with an associated queue length of two PCU. In the PM peak hour, the junction is close to capacity with a maximum DoS of 95% on the A50 Cliff Lane (east) (offside) (ahead) approach with an associated queue length of seven PCU."

A50 Toft Road/Goughs Lane

7.3.38 Table 8-11 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-11 below replaces Table 8-11 of the main TA.

Table 8-11: 2018 baseline performance at A50 Toft Road/Goughs Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A50 Toft Road (north)	463	34%	0
Goughs Lane	378	71%	1
A50 Toft Road (south)	522	38%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A50 Toft Road (north)	651	47%	0
Goughs Lane	458	108%	6
A50 Toft Road (south)	734	53%	0

7.3.39 The conclusions drawn in paragraph 8.4.22 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, this junction is over capacity in the 2018 baseline with a maximum VoC of 108% on the Goughs Lane approach with an associated queue length of six PCU."

7.3.40 Table 8-12 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-12 below replaces Table 8-12 of the main TA.

Table 8-12: 2030 future baseline performance at A50 Toft Road/Goughs Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A50 Toft Road (north)	414	30%	0
Goughs Lane	460	87%	1
A50 Toft Road (south)	487	35%	0
	2030 PM peak hour (17:00–18:00)		
A50 Toft Road (north)	630	46%	0
Goughs Lane	471	109%	6
A50 Toft Road (south)	738	53%	0

7.3.41 The conclusions drawn in paragraph 8.4.24 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 87% on the Goughs Lane approach with an associated queue length of one PCU. In the PM peak hour, this junction is over capacity in the 2030 future baseline with a maximum VoC of 109% on the Goughs Lane approach with an associated queue length of six PCU."

B5391 Pickmere Lane/School Lane

7.3.42 Table 8-13 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 8-13 below replaces Table 8-13 of the main TA.

Table 8-13: 2017 baseline performance at B5391 Pickmere Lane/School Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
B5391 Pickmere Lane (east) (ahead, left and right)	68	0.02	0
B5391 Pickmere Lane (west) (ahead, left and right)	159	0.00	0
School Lane (ahead and left)	10	0.02	0
School Lane (ahead and right)	0	0.00	0
	2017 PM peak hour (17:00–18:00) baseline results		
B5391 Pickmere Lane (east) (ahead, left and right)	160	0.02	0
B5391 Pickmere Lane (west) (ahead, left and right)	56	0.00	0

Approach	Flow, PCU/hr	RFC	Q, PCU
School Lane (ahead and left)	10	0.02	0
School Lane (ahead and right)	0	0.00	0

7.3.43 The conclusions drawn in paragraph 8.4.26 of the main TA remain unchanged.

7.3.44 Table 8-14 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-14 below replaces Table 8-14 of the main TA.

Table 8-14: Future baseline performance at B5391 Pickmere Lane/School 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)		
B5391 Pickmere Lane (east) (ahead, left and right)	75	0.02	0	80	0.02	0	88	0.03	0
B5391 Pickmere Lane (west) (ahead, left and right)	176	0.00	0	187	0.00	0	204	0.00	0
School Lane (ahead and left)	11	0.02	0	11	0.02	0	12	0.02	0
School Lane (ahead and right)	0	0.00	0	0	0.00	0	0	0.00	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 (east) (ahead, left and right)	177	0.02	0	188	0.02	0	205	0.03	0
B5391 Pickmere Lane (west) (ahead, left and right)	61	0.00	0	65	0.00	0	71	0.00	0
School Lane (ahead and left)	11	0.02	0	12	0.02	0	13	0.02	0
School Lane (ahead and right)	0	0.00	0	0	0.00	0	0	0.00	0

7.3.45 The conclusions drawn in paragraph 8.4.28 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."

B5391 Pickmere Lane/Flittogate Lane

7.3.46 Table 8-15 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 8-15 below replaces Table 8-15 of the main TA.

Table 8-15: 2017 baseline performance at B5391 Pickmere Lane/Flittogate Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
B5391 Pickmere Lane (north) (ahead)	58	-	-
B5391 Pickmere Lane (north) (left)	7	-	-
Flittogate Lane (left)	10	0.02	0
Flittogate Lane (right)	57	0.12	0

Approach	Flow, PCU/hr	RFC	Q, PCU
B5391 Pickmere Lane (south) (ahead and right)	159	0.05	0
	2017 PM peak hour (17:00–18:00) baseline results		
B5391 Pickmere Lane (north) (ahead)	150	-	-
B5391 Pickmere Lane (north) (left)	3	-	-
Flittogate Lane (left)	10	0.02	0
Flittogate Lane (right)	16	0.03	0
B5391 Pickmere Lane (south) (ahead and right)	56	0.03	0

7.3.47 The conclusions drawn in paragraph 8.4.30 of the main TA remain unchanged.

7.3.48 Table 8-16 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-16 below replaces Table 8-16 of the main TA.

Table 8-16: Future baseline performance at B5391 Pickmere Lane/Flittogate 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)**		
B5391 Pickmere Lane (north) (ahead)	24	-	-	26	-	-	43	-	-
B5391 Pickmere Lane (north) (left)	6	-	-	6	-	-	9	-	-
Flittogate Lane (left)	8	0.01	0	9	0.02	0	11	0.02	0
Flittogate Lane (right)	65	0.14	0	69	0.15	0	77	0.16	0
B5391 Pickmere Lane (south) (ahead and right)	148	0.06	0	162	0.07	0	162	0.07	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 (north) (ahead)	138	-	-	136	-	-	162	-	-
B5391 Pickmere Lane (north) (left)	3	-	-	4	-	-	4	-	-
Flittogate Lane (left)	11	0.02	0	12	0.02	0	12	0.02	0
Flittogate Lane (right)	18	0.04	0	19	0.04	0	21	0.05	0
B5391 Pickmere Lane (south) (ahead and right)	58	0.03	0	56	0.03	0	76	0.04	0

7.3.49 The conclusions drawn in paragraph 8.4.32 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."

School Lane/Frog Lane

7.3.50 Table 8-17 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 8-17 below replaces Table 8-17 of the main TA.

Table 8-17: 2017 baseline performance at School Lane/Frog Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
Frog Lane (north) (ahead)	1	0.00	0
Frog Lane (north) (left)	10	0.00	0
School Lane (left)	0	0.00	0
School Lane (right)	20	0.04	0
Frog Lane (south) (ahead and right)	1	0.00	0
	2017 PM peak hour (17:00–18:00) baseline results		
Frog Lane (north) (ahead)	3	0.00	0
Frog Lane (north) (left)	10	0.00	0
School Lane (left)	0	0.00	0
School Lane (right)	20	0.04	0
Frog Lane (south) (ahead and right)	1	0.00	0

7.3.51 The conclusions drawn in paragraph 8.4.34 of the main TA remain unchanged.

7.3.52 Table 8-18 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-18 below replaces Table 8-18 of the main TA.

Table 8-18: Future baseline performance at School Lane/Frog 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)**		
Frog Lane (north) (ahead)	1	0.00	0	1	0.00	0	1	0.00	0
Frog Lane (north) (left)	11	0.00	0	12	0.00	0	13	0.00	0
School Lane (left)	0	0.00	0	0	0.00	0	0	0.00	0
School Lane (right)	22	0.05	0	23	0.05	0	26	0.06	0
Frog Lane (south) (ahead and right)	1	0.00	0	1	0.00	0	1	0.00	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)**		
Frog Lane (north) (ahead)	3	0.00	0	4	0.00	0	4	0.00	0
Frog Lane (north) (left)	11	0.00	0	12	0.00	0	13	0.00	0
School Lane (left)	0	0.00	0	0	0.00	0	0	0.00	0
School Lane (right)	22	0.05	0	23	0.05	0	26	0.06	0
Frog Lane (south) (ahead and right)	1	0.00	0	1	0.00	0	1	0.00	0

7.3.53 The conclusions drawn in paragraph 8.4.36 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".

Budworth Road/Frog Lane

7.3.54 Table 8-19 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 8-19 below replaces Table 8-19 of the main TA.

Table 8-19: 2017 baseline performance at Budworth Road/Frog Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
Budworth Road (west) (ahead and right)	49	0.02	0
Budworth Road (east) (ahead and left)	36	-	-
Frog Lane (left)	18	0.03	0
Frog Lane (right)	2	0.00	0
	2017 PM peak hour (17:00–18:00) baseline results		
Budworth Road (west) (ahead and right)	35	0.02	0
Budworth Road (east) (ahead and left)	75	-	-
Frog Lane (left)	20	0.03	0
Frog Lane (right)	1	0.00	0

7.3.55 The conclusions drawn in paragraph 8.4.38 of the main TA remain unchanged.

7.3.56 Table 8-20 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-20 below replaces Table 8-20 of the main TA.

Table 8-20: Future baseline performance at Budworth Road/Frog 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)**		
Budworth Road (west) (ahead and right)	71	0.02	0	80	0.02	0	55	0.03	0
Budworth Road (east) (ahead and left)	42	-	-	37	-	-	51	-	-
Frog Lane (left)	21	0.03	0	21	0.03	0	23	0.04	0
Frog Lane (right)	2	0.00	0	2	0.00	0	3	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)**		
Budworth Road (west) (ahead and right)	62	0.02	0	75	0.03	0	83	0.03	0
Budworth Road (east) (ahead and left)	61	-	-	76	-	-	107	-	-
Frog Lane (left)	21	0.03	0	23	0.04	0	26	0.04	0

Approach	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU
Frog Lane (right)	1	0.00	0	1	0.00	0	1	0.00	0

7.3.57 The conclusions drawn in paragraph 8.4.40 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."

A50 Toft Road/A537 Adam's Hill/B5083 Stanley Road

7.3.58 Table 8-21 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-21 below replaces Table 8-21 of the main TA.

Table 8-21: 2018 baseline performance at the A50 Toft Road/A537 Adam's Hill/B5083 Stanley Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A50 Toft Road (north)	1,226	102%	7
A537 Adam's Hill (east)	782	92%	10
A50 Toft Road (south)	433	32%	7
	2018 PM peak hour (17:00–18:00) baseline results		
A50 Toft Road (north)	1,062	89%	6
A537 Adam's Hill (east)	872	102%	12
A50 Toft Road (south)	701	40%	10

7.3.59 The conclusions drawn in paragraph 8.4.42 of the main TA are replaced by:

"This junction operates over capacity in the 2018 baseline with a maximum VoC of 102% on the A50 Toft Road (north) approach in the AM peak hour with an associated queue length of seven PCU. In the PM peak hour, the maximum VoC of 102% is on the A537 Adam's Hill (east) approach with an associated queue length of 12 PCU."

7.3.60 Table 8-22 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-22 below replaces Table 8-22 of the main TA.

Table 8-22: Future baseline performance at the A50 Toft Road/A537 Adam's Hill/B5083 Stanley 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)**		
A50 Toft Road (north)	1,162	97%	6	1,212	101%	7	1,238	104%	7
A537 Adam's Hill (east)	793	94%	10	792	94%	10	818	97%	11
A50 Toft Road (south)	420	30%	6	436	32%	7	463	34%	7

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)		
A50 Toft Road (north)	982	82%	5	990	83%	6	991	83%	6
A537 Adam's Hill (east)	872	103%	12	871	102%	12	869	102%	12
A50 Toft Road (south)	699	40%	10	732	42%	11	814	47%	12

7.3.61 The conclusions drawn in paragraphs 8.4.44 to 8.4.46 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 A50 Toft Road (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 103% on the A537 Adam's Hill (east) approach with an associated queue length of 12 PCU.

In the 2038 future baseline, this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on the A50 Toft Road (north) approach with an associated queue length of seven PCU. In the PM peak hour, the maximum VoC of 102% is on the A537 Adam's Hill (east) approach with an associated queue length of 12 PCU.

In the 2051 future baseline, this junction operates over capacity in the AM peak hour with a maximum VoC of 104% on the A50 Toft Road (north) approach with an associated queue length of seven PCU. In the PM peak hour, the maximum VoC of 102% is on the A537 Adam's Hill (east) approach with an associated queue length of 12 PCU."

A537 Brook Street/B5085 Hollow Lane/Lilybrook Drive

7.3.62 Table 8-23 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-23 below replaces Table 8-23 of the main TA.

Table 8-23: 2018 baseline performance at the A537 Brook Street/B5085 Hollow Lane/Lilybrook Drive junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5085 Hollow Lane	525	50%	8
A537 Brook Street (east)	401	37%	4
Lilybrook Drive*	-	-	-
A537 Brook Street (west)	780	72%	7
	2018 PM peak hour (17:00–18:00) baseline results		
B5085 Hollow Lane	683	64%	8
A537 Brook Street (east)	504	94%	7
Lilybrook Drive*	-	-	-
A537 Brook Street (west)	735	89%	11

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

7.3.63 The conclusions drawn in paragraph 8.4.48 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 72% on the A537 Brook Street (west) approach with an associated queue length of seven 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 A537 Brook Street (east) approach with an associated queue length of seven PCU."

7.3.64 Table 8-24 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-24 below replaces Table 8-24 of the main TA.

Table 8-24: Future baseline performance at the A537 Brook Street/B5085 Hollow Lane/Lilybrook 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)**		
B5085 Hollow Lane	525	50%	8	524	50%	8	525	50%	8
A537 Brook Street (east)	413	38%	4	441	41%	4	497	46%	4
Lilybrook Drive*	-	-	-	-	-	-	-	-	-
A537 Brook Street (west)	802	74%	7	790	73%	7	765	71%	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)**		
B5085 Hollow Lane	683	64%	8	666	62%	7	688	66%	7
A537 Brook Street (east)	499	92%	7	513	100%	7	530	103%	7
Lilybrook Drive*	-	-	-	-	-	-	-	-	-
A537 Brook Street (west)	706	86%	10	696	84%	9	708	86%	10

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

7.3.65 The conclusions drawn in paragraphs 8.4.50 to 8.4.52 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 A537 Brook Street (east) approach with an associated queue length of seven 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 100% on the A537 Brook Street (east) approach with an associated queue length of seven 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 103% on the A537 Brook Street (east) approach with an associated queue length of seven PCU."

A537 Brook Street/A537 Adam's Hill/B5083 King Street

7.3.66 Table 8-25 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-25 below replaces Table 8-25 of the main TA.

Table 8-25: 2018 baseline performance at A537 Brook Street/A537 Adam's Hill/B5083 King Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5083 King Street (north)*	-	-	-
A537 Brook Street (east)	923	85%	3
A537 Adam's Hill (west)**	780	92%	0
	2018 PM peak hour (17:00–18:00) baseline results		
B5083 King Street (north)*	-	-	-
A537 Brook Street (east)	1,163	108%	5
A537 Adam's Hill (west)**	735	86%	0

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

*** This approach is unopposed; the VoC reported represents the capacity of the link approaching the junction not at the entry to the junction itself*

7.3.67 The conclusions drawn in paragraph 8.8.54 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 92% on the A537 Adam's Hill (west) approach in the AM peak hour with an associated queue of zero PCU. In the PM peak hour, the junction is over capacity in the 2018 baseline with a maximum VoC of 108% on the A537 Brook Street (east) approach with an associated queue length of five PCU."

7.3.68 Table 8-26 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-26 below replaces Table 8-26 of the main TA.

Table 8-26: Future baseline performance at A537 Brook Street/A537 Adam's Hill/B5083 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)**		
B5083 King Street (north)*	-	-	-	-	-	-	-	-	-
A537 Brook Street (east)	936	87%	3	964	89%	3	1,020	94%	4
A537 Adam's Hill (west)**	802	94%	1	790	93%	1	765	90%	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)**		
B5083 King Street (north)*	-	-	-	-	-	-	-	-	-
A537 Brook Street (east)	1,163	108%	5	1,163	108%	5	1,163	108%	5
A537 Adam's Hill (west)**	707	83%	0	696	82%	0	709	83%	1

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

*** This approach is unopposed; the VoC reported represents the capacity of the link approaching the junction not at the entry to the junction itself*

7.3.69 The conclusions drawn in paragraphs 8.4.56 to 8.4.58 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 A537 Adam's Hill (west) approach with an associated queue length of one PCU. In the PM peak hour, the junction is over capacity in the 2030 baseline with a maximum VoC of 108% on the A537 Brook Street (east) approach with an associated queue length of five 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 93% on the A537 Adam's Hill (west) approach with an associated queue length of one PCU. In the PM peak hour, the junction is over capacity in the 2038 baseline with a maximum VoC of 108% on the A537 Brook Street (east) approach with an associated queue length of five 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 94% on the A537 Adam's Hill (east) approach with an associated queue length of four PCU. In the PM peak hour, the junction is over capacity in the 2051 baseline with a maximum VoC of 108% on the A537 Brook Street (east) approach with an associated queue length of five PCU."

A556 Chester Road/A5033 Northwich Road

7.3.70 Table 8-27 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-27 below replaces Table 8-27 of the main TA.

Table 8-27: 2018 baseline performance at the A556 Chester Road/A5033 Northwich Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A556 Chester Road (north)	1,372	106%	18
A5033 Northwich Road	589	62%	8
A556 Chester Road (south)	1,461	58%	15

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
A556 Chester Road (north)	1,107	86%	16
A5033 Northwich Road	931	106%	10
A556 Chester Road (south)	1,246	49%	12

7.3.71 The conclusions drawn in paragraph 8.4.60 of the main TA are replaced by:

"This junction operates over capacity in 2018 baseline with a maximum VoC of 106% on the A556 Chester Road (north) approach in the AM peak hour with an associated queue length of 18 PCU. In the PM peak hour, the maximum VoC of 106% is on the A5033 Northwich Road approach with an associated queue length of 10 PCU."

7.3.72 Table 8-28 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-28 below replaces Table 8-28 of the main TA.

Table 8-28: Future baseline performance at the A556 Chester Road/A5033 Northwich 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)	1,343	104%	18	1,351	105%	18	1,364	105%	18
A5033 Northwich Road	652	94%	9	646	89%	9	652	99%	9
A556 Chester Road (south)	1,640	65%	17	1,784	80%	19	1,878	97%	20
	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)	949	73%	14	1,085	84%	16	1,057	82%	16
A5033 Northwich Road	935	107%	10	898	109%	9	914	109%	10
A556 Chester Road (south)	1,341	53%	13	1,487	58%	15	1,553	62%	16

7.3.73 The conclusions drawn in paragraphs 8.4.62 to 8.4.64 of the main TA are replaced by:

"This junction operates over capacity in the 2030 future baseline with a maximum VoC of 104% on the A556 Chester Road (north) approach in the AM peak hour with an associated queue length of 18 PCU. In the PM peak hour, the maximum VoC of 107% is on the A5033 Northwich Road approach with an associated queue length of 10 PCU.

This junction operates over capacity in the 2038 future baseline with a maximum VoC of 105% on the A556 Chester Road (north) approach in the AM peak hour with an associated queue length of 18 PCU. In the PM peak hour, the maximum VoC of 109% is on the A5033 Northwich Road approach with an associated queue length of nine PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 105% on the A556 Chester Road (north) approach in the AM peak hour with an associated

queue length of 18 PCU. In the PM peak hour, the maximum VoC of 109% is on the A5033 Northwich Road approach with an associated queue length of 10 PCU."

B5085 Mobberley Road/B5085 Hollow Lane

7.3.74 Table 8-29 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-29below replaces Table 8-29 of the main TA.

Table 8-29: 2018 baseline performance at B5085 Mobberley Road/B5085 Hollow Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5085 Mobberley Road (north)	697	40%	0
B5085 Mobberley Road (south)	180	61%	1
B5085 Hollow Lane	381	35%	0
	2018 PM peak hour (17:00–18:00) baseline results		
B5085 Mobberley Road (north)	594	34%	0
B5085 Mobberley Road (south)	242	86%	2
B5085 Hollow Lane	440	41%	3

7.3.75 The conclusions drawn in paragraphs 8.4.66 to 8.4.67 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 is close to capacity in the 2018 baseline with a maximum VoC of 86% on the B5085 Mobberley Road (south) approach with an associated queue length of two PCU."

7.3.76 Table 8-30 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-30 below replaces Table 8-30 of the main TA.

Table 8-30: Future baseline performance at B5085 Mobberley Road/B5085 Hollow Lane 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)**		
B5085 Mobberley Road (north)	739	43%	0	789	46%	0
B5085 Mobberley Road (south)	178	52%	1	159	58%	1
B5085 Hollow Lane	430	40%	1	420	39%	1
	2038 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
B5085 Mobberley Road (north)	606	35%	0	570	33%	0
B5085 Mobberley Road (south)	260	86%	2	205	97%	5
B5085 Hollow Lane	481	45%	5	492	45%	5

7.3.77 The conclusions drawn in paragraphs 8.4.68 to 8.4.69 of the main TA are replaced by:

"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 B5085 Mobberley Road (south) 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 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 97% on the B5085 Mobberley Road (south) approach with an associated queue length of five PCU."

A5033 Northwich Road/Ladies Mile

7.3.78 Table 8-31 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-31below replaces Table 8-31 of the main TA.

Table 8-31: 2018 baseline performance at A5033 Northwich Road/Ladies Mile junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5033 Northwich Road (west)	544	30%	0
Ladies Mile	332	74%	1
A5033 Northwich Road (east)	1,086	36%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A5033 Northwich Road (west)	506	28%	0
Ladies Mile	322	88%	2
A5033 Northwich Road (east)	1,156	40%	0

7.3.79 The conclusions drawn in paragraph 8.4.71 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2018 baseline with a maximum VoC of 74% on the Ladies Mile approach in the AM peak hour 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 88% on the Ladies Mile approach with an associated queue length of two PCU."

7.3.80 Table 8-32 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-32 below replaces Table 8-32 of the main TA.

Table 8-32: Future baseline performance at A5033 Northwich Road/Ladies Mile 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)**		
A5033 Northwich Road (west)	630	35%	0	646	36%	0	619	35%	0
Ladies Mile	339	80%	1	332	82%	1	323	79%	1
A5033 Northwich Road (east)	1,128	37%	0	1,145	38%	0	1,224	41%	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)**		
A5033 Northwich Road (west)	458	26%	0	567	32%	0	546	30%	0

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
Ladies Mile	321	87%	2	266	85%	2	255	84%	2
A5033 Northwich Road (east)	1,081	37%	0	1,112	39%	0	1,153	41%	0

7.3.81 The conclusions drawn in paragraphs 8.4.73 to 8.4.75 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 Ladies Mile 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 2030 future baseline with a maximum VoC of 87% on the Ladies Mile 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 82% on the Ladies Mile 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 85% on the Ladies Mile approach with an associated queue length of two PCU.

The assessment shows that this junction operates within capacity in the 2051 future baseline with a maximum VoC of 79% on the Ladies Mile approach in the AM peak hour 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 2051 future baseline with a maximum VoC of 84% on the Ladies Mile approach with a queue length of two PCU."

A50 Manchester Road/A50 King Edward Road/A5033 Northwich Road/Canute Place

7.3.82 Table 8-33 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-33 below replaces Table 8-33 of the main TA.

Table 8-33: 2018 baseline performance at A50 Manchester Road/A50 King Edward Road/A5033 Northwich Road/Canute Place junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A50 Manchester Road	520	76%	1
Canute Place	347	46%	0
A50 King Edward Road	1,088	91%	2
Gaskell Avenue*	-	-	-
A5033 Northwich Road	483	46%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A50 Manchester Road	360	52%	0
Canute Place	94	12%	0
A50 King Edward Road	1,202	101%	5
Gaskell Avenue*	-	-	-

Approach	Flow, PCU/hr	VoC	Q, PCU
A5033 Northwich Road	671	64%	0

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

7.3.83 The conclusions drawn in paragraphs 8.4.77 to 8.4.78 of the main TA are replaced by:

"In the AM peak hour, the assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 91% on the A50 King Edward Road approach with an associated queue length of two PCU. In the PM peak hour, this junction is over capacity in the 2018 baseline with a maximum VoC of 101% on the A50 King Edward Road approach with an associated queue length of five PCU."

7.3.84 Table 8-34 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-34 below replaces Table 8-34 of the main TA.

Table 8-34: Future baseline performance at A50 Manchester Road/A50 King Edward Road/A5033 Northwich Road/Canute Place 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)		
A50 Manchester Road	527	77%	1	544	79%	1
Canute Place	292	38%	0	352	46%	0
A50 King Edward Road	1,091	91%	2	1,118	93%	2
Gaskell Avenue*	-	-	-	-	-	-
A5033 Northwich Road	495	45%	0	494	45%	0
	2038 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
A50 Manchester Road	348	51%	0	357	53%	0
Canute Place	14	2%	0	77	10%	0
A50 King Edward Road	1,207	101%	5	1,218	102%	6
Gaskell Avenue*	-	-	-	-	-	-
A5033 Northwich Road	818	81%	1	870	89%	1

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

7.3.85 The conclusions drawn in paragraphs 8.4.79 to 8.4.80 of the main TA are replaced by:

"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 91% on the A50 King Edward Road approach with an associated queue length of two PCU. In the PM peak hour, this junction is over capacity in the 2038 future baseline with a maximum VoC of 101% on the A50 King Edward Road approach with an associated queue length of five 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 93% on the A50 King Edward Road approach with an associated queue length of two PCU. In the PM peak hour, this junction is over capacity in the 2051 future baseline with a maximum VoC of 102% on the A50 King Edward Road approach with an associated queue length of six PCU."

Tabley Road/Ladies Mile

7.3.86 Table 8-35 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-35 below replaces Table 8-35 of the main TA.

Table 8-35: 2018 baseline performance at Tabley Road/Ladies Mile junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Tabley Road (east)	205	102%	1
Ladies Mile	170	25%	0
Tabley Road (west)	202	101%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Tabley Road (east)	151	76%	0
Ladies Mile	332	50%	0
Tabley Road (west)	196	98%	0

7.3.87 The conclusions drawn in paragraph 8.4.82 of the main TA are replaced by:

"In the AM peak hour, this junction operates over capacity in the 2018 baseline with a maximum VoC of 102% on the Tabley Road (east) 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 98% on the Tabley Road (west) approach with an associated queue length of zero PCU."

7.3.88 Table 8-36 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-36 below replaces Table 8-36 of the main TA.

Table 8-36: Future baseline performance at Tabley Road/Ladies Mile junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Tabley Road (east)	203	102%	1
Ladies Mile	171	25%	0
Tabley Road (west)	201	101%	0
	2030 PM peak hour (17:00–18:00)		
Tabley Road (east)	151	76%	0
Ladies Mile	339	51%	0
Tabley Road (west)	195	97%	0

7.3.89 The conclusions drawn in paragraph 8.4.84 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 Tabley Road (east) 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 2030 future baseline with a maximum VoC of 97% on the Tabley Road (west) approach with an associated queue of zero PCU."

B5569 Chester Road/Old Hall Lane

7.3.90 Table 8-39 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-39 below replaces Table 8-39 of the main TA.

Table 8-39: 2018 baseline performance at the B5569 Chester Road/Old Hall Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5569 Chester Road (north)	105	7%	0
B5569 Chester Road (south)	13	1%	0
Old Hall Lane	216	12%	0
	2018 PM peak hour (17:00–18:00) baseline results		
B5569 Chester Road (north)	118	8%	0
B5569 Chester Road (south)	26	2%	0
Old Hall Lane	142	8%	0

7.3.91 The conclusions drawn in paragraph 8.4.95 of the main TA remain unchanged.

7.3.92 Table 8-40 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-40 below replaces Table 8-40 of the main TA.

Table 8-40: Future baseline performance at the B5569 Chester Road/Old Hall Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
B5569 Chester Road (north)	160	11%	0
B5569 Chester Road (south)	13	1%	0
Old Hall Lane	305	17%	0
	2030 PM peak hour (17:00–18:00)		
B5569 Chester Road (north)	149	10%	0
B5569 Chester Road (south)	28	2%	0
Old Hall Lane	156	9%	0

7.3.93 The conclusions drawn in paragraph 8.4.97 of the main TA remain unchanged.

A556/Old Hall Lane

7.3.94 Table 8-41 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-41 below replaces Table 8-41 of the main TA.

Table 8-41: 2018 baseline performance at the A556/Old Hall Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Old Hall Lane (east)	4	0%	0
A556 northbound off-slip	210	14%	0
Old Hall Lane (south)	6	0%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
Old Hall Lane (east)	7	0%	0
A556 northbound off-slip	140	9%	0
Old Hall Lane (south)	2	0%	0

7.3.95 The conclusions drawn in paragraph 8.4.99 of the main TA remain unchanged.

7.3.96 Table 8-42 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-42 below replaces Table 8-42 of the main TA.

Table 8-42: Future baseline performance at the A556/Old Hall Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Old Hall Lane (east)	4	0%	0
A556 northbound off-slip	290	19%	0
Old Hall Lane (south)	15	1%	0
	2030 PM peak hour (17:00–18:00)		
Old Hall Lane (east)	22	1%	0
A556 northbound off-slip	150	10%	0
Old Hall Lane (south)	3	0%	0

7.3.97 The conclusions drawn in paragraph 8.4.101 of the main TA remain unchanged.

A50 Warrington Road/A5034 Mereside Road/A50 Manchester Road/Moss Lane

7.3.98 Table 8-43 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-43 below replaces Table 8-43 of the main TA.

Table 8-43: 2018 baseline performance at A50 Warrington Road/A5034 Mereside Road/A50 Manchester Road/Moss Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Mereside Road (left)	251	0.43	1
Mereside Road (right)	18	0.07	0
Manchester Road (east) (ahead and right)	697	0.31	1
Moss Lane*	-	-	-
Manchester Road (west) (ahead and left)	525	-	0
	2018 PM peak hour (17:00–18:00) baseline results		
Mereside Road (left)	239	0.39	1
Mereside Road (right)	79	0.25	0
Manchester Road (east) (ahead and right)	914	0.15	0
Moss Lane*	-	-	-

Approach	Flow, PCU/hr	RFC	Q, PCU
Manchester Road (west) (ahead and left)	283	-	0

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

7.3.99 The conclusions drawn in paragraph 8.4.103 of the main TA remain unchanged.

7.3.100 Table 8-44 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-44 below replaces Table 8-44 of the main TA.

Table 8-44: Future baseline performance at A50 Warrington Road/A5034 Mereside Road/A50 Manchester Road/Moss 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)**		
Mereside Road (left)	250	0.42	1	217	0.38	1	173	0.31	0
Mereside Road (right)	22	0.08	0	26	0.1	0	27	0.1	0
Manchester Road (east) (ahead and right)	624	0.19	0	677	0.2	0	734	0.19	0
Moss Lane*	-	-	-	-	-	-	-	-	-
Manchester Road (west) (ahead and left)	512	-	-	591	-	-	632	-	-
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Mereside Road (left)	195	0.33	1	325	0.5	1	369	0.53	1
Mereside Road (right)	64	0.24	0	69	0.22	0	14	0.05	0
Manchester Road (east) (ahead and right)	1004	0.26	0	1065	0.13	0	1022	0.18	0
Moss Lane*	-	-	-	-	-	-	-	-	-
Manchester Road (west) (ahead and left)	347	-	-	117	-	-	94	-	-

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

7.3.101 The conclusions drawn in paragraph 8.4.105 of the main TA is replaced by:

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

A50 Warrington Road/A50 Chester Road/B5569 Chester Road (south)

7.3.102 Table 8-45 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-45 below replaces Table 8-45 of the main TA.

Table 8-45: 2018 baseline performance at A50 Warrington Road/A50 Chester Road/B5569 Chester Road (south) junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5569 Chester Road	193	15%	3
A50 Chester Road	484	42%	6
A50 Warrington Road	428	43%	5
	2018 PM peak hour (17:00–18:00) baseline results		
B5569 Chester Road	142	11%	2
A50 Chester Road	316	37%	4
A50 Warrington Road	808	100%	10

7.3.103 The conclusions drawn in paragraph 8.4.107 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 over capacity in the 2018 baseline with a maximum VoC of 100% on the A50 Warrington Road approach with an associated queue length of 10 PCU."

7.3.104 Table 8-46 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-46 below replaces Table 8-46 of the main TA.

Table 8-46: 2030 future baseline performance at A50 Warrington Road/A50 Chester Road/B5569 Chester Road (south) junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
B5569 Chester Road	283	22%	4
A50 Chester Road	516	45%	7
A50 Warrington Road	455	44%	6
	2030 PM peak hour (17:00–18:00)		
B5569 Chester Road	158	12%	2
A50 Chester Road	396	47%	5
A50 Warrington Road	829	101%	10

7.3.105 The conclusions drawn in paragraph 8.4.109 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 over capacity in the 2030 future baseline with a maximum VoC of 101% on the A50 Warrington Road approach with an associated queue length of 10 PCU."

A50 Knutsford Road/A50 Chester Road/B5569 Chester Road (north)

7.3.106 Table 8-47 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-47 below replaces Table 8-47 of the main TA.

Table 8-47: 2018 baseline performance at the A50 Knutsford Road/A50 Chester Road/B5569 Chester Road (north) junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A50 Knutsford Road	454	30%	0
B5569 Chester Road (north)	107	11%	0
A50 Warrington Road	544	30%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A50 Knutsford Road	272	18%	0
B5569 Chester Road (north)	199	19%	1
A50 Warrington Road	895	50%	1

7.3.107 The conclusions drawn in paragraph 8.4.111 of the main TA remain unchanged.

7.3.108 Table 8-48 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-48 below replaces Table 8-48 of the main TA.

Table 8-48: Future baseline performance at A50 Knutsford Road/A50 Chester Road/B5569 Chester Road (north) junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A50 Knutsford Road	476	32%	0
B5569 Chester Road (north)	113	11%	0
A50 Warrington Road	570	32%	0
	2030 PM peak hour (17:00–18:00)		
A50 Knutsford Road	349	23%	0
B5569 Chester Road (north)	203	21%	1
A50 Warrington Road	908	51%	1

7.3.109 The conclusions drawn in paragraph 8.4.113 of the main TA remain unchanged.

A50 Knutsford Road/A556

7.3.110 Table 8-49 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-49 below replaces Table 8-49 of the main TA.

Table 8-49: 2018 baseline performance at A50 Knutsford Road/A556 junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A50 Knutsford Road (north)	520	42%	0
A50 Knutsford Road (south)	482	38%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A50 Knutsford Road (north)	318	25%	0
A50 Knutsford Road (south)	989	79%	1

7.3.111 The conclusions drawn in paragraph 8.4.115 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 is within capacity in the 2018 baseline with a maximum VoC of 79% on the A50 Knutsford Road (south) approach with an associated queue length of one PCU."

7.3.112 Table 8-50 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-50 below replaces Table 8-50 of the main TA.

Table 8-50: 2030 future baseline performance at A50 Knutsford Road/A556 junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A50 Knutsford Road (north)	512	41%	0
A556 On-Slip*	-	-	-
A50 Knutsford Road (south)	496	40%	0
	2030 PM peak hour (17:00–18:00)		
A50 Knutsford Road (north)	393	31%	0
A556 On-Slip*	-	-	-
A50 Knutsford Road (south)	1,003	80%	1

** A556 on-slip is a one-way exit arm from the junction and is therefore not reported in the results*

7.3.113 The conclusions drawn in paragraph 8.4.117 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 80% on the A50 Knutsford Road (south) approach with an associated queue length of one PCU."

A50 Knutsford Road/Bucklow Hill Lane/Hoo Green Lane

7.3.114 Table 8-51 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 8-51 below replaces Table 8-51 of the main TA.

Table 8-51: 2017 baseline performance at A50 FKnutsford Road/Bucklow Hill Lane/Hoo Green Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
Bucklow Hill Lane (ahead, left and right)	13	0.03	0
A50 (east) (ahead, left and right)	333	0.03	0
Hoo Green Lane (ahead and left)	5	0.01	0
Hoo Green Lane (ahead and right)	13	0.04	0
A50 (west) (ahead, left and right)	571	0.03	0
	2017 PM peak hour (17:00–18:00) baseline results		
Bucklow Hill Lane (ahead, left and right)	51	0.2	0
A50 (east) (ahead, left and right)	857	0.05	0

Approach	Flow, PCU/hr	RFC	Q, PCU
Hoo Green Lane (ahead and left)	18	0.04	0
Hoo Green Lane (ahead and right)	18	0.1	0
A50 (west) (ahead, left and right)	968	0.11	0

7.3.115 The conclusions drawn in paragraph 8.4.119 of the main TA remain unchanged.

7.3.116 Table 8-52 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-52 below replaces Table 8-52 of the main TA.

Table 8-52: Future baseline performance at A50 Knutsford Road/Bucklow Hill Lane/Hoo 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)**		
Bucklow Hill Lane (ahead, left and right)	13	0.03	0	13	0.03	0	15	0.03	0
A50 (east) (ahead, left and right)	359	0.03	0	402	0.03	0	449	0.04	0
Hoo Green Lane (ahead and left)	5	0.01	0	5	0.01	0	5	0.01	0
Hoo Green Lane (ahead and right)	15	0.05	0	16	0.05	0	18	0.06	0
A50 (west) (ahead, left and right)	560	0.04	0	625	0.04	0	651	0.05	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)**		
Bucklow Hill Lane (ahead, left and right)	52	0.27	0	59	0.13	0	61	0.14	0
A50 (east) (ahead, left and right)	831	0.23	1	702	0.02	0	589	0.04	0
Hoo Green Lane (ahead and left)	22	0.05	0	7	0.02	0	14	0.03	0
Hoo Green Lane (ahead and right)	18	0.12	0	38	0.14	0	38	0.13	0
A50 (west) (ahead, left and right)	1209	0.04	0	535	0.06	0	523	0.05	0

7.3.117 The conclusions drawn in paragraph 8.4.121 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."

A50 Warrington Road/B5159 West Lane (east)

7.3.118 Table 8-53 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 8-53 below replaces Table 8-53 of the main TA.

Table 8-53: 2017 baseline performance at A50 Warrington Road/B5159 West Lane (east) junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
B5159 West Lane (left and right)	187	0.39	1
A50 Warrington Road (east) (ahead and right)	455	0.31	0

Approach	Flow, PCU/hr	RFC	Q, PCU
A50 Warrington Road (west) (ahead)	513	-	-
A50 Warrington Road (west) (left)	2	-	-
	2017 PM peak hour (17:00–18:00) baseline results		
B5159 West Lane (left and right)	228	0.44	1
A50 Warrington Road (east) (ahead and right)	965	0.29	0
A50 Warrington Road (west) (ahead)	308	-	-
A50 Warrington Road (west) (left)	2	-	-

7.3.119 The conclusions drawn in paragraph 8.4.123 of the main TA remain unchanged.

7.3.120 Table 8-54 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-54 below replaces Table 8-54 of the main TA.

Table 8-54: Future baseline performance at A50 Warrington Road/B5159 West Lane (east) 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)**		
B5159 West Lane (left and right)	248	0.55	1	305	0.67	2	391	0.91	7
A50 Warrington Road (east) (ahead and right)	400	0.26	0	460	0.29	0	471	0.28	0
A50 Warrington Road (west) (ahead)	486	-	-	576	-	-	630	-	-
A50 Warrington Road (west) (left)	29	-	-	8	-	-	16	-	-
	2030 PM peak hour (17:00–18:00)			**2038 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
B5159 West Lane (left and right)	238	0.47	1	248	0.57	1	220	0.48	1
A50 Warrington Road (east) (ahead and right)	971	0.29	0	577	0.21	0	687	0.21	0
A50 Warrington Road (west) (ahead)	299	-	-	195	-	-	201	-	-
A50 Warrington Road (west) (left)	6	-	-	69	-	-	34	-	-

7.3.121 The conclusions drawn in paragraph 8.4.125 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 RFC of 0.91 on the B5159 West Lane (left and right) 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."

Peacock Lane/Back Lane

7.3.122 Table 8-55 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 8-55 below replaces Table 8-55 of the main TA.

Table 8-55: 2017 baseline performance at Peacock Lane/Back Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
Peacock Lane (west) (ahead)	72	0.00	0
Peacock Lane (west) (left)	7	0.00	0
Back Lane (left and right)	12	0.02	0
Peacock Lane (east) (ahead and right)	55	0.01	0
	2017 PM peak hour (17:00–18:00) baseline results		
Peacock Lane (west) (ahead)	16	0.00	0
Peacock Lane (west) (left)	2	0.00	0
Back Lane (left and right)	25	0.05	0
Peacock Lane (east) (ahead and right)	111	0.02	0

7.3.123 The conclusions drawn in paragraph 8.4.127 of the main TA remain unchanged.

7.3.124 Table 8-56 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-56 below replaces Table 8-56 of the main TA.

Table 8-56: Future baseline performance at Peacock Lane/Back 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)**		
Peacock Lane (west) (ahead)	74	0.00	0	75	0.00	0	79	0.00	0
Peacock Lane (west) (left)	7	0.00	0	7	0.00	0	7	0.00	0
Back Lane (left and right)	13	0.02	0	12	0.02	0	13	0.02	0
Peacock Lane (east) (ahead and right)	57	0.01	0	57	0.01	0	59	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)**		
Peacock Lane (west) (ahead)	16	0.00	0	33	0.00	0	43	0.00	0
Peacock Lane (west) (left)	1	0.00	0	3	0.00	0	2	0.00	0
Back Lane (left and right)	24	0.05	0	28	0.06	0	26	0.05	0
Peacock Lane (east) (ahead and right)	172	0.09	0	134	0.03	0	184	0.06	0

7.3.125 The conclusions drawn in paragraph 8.4.129 of the main TA are replaced by:

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

M56 junction 10

7.3.126 This junction is a six-arm grade-separated partially signalised roundabout with no controlled pedestrian crossing facilities. The M56 westbound off-slip approach is signalised where it joins the Stretton roundabout circulatory (south) approach. The Tarporley Road 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 8-56.1.

Table 8-56.1: 2018 baseline performance at M56 junction 10

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Tarporley Road*	-	-	-
M56 westbound off-slip	839	46%	7
A559 Northwich Road	680	87%	3
A49 Tarporley Road (south)	978	84%	3
M56 eastbound off-slip	1,137	79%	1
A49 Tarporley Road (north)	273	20%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Tarporley Road*	-	-	-
M56 westbound off-slip	903	49%	8
A559 Northwich Road	436	51%	1
A49 Tarporley Road (south)	637	44%	0
M56 eastbound off-slip	1,035	60%	1
A49 Tarporley Road (north)	306	22%	0

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

7.3.127 In the 2018 baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 87% on the A559 Northwich Road approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline.

7.3.128 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 8-56.2. As the junction is only affected by the construction of the AP1 revised scheme, future baseline results are presented for 2030 only.

Table 8-56.2: Future baseline performance at M56 junction 10

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Tarporley Road*	-	-	-
M56 westbound off-slip	787	43%	7
A559 Northwich Road	698	94%	5
A49 Tarporley Road (south)	981	93%	5

Approach	Flow, PCU/hr	VoC	Q, PCU
M56 eastbound off-slip	1,194	82%	2
A49 Tarporley Road (north)	296	21%	0
	2030 PM peak hour (17:00–18:00)		
Tarporley Road*	-	-	-
M56 westbound off-slip	982	54%	9
A559 Northwich Road	450	56%	1
A49 Tarporley Road (south)	637	45%	0
M56 eastbound off-slip	1,048	62%	1
A49 Tarporley Road (north)	332	24%	0

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

7.3.129 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 Northwich Road approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2030 future baseline.

A56 Lymm Road/Agden Park Lane/A56 Higher Lane

7.3.130 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 8-56.3.

Table 8-56.3: 2018 baseline performance at A56 Lymm Road/Agden Park Lane/A56 Higher Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A56 Lymm Road	260	20%	0
Agden Park Lane	13	2%	0
A56 Higher Lane	685	50%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A56 Lymm Road	637	48%	0
Agden Park Lane	94	21%	0
A56 Higher Lane	262	19%	0

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

7.3.132 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 8-56.4. As the junction is only affected by the construction of the AP1 revised scheme, future baseline results are presented for 2030 only.

Table 8-56.4: Future baseline performance at A56 Lymm Road/Agden Park Lane/A56 Higher Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A56 Lymm Road	240	18%	0
Agden Park Lane	17	3%	0
A56 Higher Lane	694	50%	0
	2030 PM peak hour (17:00–18:00)		
A56 Lymm Road	595	45%	0
Agden Park Lane	204	43%	0
A56 Higher Lane	299	22%	0

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

A50 Holmes Chapel Road/B5081 Middlewich Road

7.3.134 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 8-56.5.

Table 8-56.5: 2018 baseline performance at A50 Holmes Chapel Road/B5081 Middlewich Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A50 Holmes Chapel Road (south)	236	18%	0
B5081 Middlewich Road	460	103%	6
A50 Holmes Chapel Road (north)	821	59%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A50 Holmes Chapel Road (south)	146	11%	0
B5081 Middlewich Road	214	45%	0
A50 Holmes Chapel Road (north)	986	72%	1

7.3.135 In the 2018 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with maximum VoC of 103% on the B5081 Middlewich Road approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 future baseline.

7.3.136 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 8-56.6. As the junction is only affected by the construction of the AP1 revised scheme, future baseline results are presented for 2030 only.

Table 8-56.6: Future baseline performance at A50 Holmes Chapel Road/B5081 Middlewich Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00) future baseline results		
A50 Holmes Chapel Road (south)	169	13%	0
B5081 Middlewich Road	495	85%	1
A50 Holmes Chapel Road (north)	802	58%	0
	2030 PM peak hour (17:00–18:00) future baseline results		
A50 Holmes Chapel Road (south)	147	11%	0
B5081 Middlewich Road	214	45%	0
A50 Holmes Chapel Road (north)	948	70%	1

7.3.137 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 85% on the B5081 Middlewich Road 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 2030 future baseline.

Accidents and safety

7.3.138 Accidents and safety are reported in Section 8.4 of the main TA. This section of the main TA is unchanged.

7.3.139 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 of the AP1 revised scheme.

Parking and loading

7.3.140 Parking and loading are reported in Section 8.4 of the main TA. This section of the main TA is unchanged.

Public transport

Rail network

7.3.141 The rail network is reported in Section 8.5 of the main TA. This section of the main TA is unchanged.

Local bus network

7.3.142 Local bus services are reported in Section 8.5 of the main TA. This section of the main TA is unchanged.

Public transport interchanges

7.3.143 Public transport interchanges are reported in Section 8.5 of the main TA. This section of the main TA is unchanged.

Pedestrians, cyclists and equestrians

Pedestrian facilities

7.3.144 Pedestrian facilities are reported in Section 8.6 of the main TA. This section of the main TA is unchanged.

Cycle facilities

7.3.145 Cycle facilities are reported in Section 8.6 of the main TA. This section of the main TA is unchanged.

Equestrian facilities

7.3.146 Equestrian facilities are reported in Section 8.6 of the main TA. This section of the main TA is unchanged.

Waterways and canals

7.3.147 Waterways and canals are reported in Section 8.7 of the main TA. This section of the main TA is unchanged.

Air transport

7.3.148 Air transport is reported in Section 8.8 of the main TA. This section of the main TA is unchanged.

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