In Parliament – Session 2022 - 2023

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High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement

Volume 5: Appendix TR-003-00003

Traffic and transport

Transport Assessment Part 3 Addendum

MA03: Pickmere to Agden and Hulseheath

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Department for Transport

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Transport Assessment Part 1 Addendum – Introduction

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12.1 AP1 revised scheme construction description

Introduction

12.1.1 A number of changes to the original scheme reported in Section 7.2 of this report mean that Section 15.2 of the main Transport Assessment (TA) is generally replaced by Section 12.1 in this document. Where there is no replacement, the text in the main TA remains valid.

12.1.2 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.

12.1.3 This section provides an overview of the construction traffic and transport impacts for the section of the AP1 revised scheme that will pass through the MA03 area.

12.1.4 Construction of the AP1 revised scheme is expected to commence in 2025 with construction activity continuing to 2038 (although activity in 2038 will be limited to testing and commissioning). Construction activities have been assessed against 2030 baseline traffic flows, irrespective of when they occur during the construction period.

Construction activities and phasing

12.1.5 Details of the main construction works and the time periods when each compound is operational are summarised in the indicative construction programme. For the construction programme refer to SES1 and AP1 ES Volume 2, Community Area report: Pickmere to Agden and Hulseheath (MA03), Section 6.

12.1.6 A complete description of the works associated with the AP1 revised scheme in the MA03 area is provided in Volume 2, Community Area report: Pickmere to Agden and Hulseheath (MA03), Sections 2 and 4. The construction works will be carried out throughout MA03 for the majority of the construction period. The overall programme has been outlined on a year-by-year basis. Table 15-1 in the main TA summarises the key construction activities, along with their start dates. Table 15-1 below replaces Table 15-1 of the main TA.

Table 15-1: AP1 revised scheme key highway construction activities in the MA03 area

Activity	Community area (CA)	Start date
Area advance works	MA03	2025 Q1
Arley brook viaduct	MA03	2027 Q2
Heyrose embankment	MA03	2027 Q2
Hoo Green North cutting retaining wall and Hoo Green West cutting	MA03	2027 Q2
Smoker Brook viaduct	MA03	2022 Q1

Activity	Community area (CA)	Start date
M6 Mere viaduct and M6 realignment	MA03	2027 Q4
Pickmere embankment	MA03	2028 Q1
A50 Warrington Road overbridge and realignment and Hoo Green Lane diversion	MA03	2028 Q1
Peacock Lane Highways Works	MA03	2025 Q2
B5391 Pickmere Lane realignment	MA03	2028 Q3
Temporary overbridge over the M56 at Yarwoodheath Lane	MA06	2028 Q3

Compounds and construction sites

12.1.7 The AP1 revised scheme will be constructed from compounds. This will include main compounds that manage and coordinate the work from satellite compounds. Where material is required to be transferred from site haul movements to highway movements, this will be undertaken through transfer nodes.

12.1.8 Table 15-2 in the main TA summarises the expected average and peak workforce (site workers plus staff) at each construction compound in the MA03 area. Table 15-2 below replaces Table 15-2 of the main TA. The AP1 revised scheme removes the requirement for the Agden Lane satellite compound, M56 West satellite compound, Agden Brow satellite compound and A56 Lymm Road satellite compound which were included in the original scheme.

12.1.9 The location of the construction compounds and the associated construction Heavy Goods Vehicle (HGV) routes in MA03 are shown in SES1 and AP1 ES Volume 5 Traffic and transport Map Book: Map Series TR-08.

Table 15-2: AP1 revised scheme assumed workforce at construction sites in the MA03 area

Compound type	Compound name	Number of site workers (peak)	Number of staff (peak)	Total workforce (site plus staff)	
				Average	Peak
Satellite	Smoker Brook viaduct north satellite compound	95	45	106	140
Satellite	Pickmere Lane satellite compound	120	45	111	165
Satellite	Arley Brook viaduct satellite compound	83	53	89	135
Satellite	Budworth Road satellite compound	60	45	94	105
Satellite	M6 viaduct south satellite compound	85	45	85	130
Satellite	M6 viaduct north satellite compound	135	45	98	180

Compound type	Compound name	Number of site workers (peak)	Number of staff (peak)	Total workforce (site plus staff)	
				Average	Peak
Main	A50 Warrington Road main compound	150	136	188	285
Satellite	Wrenshot Lane satellite compound	50	45	89	95
Satellite	Bowden View satellite compound	100	45	101	145
Satellite	Peacock Lane satellite compound	60	45	95	105
Satellite	Peacock Lane ATFS satellite compound	115	47	84	160

12.1.10 Table 15-3 of the main TA provides details of the compound set up date and the duration of active use. Table 15-3 below replaces Table 15-3 of the main TA. The duration of active use excludes any period where there are no substantial workforce trips or movement of materials to and from the compound.

12.1.11 Table 15-3 also provides a summary of the HGV and car/Light Goods Vehicle (LGV) access trips at each compound in the peak month of activity and during the busy period. For each compound, the peak month of activity is the month within which HGV traffic is at its highest for that compound. The busy period is the period during which HGV traffic serving that compound will be greater than 50% of the HGV traffic in the peak month. The average daily combined two-way vehicle trips[1] for the busy period is the lower end of the range shown in Table 15-3 and the average daily combined two-way vehicle trips for the peak month is the upper end of the range shown. The estimated duration of busy period is also provided.

Table 15-3: AP1 revised scheme typical vehicle trip generation for construction site compounds in the MA03 area

Compound type	Compound name	Indicative start/set up date (years/ quarter)	Estimated duration of active use (years/ months)	Average daily combined two–way car/LGV trips during busy period and within peak month of activity	Average daily combined two–way HGV trips during busy period and within peak month of activity	Estimated duration of busy period (months)
Satellite	Smoker Brook viaduct north satellite compound	2027 Q3	3 years and 6 months	194–238	356–512	5
Satellite	Pickmere Lane satellite compound	2027 Q2	4 years	160–280	90–114	7

[1] Two-way trips refer to the total number of vehicle movements in both directions (i.e. with 200 westbound (or arriving) vehicles and 100 eastbound (or departing), there would be 300 two-way trips).

Compound type	Compound name	Indicative start/set up date (years/ quarter)	Estimated duration of active use (years/ months)	Average daily combined two–way car/LGV trips during busy period and within peak month of activity	Average daily combined two–way HGV trips during busy period and within peak month of activity	Estimated duration of busy period (months)
Satellite	Arley Brook viaduct satellite compound	2027 Q2	4 years and 3 months	214–274	92–108	7
Satellite	Budworth Road satellite compound	2027 Q2	3 years and 6 months	178–178	368–462	9
Satellite	M6 viaduct south satellite compound	2027 Q2	5 years	122–220	66–86	9
Satellite	M6 viaduct north satellite compound	2027 Q2	4 years and 6 months	160–302	362–476	3
Main	A50 Warrington Road main compound	2027 Q2	5 years and 3 months	452–494	174–272	12
Satellite	Wrenshot Lane satellite compound	2027 Q4	2 years and 3 months	160–164	274–390	7
Satellite	Bowden View satellite compound	2027 Q2	4 years and 6 months	168–244	196–254	7
Satellite	Peacock Lane satellite compound	2025 Q2	4 years and 6 months	132–178	36–44	7
Satellite	Peacock Lane ATFS satellite compound	2027 Q2	5 years and 6 months	126–268	190–192	2

12.1.12 The indicative construction programme in Volume 2, Community Area report: Pickmere to Agden and Hulseheath (MA03), Section 6 illustrates how the phasing of activities at different compounds will generally be staggered and that construction activities at individual compounds may not occur over the whole duration presented in Table 15-3.

Construction HGV routes

12.1.13 Construction vehicle movements required to construct the AP1 revised scheme will include the delivery of plant and materials, movement of surpluses and site workforce trips. Works will include utilities diversions, earthworks, and the construction of underpasses, viaducts, bridges and highways.

12.1.14 HGV have been routed, where reasonably practicable, along the strategic or primary road network, although some access locations will be via local roads. Where reasonably practicable, the use of the local road network has been limited to site set up, access for environmental surveys and ongoing servicing (including refuse collection and general deliveries).

12.1.15 The AP1 revised scheme will introduce amended construction HGV routes for the M6 viaduct north satellite compound, Peacock Lane satellite compound and Peacock Lane ATFS satellite compound compared to the original scheme.

12.1.16 Construction HGV routes associated with the Agden Lane satellite compound, M56 West satellite compound, Agden Brow satellite compound and A56 Lymm Road satellite compound are no longer required in the AP1 revised scheme as these compounds are removed.

12.1.17 The location of the compounds and the associated construction HGV routes are shown on the SES1 and AP1 ES Volume 5, Traffic and transport Map Book: Map Series TR-08. Table 15-4 in the main TA summarises the construction HGV routes to and from each compound to the main road network. Table 15-4 below replaces Table 15-4 of the main TA. For some compounds, Table 15-4 includes multiple construction HGV routes. This is either because the construction HGV route varies depending on the origin/destination of the trip or because the construction HGV route varies over time to account for changes to the highway network or changes in construction activity through the construction period.

Table 15-4: AP1 revised scheme construction HGV routes for construction compounds in the MA03 area

Compound name(s)	Access routes to / from compound(s) to main road network
Smoker Brook viaduct north	A556 Chester Road
Pickmere Lane satellite compound	B5391 Pickmere Lane and A556 Chester Road
Arley Brook viaduct satellite compound	Budworth Road, B5391 Pickmere Lane and A556 Chester Road (to be used before closure of Budworth Road) Budworth Road, Frog Lane, School Lane, B5391 Pickmere Lane and A556 Chester Road (to be used after closure of Budworth Road)
Budworth Road satellite compound	B5391 Pickmere Lane and A556 Chester Road
M6 viaduct south satellite compound	Site haul route, Budworth Road, B5391 Pickmere Lane and A556 Chester Road (to be used before closure of Budworth Road) Site haul route, Budworth Road, Frog Lane, School Lane, B5391 Pickmere Lane and A556 Chester Road (to be used after closure of Budworth Road)
M6 viaduct north satellite compound	Site haul route, Old Hall Lane, B5569 Chester Road and A556 Chester Road
A50 Warrington Road main compound	A50 Warrington Road
Wrenshot Lane satellite compound	Site haul route, A50 Warrington Road (to be used before and after closure of the A556 temporary construction slip roads)
Bowden View satellite compound	Site haul route, Peacock Lane, Chapel Lane, A556 temporary construction slip roads and A556 Chester Road (to be used while the A556 temporary construction slip roads are open)

Compound name(s)	Access routes to / from compound(s) to main road network
Peacock Lane satellite compound	Route to/from the west: Peacock Lane, B5159 West Lane and A50 Warrington Road Incoming route from the north: A556 Chester Road, A5034 Chester Road, Chapel Lane and Peacock Lane Outgoing route to the south: Peacock Lane, Chapel Lane, A5034 Chester Road, B5569 Chester Road, A556 Chester Road (to be used before opening and after closure of the A556 temporary construction slip roads) Peacock Lane, Chapel Lane, A556 temporary construction slip roads and A556 (to be used while the A556 temporary construction slip roads are open)
Peacock Lane ATFS satellite compound	Incoming route from the north: A556, A5034 Chester Road, Chapel Lane and Peacock Lane Outgoing route to the south: Peacock Lane, Chapel Lane, A5034 Chester Road, B5569 Chester Road, A556 (to be used before opening and after closure of the A556 temporary construction slip roads) Peacock Lane, Chapel Lane, A556 temporary construction slip roads and A556 (to be used while the A556 temporary construction slip roads are open)

12.1.18 Table 15-5 in the main TA summarises the peak daily construction traffic flows associated with the original scheme, both in HGV and total vehicles, on roads within the MA03 area that form part of construction HGV routes. Table 15-5 below replaces Table 15-5 of the main TA.

12.1.19 Table 15-5 indicates a reduction in construction traffic, when compared to the original scheme, on most routes in the MA03 area. Locations with the largest reductions in construction traffic include parts of the A556 Chester Road, A50 Chester Road, A50 Knutsford Road, A50 Warrington Road, A50 Cliff Lane and A56 Lymm Road.

12.1.20 Table 15-5 indicates an increase in construction traffic, when compared to the original scheme, on the B5391 Pickmere Lane realignment.

12.1.21 Where zero 'all vehicle' and/or 'HGV' construction flows are indicated, these represent links that are no longer a main construction route when considering the AP1 revised scheme. These links may, however, be subject to occasional or infrequent use by AP1 revised scheme construction traffic.

12.1.22 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 15-5: AP1 revised scheme MA03 peak daily construction traffic flow

Location	Direction	Daily peak HGV vehicles	Daily peak all vehicles
A556 Chester Road (between Plumley Moor Road and A5033 Northwich Road)	NB	570	1,713
	SB	570	1,419
B5391 Pickmere Lane (between Park Lane and School Lane)	EB	235	374
	WB	235	578
B5391 Pickmere Lane realignment (between Park Lane and Budworth Road)	EB	213	374
	WB	213	467

Location	Direction	Daily peak HGV vehicles	Daily peak all vehicles
B5391 Pickmere Lane realignment (between School Lane and Budworth Road)	EB	255	419
	WB	255	624
A556 Chester Road (between A5033 Northwich Road and B5391 Pickmere Lane)	NB	570	1,715
	SB	570	1,462
Budworth Road (between Old Hall Lane and B5391 Pickmere Lane)	EB	89	227
	WB	89	121
B5391 Pickmere Lane (between Budworth Road and A556 Chester Road)	EB	255	567
	WB	255	606
Budworth Road (between Cann Lane and Old Hall Lane)	EB	89	137
	WB	89	125
Old Hall Lane (between Budworth Road and A556 northbound off-slip)	NB	10	13
	SB	10	107
A556 Chester Road (between B5391 Pickmere Lane and M6 junction 19)	NB	825	2,213
	SB	825	1,979
A556 (between M6 junction 19 and B5569 Old Hall Lane)	NB	1,565	2,598
	SB	1,564	2,546
Old Hall Lane (between A556 southbound on-slip and B5569 Chester Road)	EB	231	489
	WB	273	593
Old Hall Lane (between A556 northbound off-slip and A556 southbound on-slip)	EB	265	489
	WB	10	63
A556 (between B5569 Old Hall Lane and A50 Knutsford Road)	NB	1,393	2,277
	SB	1,398	2,300
B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)	NB	231	489
	SB	273	592
A50 Warrington Road (between A5034 Mereside Road and Clamhunger Lane)	EB	307	508
	WB	307	508
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	307	457
	SB	307	475
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	307	477
	SB	307	508
A50 Warrington Road (between Clamhunger Lane and B5569 Chester Road)	EB	307	641
	WB	307	663
A50 Chester Road (between B5569 Chester Road (south) and B5569 Chester Road (north))	NB	103	291
	SB	153	393
A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)	NB	163	452
	SB	51	221
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	NB	307	646
	SB	307	671
	NB	76	275

Location	Direction	Daily peak HGV vehicles	Daily peak all vehicles
A50 Knutsford Road (between A556 northbound on-slip and Hoo Green Lane)	SB	68	422
A556 (between A50 Knutsford Road and off-slip from B5569 Chester Road)	NB	1,405	2,436
	SB	1,398	2,300
Hulse Heath Lane (between A50 Knutsford Road and Bowden View Lane)	NB	40	188
	SB	40	105
A50 Warrington Road realignment (between Wrenshot Lane and Hoo Green Lane)	EB	68	456
	WB	76	261
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	24	44
	SB	171	409
B5569 Chester Road (between A5034 Mereside Road and Chapel Lane)	NB	24	65
	SB	171	461
Hulse Heath Lane (between Bowden View Lane and Chapel Lane)	NB	235	239
	SB	235	239
A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)	EB	68	456
	WB	76	261
A50 Warrington Road (between B5159 West Lane and Halliwell's Brow)	EB	68	552
	WB	76	290
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	NB	330	485
	SB	330	361
A50 Warrington Road (between B5159 West Lane west and B5159 West Lane east)	EB	68	410
	WB	76	256
B5159 West Lane east (between A50 Warrington Road and B5159 West Lane west)	NB	10	82
	SB	10	202
A50 Warrington Road (between Swineyard Lane and B5159 West Lane)	EB	68	513
	WB	76	407
A50 Warrington Road (between Heath Lane and Mag Lane)	EB	68	457
	WB	76	338
Peacock Lane (between Moss Lane and Back Lane)	EB	23	211
	WB	23	227
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	NB	10	408
	SB	10	46
Boothbank Lane (between Agden Lane and Millington Lane)	EB	10	295
	WB	10	171
A50 Cliff Lane/A50 Warrington Road (between M6 junction 20 and Heath Lane)	EB	68	555
	WB	76	411
A50 Cliff Lane (between M6 junction 20 northbound off-slip and M6 junction 20 southbound on-slip)	EB	51	265
	WB	25	220

Traffic management, road closures and diversions

12.1.23 The approach to traffic management, road closures and diversions is reported in Section 15.2 of the main TA. This section of the main TA is unchanged.

Public Rights of Way, closures and diversions

12.1.24 The approach to PRoW closures and diversions is reported in Section 15.2 of the main TA. This section of the main TA is unchanged.

12.2 AP1 revised scheme assessment of construction impacts

12.2.1 A number of changes to the original scheme reported in Section 7.2 of this report mean that Section 15.3 of the main TA is generally replaced by Section 12.2 in this document. Where there is no replacement the text in the main TA remains valid.

Key construction transport issues

12.2.2 The construction assessment takes account of all of the impacts of the AP1 revised scheme in the MA03 area. The main temporary traffic and transport impacts in this area will include:

- construction and workforce vehicle movements to and from the various construction compounds;
- road closures, realignments and diversions;
- alternative routes for PRoW and roadside footways.

12.2.3 The construction assessment has also considered any impacts in this area that arise from construction of the AP1 revised scheme in the adjoining community area.

12.2.4 The AP1 revised scheme will no longer provide a connection to the West Coast Main Line (WCML) between the Pickmere to Agden and Hulseheath area (MA03) and the Risley to Bamfurlong area (MA05), which generally results in reduced construction traffic on the local road network in the MA03 area. Refinements to the construction process and programme will result in further changes to construction traffic on the local road network compared to the original scheme.

Highway network

Highway diversions, realignments and closures

12.2.5 Highway diversions, realignments and closures required to accommodate construction of the original scheme are reported in Section 15.3 of the main TA.

12.2.6 The original scheme included the temporary closures of Peacock Lane and Back Lane during construction of Peacock Lane overbridge, Peacock Lane viaduct and the Peacock Lane realignment, increasing journey length by up to 8.6km for vehicle occupants, for a period of one year. The SES1 scheme includes changes to the Peacock Lane alignment and the removal of the Peacock Lane overbridge. The Peacock Lane viaduct will be retained in the SES1 scheme, and highway works associated with the amended Peacock Lane alignment will continue to be required. As a result there will be no change to the Peacock Lane temporary diversion route and duration reported in the main TA.

12.2.7 The original scheme included the temporary realignment of an 800m section of the M56 between junctions 8 and 9, increasing journey length by 20m for three years and six months, and the temporary realignment of an 800m section of the A56 Lymm Road, resulting in a change in journey length of less than 100m for one year and three months. The SES1 scheme will no longer provide a connection to the WCML between the Pickmere to Agden and Hulseheath area (MA03) and the Risley to Bamfurlong area (MA05). As a result, this will remove the temporary realignment of the M56 and A56 Lymm Road, as reported in the main TA.

12.2.8 Permanent realignments, diversions and closures are considered under the operational assessment.

Highway network analysis

12.2.9 The impacts of construction of the AP1 revised scheme on the highway network have been assessed by undertaking strategic model runs for a number of 'with AP1 revised scheme' construction scenarios, and by comparing the flows and delays against the 2030 future baseline scenario.

12.2.10 Changes have been made within the strategic model to reflect construction including HS2 construction traffic and changes to the road network including road closures, traffic management and changes to junction operations. These changes are only relevant to some aspects of the assessment, namely those related to highway impacts due to the combination of highway changes and construction traffic. These aspects are changes in:

- traffic flows;
- junction performance; and
- bus journey times.

12.2.11 To ensure the assessment addresses the different combinations and interactions of advance works, utility diversions, temporary highway closures and diversions and construction HGV movements through the construction programme period, the impacts have been considered in five scenarios representing five distinct temporal phases. These scenarios ensure that all activities are assessed and combined impacts identified. It should be noted that, due to changes in the construction programme of the AP1 revised scheme, these scenarios differ slightly from those reported in the main TA:

- scenario 1, 2027 Q1 – 2027 Q2. This corresponds with the setting-up of a number of compounds and the commencement of works in the Pickmere and Hoo Green areas. This scenario equates to 63% of the overall peak in construction traffic across the whole construction period;
- scenario 2, 2027 Q3 – 2028 Q2. This corresponds with the peak in construction traffic movements prior to the installation of M56 temporary overbridge at Yarwoodheath Lane in the Hulseheath to Manchester Airport area (MA06). This scenario includes construction of the Arley Brook viaduct and the Agden Brook viaduct. This scenario equates to 79% of the overall peak in construction traffic across the whole construction period;
- scenario 3, 2028 Q3 – 2029 Q1. This corresponds with the construction peak following the opening of M56 temporary overbridge at Yarwoodheath Lane in the Hulseheath to Manchester Airport area (MA06). This scenario equates to 78% of the overall peak in construction traffic across the whole construction period;
- scenario 4, 2029 Q2 – 2031 Q2. This corresponds with the construction peak following the opening of the Mobberley Road and Ashley Road realignment in the Hulseheath to Manchester Airport area (MA06) and the opening of the School Lane realignment and Peacock Lane realignment. This scenario includes the construction of M6 Mere viaduct, Hoo Green North cutting retaining wall and Hoo Green South cutting retaining wall. This scenario equates to the overall peak in construction traffic across the whole construction period; and
- scenario 5, 2031 Q3 onwards. This corresponds with the peak in construction traffic movements following the removal of M56 temporary overbridge at Yarwoodheath Lane in the Hulseheath to Manchester Airport area (MA06). All permanent realignments, diversions and closures are also included in this scenario. This scenario equates to 51% of the overall peak in construction traffic across the whole construction period.

12.2.12 Table 15-6 in the main TA summarises the advance works, utility diversions, main works and construction lorry movements included in each scenario, ensuring that the impacts of the relevant activities are assessed in combination, as appropriate. Table 15-6 below replaces Table 15-6 of the main TA.

Table 15-6: AP1 revised scheme construction highway interventions by scenario in the MA03 area

Type	Intervention	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
Main works	Speed restriction on M56 west of Junction 6 (50mph) in the Hulseheath to Manchester Airport area (MA06) and temporary slip-roads at Chapel Lane	Included	Included	Included	Included	Included
Main works	Old Hall Lane access, direct accesses from the A556 in the Hulseheath to Manchester Airport area (MA06) and temporary slip-roads at Chapel Lane	Not included	Included	Included	Included	Included

Type	Intervention	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
Main works	School Lane and Frog Lane realignments	Not included	Included	Included	Included	Included
Main works	Millington Lane closures in the Hulseheath to Manchester Airport area (MA06)	Not included	Included	Included	Not included	Not included
Main works	M56 temporary overbridge at Yarwoodheath Lane in the Hulseheath to Manchester Airport area (MA06)	Not included	Not included	Included	Included	Not included
Main works	B5391 Pickmere Lane realignment and Peacock Lane Highways Works	Not included	Not included	Not included	Included	Included
Main works	Speed restriction on M6 between Junctions 19 and 20 (50mph)	Not included	Not included	Not included	Included	Not included
Main works	Flittogate Lane and Hoo Green Lane diversions and the A50 Warrington Road realignment	Not included	Not included	Not included	Included	Included
Main works	Budworth Road and Bowden View Lane closures	Not included	Included	Included	Included	Included
	Construction HGV traffic assessed as a percentage of peak construction HGV traffic	63%	79%	78%	100%	51%

Strategic and local road network traffic flows

12.2.13 During the construction period a number of roads will be affected by the construction of the AP1 revised scheme. An assessment of the impact of construction related vehicle movements and temporary diversions has been undertaken and is detailed below. The flows outlined in the following sections will not necessarily occur concurrently, as impacts on different parts of the network will occur at different times.

12.2.14 The M6 Junction 19 model has been used to model the construction scenarios across MA03. In the MA03 area the model covers the area from Oughtrington in the north to Pickmere in the south, and from the M56 junction 9 in the west to Rostherne in the east.

12.2.15 Table 15-7 and Table 15-8 in the main TA set out the traffic flows for the 2030 future baseline and the original scheme on the roads most affected by construction of the original scheme for the AM and PM peak hour. Table 15-7, Table 15-8 Table 15-8.1 and Table 15-8.2 below replace Table 15-7 and Table 15-8 of the main TA. In both time periods, the percentage changes in HGV flows are generally higher than the percentage changes in all traffic flows as a result of the relatively low number of HGV movements in the future baseline. Due to the simplified way in which the road network is represented in the strategic models, the use of some local roads may not be precisely reflected in the forecast traffic flows during construction of the AP1 revised scheme, however, this is not expected to change the conclusions of the assessment.

12.2.16 Traffic flows on all other roads are either unaffected from the future baseline or there are only small changes in traffic flows (HGV or all vehicles of less than 10%) compared to the future baseline daily flow.

12.2.17 It should be noted that, unless identified in the next section of this report relating to junction impacts, these changes in traffic will not result in material increases in congestion or delay.

12.2.18 Figure 15-1 to Figure 15-8 of the main TA show traffic flow changes for each scenario for the AM and PM peak hours respectively. Figures 15-1, Figure 15-8, Figure 15-8.1 and Figure 15-8.2 below replace Figure 15-1 to Figure 15-8 of the main TA. The width of the band indicates the proportional change in traffic, with red representing an increase and green a decrease compared with the 2030 future baseline scenario.

12.2.19 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 15-7: 2030 future baseline and with the AP1 revised scheme construction traffic (vehicles), AM peak hour (08:00–09:00) – Scenario 1 and Scenario 2

Location	Direction	2030 baseline flows		2030 AP1 revised scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A556 Chester Road (between Plumley Moor Road and A5033 Northwich Road)	NB	1,504	77	1,517	87	1%	13%	1,539	116	2%	51%
	SB	1,222	84	1,269	78	4%	-7%	1,271	99	4%	18%
B5391 Pickmere Lane (between Park Lane and School Lane)	EB	97	4	105	13	8%	225%	119	21	23%	425%
	WB	38	5	113	13	197%	160%	219	21	476%	320%
B5391 Pickmere Lane realignment (between School Lane and Budworth Road)	EB	97	4	105	13	8%	225%	119	21	23%	425%
	WB	38	5	113	13	197%	160%	219	21	476%	320%
A556 Chester Road (between A5033 Northwich Road and B5391 Pickmere Lane)	NB	1,421	81	1,419	91	0%	12%	1,441	120	1%	48%
	SB	1,201	86	1,237	78	3%	-9%	1,248	101	4%	17%
B5083 Garden Road (between Tatton Street and A50 Manchester Road)*	EB	0	0	0	0	0%	0%	0	0	0%	0%
	WB	107	6	116	6	8%	0%	122	6	14%	0%
Budworth Road (between Old Hall Lane and B5391 Pickmere Lane)	EB	57	0	65	8	14%	0%	70	9	23%	0%
	WB	45	0	60	8	33%	0%	64	9	42%	0%
B5391 Pickmere Lane (between Budworth Road and A556 Chester Road)	EB	131	5	148	21	13%	320%	145	23	11%	360%
	WB	61	5	152	21	149%	320%	237	23	289%	360%
Budworth Road (between Cann Lane and Old Hall Lane)	EB	15	0	25	8	67%	0%	24	9	60%	0%
	WB	22	0	45	8	105%	0%	50	9	127%	0%
Tabley Road (between Sugar Pit Lane and Green Lane)*	EB	77	0	98	0	27%	0%	151	0	96%	0%
	WB	5	0	4	0	-20%	0%	4	0	-20%	0%
	NB	13	1	15	2	15%	100%	17	2	31%	100%

Location	Direction	2030 baseline flows		2030 AP1 revised scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Old Hall Lane (between Budworth Road and A556 northbound off-slip)*	SB	4	0	12	1	200%	0%	21	1	425%	0%
Tabley Hill Lane (between A556 Chester Road and Green Lane)*	EB	77	0	98	0	27%	0%	151	0	96%	0%
	WB	5	0	4	0	-20%	0%	4	0	-20%	0%
Old Hall Lane (between A556 southbound on-slip and B5569 Chester Road)	EB	289	7	298	19	3%	171%	319	17	10%	143%
	WB	151	10	174	37	15%	270%	172	37	14%	270%
Old Hall Lane (between A556 northbound off-slip and A556 southbound on-slip)*	EB	289	7	306	25	6%	257%	323	21	12%	200%
	WB	4	0	21	1	425%	0%	45	1	1025%	0%
B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)	NB	268	7	277	19	3%	171%	297	17	11%	143%
	SB	143	10	166	37	16%	270%	164	37	15%	270%
A50 Warrington Road (between A5034 Mereside Road and Clamhunger Lane)	EB	348	14	338	25	-3%	79%	317	23	-9%	64%
	WB	373	8	392	28	5%	250%	414	33	11%	313%
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	118	2	140	12	19%	500%	139	12	18%	500%
	SB	271	6	282	28	4%	367%	255	34	-6%	467%
Clamhunger Lane (between A50 Warrington Road and A5034 Mereside Road)	NB	139	4	148	4	6%	0%	185	4	33%	0%
	SB	58	2	56	2	-3%	0%	49	2	-16%	0%
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	143	2	168	13	17%	550%	171	12	20%	500%
	SB	541	8	554	28	2%	250%	563	34	4%	325%
A50 Warrington Road (between Clamhunger Lane and B5569 Chester Road)	EB	488	19	487	29	0%	53%	502	27	3%	42%
	WB	432	10	448	30	4%	200%	462	36	7%	260%
	NB	123	2	122	2	-1%	0%	123	2	0%	0%

Location	Direction	2030 baseline flows		2030 AP1 revised scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Cann Lane/Whitley Lane/Rowley Bank Lane/Halliwell's Brow (between Budworth Road and A50 Warrington Road)	SB	130	9	175	9	35%	0%	243	9	87%	0%
A5034 Mereside Road (between Clamhunger Lane and Ciceley Mill Lane)*	NB	25	0	27	0	8%	0%	33	0	32%	0%
	SB	514	7	500	7	-3%	0%	494	7	-4%	0%
A50 Chester Road (between B5569 Chester Road (south) and B5569 Chester Road (north))	NB	542	11	554	20	2%	82%	580	21	7%	91%
	SB	474	23	482	38	2%	65%	480	27	1%	17%
A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)	NB	467	14	520	26	11%	86%	557	24	19%	71%
	SB	440	19	432	22	-2%	16%	434	22	-1%	16%
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	NB	257	6	289	17	12%	183%	324	16	26%	167%
	SB	85	3	107	23	26%	667%	113	29	33%	867%
A50 Knutsford Road (between A556 northbound on-slip and Hoo Green Lane)	NB	278	11	318	15	14%	36%	338	18	22%	64%
	SB	473	21	481	25	2%	19%	489	26	3%	24%
A50 Warrington Road realignment (between Wrenshot Lane and Hoo Green Lane)	EB	502	20	585	23	17%	15%	624	24	24%	20%
	WB	255	7	250	12	-2%	71%	255	15	0%	114%
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	48	0	51	0	6%	0%	55	0	15%	0%
	SB	77	4	138	21	79%	425%	149	8	94%	100%
A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)	EB	502	19	585	23	17%	21%	624	24	24%	26%
	WB	255	7	250	11	-2%	57%	255	15	0%	114%
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	EB	50	0	60	10	20%	0%	81	24	62%	0%
	WB	31	0	66	10	113%	0%	102	0	229%	0%

Location	Direction	2030 baseline flows		2030 AP1 revised scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5569 Chester Road (between Chapel Lane and A556 southbound off-slip)	NB	27	0	32	0	19%	0%	11	0	-59%	0%
	SB	540	12	610	29	13%	142%	632	17	17%	42%
Wrenshot Lane (between A50 Warrington Road and Broadoak Lane)*	NB	0	0	0	0	0%	0%	0	0	0%	0%
	SB	0	0	0	0	0%	0%	0	0	0%	0%
A50 Warrington Road (between B5159 West Lane and Halliwell's Brow)	EB	627	28	754	32	20%	14%	858	33	37%	18%
	WB	373	9	365	13	-2%	44%	369	16	-1%	78%
Chapel Lane/Peacock Lane (between Back Lane and Hulse Heath Lane)	EB	50	0	60	10	20%	0%	61	5	22%	0%
	WB	31	0	66	10	113%	0%	110	5	255%	0%
B5159 West Lane west (between A50 Warrington Road and B5159 West Lane east)	NB	72	0	87	0	21%	0%	105	0	46%	0%
	SB	114	3	111	2	-3%	-33%	103	2	-10%	-33%
A50 Warrington Road (between Swineyard Lane and B5159 West Lane)	EB	494	23	592	26	20%	13%	649	27	31%	17%
	WB	301	9	304	13	1%	44%	302	16	0%	78%
Swineyard Lane (between Heath Lane and A50 Warrington Road)	EB	92	2	117	2	27%	0%	127	1	38%	-50%
	WB	70	2	70	2	0%	0%	62	2	-11%	0%
Heath Lane (between Swineyard Lane and A50 Warrington Road)	NB	62	0	62	0	0%	0%	66	0	6%	0%
	SB	32	0	78	0	144%	0%	103	0	222%	0%
Wrenshot Lane (between B5159 West Lane and Broadoak Lane)*	EB	0	0	0	0	0%	0%	0	0	0%	0%
	WB	0	0	0	0	0%	0%	0	0	0%	0%
A50 Warrington Road (between Swineyard Lane and Mag Lane)	EB	404	21	477	25	18%	19%	524	26	30%	24%
	WB	233	6	236	10	1%	67%	241	14	3%	133%
	NB	0	0	0	0	0%	0%	0	0	0%	0%

Location	Direction	2030 baseline flows		2030 AP1 revised scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Broadoak Lane (between Wrenshot Lane and Peacock Lane)*	SB	0	0	0	0	0%	0%	0	0	0%	0%
A50 Warrington Road (between Heath Lane and Mag Lane)	EB	404	21	477	25	18%	19%	520	25	29%	19%
	WB	216	6	219	10	1%	67%	224	14	4%	133%
Peacock Lane realignment (between Back Lane diversion and Broadoak Lane)	EB	72	0	109	1	51%	0%	145	2	101%	0%
	WB	16	1	18	2	13%	100%	39	3	144%	200%
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	NB	75	0	74	1	-1%	0%	96	1	28%	0%
	SB	39	1	40	2	3%	100%	63	2	62%	100%
Peacock Lane (between Moss Lane and Back Lane)*	EB	16	1	18	2	13%	100%	39	3	144%	200%
	WB	72	0	109	1	51%	0%	145	2	101%	0%
Peacock Lane (between Broadoak Lane and B5159 West Lane)*	EB	71	0	108	0	52%	0%	166	0	134%	0%
	WB	16	0	17	1	6%	0%	19	0	19%	0%
Millington Lane (between Booth Bank Lane and Chester Road)	NB	31	0	30	1	-3%	0%	1	1	-97%	0%
	SB	11	0	13	1	18%	0%	1	1	-91%	0%
Mag Lane (between A50 Warrington Road and Crouchley Lane)*	NB	17	0	18	0	6%	0%	18	0	6%	0%
	SB	0	0	0	0	0%	0%	4	0	0%	0%
Boothbank Lane (between Agden Lane and Millington Lane)	EB	25	0	27	1	8%	0%	49	1	96%	0%
	WB	19	0	19	1	0%	0%	35	1	84%	0%
A50 Cliff Lane/A50 Warrington Road (between M6 junction 20 and Heath Lane)	EB	436	21	555	25	27%	19%	622	26	43%	24%
	WB	278	6	280	11	1%	83%	289	14	4%	133%
	NB	17	0	16	0	-6%	0%	13	0	-24%	0%

Location	Direction	2030 baseline flows		2030 AP1 revised scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)	SB	12	0	15	0	25%	0%	20	0	67%	0%
Crouchley Lane/Beechtree Lane (between Mag Lane and B5159 West Lane)*	EB	0	0	0	0	0%	0%	0	0	0%	0%
	WB	0	0	0	0	0%	0%	0	0	0%	0%
Reddy Lane (between Millington Lane and A56 Lymm Road)	NB	30	0	29	0	-3%	0%	30	0	0%	0%
	SB	7	1	7	0	0%	-100%	19	0	171%	-100%
A56 Lymm Road (between Bowdon Roundabout and Reddy Lane)	EB	691	5	686	5	-1%	0%	686	5	-1%	0%
	WB	236	4	212	4	-10%	0%	214	4	-9%	0%
A56 Lymm Road (between Reddy Lane and Agden Park Lane)	EB	661	5	657	4	-1%	-20%	657	4	-1%	-20%
	WB	229	4	205	4	-10%	0%	195	4	-15%	0%

** 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 15-8: 2030 future baseline and with the AP1 revised scheme construction traffic (vehicles), AM peak hour (08:00–09:00) – Scenario 3, Scenario 4 and Scenario 5

Location	Direction	2030 AP1 revised scheme flows –scenario 3		Scenario 3 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 5		Scenario 5 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A556 Chester Road (between Plumley Moor Road and A5033 Northwich Road)	NB	1,539	118	2%	53%	1,550	134	3%	74%	1,527	95	2%	23%
	SB	1,255	102	3%	21%	1,253	109	3%	30%	1,238	84	1%	0%
B5391 Pickmere Lane (between Park Lane and School Lane)	EB	124	26	28%	550%	132	28	36%	600%	106	5	9%	25%
	WB	228	26	500%	420%	311	28	718%	460%	91	5	139%	0%
B5391 Pickmere Lane realignment (between School Lane and Budworth Road)	EB	124	26	28%	550%	139	30	43%	650%	117	9	21%	125%
	WB	228	26	500%	420%	319	30	739%	500%	102	9	168%	80%
A556 Chester Road (between A5033 Northwich Road and B5391 Pickmere Lane)	NB	1,440	122	1%	51%	1,418	138	0%	70%	1,424	99	0%	22%
	SB	1,242	103	3%	20%	1,217	109	1%	27%	1,229	85	2%	-1%
B5083 Garden Road (between Tatton Street and A50 Manchester Road)*	EB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	122	6	14%	0%	125	5	17%	-17%	89	6	-17%	0%
Budworth Road (between Old Hall Lane and B5391 Pickmere Lane)	EB	66	3	16%	0%	81	0	42%	0%	57	0	0%	0%
	WB	56	3	24%	0%	41	0	-9%	0%	41	0	-9%	0%
B5391 Pickmere Lane (between Budworth Road and A556 Chester Road)	EB	148	27	13%	440%	148	30	13%	500%	134	9	2%	80%
	WB	243	27	298%	440%	288	30	372%	500%	103	9	69%	80%
Budworth Road (between Cann Lane and Old Hall Lane)	EB	17	3	13%	0%	-	-	-	-	-	-	-	-
	WB	42	3	91%	0%	-	-	-	-	-	-	-	-
Tabley Road (between Sugar Pit Lane and Green Lane)*	EB	143	0	86%	0%	61	0	-21%	0%	95	0	23%	0%
	WB	4	0	-20%	0%	2	0	-60%	0%	2	0	-60%	0%

Location	Direction	2030 AP1 revised scheme flows –scenario 3		Scenario 3 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 5		Scenario 5 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Old Hall Lane (between Budworth Road and A556 northbound off-slip)	NB	17	2	31%	100%	16	2	23%	100%	16	2	23%	100%
	SB	23	1	475%	0%	28	1	600%	0%	4	1	0%	0%
Tabley Hill Lane (between A556 Chester Road and Green Lane)*	EB	143	0	86%	0%	61	0	-21%	0%	95	0	23%	0%
	WB	4	0	-20%	0%	2	0	-60%	0%	2	0	-60%	0%
Old Hall Lane (between A556 southbound on-slip and B5569 Chester Road)	EB	313	11	8%	57%	313	11	8%	57%	330	30	14%	329%
	WB	135	13	-11%	30%	135	13	-11%	30%	175	33	16%	230%
Old Hall Lane (between A556 northbound off-slip and A556 southbound on-slip)*	EB	314	12	9%	71%	335	33	16%	371%	330	30	14%	329%
	WB	38	1	850%	0%	49	1	1125%	0%	13	1	225%	0%
B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)	NB	292	11	9%	57%	292	11	9%	57%	308	30	15%	329%
	SB	127	13	-11%	30%	128	13	-10%	30%	167	33	17%	230%
A50 Warrington Road (between A5034 Mereside Road and Clamhunger Lane)	EB	306	13	-12%	-7%	409	11	18%	-21%	374	45	7%	221%
	WB	387	8	4%	0%	411	8	10%	0%	419	40	12%	400%
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	126	2	7%	0%	100	1	-15%	-50%	136	31	15%	1450%
	SB	233	8	-14%	33%	261	6	-4%	0%	306	39	13%	550%
Clamhunger Lane (between A50 Warrington Road and A5034 Mereside Road)	NB	186	4	34%	0%	148	4	6%	0%	212	4	53%	0%
	SB	49	2	-16%	0%	50	1	-14%	-50%	56	2	-3%	0%
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	158	2	10%	0%	160	1	12%	-50%	197	31	38%	1450%
	SB	531	8	-2%	0%	549	11	1%	38%	595	39	10%	388%
	EB	492	17	1%	-11%	557	14	14%	-26%	586	49	20%	158%

Location	Direction	2030 AP1 revised scheme flows –scenario 3		Scenario 3 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 5		Scenario 5 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A50 Warrington Road (between Clamhunger Lane and B5569 Chester Road)	WB	436	10	1%	0%	461	10	7%	0%	475	42	10%	320%
Cann Lane/Whitley Lane/Rowley Bank Lane/Halliwell's Brow (between Budworth Road and A50 Warrington Road)	NB	124	2	1%	0%	131	2	7%	0%	121	2	-2%	0%
	SB	243	9	87%	0%	303	9	133%	0%	186	9	43%	0%
A5034 Mereside Road (between Clamhunger Lane and Ciceley Mill Lane)*	NB	33	0	32%	0%	86	0	244%	0%	77	0	208%	0%
	SB	493	7	-4%	0%	514	8	0%	14%	519	7	1%	0%
A50 Chester Road (between B5569 Chester Road (south) and B5569 Chester Road (north))	NB	578	15	7%	36%	604	17	11%	55%	559	21	3%	91%
	SB	470	24	-1%	4%	537	23	13%	0%	530	30	12%	30%
A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)	NB	560	18	20%	29%	576	31	23%	121%	502	23	7%	64%
	SB	431	20	-2%	5%	487	17	11%	-11%	482	21	10%	11%
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	NB	311	6	21%	0%	223	4	-13%	-33%	333	35	30%	483%
	SB	87	3	2%	0%	84	4	-1%	33%	127	34	49%	1033%
A50 Knutsford Road (between A556 northbound on-slip and Hoo Green Lane)	NB	341	15	23%	36%	332	13	19%	18%	250	13	-10%	18%
	SB	488	23	3%	10%	520	23	10%	10%	514	23	9%	10%
A50 Warrington Road realignment (between Wrenshot Lane and Hoo Green Lane)	EB	628	22	25%	10%	657	22	31%	10%	572	21	14%	5%
	WB	254	11	0%	57%	246	10	-4%	43%	211	9	-17%	29%
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	55	0	15%	0%	43	2	-10%	0%	37	0	-23%	0%
	SB	144	5	87%	25%	130	17	69%	325%	100	12	30%	200%

Location	Direction	2030 AP1 revised scheme flows –scenario 3		Scenario 3 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 5		Scenario 5 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)	EB	627	21	25%	11%	656	21	31%	11%	572	21	14%	11%
	WB	254	11	0%	57%	246	10	-4%	43%	211	9	-17%	29%
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	EB	90	33	80%	0%	77	25	54%	0%	67	10	34%	0%
	WB	105	0	239%	0%	156	0	403%	0%	110	0	255%	0%
B5569 Chester Road (between Chapel Lane and A556 southbound off-slip)	NB	12	0	-56%	0%	26	2	-4%	0%	16	0	-41%	0%
	SB	626	12	16%	0%	649	26	20%	117%	577	19	7%	58%
Wrenshot Lane (between A50 Warrington Road and Broadoak Lane)*	NB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	SB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
A50 Warrington Road (between B5159 West Lane and Halliwell's Brow)	EB	861	30	37%	7%	950	30	52%	7%	752	30	20%	7%
	WB	369	13	-1%	44%	368	11	-1%	22%	326	11	-13%	22%
Chapel Lane/Peacock Lane (between Back Lane and Hulse Heath Lane)	EB	70	14	40%	0%	59	7	18%	0%	67	10	34%	0%
	WB	122	14	294%	0%	169	7	445%	0%	125	10	303%	0%
B5159 West Lane west (between A50 Warrington Road and B5159 West Lane east)	NB	107	0	49%	0%	116	0	61%	0%	84	0	17%	0%
	SB	102	2	-11%	-33%	134	2	18%	-33%	110	2	-4%	-33%
A50 Warrington Road (between Swineyard Lane and B5159 West Lane)	EB	655	25	33%	9%	713	25	44%	9%	588	25	19%	9%
	WB	299	13	-1%	44%	330	11	10%	22%	304	11	1%	22%
Swineyard Lane (between Heath Lane and A50 Warrington Road)	EB	128	1	39%	-50%	128	2	39%	0%	117	2	27%	0%
	WB	61	2	-13%	0%	79	2	13%	0%	83	2	19%	0%
	NB	66	0	6%	0%	66	0	6%	0%	62	0	0%	0%

Location	Direction	2030 AP1 revised scheme flows –scenario 3		Scenario 3 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 5		Scenario 5 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Heath Lane (between Swineyard Lane and A50 Warrington Road)	SB	97	0	203%	0%	107	0	234%	0%	68	0	113%	0%
Wrenshot Lane (between B5159 West Lane and Broadoak Lane)*	EB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
A50 Warrington Road (between Swineyard Lane and Mag Lane)	EB	529	23	31%	10%	586	24	45%	14%	473	23	17%	10%
	WB	240	10	3%	67%	253	9	9%	50%	223	8	-4%	33%
Broadoak Lane (between Wrenshot Lane and Peacock Lane)*	NB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	SB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
A50 Warrington Road (between Heath Lane and Mag Lane)	EB	526	23	30%	10%	581	23	44%	10%	473	23	17%	10%
	WB	222	10	3%	67%	245	9	13%	50%	216	8	0%	33%
Peacock Lane realignment (between Back Lane diversion and Broadoak Lane)	EB	146	1	103%	0%	0	0	-100%	0%	0	0	-100%	0%
	WB	37	1	131%	0%	0	0	-100%	-100%	0	0	-100%	-100%
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	NB	95	1	27%	0%	0	0	-100%	0%	0	0	-100%	0%
	SB	64	2	64%	100%	0	0	-100%	-100%	0	0	-100%	-100%
Peacock Lane (between Moss Lane and Back Lane)*	EB	37	1	131%	0%	38	3	138%	200%	16	1	0%	0%
	WB	146	1	103%	0%	108	3	50%	0%	64	0	-11%	0%
Peacock Lane (between Broadoak Lane and B5159 West Lane)*	EB	170	0	139%	0%	129	0	82%	0%	64	0	-10%	0%
	WB	19	0	19%	0%	19	0	19%	0%	15	1	-6%	0%
Millington Lane (between Booth Bank Lane and Chester Road)	NB	1	1	-97%	0%	33	1	6%	0%	24	1	-23%	0%
	SB	1	1	-91%	0%	18	1	64%	0%	14	1	27%	0%

Location	Direction	2030 AP1 revised scheme flows –scenario 3		Scenario 3 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 5		Scenario 5 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Mag Lane (between A50 Warrington Road and Crouchley Lane)*	NB	18	0	6%	0%	8	0	-53%	0%	8	0	-53%	0%
	SB	3	0	0%	0%	5	0	0%	0%	0	0	0%	0%
Boothbank Lane (between Agden Lane and Millington Lane)	EB	49	1	96%	0%	60	1	140%	0%	38	1	52%	0%
	WB	35	1	84%	0%	27	1	42%	0%	23	1	21%	0%
A50 Cliff Lane/A50 Warrington Road (between M6 junction 20 and Heath Lane)	EB	623	23	43%	10%	688	24	58%	14%	541	23	24%	10%
	WB	288	10	4%	67%	311	9	12%	50%	278	9	0%	50%
Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)	NB	13	0	-24%	0%	72	0	324%	0%	73	0	329%	0%
	SB	22	0	83%	0%	108	0	800%	0%	53	0	342%	0%
Crouchley Lane/Beechtree Lane (between Mag Lane and B5159 West Lane)*	EB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Reddy Lane (between Millington Lane and A56 Lymm Road)	NB	30	0	0%	0%	29	0	-3%	0%	29	0	-3%	0%
	SB	19	0	171%	-100%	35	0	400%	-100%	7	0	0%	-100%
A56 Lymm Road (between Bowdon Roundabout and Reddy Lane)	EB	686	5	-1%	0%	682	5	-1%	0%	687	5	-1%	0%
	WB	214	4	-9%	0%	227	4	-4%	0%	211	4	-11%	0%
A56 Lymm Road (between Reddy Lane and Agden Park Lane)	EB	657	4	-1%	-20%	653	4	-1%	-20%	658	4	0%	-20%
	WB	195	4	-15%	0%	193	4	-16%	0%	204	4	-11%	0%

** 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 15-8.1: 2030 future baseline and with the AP1 revised scheme construction traffic (vehicles), PM peak hour (17:00–18:00) – Scenario 1 and Scenario 2

Location	Direction	2030 baseline flows		2030 AP1 revised scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A556 Chester Road (between Plumley Moor Road and A5033 Northwich Road)	NB	1,288	42	1,473	50	14%	19%	1,520	77	18%	83%
	SB	1,466	49	1,461	56	0%	14%	1,426	77	-3%	57%
B5391 Pickmere Lane (between Park Lane and School Lane)	EB	43	1	107	9	149%	800%	140	17	226%	1600%
	WB	264	5	267	13	1%	160%	296	21	12%	320%
B5391 Pickmere Lane realignment (between School Lane and Budworth Road)	EB	43	1	107	9	149%	800%	140	17	226%	1600%
	WB	264	5	267	13	1%	160%	296	21	12%	320%
A556 Chester Road (between A5033 Northwich Road and B5391 Pickmere Lane)	NB	1,112	45	1,295	54	16%	20%	1,414	80	27%	78%
	SB	871	60	882	68	1%	13%	945	94	8%	57%
B5083 Garden Road (between Tatton Street and A50 Manchester Road)*	EB	0	0	0	0	0%	0%	0	0	0%	0%
	WB	115	4	113	3	-2%	-25%	126	3	10%	-25%
Budworth Road (between Old Hall Lane and B5391 Pickmere Lane)	EB	55	0	89	9	62%	0%	137	9	149%	0%
	WB	124	0	130	9	5%	0%	163	9	31%	0%
B5391 Pickmere Lane (between Budworth Road and A556 Chester Road)	EB	77	1	161	18	109%	1700%	245	20	218%	1900%
	WB	367	5	362	22	-1%	340%	425	24	16%	380%
Budworth Road (between Cann Lane and Old Hall Lane)	EB	13	0	32	8	146%	0%	61	9	369%	0%
	WB	106	1	114	10	8%	900%	155	10	46%	900%
Tabley Road (between Sugar Pit Lane and Green Lane)*	EB	1	0	1	0	0%	0%	8	0	700%	0%
	WB	110	0	116	0	5%	0%	114	0	4%	0%
	NB	3	0	6	1	100%	0%	7	1	133%	0%

Location	Direction	2030 baseline flows		2030 AP1 revised scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Old Hall Lane (between Budworth Road and A556 northbound off-slip)*	SB	19	1	40	2	111%	100%	69	2	263%	100%
Tabley Hill Lane (between A556 Chester Road and Green Lane)*	EB	1	0	1	0	0%	0%	8	0	700%	0%
	WB	110	0	116	0	5%	0%	114	0	4%	0%
Old Hall Lane (between A556 southbound on-slip and B5569 Chester Road)	EB	151	4	163	15	8%	275%	174	14	15%	250%
	WB	161	3	346	30	115%	900%	508	33	216%	1000%
Old Hall Lane (between A556 northbound off-slip and A556 southbound on-slip)*	EB	151	4	171	22	13%	450%	179	18	19%	350%
	WB	21	1	26	2	24%	100%	24	2	14%	100%
B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)	NB	153	4	164	15	7%	275%	176	14	15%	250%
	SB	145	3	328	30	126%	900%	487	33	236%	1000%
A50 Warrington Road (between A5034 Mereside Road and Clamhunger Lane)	EB	273	7	258	16	-5%	129%	103	11	-62%	57%
	WB	737	8	842	27	14%	238%	827	33	12%	313%
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	239	2	172	13	-28%	550%	181	13	-24%	550%
	SB	274	1	327	21	19%	2000%	453	27	65%	2600%
Clamhunger Lane (between A50 Warrington Road and A5034 Mereside Road)	NB	33	0	32	0	-3%	0%	19	0	-42%	0%
	SB	82	1	108	1	32%	0%	178	1	117%	0%
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	316	2	254	13	-20%	550%	249	13	-21%	550%
	SB	346	1	438	21	27%	2000%	523	27	51%	2600%
A50 Warrington Road (between Clamhunger Lane and B5569 Chester Road)	EB	306	7	290	16	-5%	129%	123	12	-60%	71%
	WB	819	8	949	28	16%	250%	1,005	34	23%	325%
	NB	151	0	172	0	14%	0%	151	0	0%	0%

Location	Direction	2030 baseline flows		2030 AP1 revised scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Cann Lane/Whitley Lane/Rowley Bank Lane/Halliwell's Brow (between Budworth Road and A50 Warrington Road)	SB	232	4	240	4	3%	0%	276	11	19%	175%
A5034 Mereside Road (between Clamhunger Lane and Ciceley Mill Lane)*	NB	190	0	127	0	-33%	0%	138	0	-27%	0%
	SB	232	0	247	0	6%	0%	336	0	45%	0%
A50 Chester Road (between B5569 Chester Road (south) and B5569 Chester Road (north))	NB	894	11	856	20	-4%	82%	817	18	-9%	64%
	SB	384	9	365	23	-5%	156%	258	9	-33%	0%
A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)	NB	989	12	949	25	-4%	108%	887	19	-10%	58%
	SB	339	8	309	10	-9%	25%	209	7	-38%	-13%
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	NB	158	3	158	13	0%	333%	131	13	-17%	333%
	SB	197	1	297	21	51%	2000%	363	27	84%	2600%
A50 Knutsford Road (between A556 northbound on-slip and Hoo Green Lane)	NB	649	11	588	16	-9%	45%	518	15	-20%	36%
	SB	383	8	384	11	0%	38%	306	9	-20%	13%
A50 Warrington Road realignment (between Wrenshot Lane and Hoo Green Lane)	EB	348	8	295	11	-15%	38%	158	9	-55%	13%
	WB	788	11	775	15	-2%	36%	686	15	-13%	36%
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	17	0	24	0	41%	0%	42	0	147%	0%
	SB	88	1	108	18	23%	1700%	98	4	11%	300%
A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)	EB	347	8	295	10	-15%	25%	158	8	-54%	0%
	WB	788	11	775	15	-2%	36%	686	15	-13%	36%
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	EB	19	0	39	10	105%	0%	84	24	342%	0%
	WB	181	0	133	10	-27%	0%	173	0	-4%	0%

Location	Direction	2030 baseline flows		2030 AP1 revised scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5569 Chester Road (between Chapel Lane and A556 southbound off-slip)	NB	21	0	21	0	0%	0%	1	0	-95%	0%
	SB	297	1	321	18	8%	1700%	377	6	27%	500%
Wrenshot Lane (between A50 Warrington Road and Broadoak Lane)*	NB	0	0	0	0	0%	0%	0	0	0%	0%
	SB	0	0	0	0	0%	0%	0	0	0%	0%
A50 Warrington Road (between B5159 West Lane and Halliwell's Brow)	EB	566	12	517	14	-9%	17%	404	20	-29%	67%
	WB	926	11	929	15	0%	36%	807	15	-13%	36%
Chapel Lane/Peacock Lane (between Back Lane and Hulse Heath Lane)	EB	19	0	39	10	105%	0%	64	5	237%	0%
	WB	180	0	135	10	-25%	0%	182	5	1%	0%
B5159 West Lane west (between A50 Warrington Road and B5159 West Lane east)	NB	20	1	25	1	25%	0%	33	1	65%	0%
	SB	148	8	196	8	32%	0%	165	6	11%	-25%
A50 Warrington Road (between Swineyard Lane and B5159 West Lane)	EB	413	10	372	13	-10%	30%	310	18	-25%	80%
	WB	806	16	800	20	-1%	25%	676	18	-16%	13%
Swineyard Lane (between Heath Lane and A50 Warrington Road)	EB	92	1	89	1	-3%	0%	75	0	-18%	-100%
	WB	191	2	210	2	10%	0%	184	3	-4%	50%
Heath Lane (between Swineyard Lane and A50 Warrington Road)	NB	57	0	102	0	79%	0%	101	0	77%	0%
	SB	37	0	37	0	0%	0%	64	0	73%	0%
Wrenshot Lane (between B5159 West Lane and Broadoak Lane)*	EB	0	0	0	0	0%	0%	0	0	0%	0%
	WB	0	0	0	0	0%	0%	0	0	0%	0%
A50 Warrington Road (between Swineyard Lane and Mag Lane)	EB	327	9	288	12	-12%	33%	240	18	-27%	100%
	WB	621	15	596	19	-4%	27%	497	15	-20%	0%
	NB	0	0	0	0	0%	0%	0	0	0%	0%

Location	Direction	2030 baseline flows		2030 AP1 revised scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Broadoak Lane (between Wrenshot Lane and Peacock Lane)*	SB	0	0	0	0	0%	0%	0	0	0%	0%
A50 Warrington Road (between Heath Lane and Mag Lane)	EB	327	9	288	12	-12%	33%	240	18	-27%	100%
	WB	605	13	557	17	-8%	31%	437	13	-28%	0%
Peacock Lane realignment (between Back Lane diversion and Broadoak Lane)	EB	17	1	24	2	41%	100%	54	3	218%	200%
	WB	12	1	64	2	433%	100%	67	3	458%	200%
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	NB	186	1	174	2	-6%	100%	349	2	88%	100%
	SB	20	1	21	2	5%	100%	32	2	60%	100%
Peacock Lane (between Moss Lane and Back Lane)*	EB	12	1	64	2	433%	100%	67	3	458%	200%
	WB	17	1	24	2	41%	100%	54	3	218%	200%
Peacock Lane (between Broadoak Lane and B5159 West Lane)*	EB	16	1	23	1	44%	0%	33	1	106%	0%
	WB	11	1	63	1	473%	0%	89	1	709%	0%
Millington Lane (between Booth Bank Lane and Chester Road)	NB	61	0	111	1	82%	0%	1	1	-98%	0%
	SB	17	0	18	1	6%	0%	1	1	-94%	0%
Mag Lane (between A50 Warrington Road and Crouchley Lane)*	NB	15	2	39	2	160%	0%	60	2	300%	0%
	SB	0	0	0	0	0%	0%	0	0	0%	0%
Boothbank Lane (between Agden Lane and Millington Lane)	EB	8	1	29	2	263%	100%	106	2	1225%	100%
	WB	59	1	91	2	54%	100%	37	1	-37%	0%
A50 Cliff Lane/A50 Warrington Road (between M6 junction 20 and Heath Lane)	EB	365	10	325	12	-11%	20%	304	18	-17%	80%
	WB	662	13	659	17	0%	31%	538	13	-19%	0%
	NB	204	0	202	0	-1%	0%	233	0	14%	0%

Location	Direction	2030 baseline flows		2030 AP1 revised scheme flows - scenario 1		Scenario 1 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 2		Scenario 2 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)	SB	7	0	6	0	-14%	0%	5	0	-29%	0%
Crouchley Lane/Beechtree Lane (between Mag Lane and B5159 West Lane)*	EB	0	0	0	0	0%	0%	0	0	0%	0%
	WB	0	0	0	0	0%	0%	2	0	0%	0%
Reddy Lane (between Millington Lane and A56 Lymm Road)	NB	8	0	46	0	475%	0%	89	0	1013%	0%
	SB	13	0	13	0	0%	0%	19	0	46%	0%
A56 Lymm Road (between Bowdon Roundabout and Reddy Lane)	EB	298	2	332	2	11%	0%	370	2	24%	0%
	WB	605	3	602	3	0%	0%	597	3	-1%	0%
A56 Lymm Road (between Reddy Lane and Agden Park Lane)	EB	290	2	286	2	-1%	0%	280	2	-3%	0%
	WB	592	3	589	3	-1%	0%	578	3	-2%	0%

** 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 15-8.2: 2030 future baseline and with the AP1 revised scheme construction traffic (vehicles), PM peak hour (17:00–18:00) – Scenario 3, Scenario 4 and Scenario 5

Location	Direction	2030 AP1 revised scheme flows –scenario 3		Scenario 3 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 5		Scenario 5 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A556 Chester Road (between Plumley Moor Road and A5033 Northwich Road)	NB	1,518	79	18%	88%	1,500	96	16%	129%	1,508	57	17%	36%
	SB	1,417	78	-3%	59%	1,451	95	-1%	94%	1,472	53	0%	8%
B5391 Pickmere Lane (between Park Lane and School Lane)	EB	134	22	212%	2100%	143	24	233%	2300%	53	1	23%	0%
	WB	297	26	13%	420%	380	29	44%	480%	326	6	23%	20%
B5391 Pickmere Lane realignment (between School Lane and Budworth Road)	EB	134	22	212%	2100%	153	26	256%	2500%	65	5	51%	400%
	WB	297	26	13%	420%	408	31	55%	520%	348	10	32%	100%
A556 Chester Road (between A5033 Northwich Road and B5391 Pickmere Lane)	NB	1,398	83	26%	84%	1,300	96	17%	113%	1,330	60	20%	33%
	SB	919	93	6%	55%	736	105	-15%	75%	880	64	1%	7%
B5083 Garden Road (between Tatton Street and A50 Manchester Road)*	EB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	121	3	5%	-25%	116	3	1%	-25%	117	3	2%	-25%
Budworth Road (between Old Hall Lane and B5391 Pickmere Lane)	EB	98	3	78%	0%	75	1	36%	0%	66	1	20%	0%
	WB	156	3	26%	0%	30	0	-76%	0%	27	0	-78%	0%
B5391 Pickmere Lane (between Budworth Road and A556 Chester Road)	EB	204	24	165%	2300%	177	26	130%	2500%	90	5	17%	400%
	WB	423	28	15%	460%	387	30	5%	500%	334	9	-9%	80%
Budworth Road (between Cann Lane and Old Hall Lane)	EB	37	3	185%	0%	-	-	-	-	-	-	-	-
	WB	152	4	43%	300%	-	-	-	-	-	-	-	-
Tabley Road (between Sugar Pit Lane and Green Lane)*	EB	2	0	100%	0%	0	0	-100%	0%	1	0	0%	0%
	WB	120	0	9%	0%	69	0	-37%	0%	91	0	-17%	0%

Location	Direction	2030 AP1 revised scheme flows –scenario 3		Scenario 3 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 5		Scenario 5 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Old Hall Lane (between Budworth Road and A556 northbound off-slip)*	NB	7	1	133%	0%	7	1	133%	0%	4	1	33%	0%
	SB	56	2	195%	100%	45	2	137%	100%	35	1	84%	0%
Tabley Hill Lane (between A556 Chester Road and Green Lane)*	EB	2	0	100%	0%	0	0	-100%	0%	1	0	0%	0%
	WB	120	0	9%	0%	69	0	-37%	0%	91	0	-17%	0%
Old Hall Lane (between A556 southbound on-slip and B5569 Chester Road)	EB	161	8	7%	100%	194	9	28%	125%	185	27	23%	575%
	WB	488	9	203%	200%	233	7	45%	133%	379	26	135%	767%
Old Hall Lane (between A556 northbound off-slip and A556 southbound on-slip)*	EB	161	9	7%	125%	216	30	43%	650%	185	27	23%	575%
	WB	30	2	43%	100%	26	2	24%	100%	20	1	-5%	0%
B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)	NB	162	8	6%	100%	196	9	28%	125%	186	27	22%	575%
	SB	472	9	226%	200%	216	7	49%	133%	327	26	126%	767%
A50 Warrington Road (between A5034 Mereside Road and Clamhunger Lane)	EB	158	2	-42%	-71%	344	7	26%	0%	301	38	10%	443%
	WB	826	8	12%	0%	794	11	8%	38%	797	41	8%	413%
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	150	2	-37%	0%	207	0	-13%	-100%	213	31	-11%	1450%
	SB	372	1	36%	0%	224	16	-18%	1500%	316	31	15%	3000%
Clamhunger Lane (between A50 Warrington Road and A5034 Mereside Road)	NB	29	0	-12%	0%	31	0	-6%	0%	31	0	-6%	0%
	SB	158	1	93%	0%	86	1	5%	0%	173	1	111%	0%
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	223	2	-29%	0%	286	0	-9%	-100%	291	31	-8%	1450%
	SB	452	1	31%	0%	398	16	15%	1500%	395	31	14%	3000%
A50 Warrington Road (between Clamhunger Lane and B5569 Chester Road)	EB	187	2	-39%	-71%	375	7	23%	0%	333	38	9%	443%
	WB	984	8	20%	0%	880	11	7%	38%	970	41	18%	413%

Location	Direction	2030 AP1 revised scheme flows –scenario 3		Scenario 3 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 5		Scenario 5 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Cann Lane/Whitley Lane/Rowley Bank Lane/Halliwell's Brow (between Budworth Road and A50 Warrington Road)	NB	153	0	1%	0%	164	0	9%	0%	172	0	14%	0%
	SB	264	14	14%	250%	285	15	23%	275%	243	15	5%	275%
A5034 Mereside Road (between Clamhunger Lane and Ciceley Mill Lane)*	NB	125	0	-34%	0%	219	0	15%	0%	204	0	7%	0%
	SB	260	0	12%	0%	278	15	20%	0%	228	0	-2%	0%
A50 Chester Road (between B5569 Chester Road (south) and B5569 Chester Road (north))	NB	809	13	-10%	18%	929	19	4%	73%	874	22	-2%	100%
	SB	334	8	-13%	-11%	447	14	16%	56%	381	17	-1%	89%
A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)	NB	874	14	-12%	17%	1,017	32	3%	167%	955	23	-3%	92%
	SB	227	6	-33%	-25%	392	10	16%	25%	326	11	-4%	38%
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	NB	127	3	-20%	0%	98	0	-38%	-100%	118	31	-25%	933%
	SB	349	2	77%	100%	206	1	5%	0%	335	32	70%	3100%
A50 Knutsford Road (between A556 northbound on-slip and Hoo Green Lane)	NB	516	12	-20%	9%	613	15	-6%	36%	528	14	-19%	27%
	SB	315	8	-18%	0%	496	15	30%	88%	367	11	-4%	38%
A50 Warrington Road realignment (between Wrenshot Lane and Hoo Green Lane)	EB	205	7	-41%	-13%	397	14	14%	75%	304	11	-13%	38%
	WB	725	12	-8%	9%	817	15	4%	36%	677	14	-14%	27%
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	22	0	29%	0%	40	2	135%	0%	31	0	82%	0%
	SB	125	1	42%	0%	114	14	30%	1300%	105	8	19%	700%
A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)	EB	205	7	-41%	-13%	397	14	14%	75%	304	10	-12%	25%
	WB	725	12	-8%	9%	817	15	4%	36%	677	14	-14%	27%
	EB	76	33	300%	0%	54	25	184%	0%	35	10	84%	0%

Location	Direction	2030 AP1 revised scheme flows –scenario 3		Scenario 3 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 5		Scenario 5 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	WB	160	0	-12%	0%	235	0	30%	0%	217	0	20%	0%
B5569 Chester Road (between Chapel Lane and A556 southbound off-slip)	NB	1	0	-95%	0%	21	2	0%	0%	19	0	-10%	0%
	SB	357	2	20%	100%	361	30	22%	2900%	308	9	4%	800%
Wrenshot Lane (between A50 Warrington Road and Broadoak Lane)*	NB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	SB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
A50 Warrington Road (between B5159 West Lane and Halliwell's Brow)	EB	444	21	-22%	75%	658	29	16%	142%	532	26	-6%	117%
	WB	853	12	-8%	9%	957	15	3%	36%	836	14	-10%	27%
Chapel Lane/Peacock Lane (between Back Lane and Hulse Heath Lane)	EB	57	14	200%	0%	36	7	89%	0%	35	10	84%	0%
	WB	178	14	-1%	0%	249	7	38%	0%	235	10	31%	0%
B5159 West Lane west (between A50 Warrington Road and B5159 West Lane east)	NB	19	1	-5%	0%	31	1	55%	0%	31	1	55%	0%
	SB	184	8	24%	0%	190	7	28%	-13%	180	8	22%	0%
A50 Warrington Road (between Swineyard Lane and B5159 West Lane)	EB	315	19	-24%	90%	522	28	26%	180%	386	24	-7%	140%
	WB	719	17	-11%	6%	880	20	9%	25%	736	19	-9%	19%
Swineyard Lane (between Heath Lane and A50 Warrington Road)	EB	64	0	-30%	-100%	142	0	54%	-100%	85	1	-8%	0%
	WB	190	2	-1%	0%	229	2	20%	0%	207	2	8%	0%
Heath Lane (between Swineyard Lane and A50 Warrington Road)	NB	112	0	96%	0%	77	0	35%	0%	102	0	79%	0%
	SB	63	0	70%	0%	37	0	0%	0%	37	0	0%	0%
Wrenshot Lane (between B5159 West Lane and Broadoak Lane)*	EB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%

Location	Direction	2030 AP1 revised scheme flows –scenario 3		Scenario 3 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 5		Scenario 5 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A50 Warrington Road (between Swineyard Lane and Mag Lane)	EB	256	19	-22%	111%	394	28	20%	211%	307	24	-6%	167%
	WB	534	16	-14%	7%	666	18	7%	20%	535	17	-14%	13%
Broadoak Lane (between Wrenshot Lane and Peacock Lane)*	NB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	SB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
A50 Warrington Road (between Heath Lane and Mag Lane)	EB	256	19	-22%	111%	394	28	20%	211%	307	24	-6%	167%
	WB	474	14	-22%	8%	643	15	6%	15%	526	15	-13%	15%
Peacock Lane realignment (between Back Lane diversion and Broadoak Lane)	EB	38	1	124%	0%	0	0	-100%	-100%	0	0	-100%	-100%
	WB	70	1	483%	0%	0	0	-100%	-100%	0	0	-100%	-100%
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	NB	354	2	90%	100%	0	0	-100%	-100%	0	0	-100%	-100%
	SB	36	2	80%	100%	0	0	-100%	-100%	0	0	-100%	-100%
Peacock Lane (between Moss Lane and Back Lane)*	EB	70	1	483%	0%	88	3	633%	200%	45	1	275%	0%
	WB	38	1	124%	0%	27	3	59%	200%	7	1	-59%	0%
Peacock Lane (between Broadoak Lane and B5159 West Lane)*	EB	19	1	19%	0%	6	1	-63%	0%	7	1	-56%	0%
	WB	93	1	745%	0%	110	1	900%	0%	45	1	309%	0%
Millington Lane (between Booth Bank Lane and Chester Road)	NB	1	1	-98%	0%	163	1	167%	0%	122	1	100%	0%
	SB	1	1	-94%	0%	23	1	35%	0%	19	1	12%	0%
Mag Lane (between A50 Warrington Road and Crouchley Lane)*	NB	60	2	300%	0%	23	2	53%	0%	9	2	-40%	0%
	SB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Boothbank Lane (between Agden Lane and Millington Lane)	EB	119	2	1388%	100%	119	2	1388%	100%	29	2	263%	100%
	WB	41	1	-31%	0%	173	2	193%	100%	119	2	102%	100%

Location	Direction	2030 AP1 revised scheme flows –scenario 3		Scenario 3 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 4		Scenario 4 - % change from 2030 baseline		2030 AP1 revised scheme flows - scenario 5		Scenario 5 - % change from 2030 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A50 Cliff Lane/A50 Warrington Road (between M6 junction 20 and Heath Lane)	EB	319	19	-13%	90%	432	28	18%	180%	344	24	-6%	140%
	WB	586	14	-11%	8%	720	16	9%	23%	628	15	-5%	15%
Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)	NB	224	0	10%	0%	459	0	125%	0%	319	0	56%	0%
	SB	5	0	-29%	0%	19	0	171%	0%	18	0	157%	0%
Crouchley Lane/Beechtree Lane (between Mag Lane and B5159 West Lane)*	EB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	1	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Reddy Lane (between Millington Lane and A56 Lymm Road)	NB	98	0	1125%	0%	153	0	1813%	0%	28	0	250%	0%
	SB	19	0	46%	0%	13	0	0%	0%	13	0	0%	0%
A56 Lymm Road (between Bowdon Roundabout and Reddy Lane)	EB	377	2	27%	0%	454	2	52%	0%	321	2	8%	0%
	WB	596	3	-1%	0%	581	3	-4%	0%	591	3	-2%	0%
A56 Lymm Road (between Reddy Lane and Agden Park Lane)	EB	279	2	-4%	0%	301	2	4%	0%	293	2	1%	0%
	WB	577	3	-3%	0%	568	3	-4%	0%	578	3	-2%	0%

** 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.*

Figure 15-1: MA03 traffic flow changes between 2030 future baseline and AP1 revised scheme Scenario 1, AM peak hour

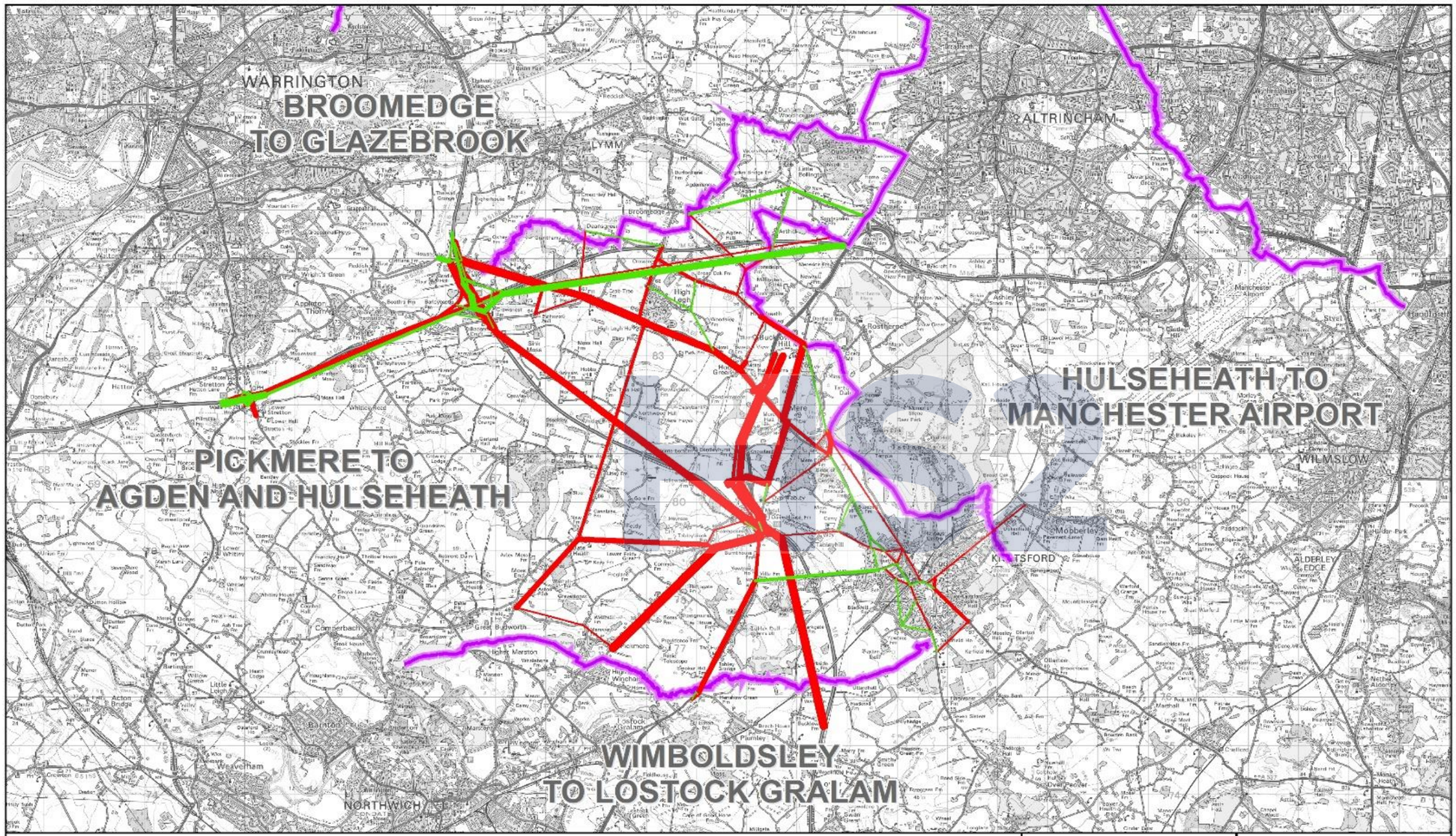


Figure 15-2: MA03 traffic flow changes between 2030 future baseline and AP1 revised scheme Scenario 1, PM peak hour

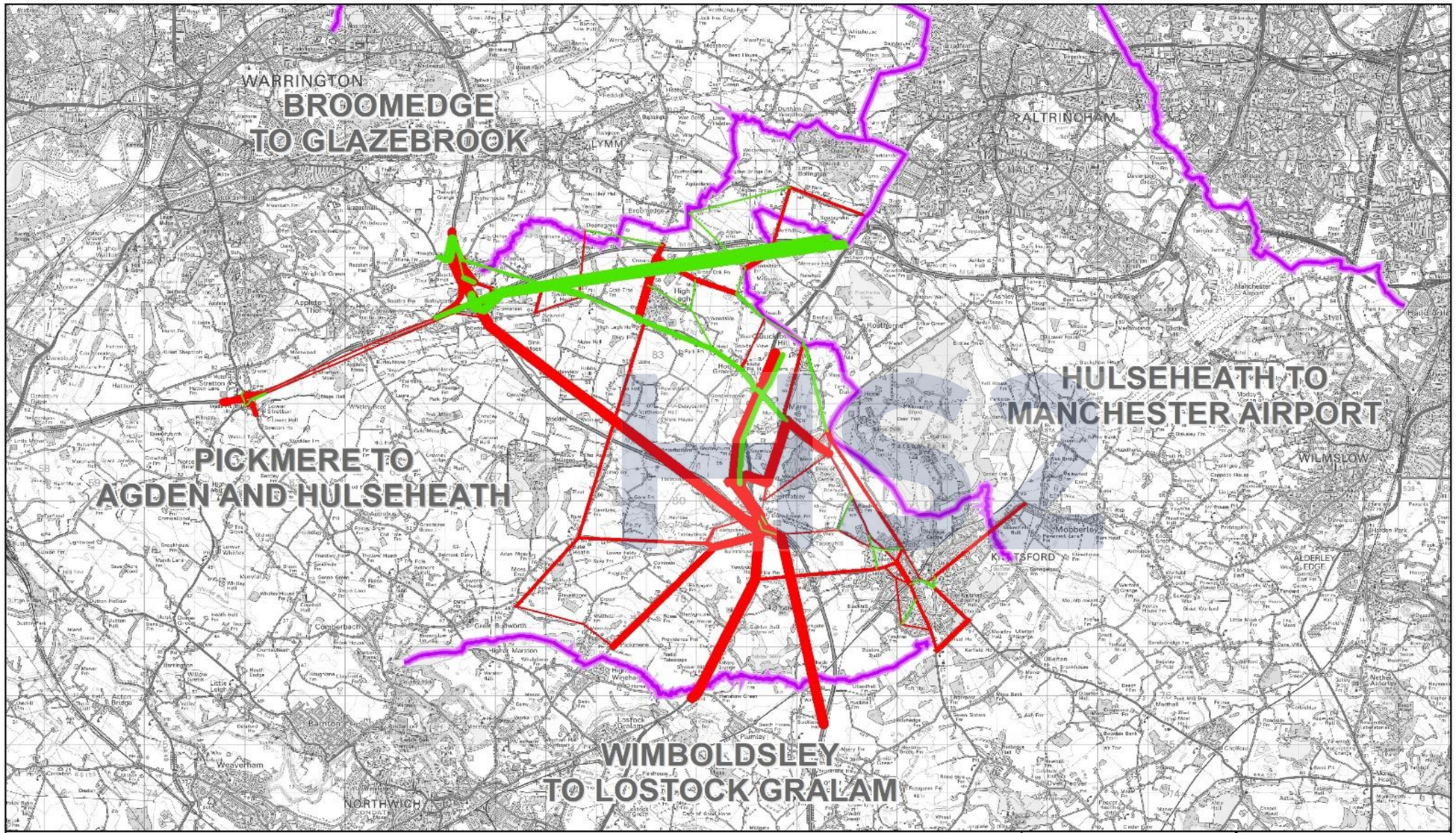


Figure 15-3: MA03 traffic flow changes between 2030 future baseline and AP1 revised scheme Scenario 2, AM peak hour

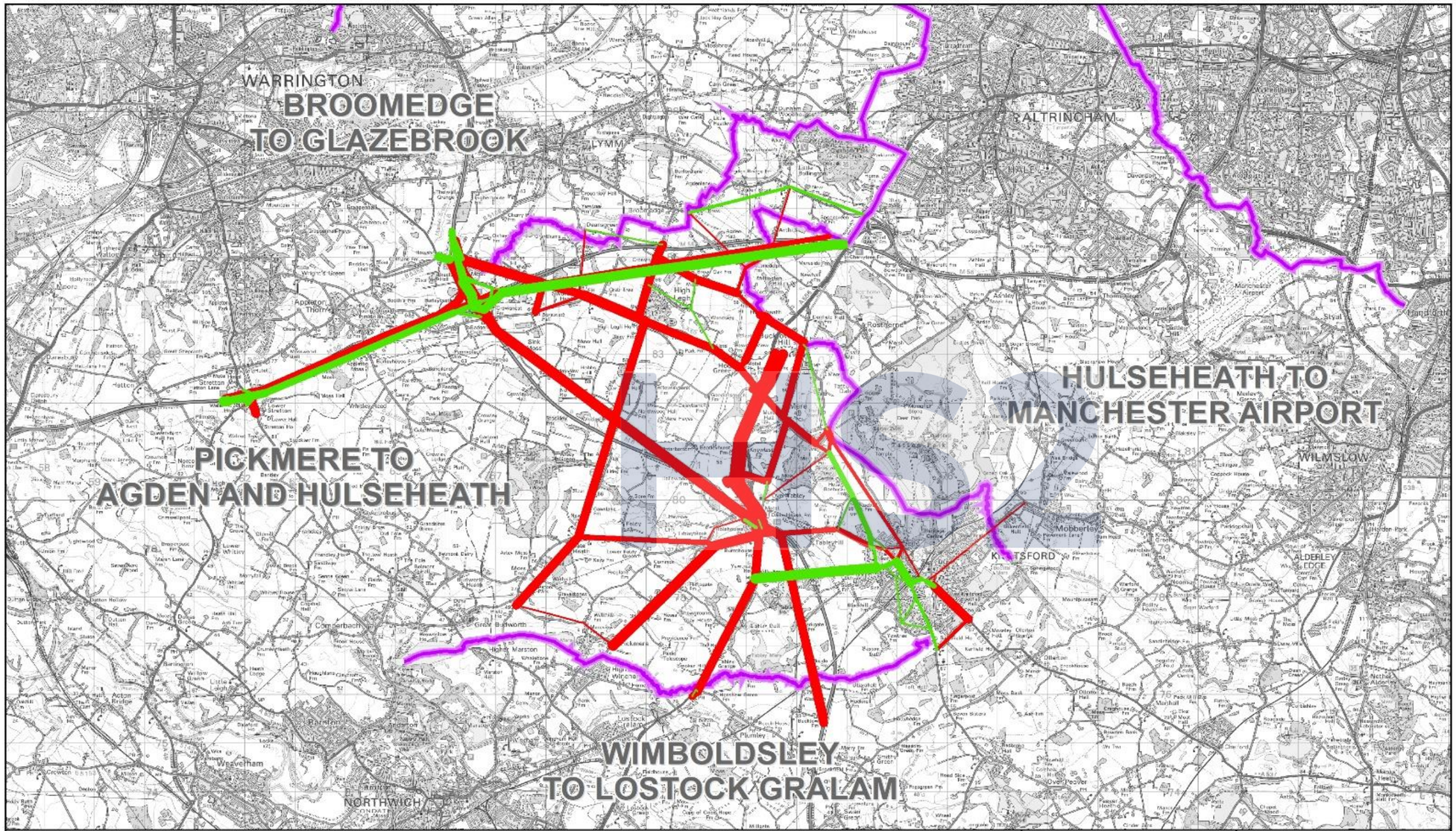


Figure 15-4: MA03 traffic flow changes between 2030 future baseline and AP1 revised scheme Scenario 2, PM peak hour

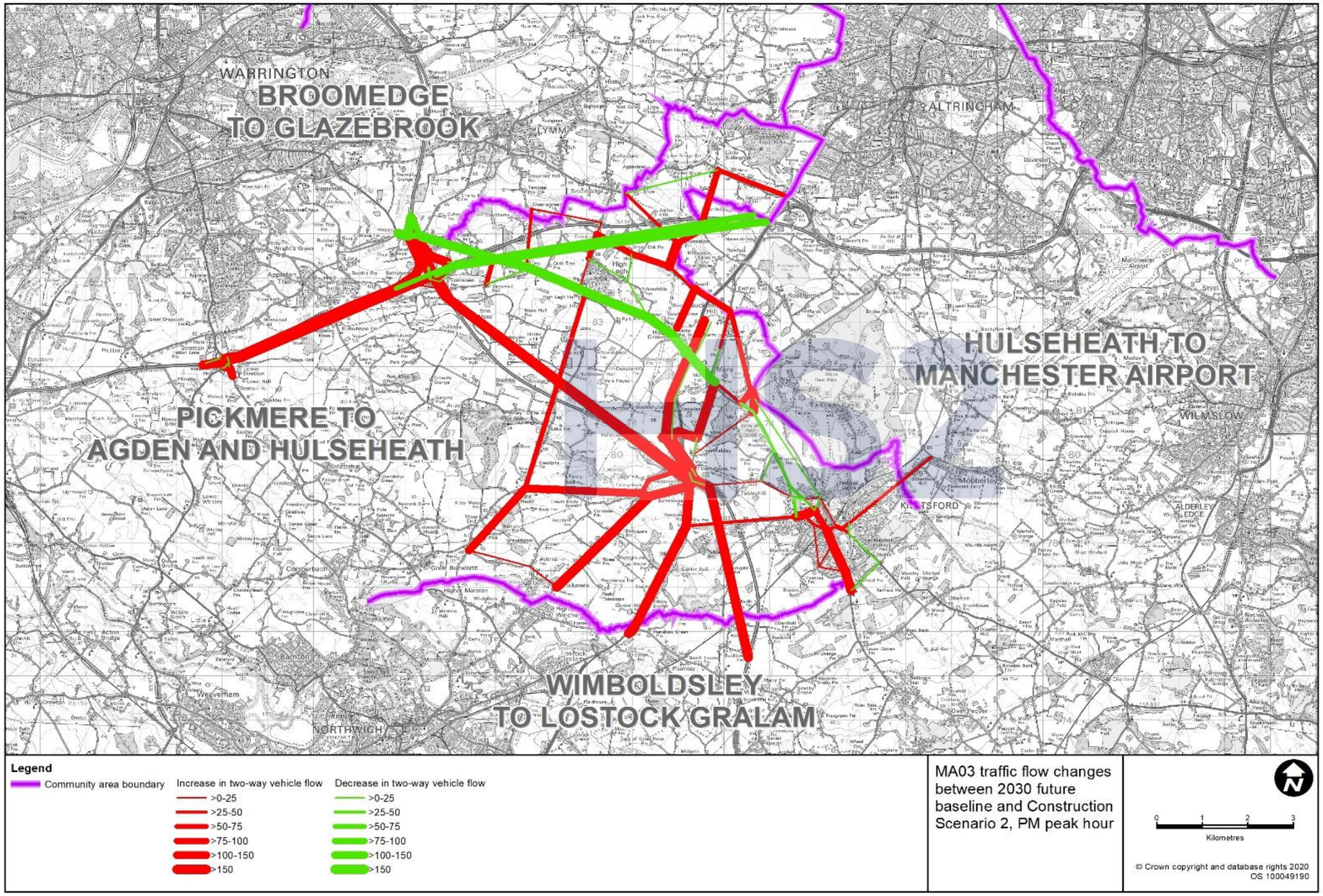


Figure 15-5: MA03 traffic flow changes between 2030 future baseline and AP1 revised scheme Scenario 3, AM peak hour

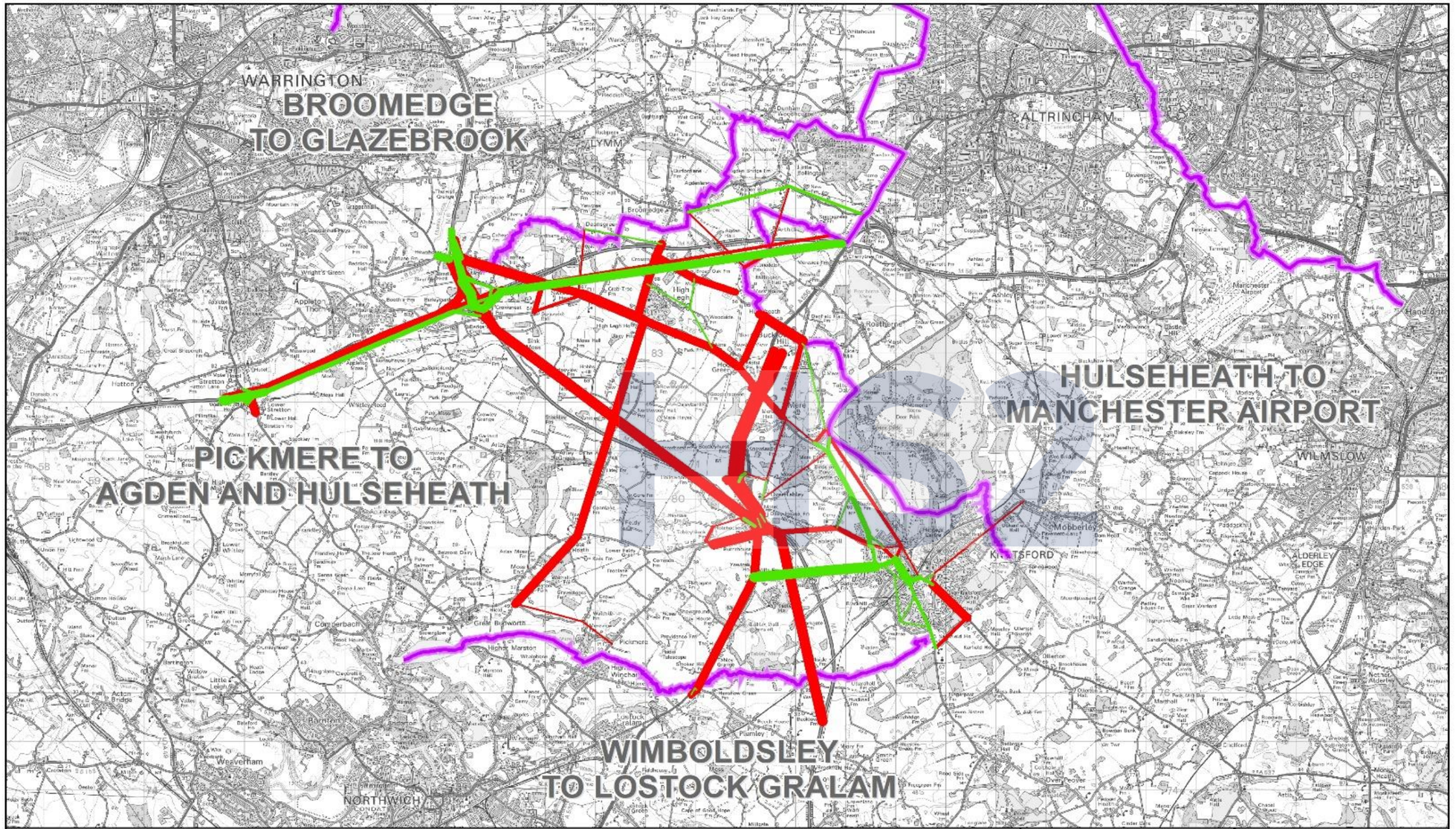


Figure 15-6: MA03 traffic flow changes between 2030 future baseline and AP1 revised scheme Scenario 3, PM peak hour

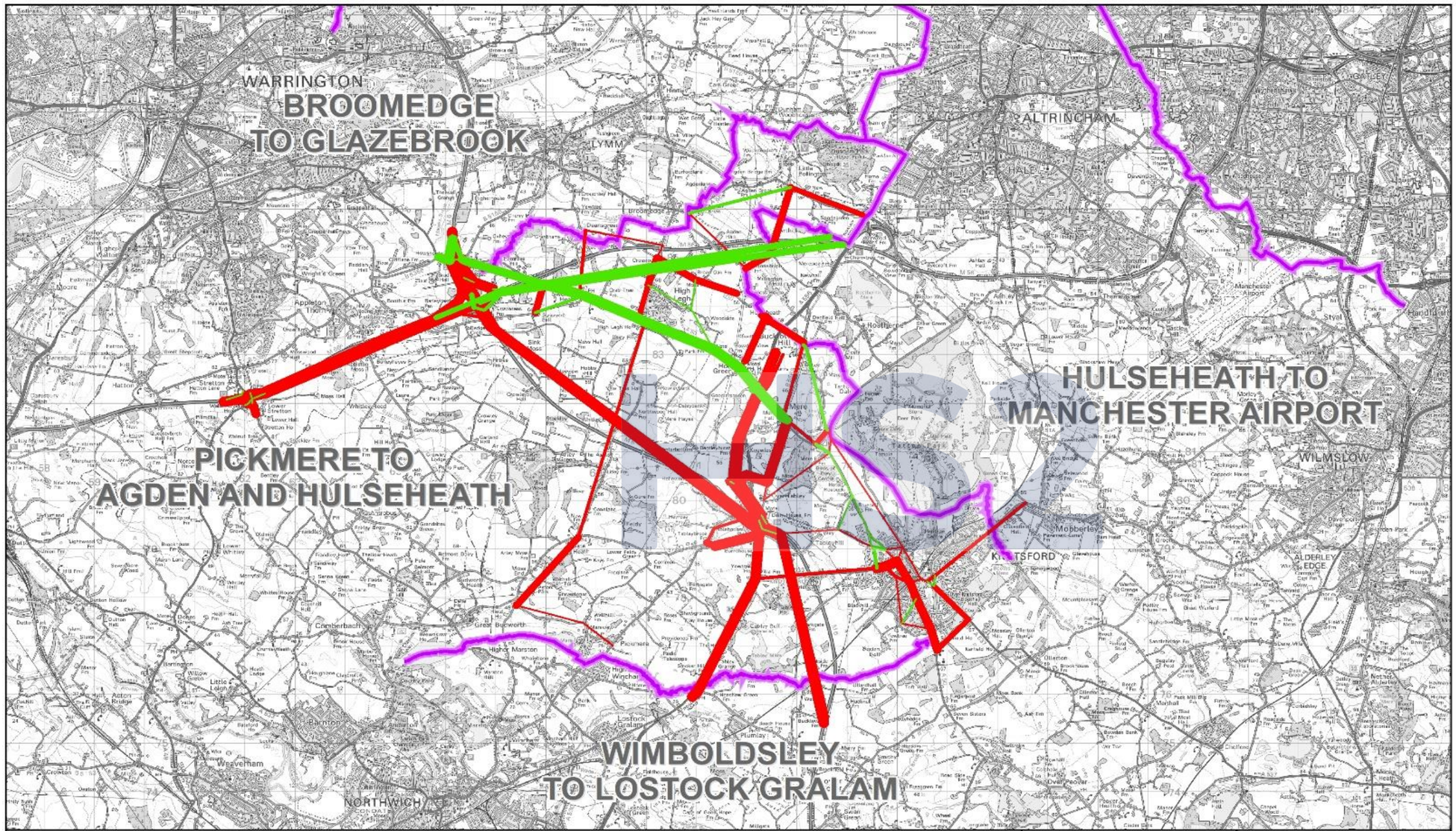


Figure 15-7: MA03 traffic flow changes between 2030 future baseline and AP1 revised scheme Scenario 4, AM peak hour

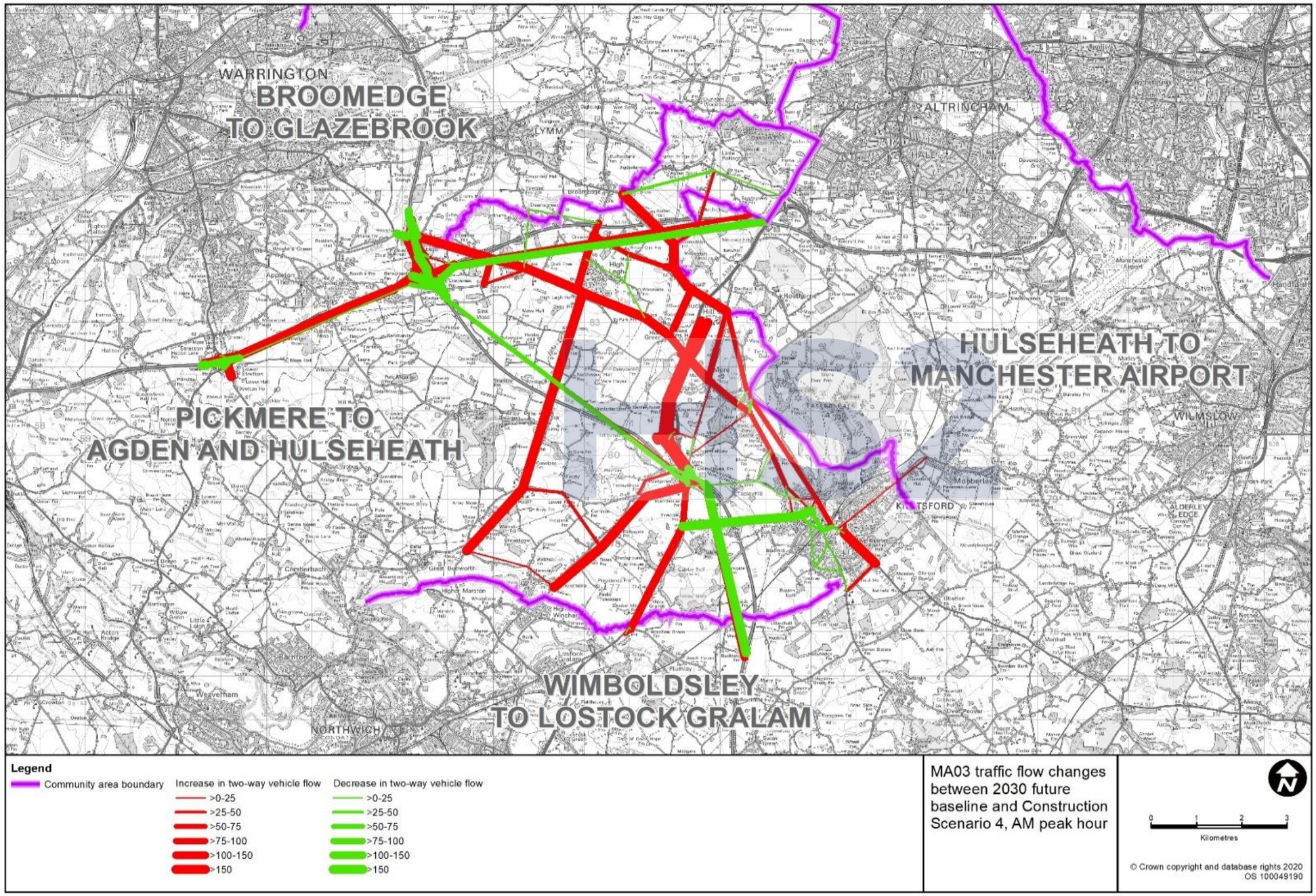


Figure 15-8: MA03 traffic flow changes between 2030 future baseline and AP1 revised scheme Scenario 4, PM peak hour

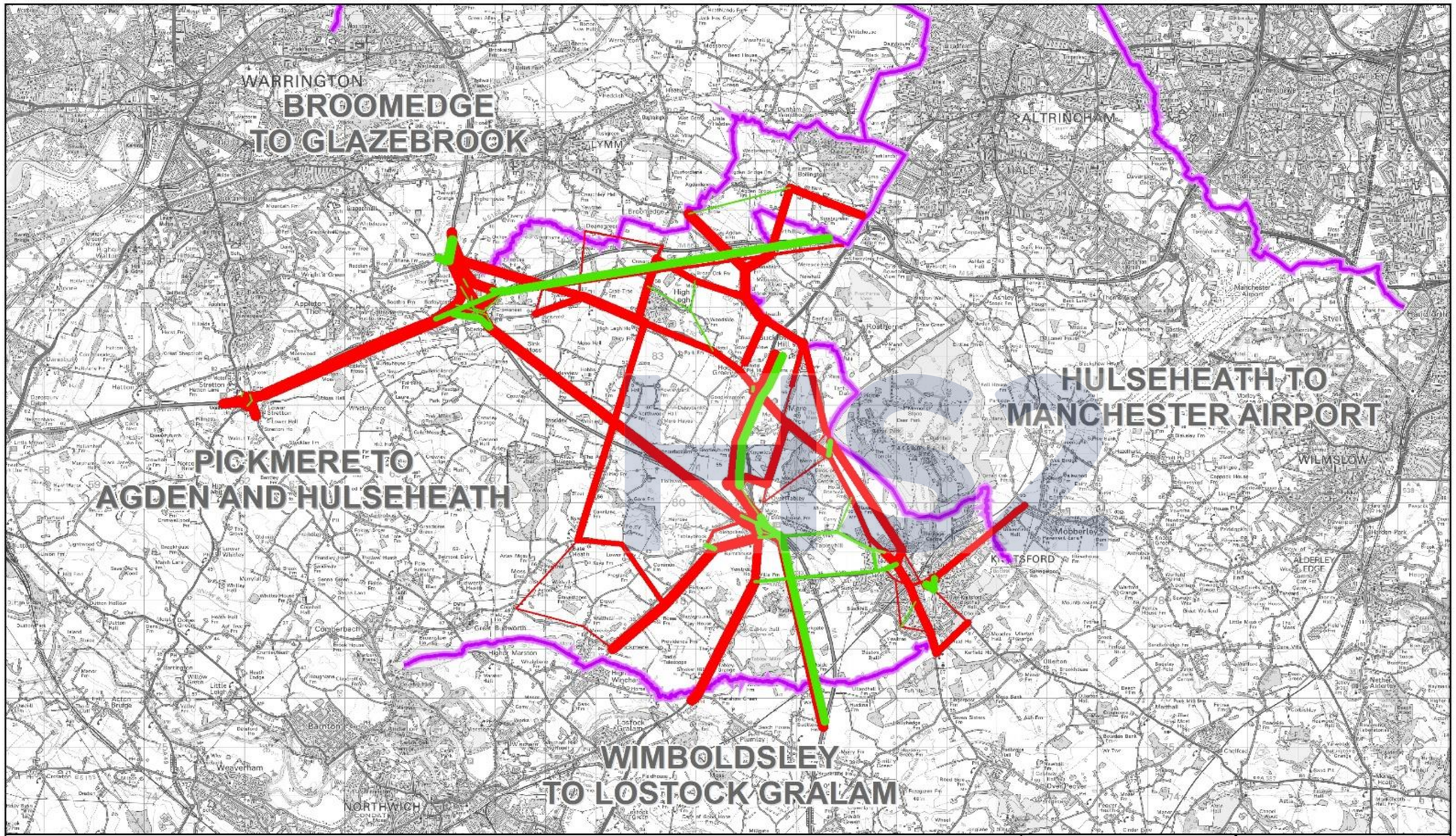


Figure 15-8.1: MA03 traffic flow changes between 2030 future baseline and AP1 revised scheme Scenario 5, AM peak hour

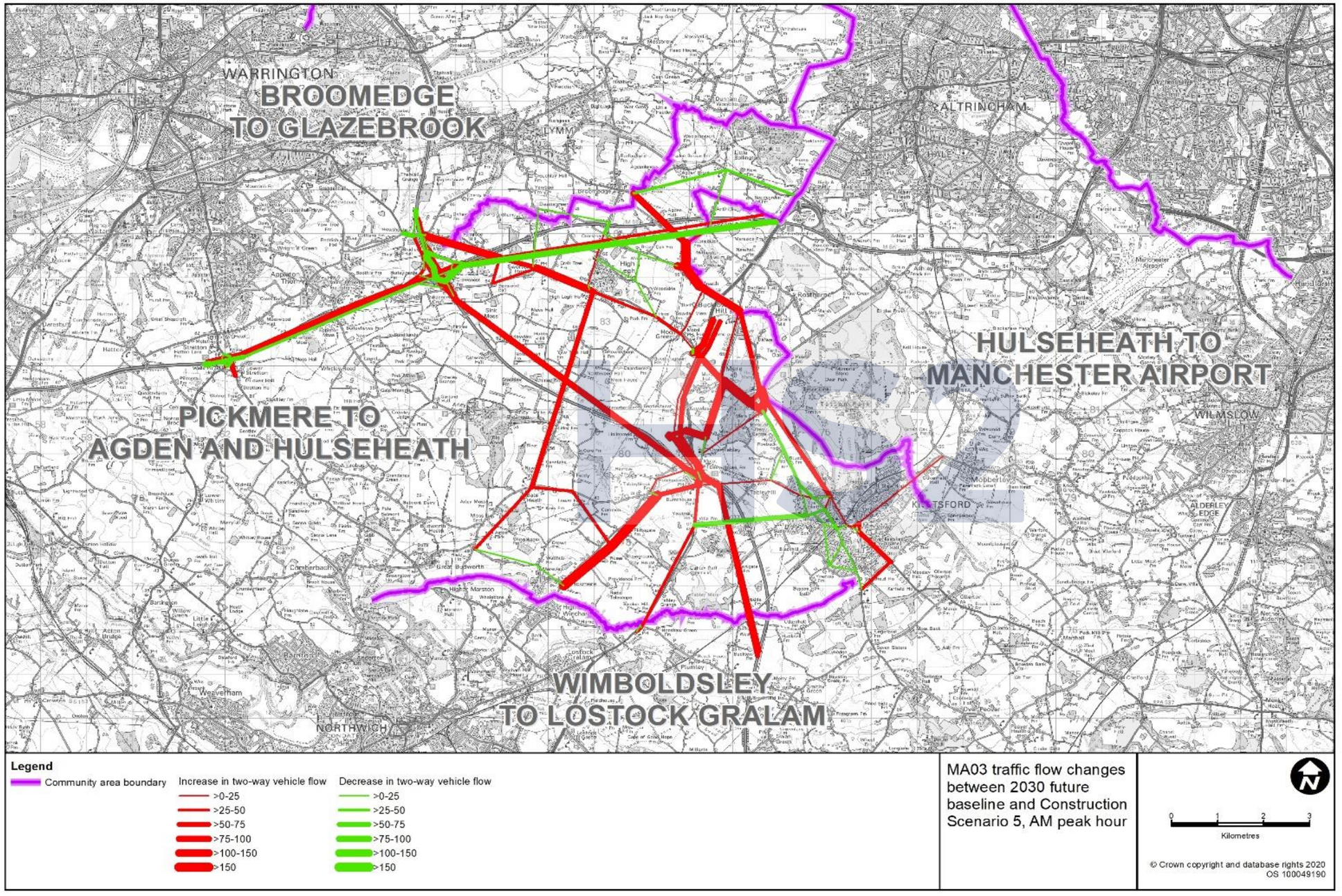
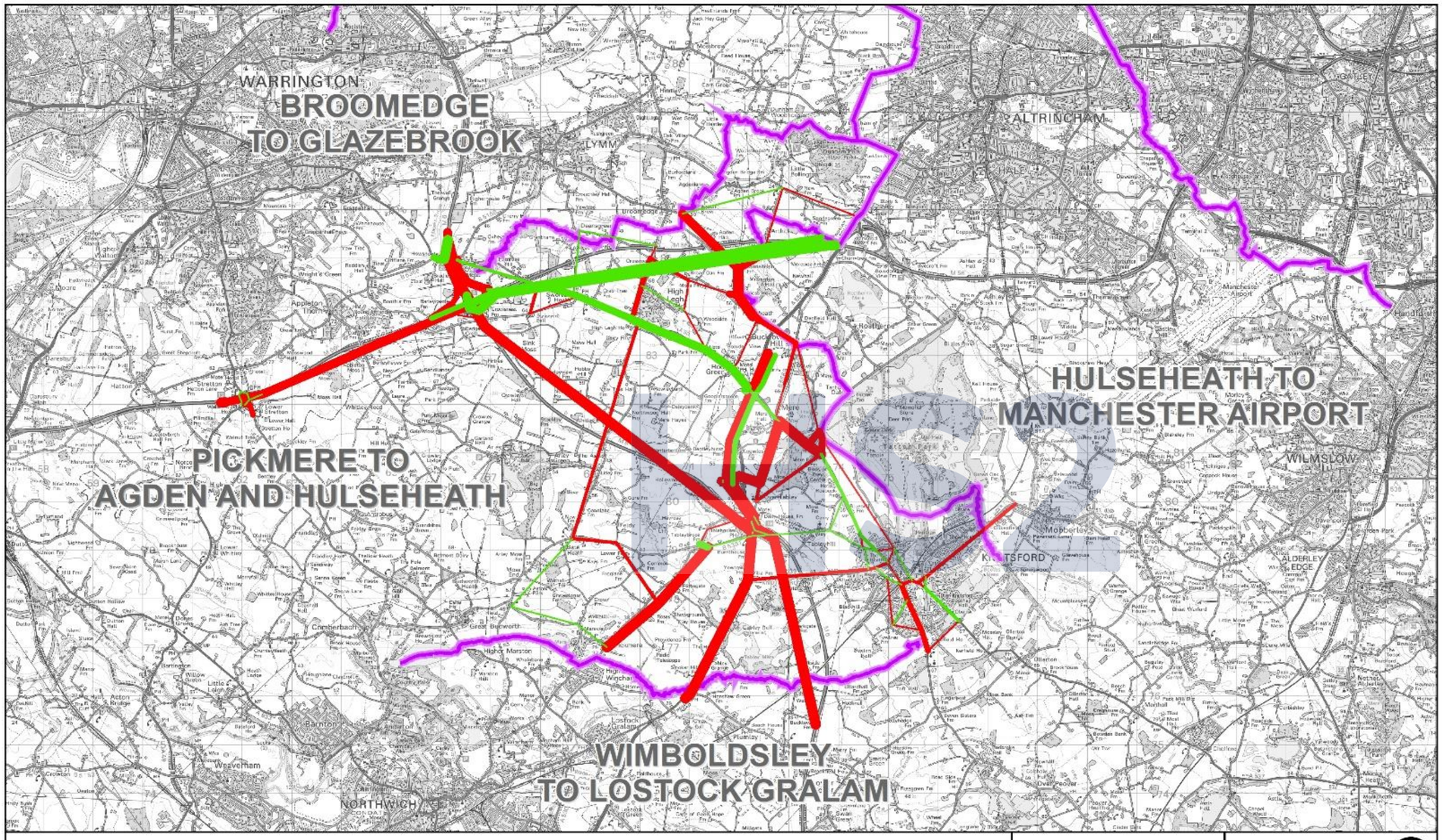


Figure 15-8.2: MA03 traffic flow changes between 2030 future baseline and AP1 revised scheme Scenario 5, PM peak hour



Junction performance

12.2.20 Junction capacity analysis is reported in Section 15.3 of the main TA. Updated junction capacity analysis has been undertaken for the AM and PM peak hours comparing junction operation in the 2030 future baseline scenario with the modelled scenarios for the AP1 revised scheme.

12.2.21 The following tables and commentary set out the performance at junctions where there is the potential for the AP1 revised scheme to have substantial impacts, including new temporary junctions and those junctions where temporary or permanent changes are proposed.

12.2.22 The results are presented from south to north through the MA03 area, firstly for junctions on the strategic road network, followed by junctions on other roads. The 2030 future baseline results are included for comparison. The models developed to assess the existing and future baseline have been used, except where otherwise stated. Where there are changes to infrastructure compared to the main TA, these are highlighted.

12.2.23 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 junction (Table 15-35.1) onwards.

12.2.24 It should be noted that the assessments consider the peak level of construction traffic in each location, for each scenario, and these conditions will not be present across the whole construction period.

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

M6 junction 19/A556 Chester Road/A556 and A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane

12.2.26 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 with results for each junction presented separately.

M6 junction 19/A556 Chester Road/A556

12.2.27 Table 15-9 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-9 of the main TA is replaced by Table 15-9 below.

Table 15-9: M6 junction 19/A556 Chester Road/A556 junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
M6 junction 19 southbound off-slip (left and right)	339	29%	4	374	32%	4	512	48%	7	487	45%	7	406	66%	8	366	32%	4
M6 junction 19 southbound off-slip (right)	336	29%	4	355	30%	4	322	30%	4	329	31%	4	218	36%	4	352	31%	4
A556 (north) (left)	1,621	83%	2	1,652	85%	3	1,706	88%	3	1,704	87%	3	1,695	87%	3	1,650	85%	3
A556 (north) (ahead and left)	663	67%	1	714	72%	1	690	70%	1	683	69%	1	651	67%	1	709	72%	1
A556 (north) (ahead)	420	42%	0	455	46%	0	532	54%	1	502	51%	1	579	59%	1	440	45%	0
M6 junction 19 northbound off-slip (ahead and right)	1,043	85%	21	1,091	89%	24	1,126	97%	33	1,132	96%	32	1,170	103%	53	1,109	92%	27
M6 junction 19 northbound off-slip (right)	1,194	98%	38	1,202	101%	46	1,172	102%	52	1,168	102%	50	1,130	103%	53	1,164	98%	36
A556 Chester Road (ahead and left)	903	58%	4	923	56%	2	886	55%	3	904	58%	3	882	58%	1	902	53%	1
A556 Chester Road (ahead)	780	55%	4	797	56%	2	855	65%	6	871	65%	6	906	65%	2	813	58%	1

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
M6 junction 19 southbound off-slip (left and right)	300	37%	5	199	17%	2	319	45%	6	347	49%	6	301	26%	3	216	29%	3
M6 junction 19 southbound off-slip (right)	56	7%	1	193	17%	2	162	23%	3	106	15%	2	12	1%	0	154	20%	2
A556 (north) (left)	1,703	87%	3	1,721	88%	4	1,718	88%	4	1,718	88%	4	1,638	84%	3	1,706	88%	3
A556 (north) (ahead and left)	738	75%	2	681	70%	1	741	76%	2	719	74%	1	659	68%	1	718	73%	1
A556 (north) (ahead)	424	43%	0	596	61%	1	798	82%	4	767	79%	2	546	56%	1	601	61%	1
M6 junction 19 northbound off-slip (ahead and right)	1,139	91%	26	1,155	90%	25	1,151	93%	28	1,154	93%	27	1,163	91%	25	1,148	90%	24
M6 junction 19 northbound off-slip (right)	1,162	95%	32	1,144	92%	28	1,148	96%	33	1,144	96%	32	1,136	93%	28	1,150	93%	28
A556 Chester Road (ahead and left)	641	41%	1	824	52%	1	1,017	66%	12	973	62%	11	805	53%	1	849	54%	12
A556 Chester Road (ahead)	588	42%	1	716	51%	1	754	55%	2	748	54%	3	808	57%	2	646	46%	1

12.2.28 The conclusions drawn in paragraphs 15.3.23 to 15.3.25 of the main TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity with the AP1 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP1 revised scheme.

In scenario 4, the change in traffic due to construction of the AP1 revised scheme will increase the DoS on the M6 junction 19 northbound off-slip (ahead and left) approach from 85% in the future baseline to 103% in the AM peak hour, with a corresponding change in queue length from 21 PCU in the future baseline to 53 PCU.

In scenario 2, the change in traffic due to construction of the AP1 revised scheme in the PM peak hour will increase the DoS on the M6 junction 19 northbound off-slip (ahead and right) approach from 91% in the future baseline to 93%, with a corresponding change in queue length from 26 PCU in the future baseline to 28 PCU."

A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane

12.2.29 Table 15-23 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-23 of the main TA is replaced by Table 15-23 below.

Table 15-23: A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
A556 Chester Road (north) (left and ahead)	708	58%	6	793	65%	7	916	75%	9	916	75%	8	904	74%	10	765	63%	6
A556 Chester Road (north) (ahead and right)	757	60%	6	809	74%	5	852	82%	7	849	85%	7	816	88%	8	781	61%	5
Tabley Hill Lane (left and ahead)	5	3%	0	4	2%	0	4	2%	0	4	2%	0	2	1%	0	2	1%	0
A556 Chester Road (south) (left and ahead)	801	69%	13	809	69%	13	819	76%	16	855	80%	17	809	87%	19	802	69%	13
A556 Chester Road (south) (ahead)	762	65%	12	765	65%	12	783	73%	14	770	72%	14	811	88%	19	781	67%	13
B5391 Pickmere Lane (left)	138	34%	2	176	43%	2	171	42%	3	181	45%	3	186	45%	3	145	36%	2
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
A556 Chester Road (north) (left and ahead)	765	64%	7	635	52%	4	794	65%	9	811	67%	9	773	66%	8	647	57%	6
A556 Chester Road (north) (ahead and right)	444	69%	3	603	86%	7	611	89%	7	543	88%	7	443	79%	4	555	83%	6
Tabley Hill Lane (left and ahead)	113	58%	3	116	60%	3	114	59%	3	119	61%	3	69	35%	2	91	47%	2
A556 Chester Road (south) (left and ahead)	609	66%	11	706	71%	13	828	89%	21	817	86%	19	723	80%	16	798	78%	16
A556 Chester Road (south) (ahead)	557	60%	10	659	66%	12	679	73%	13	675	71%	13	686	76%	14	605	59%	10

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
B5391 Pickmere Lane (left)	76	16%	1	177	39%	2	266	63%	5	231	54%	4	207	46%	3	94	22%	1

12.2.30 The conclusions drawn in paragraphs 15.3.68 to 15.3.71 of the main TA are replaced by:

"The assessment shows that in the AM and PM peak hours the junction operates well within capacity in the future baseline and close to capacity with the AP1 revised scheme.

In scenario 4, the change in traffic due to construction of the AP1 revised scheme will increase the DoS on the A556 Chester Road (north) (ahead and right) approach from 60% in the future baseline to 88% in the AM peak hour, with a corresponding change in queue length from six PCU in the future baseline to eight PCU.

In scenario 2, the change in traffic due to construction of the AP1 revised scheme in the PM peak hour will increase the DoS on the A556 Chester Road (south) (left and ahead) approach from 66% in the future baseline to 89%, with a corresponding change in queue length from 11 PCU in the future baseline to 21 PCU."

M6 junction 20/A50 Cliff Lane/B5158 Cherry Lane

12.2.31 Table 15-10 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-10 of the main TA Is replaced by Table 15-10 below.

Table 15-10: M6 junction 20/A50 Cliff Lane/B5158 Cherry Lane junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow , PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow , PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
M6 southbound off-slip (nearside) (left and ahead)	588	69%	1	627	75%	2	635	77%	2	635	77%	2	60	74%	1	640	76%	2
M6 southbound off-slip (offside) (ahead)	373	62%	4	309	55%	3	266	49%	1	266	50%	1	239	47%	0	318	56%	3
B5158 Cherry Lane (nearside) (ahead)	169	24%	0	171	26%	0	173	26%	0	173	27%	0	170	27%	0	171	25%	0
B5158 Cherry Lane (offside) (ahead)	246	67%	3	248	70%	3	249	72%	4	249	73%	4	246	74%	4	245	69%	3
A50 Cliff Lane (east) (nearside) (left)	375	45%	0	500	52%	0	507	52%	0	504	51%	0	507	53%	0	377	45%	0
A50 Cliff Lane (east) (offside) (ahead)	455	53%	1	333	52%	1	340	52%	1	338	51%	1	358	53%	1	453	52%	1
M6 northbound off-slip (nearside) (ahead)	531	59%	10	529	54%	9	521	52%	9	522	51%	9	545	55%	9	529	54%	9

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow , PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow , PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
M6 northbound off-slip (offside) (ahead)	479	49%	8	570	54%	10	635	59%	11	635	58%	11	716	66%	14	535	51%	9
A50 Cliff Lane (west) (nearside) (left)	437	53%	3	432	54%	3	433	54%	3	435	55%	3	435	56%	3	437	54%	3
A50 Cliff Lane (west) (offside) (ahead)	457	62%	3	465	66%	4	473	70%	4	472	70%	4	455	71%	5	470	66%	4
A50 Cliff Lane (nearside) (ahead)	1558	79%	2	1552	79%	2	1553	79%	2	1554	79%	2	1545	79%	2	1557	79%	2
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
M6 southbound off-slip (nearside) (left and ahead)	611	64%	1	576	61%	1	572	63%	1	579	63%	1	675	73%	1	618	66%	1
M6 southbound off-slip (offside) (ahead)	464	62%	1	430	60%	1	411	61%	3	425	62%	3	483	69%	5	461	64%	1
B5158 Cherry Lane (nearside) (ahead)	114	14%	0	140	18%	0	164	20%	0	152	19%	0	159	21%	0	137	17%	0
B5158 Cherry Lane (offside) (ahead)	153	31%	0	154	30%	0	114	22%	0	127	25%	0	126	28%	0	149	30%	0

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow , PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow , PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
A50 Cliff Lane (east) (nearside) (left)	285	31%	0	551	89%	0	569	55%	1	523	69%	1	646	87%	1	335	37%	0
A50 Cliff Lane (east) (offside) (ahead)	888	95%	7	613	89%	4	380	55%	1	474	69%	1	589	87%	3	807	87%	3
M6 northbound off-slip (nearside) (ahead)	735	85%	18	788	85%	19	864	86%	21	845	87%	21	770	85%	19	774	85%	19
M6 northbound off-slip (offside) (ahead)	766	82%	18	782	78%	17	803	74%	16	818	78%	17	825	84%	20	797	81%	18
A50 Cliff Lane (west) (nearside) (left)	276	41%	0	291	42%	0	267	35%	0	280	38%	0	261	38%	0,3	267	39%	0
A50 Cliff Lane (west) (offside) (ahead)	246	44%	0	257	45%	0	306	46%	0	290	47%	0	285	50%	1	268	47%	0
A50 Cliff Lane (nearside) (ahead)	1,086	55%	1	1,008	51%	1	863	44%	0	931	47%	0	924	47%	0	984	50%	1

12.2.32 The conclusions drawn in paragraphs 15.3.27 to 15.3.29 of the main TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and over capacity with the AP1 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as DoS and queue lengths in the AM peak hour.

In scenario 1, the change in traffic due to construction of the AP1 revised scheme will increase the DoS on the A50 Cliff Lane (east) (nearside) (left) approach from 31% in the future baseline to 89% in the PM peak hour, with no change in corresponding change in queue length."

A50 Toft Road/Goughs Lane

12.2.33 Table 15-11 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-11 of the main TA is replaced by Table 15-11 below.

Table 15-11: A50 Toft Road/Goughs Lane junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
A50 Toft Road (north)	414	30%	0	420	30%	0	420	30%	0	419	30%	0	454	33%	0	420	30%	0
Goughs Lane	460	87%	1	481	91%	2	499	92%	2	500	92%	2	502	94%	2	484	90%	2
A50 Toft Road (south)	487	35%	0	483	35%	0	483	35%	0	480	35%	0	468	34%	0	484	35%	0
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
A50 Toft Road (north)	630	46%	0	671	49%	0	710	51%	0	694	50%	0	705	51%	0	662	48%	0
Goughs Lane	471	109%	6	482	109%	6	443	109%	6	478	109%	6	467	108%	6	455	109%	6
A50 Toft Road (south)	738	53%	0	765	55%	0	843	61%	0	842	61%	0	849	62%	0	768	56%	0

12.2.34 The conclusions drawn in paragraphs 15.3.31 to 15.3.33 of the main TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP1 revised scheme.

In scenario 4, the change in traffic due to construction of the AP1 revised scheme will increase the VoC on the Goughs Lane approach from 87% in the future baseline to 94% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to two PCU.

In the PM peak hour, the change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths."

Local network change in the Pickmere area

12.2.35 There are a number of permanent changes to the local road network in the Pickmere area as part of the original scheme. Details of the permanent changes are presented in Section 15.5 of the main TA. Where new or modified junctions are proposed during the construction phase, the performance of the existing layout is presented for scenarios before the junction layout change, where relevant, and the performance of the proposed layout is presented for scenarios following completion of the new junction layout.

B5391 Pickmere Lane/School Lane

12.2.36 Table 15-12 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-12 of the main TA is replaced by Table 15-12 below.

Table 15-12: B5391 Pickmere Lane/School Lane junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme 5**		
B5391 Pickmere Lane (east) (ahead, left and right)	75	0.02	0	93	0.02	0	171	0.02	0	182	0.02	0	370	0.04	0	120	0.03	0
Access to Cheshire Showground (ahead and left)	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	10	0.02	0	10	0.01	0
Access to Cheshire Showground (ahead and right)	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	5	0.02	0	5	0.02	0
B5391 Pickmere Lane (west) (ahead, left and right)	176	0.00	0	173	0.00	0	206	0.00	0	221	0.00	0	175	0.01	0	120	0.01	0
School Lane (ahead and left)	11	0.02	0	11	0.03	0	11	0.04	0	11	0.04	0	19	0.04	0	15	0.03	0
School Lane (ahead and right)	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	5	0.01	0	5	0.01	0
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
B5391 Pickmere Lane (east)	177	0.02	0	156	0.02	0	176	0.02	0	180	0.02	0	457	0.09	0	364	0.05	0

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
(ahead, left and right)																		
Access to Cheshire Showground (ahead and left)	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	10	0.02	0	10	0.02	0
Access to Cheshire Showground (ahead and right)	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	5	0.02	0	5	0.02	0
B5391 Pickmere Lane (west) (ahead, left and right)	61	0.00	0	154	0.00	0	211	0.00	0	211	0.00	0	178	0.01	0	59	0.01	0
School Lane (ahead and left)	11	0.02	0	11	0.02	0	11	0.02	0	11	0.00	0	23	0.04	0	17	0.03	0
School Lane (ahead and right)	0	0.00	0	0	0.00	0	0	0.00	0	0	0.02	0	5	0.01	0	5	0.01	0

12.2.37 The conclusions drawn in paragraphs 15.3.36 and 15.3.37 of the main TA remain unchanged.

B5391 Pickmere Lane realignment/Flittogate Lane diversion

12.2.38 Table 15-13 of the main TA summarises the performance of the junction as a result of the original scheme. Table 15-13 of the main TA is replaced by Table 15-13 below.

Table 15-13: B5391 Pickmere Lane realignment/Flittogate Lane realignment junction with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**AP1 revised scheme scenario 4 (existing layout)**			**AP1 revised scheme scenario 5 (existing layout)**		
B5391 Pickmere Lane realignment (north) (ahead)	236	-	-	71	-	-
B5391 Pickmere Lane realignment (north) (left)	12	-	-	8	-	-
Flittogate Lane diversion (left)	14	0.03	0	11	0.02	0
Flittogate Lane diversion (right)	62	0.15	0	63	0.13	0
B5391 Pickmere Lane realignment (south) (ahead and right)	259	0.06	0	185	0.06	0
17:00–18:00	**AP1 revised scheme scenario 4 (existing layout)**			**AP1 revised scheme scenario 5 (existing layout)**		
B5391 Pickmere Lane realignment (north) (ahead)	232	-	-	186	-	-
B5391 Pickmere Lane realignment (north) (left)	1	-	-	3	-	-
Flittogate Lane diversion (left)	10	0.02	0	11	0.02	0
Flittogate Lane diversion (right)	18	0.04	0	18	0.04	0
B5391 Pickmere Lane realignment (south) (ahead and right)	243	0.04	0	91	0.04	0

12.2.39 The conclusions drawn in paragraph 15.3.39 of the main TA remain unchanged.

School Lane/Frog Lane

12.2.40 Table 15-14 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-14 of the main TA is replaced by Table 15-14 below.

Table 15-14: School Lane/Frog Lane junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results (existing layout)

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 4 (existing layout)**			**AP1 revised scheme scenario 5 (existing layout)**		
Frog Lane (north) (ahead)	1	-	-	1	-	-	1	-	-
Frog Lane (north) (left)	11	-	-	17	-	-	14	-	-
School Lane (left)	0	0.00	0	0	0.00	0	0	0.00	0
School Lane (right)	22	0.05	0	19	0.04	0	18	0.04	0
Frog Lane (south) (ahead and right)	1	0.00	0	1	0.00	0	1	0.00	0
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 4 (existing layout)**			**AP1 revised scheme scenario 5 (existing layout)**		
Frog Lane (north) (ahead)	3	-	-	3	-	-	3	-	-
Frog Lane (north) (left)	11	-	-	32	-	-	21	-	-
School Lane (left)	0	0.00	0	0	0.00	0	0	0.00	0
School Lane (right)	22	0.05	0	17	0.04	0	18	0.04	0
Frog Lane (south) (ahead and right)	1	0.00	0	1	0.00	0	1	0.00	0

12.2.41 The conclusions drawn in paragraphs 15.3.42 and 15.3.43 of the main TA are replaced by:

"The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction."

12.2.42 Table 15-14 of the main TA summarises performance of the modified junction as a result of the original scheme, after opening of the permanent junction layout. Table 15-14 of the main TA is replaced by Table 15-4 below.

Table 15-15: School Lane/Frog Lane junction 2030 with the AP1 revised scheme junction capacity assessment results (proposed layout)

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**AP1 revised scheme scenario 4 (proposed layout)**			**AP1 revised scheme scenario 5 (proposed layout)**		
Frog Lane (north) (ahead)	1	0.00	0	0	0.00	0
Frog Lane (north) (left)	17	0.01	0	14	0.01	0
School Lane (left)	19	0.00	0	18	0.00	0
School Lane (right)	0	0.00	0	0	0.00	0
Frog Lane (south) (ahead and right)	1	0.00	0	1	0.00	0
17:00–18:00	**2030 AP1 revised scheme Scenario 4 (proposed layout)**			**AP1 revised scheme scenario 5 (proposed layout)**		
Frog Lane (north) (ahead)	3	0.00	0	3	0.00	0
Frog Lane (north) (left)	32	0.01	0	21	0.01	0
School Lane (left)	17	0.00	0	18	0.00	0
School Lane (right)	0	0.00	0	0	0.00	0
Frog Lane (south) (ahead and right)	1	0.00	0	1	0.00	0

12.2.43 The conclusions drawn in paragraph 15.3.45 of the main TA remain unchanged.

Budworth Road/Frog Lane

12.2.44 Table 15-16 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-16 of the main TA is replaced by Table 15-6 and Table 15-16.1 below.

Table 15-16: Budworth Road/Frog Lane junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results (existing layout)

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 1 (existing layout)**			**AP1 revised scheme scenario 2 (existing layout)**			**AP1 revised scheme scenario 3 (existing layout)**		
Budworth Road (west) (ahead and right)	71	0.02	0	154	0.02	0	149	0.02	0	94	0.02	0
Budworth Road (east) (ahead and left)	42	-	-	120	-	-	134	-	-	95	-	-
Frog Lane (left)	21	0.03	0	27	0.04	0	27	0.04	0	25	0.04	0
Frog Lane (right)	2	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1 (existing layout)**			**AP1 revised scheme scenario 2 (existing layout)**			**AP1 revised scheme scenario 3 (existing layout)**		
Budworth Road (west) (ahead and right)	62	0.02	0	182	0.03	0	301	0.03	0	174	0.03	0
Budworth Road (east) (ahead and left)	61	-	-	74	-	-	105	-	-	96	-	-
Frog Lane (left)	21	0.03	0	24	0.04	0	25	0.04	0	24	0.04	0
Frog Lane (right)	1	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0

Table 15-16.1: Budworth Road/Frog Lane junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results (proposed layout)

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**AP1 revised scheme scenario 4 (proposed layout)**			**AP1 revised scheme scenario 5 (proposed layout)**		
Budworth Road (west) (ahead and right)	78	-	-	64	-	-
Budworth Road (east) (ahead and left)	0	0	0	0	0	0
Frog Lane (left)	59	0.12	0	47	0.09	0
Frog Lane (right)	36	0	0	34	0	0
17:00–18:00	**AP1 revised scheme scenario 4 (proposed layout)**			**AP1 revised scheme scenario 5 (proposed layout)**		
Budworth Road (west) (ahead and right)	104	-	-	89	-	-
Budworth Road (east) (ahead and left)	3	0.01	0	3	0.01	0
Frog Lane (left)	18	0.04	0	7	0.01	0
Frog Lane (right)	21	0.01	0	24	0.01	0

12.2.45 The conclusions drawn in paragraph 15.3.47 of the main TA remain unchanged.

A50 Toft Road/A537 Adams Hill/B5083 Stanley Road

12.2.46 Table 15-17 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-17 of the main TA is replaced by Table 15-17 below.

Table 15-17: A50 Toft Road/A537 Adams Hill/B5083 Stanley Road junction with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
A50 Toft Road (north)	1,162	97%	6	1,145	96%	6	1,107	93%	5	1,110	93%	5	1,159	97%	6	1,165	97%	6
A537 Adams Hill (east)	793	94%	10	797	94%	10	781	92%	10	783	92%	10	755	89%	9	789	93%	10
A50 Toft Road (south)	420	30%	6	414	29%	6	371	25%	6	368	25%	6	361	26%	6	392	28%	6
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
A50 Toft Road (north)	982	82%	5	1,042	87%	6	1,067	89%	6	1,072	90%	7	1,086	91%	6	1,009	84%	5
A537 Adams Hill (east)	872	103%	12	872	102%	12	871	102%	12	870	102%	12	871	102%	12	873	103%	12
A50 Toft Road (south)	699	40%	10	696	40%	10	792	46%	12	751	43%	11	748	43%	11	729	42%	11

12.2.47 The conclusions drawn in paragraph 15.3.49 are replaced by:

"The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP1 revised scheme.

In scenario 4, the change in traffic due to construction of the AP1 revised scheme will decrease the VoC on the A537 Adams Hill (east) approach from 94% in the future baseline to 89% in the AM peak hour, with a corresponding change in queue length from 10 PCU in the future baseline to nine PCU. In the PM peak hour, the change in traffic due to construction of the AP1 revised scheme will increase the VoC on the A50 Toft Road (north) approach from 82% in the future baseline to 91%, with a corresponding change in queue length from five PCU in the future baseline to six PCU."

A537 Brook Street/B5085 Hollow Lane/Lilybrook Drive

12.2.48 Table 15-18 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-18 of the main TA is replaced by Table 15-18 below.

Table 15-18: A537 Brook Street/B5085 Hollow Lane/Lilybrook Drive junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
B5085 Hollow Lane	525	50%	8	524	50%	8	524	50%	8	524	50%	8	524	50%	8	524	50%	8
A537 Brook Street (east)	413	38%	4	429	40%	4	423	39%	4	425	39%	4	429	40%	4	428	40%	4
Lilybrook Drive*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A537 Brook Street (west)	802	74%	7	777	72%	7	743	69%	6	746	69%	7	769	71%	7	805	74%	7
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
B5085 Hollow Lane	683	64%	8	693	64%	8	679	64%	7	684	64%	8	764	71%	9	684	64%	8
A537 Brook Street (east)	499	92%	7	482	87%	6	521	101%	7	499	91%	7	418	50%	6	521	101%	7
Lilybrook Drive*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A537 Brook Street (west)	706	86%	10	705	85%	9	757	92%	11	722	87%	10	751	91%	11	745	90%	10

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

12.2.49 The conclusions drawn in paragraphs 15.3.51 to 15.3.54 of the main TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates close to capacity in the future baseline and over capacity with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

In scenarios 2 and 5, the change in traffic due to construction of the AP1 revised scheme in the PM peak hour will increase the VoC on the A537 Brook Street (east) approach from 92% in the future baseline to 101%, with no change in corresponding queue length."

A537 Brook Street/A537 Adams Hill/B5083 King Street

12.2.50 Table 15-19 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-19 of the main TA is replaced by Table 15-19 below.

Table 15-19: A537 Brook Street/A537 Adam's Hill/B5083 King Street junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
B5083 King Street (north)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A537 Brook Street (east)	936	87%	3	951	88%	3	946	88%	3	947	88%	3	952	88%	3	951	88%	3
A537 Adam's Hill (west)**	802	94%	1	777	91%	1	743	87%	0	746	88%	0	769	90%	0	805	95%	1
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
B5083 King Street (north)*	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-
A537 Brook Street (east)	1,163	108%	5	1,163	108%	5	1,163	108%	5	1,163	108%	5	1,159	107%	7	1,163	108%	5
A537 Adam's Hill (west)**	707	83%	0	706	83%	0	757	89%	1	722	85%	0	751	88%	1	745	88%	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*

12.2.51 The conclusions drawn in paragraphs 15.3.56 to 15.3.58 of the main TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP1 revised scheme.

In scenario 2, the change in traffic due to construction of the AP1 revised scheme will decrease the VoC on the A537 Adam's Hill (west) approach from 94% in the future baseline to 87% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to no queue. In PM peak hour, the change in traffic due to construction of the AP1 revised scheme will increase the VoC on the A537 Adam's Hill (west) approach from 83% in the future baseline to 89%, with a corresponding change in queue length from no queue in the future baseline to one PCU."

A556 Chester Road/A5033 Northwich Road

12.2.52 Table 15-20 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-20 of the main TA is replaced by Table 15-20 below.

Table 15-20: A556 Chester Road/A5033 Northwich Road junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
A556 Chester Road (north)	1,343	104%	18	1,361	105%	18	1,391	106%	18	1,386	106%	18	1,363	104%	18	1,359	105%	18
A5033 Northwich Road	652	94%	9	635	98%	9	574	99%	8	575	99%	8	533	58%	8	608	88%	9
A556 Chester Road (south)	1,640	65%	17	1,665	66%	18	1,720	67%	18	1,721	67%	18	1,750	69%	18	1,683	66%	18
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
A556 Chester Road (north)	949	73%	14	968	75%	15	1,059	83%	16	1,032	80%	15	858	66%	13	959	74%	14
A5033 Northwich Road	935	107%	10	938	106%	10	930	106%	10	930	106%	10	959	104%	10	948	106%	10
A556 Chester Road (south)	1,341	53%	13	1,535	58%	15	1,609	57%	15	1,609	57%	16	1,608	59%	16	1,577	59%	16

12.2.53 The conclusions drawn in paragraphs 15.3.60 and 15.3.61 of the main TA are replaced by:

"The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP1 revised scheme.

In scenarios 2 and 3, the change in traffic due to construction of the AP1 revised scheme will increase the VoC on the A5033 Northwich Road approach from 94% in the future baseline to 99% in the AM peak hour, with a corresponding change in queue length from nine PCU in the future baseline to eight PCU.

In scenario 2, the change in traffic due to construction of the AP1 revised scheme in the PM peak hour will increase the VoC on the A556 Chester Road (north) approach from 73% in the future baseline to 83%, with a corresponding change in queue length from 14 PCU in the future baseline to 16 PCU."

A5033 Northwich Road/Ladies Mile

12.2.54 Table 15-21 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-21 of the main TA is replaced by Table 15-21 below.

Table 15-21: A5033 Northwich Road/Ladies Mile junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
A5033 Northwich Road (west)	630	35%	0	606	34%	0	535	30%	0	548	31%	0	545	30%	0	609	34%	0
Ladies Mile	339	80%	1	319	73%	1	295	64%	1	296	64%	1	337	77%	1	323	74%	1
A5033 Northwich Road (east)	1,128	37%	0	1,131	37%	0	1,123	37%	0	1,113	36%	0	1,014	33%	0	1,101	36%	0
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
A5033 Northwich Road (west)	458	26%	0	483	27%	0	512	29%	0	506	28%	0	406	23%	0	481	27%	0
Ladies Mile	321	87%	2	307	86%	2	294	88%	2	294	87%	2	297	89%	2	317	88%	2
A5033 Northwich Road (east)	1,081	37%	0	1,098	38%	0	1,167	41%	0	1,159	40%	0	1,105	37%	0	1,091	38%	0

12.2.55 The conclusions drawn in paragraph 15.3.63 of the main TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates within capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour. In scenario 4, the change in traffic due to construction of the AP1 revised scheme in the PM peak hour will increase the VoC on the Ladies Mile approach from 87% in the future baseline to 89%, with no change in corresponding queue length."

Tabley Road/Ladies Mile

12.2.56 Table 15-22 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-22 of the main TA is replaced by Table 15-22 below.

Table 15-22: Tabley Road/Ladies Mile junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
Tabley Road (east)	203	102%	1	204	102%	1	205	103%	1	205	103%	1	203	101%	1	203	102%	1
Ladies Mile	171	25%	0	174	26%	0	174	25%	0	174	25%	0	175	25%	0	174	26%	0
Tabley Road (west)	201	101%	0	202	101%	0	202	101%	0	202	101%	0	201	101%	0	202	101%	0
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
Tabley Road (east)	151	76%	0	147	74%	0	156	78%	0	154	77%	0	164	82%	0	158	79%	0
Ladies Mile	339	51%	0	337	51%	0	341	52%	0	338	51%	0	327	50%	0	335	51%	0
Tabley Road (west)	195	97%	0	186	93%	0	162	81%	0	167	84%	0	161	81%	0	182	91%	0

12.2.57 The conclusions drawn in paragraphs 15.3.65 and 15.3.66 of the main TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

In scenario 2 and 4, the change in traffic due to construction of the AP1 revised scheme in the PM peak hour will decrease the VoC on the Tabley Road (west) approach from 97% in the future baseline to 81%, with no change in corresponding queue length."

B5569 Chester Road/Old Hall Lane

12.2.58 Table 15-24 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-24 of the main TA is replaced by Table 15-24 below.

Table 15-24: B5569 Chester Road/Old Hall Lane junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
B5569 Chester Road (north)	160	11%	0	214	14%	0	211	14%	0	146	10%	0	147	10%	0	210	14%	0
B5569 Chester Road (south)	13	1%	0	13	1%	0	13	1%	0	13	1%	0	13	1%	0	13	1%	0
Old Hall Lane	305	17%	0	326	18%	0	345	19%	0	333	19%	0	333	19%	0	369	21%	0
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
B5569 Chester Road (north)	149	10%	0	364	25%	0	526	36%	0	483	33%	0	224	15%	0	358	25%	0
B5569 Chester Road (south)	28	2%	0	30	2%	0	29	2%	0	28	2%	0	31	2%	0	64	4%	0
Old Hall Lane	156	9%	0	179	10%	0	190	11%	0	170	9%	0	204	11%	0	212	12%	0

12.2.59 The conclusions drawn in paragraphs 15.3.74 and 15.3.75 of the main TA are replaced by:

"The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction."

A556/Old Hall Lane

12.2.60 Table 15-25 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-25 of the main TA is replaced by Table 15-25 below.

Table 15-25: A556/Old Hall Lane junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
Old Hall Lane (east)	4	0%	0	22	1%	0	47	3%	0	40	3%	0	51	3%	0	14	1%	0
A556 northbound off-slip	290	19%	0	338	23%	0	376	25%	0	342	23%	0	383	26%	0	364	24%	0
Old Hall Lane (south)	15	1%	0	34	2%	0	30	2%	0	20	1%	0	72	5%	0	35	2%	0
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
Old Hall Lane (east)	22	1%	0	27	2%	0	26	2%	0	32	2%	0	27	2%	0	21	1%	0
A556 northbound off-slip	150	10%	0	172	11%	0	160	11%	0	145	10%	0	198	13%	0	192	13%	0
Old Hall Lane (south)	3	0%	0	34	2%	0	47	3%	0	25	2%	0	96	6%	0	32	2%	0

12.2.61 The conclusions drawn in paragraph 15.3.77 of the main TA are replaced by:

"The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction."

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

12.2.62 Table 15-26 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-26 of the main TA is replaced by Table 15-26 below.

Table 15-26: A50 Warrington Road/A5034 Mereside Road/A50 Manchester Road/Moss Lane junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
Mereside Road (left)	250	0.42	1	245	0.43	1	213	0.38	1	218	0.36	1	232	0.41	1	239	0.45	1
Mereside Road (right)	22	0.08	0	65	0.22	0	76	0.25	0	21	0.07	0	29	0.10	0	105	0.34	1
Manchester Road (east) (ahead and right)	624	0.19	0	628	0.21	0	645	0.21	0	641	0.20	0	630	0.15	0	589	0.14	0
Moss Lane*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manchester Road (west) (ahead and left)	512	-	-	509	-	-	476	-	-	453	-	-	589	-	-	568	-	-
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
Mereside Road (left)	195	0.33	1	274	0.46	1	479	0.73	3	356	0.53	1	260	0.43	1	260	0.46	1
Mereside Road (right)	64	0.24	0	72	0.27	0	57	0.22	0	15	0.05	0	0	0.00	0	89	0.33	1
Manchester Road (east) (ahead and right)	1,004	0.26	0	1,054	0.20	0	1,033	0.20	0	1,061	0.18	0	1,073	0.27	0	1,000	0.22	0
Moss Lane*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manchester Road (west) (ahead and left)	347	-	-	347	-	-	156	-	-	204	-	-	479	-	-	423	-	-

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

12.2.63 The conclusions drawn in paragraphs 15.3.79 and 15.3.80 of the main TA remain unchanged.

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

12.2.64 Table 15-27 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-27 of the main TA is replaced by Table 15-27 below.

Table 15-27: A50 Warrington Road/A50 Chester Road/B5569 Chester Road (south) junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
B5569 Chester Road	283	22%	4	304	24%	4	322	25%	4	311	24%	4	311	24%	4	347	27%	5
A50 Chester Road	516	45%	7	540	47%	7	525	47%	7	511	45%	7	578	52%	7	579	52%	7
A50 Warrington Road	455	44%	6	494	46%	6	515	47%	7	458	45%	6	483	47%	6	535	48%	7
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
B5569 Chester Road	158	12%	2	181	14%	2	191	15%	3	171	13%	2	206	16%	3	213	17%	3
A50 Chester Road	396	47%	5	393	55%	5	269	106%	3	343	103%	4	464	61%	6	402	47%	5
A50 Warrington Road	829	101%	10	983	83%	13	1,044	78%	13	994	75%	13	893	100%	11	1,019	97%	13

12.2.65 The conclusions drawn in paragraphs 15.3.82 to 15.3.84 of the main TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

In scenario 2, the change in traffic due to construction of the AP1 revised scheme in the PM peak hour will increase the VoC on the A50 Chester Road approach from 47% in the future baseline to 106%, with a corresponding change in queue length from five PCU in the future baseline to three PCU."

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

12.2.66 Table 15-28 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-28 of the main TA is replaced by Table 15-28 below.

Table 15-28: A50 Knutsford Road/A50 Chester Road/B5569 Chester Road (north) junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
A50 Knutsford Road	476	32%	0	470	31%	0	472	31%	0	466	31%	0	520	35%	0	519	35%	0
B5569 Chester Road (north)	113	11%	0	192	19%	0	189	19%	0	181	18%	0	195	21%	1	159	17%	0
A50 Chester Road	570	32%	0	590	33%	0	618	34%	0	610	34%	0	638	36%	0	597	33%	0
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
A50 Knutsford Road	349	23%	0	321	21%	0	218	15%	0	235	16%	0	404	27%	0	339	23%	0
B5569 Chester Road (north)	203	21%	1	233	23%	1	197	18%	1	235	22%	1	221	24%	1	212	22%	1
A50 Chester Road	908	51%	1	880	49%	1	838	47%	0	824	46%	0	953	53%	1	900	50%	1

12.2.67 The conclusions drawn in paragraph 15.3.86 of the main TA are replaced by:

"The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction."

A50 Knutsford Road/A556

12.2.68 Table 15-29 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-29 of the main TA is replaced by Table 15-29 below.

Table 15-29: A50 Knutsford Road/A556 junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
A50 Knutsford Road (north)	512	41%	0	523	42%	0	532	42%	0	528	42%	0	562	45%	0	554	44%	0
A556 On-Slip*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A50 Knutsford Road (south)	496	40%	0	562	45%	0	598	48%	0	594	47%	0	625	50%	0	542	43%	0
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
A50 Knutsford Road (north)	393	31%	0	397	32%	0	317	25%	0	325	26%	0	515	41%	0	380	30%	0
A556 On-Slip*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A50 Knutsford Road (south)	1,003	80%	1	979	78%	1	909	73%	1	890	71%	1	1,055	84%	2	983	79%	1

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

12.2.69 The conclusions drawn in paragraphs 15.3.88 and 15.3.89 of the main TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates within capacity in both the future baseline and with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction."

Local network change in the Hoo Green area

12.2.70 There are a number of permanent changes to the local road network in the Hoo Green area as part of the original scheme. Details of the permanent changes are presented in Section 15.5 of the main TA. Where new or modified junctions are proposed during the construction phase, the performance of the existing layout is presented for scenarios before the junction layout change, where relevant, and the performance of the proposed layout is presented for scenarios following completion of the new junction layout.

A50 Knutsford Road/Bucklow Hill Lane/Hoo Green Lane

12.2.71 Table 15-30 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-30 of the main TA is replaced by Table 15-30 below.

Table 15-30: A50 Knutsford Road/Bucklow Hill Lane/Hoo Green Lane junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
Bucklow Hill Lane (ahead, left and right)	13	0.03	0	22	0.05	0	13	0.03	0	13	0.03	0	13	0.03	0	13	0.03	0
A50 Knutsford Road (east) (ahead, left and right)	359	0.04	0	409	0.07	0	433	0.08	0	431	0.08	0	419	0.08	0	328	0.04	0
Hoo Green Lane (ahead and left)	5	0.01	0	45	0.09	0	59	0.12	0	52	0.10	0	45	0.09	0	38	0.07	0
Hoo Green Lane (ahead and right)	15	0.05	0	70	0.22	0	78	0.26	0	71	0.23	0	72	0.24	0	68	0.20	0
A50 Knutsford Road (west) (ahead, left and right)	560	0.03	0	656	0.37	1	693	0.44	1	694	0.43	1	730	0.43	1	641	0.27	1
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scheme scenario 4**			**AP1 revised scheme scenario 5**		
Bucklow Hill Lane (ahead, left and right)	52	0.27	0	74	0.29	0	82	0.22	0	81	0.23	0	74	0.46	1	63	0.23	0
A50 Knutsford Road (east) (ahead, left and right)	831	0.04	0	734	0.07	0	657	0.05	0	642	0.04	0	758	0.06	0	659	0.04	0
Hoo Green Lane (ahead and left)	22	0.05	0	191	1.18	20	186	1.07	13	221	1.03	13	205	1.53	43	149	0.95	6
Hoo Green Lane (ahead and right)	18	0.12	0	192	1.17	20	250	1.07	17	200	1.03	12	201	1.52	42	164	0.92	6

Approach	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU
A50 Knutsford Road (west) (ahead, left and right)	1,209	0.23	1	973	0.43	2	513	0.21	0	667	0.29	1	1,252	0.79	9	1,020	0.44	2

12.2.72 The conclusions drawn in paragraphs 15.3.92 and 15.3.93 of the main TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and over capacity with the AP1 revised scheme.

The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths in the AM peak hour.

In scenario 4, the change in traffic due to construction of the AP1 revised scheme in the PM peak hour will increase the RFC on the Hoo Green Lane (ahead and left) approach from 0.05 in the future baseline to 1.53, with a corresponding change in queue length from no queue in the future baseline to 43 PCU."

A50 Warrington Road realignment/Hoo Green Lane diversion

12.2.73 Table 15-31 of the main TA summarises performance of the junction as a result of the original scheme. Table 15-31 of the main TA is replaced by Table 15-31 below.

Table 15-31: A50 Warrington Road realignment/Hoo Green Lane diversion junction with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
A50 Warrington Road (east and ahead)	311	-	-	322	-	-	316	-	-	304	-	-	261	-	-
A50 Warrington Road (east and left)	6	-	-	6	-	-	6	-	-	5	-	-	6	-	-
Hoo Green Lane diversion (left)	13	0.02	0	14	0.03	0	13	0.02	0	13	0.02	0	13	0.02	0
Hoo Green Lane diversion (right)	7	0.02	0	7	0.02	0	7	0.02	0	7	0.02	0	8	0.02	0
A50 Warrington Road (W) (ahead and right)	671	0.07	0	712	0.07	0	712	0.07	0	746	0.08	0	655	0.07	0
17:00–18:00	**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
A50 Warrington Road (east and ahead)	898	-	-	791	-	-	834	-	-	947	-	-	783	-	-
A50 Warrington Road (east and left)	23	-	-	26	-	-	25	-	-	21	-	-	22	-	-
Hoo Green Lane diversion (left)	19	0.05	0	21	0.05	0	20	0.05	0	18	0.04	0	18	0.04	0
Hoo Green Lane diversion (right)	18	0.10	0	16	0.06	0	17	0.07	0	19	0.19	0	19	0.11	0
A50 Warrington Road (W) (ahead and right)	968	0.13	0	531	0.06	0	673	0.08	0	1303	0.28	1	996	0.13	0

12.2.74 The conclusions drawn in paragraph 15.3.95 of the main TA remain unchanged.

Temporary network changes at Chapel Lane

12.2.75 Temporary slip roads will be constructed between the A556 and Chapel Lane as part of the original scheme, with a temporary off-ramp from the A556 northbound to Chapel Lane and a temporary on-ramp to the A556 southbound from Chapel Lane which will be constructed to provide access to construction compounds in the Hoo Green and Hulsehealth area. Access will be restricted to construction traffic only.

Chapel Lane/A556 southbound on-slip

12.2.76 Table 15-32 of the main TA summarises the performance of the junction as a result of the original scheme. Table 15-32 of the main TA is replaced by Table 15-32 below.

Table 15-32: Chapel Lane/A556 southbound on-slip junction 2030 with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
A556 On Slip (left and right)	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0
Chapel Lane (west) (ahead and right)	74	0.00	0	137	0.05	0	166	0.07	0	138	0.06	0	94	0.03	0
17:00–18:00	**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
A556 On Slip (left and right)	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0
Chapel Lane (west) (ahead and right)	51	0.00	0	139	0.05	0	152	0.07	0	116	0.06	0	61	0.03	0

12.2.77 The conclusions drawn in paragraph 15.3.98 of the main TA remain unchanged.

Chapel Lane/A556 northbound temporary construction off-slip

12.2.78 Table 15-33 of the main TA summarises performance of the junction as a result of the original scheme. Table 15-33 of the main TA is replaced by Table 15-33 below.

Table 15-33: Chapel Lane/A556 northbound temporary construction off-slip with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU
08:00–09:00	**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
Chapel Lane (west) (ahead and right)	74	0.00	0	112	0.04	0	133	0.05	0	110	0.05	0	80	0.02	0
Chapel Lane (east) (ahead)	78	0.00	0	104	0.00	0	106	0.00	0	157	0.00	0	112	0.00	0
A556 Off Slip (left)	0	0.00	0	25	0.00	0	33	0.00	0	28	0.00	0	14	0.00	0
A556 Off Slip (right)	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0
17:00–18:00	**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
Chapel Lane (west) (ahead and right)	51	0.00	0	114	0.04	0	119	0.05	0	86	0.05	0	47	0.02	0
Chapel Lane (east) (ahead)	144	0.00	0	173	0.00	0	160	0.00	0	234	0.00	0	217	0.00	0
A556 Off Slip (left)	0	0.00	0	25	0.00	0	33	0.00	0	28	0.00	0	14	0.00	0
A556 Off Slip (right)	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0

12.2.79 The conclusions drawn in paragraph 15.3.101 of the main TA remain unchanged.

A50 Warrington Road/B5159 West Lane (east)

12.2.80 Table 15-34 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-34 of the main TA is replaced by Table 15-34 below.

Table 15-34: A50 Warrington Road/B5159 West Lane (east) junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 1 (existing layout)**			**AP1 revised scheme scenario 2 (existing layout)**			**AP1 revised scheme scenario 3 (existing layout)**			**AP1 revised scheme scenario 4 (existing layout)**		
B5159 West Lane (left and right)	248	0.55	1	587	2.10	265	686	2.45	396	688	2.47	400	692	3.29	498
A50 Warrington Road (east) (ahead and right)	400	0.26	0	188	0.36	1	195	0.35	1	190	0.36	1	178	0.38	1
A50 Warrington Road (west) (ahead)	486	-	-	1,307	-	-	1,307	-	-	1,310	-	-	1,582	-	-
A50 Warrington Road (west) (left)	29	-	-	2	-	-	2	-	-	2	-	-	2	-	-
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1 (existing layout)**			**AP1 revised scheme scenario 2 (existing layout)**			**AP1 revised scheme scenario 3 (existing layout)**			**AP1 revised scheme scenario 4 (existing layout)**		
Chapel Lane (west) (ahead and right)	238	0.47	1	535	1.00	17	445	0.83	4	496	0.92	8	450	0.97	12
Chapel Lane (east) (ahead)	971	0.29	0	1,326	0.45	1	1,110	0.41	1	1,167	0.44	1	1,448	0.44	1
A556 Off Slip (left)	299	-	-	271	-	-	253	-	-	255	-	-	316	-	-
A556 Off Slip (right)	6	-	-	2	-	-	2	-	-	2	-	-	2	-	-

12.2.81 The conclusions drawn in paragraphs 15.3.102 to 15.3.104 of the main TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and over capacity with the AP1 revised scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and over capacity with the AP1 revised scheme.

In scenario 4, the change in traffic due to construction of the AP1 revised scheme will increase the RFC on the B5159 West Lane (left and right) approach from 0.55 in the future baseline to 3.29 in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to 498 PCU.

In scenario 1, the change in traffic due to construction of the AP1 revised scheme in the PM peak hour will increase the RFC on the B5159 West Lane (left and right) approach from 0.47 in the future baseline to 1.00, with a corresponding change in queue length from one PCU in the future baseline to 17 PCU."

Local network change in the Hulseheath area

12.2.82 There are a number of permanent changes to the local road network in the Hulseheath area as part of the original scheme. Details of the permanent changes are presented in Section 15.5 of the main TA.

Peacock Lane realignment/Back Lane diversion

12.2.83 Table 15-35 of the main TA summarises the performance of the junction as a result of the original scheme. Table 15-35 of the main TA is replaced by Table 13-35 below.

Table 15-35: Peacock Lane realignment/Back Lane junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**AP1 revised scheme scenario 4 (existing layout)**			**AP1 revised scheme scenario 5 (existing layout)**		
Back Lane diversion (left and right)	80	0.15	0	71	0.13	0
Peacock Lane (east) (ahead and right)	125	0.16	0	127	0.18	0
17:00–18:00	**AP1 revised scheme scenario 4 (existing layout)**			**AP1 revised scheme scenario 5 (existing layout)**		
Back Lane diversion (left and right)	35	0.07	0	34	0.07	0
Peacock Lane (east) (ahead and right)	248	0.45	1	246	0.41	1

12.2.84 The conclusions drawn in paragraph 15.3.108 of the main TA remain unchanged.

M56 Junction 10

12.2.85 Table 15-35.1 summarises the results of the changes to the performance of the junction as a result of the AP1 revised scheme.

Table 15-35.1: M56 Junction 10 junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
Access to Stretton Fox Public House*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M56 westbound off-slip	787	43%	7	820	45%	7	836	46%	7	836	46%	7	875	48%	8	811	44%	7
A559 Northwich Road	698	94%	5	703	93%	5	702	91%	4	702	92%	4	710	92%	4	702	92%	4
A49 Tarporley Road (south)	981	93%	5	986	91%	4	989	87%	3	990	87%	3	989	85%	3	986	90%	4
M56 eastbound off-slip	1,194	82%	2	1,251	86%	2	1,302	89%	3	1,295	89%	2	1,330	91%	3	1,240	86%	2
A49 Tarporley Road (north)	296	21%	0	269	20%	0	271	20%	0	269	20%	0	278	20%	0	271	20%	0
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
Access to Stretton Fox Public House*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M56 westbound off-slip	982	54%	9	947	52%	8	986	54%	9	981	54%	9	984	54%	9	978	54%	9
A559 Northwich Road	450	56%	1	519	65%	1	579	72%	1	578	72%	1	637	79%	2	514	64%	1
A49 Tarporley Road (south)	637	45%	0	637	48%	1	664	52%	1	662	52%	1	663	55%	1	637	47%	1

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
M56 eastbound off-slip	1,048	62%	1	1,051	62%	1	1,041	64%	1	1,042	63%	1	1,052	64%	1	1,051	62%	1
A49 Tarporley Road (north)	332	24%	0	357	26%	0	378	27%	0	353	26%	0	358	26%	0	323	23%	0

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

12.2.86 The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and within capacity with the AP1 revised scheme.

12.2.87 In scenario 4, the change in traffic due to construction of the AP1 revised scheme will increase the VoC on the M56 eastbound off-slip approach from 82% in the future baseline to 91% in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to three PCU.

12.2.88 In the PM peak hour, the change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

A56 Lymm Road/Agden Park Lane/A56 Higher Lane

12.2.89 Table 15-35.2 summarises the results of the changes to the performance of the junction as a result of the AP1 revised scheme.

Table 15-35.2: A56 Lymm Road/Agden Park Lane/A56 Higher Lane junction 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
A56 Lymm Road	240	18%	0	214	16%	0	204	15%	0	204	15%	0	202	15%	0	214	16%	0
Agden Park Lane	17	3%	0	16	3%	0	13	2%	0	13	2%	0	74	12%	0	75	12%	0
A56 Higher Lane	694	50%	0	693	50%	0	697	51%	0	699	51%	0	783	57%	0	733	53%	0
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
A56 Lymm Road	595	45%	0	591	45%	0	581	44%	0	580	44%	0	571	43%	0	581	44%	0
Agden Park Lane	204	43%	0	202	43%	0	233	49%	0	224	47%	0	459	95%	3	318	67%	1
A56 Higher Lane	299	22%	0	294	21%	0	287	21%	0	286	21%	0	322	23%	0	313	23%	0

12.2.90 The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and close to capacity with the AP1 revised scheme.

12.2.91 The change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

12.2.92 In scenario 4, the change in traffic due to construction of the AP1 revised scheme in the PM peak hour will increase the VoC on the Agden Park Lane approach from 43% in the future baseline to 95%, with a corresponding change in queue length from no queue in the future baseline to three PCU.

A50 Holmes Chapel Road/B5081 Middlewich Road

12.2.93 Table 15-35.3 summarises the results of the changes to the performance of the junction as a result of the AP1 revised scheme.

Table 15-35.3: A50 Holmes Chapel Road/B5081 Middlewich Road 2030 future baseline and with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
A50 Holmes Chapel Road (south)	169	13%	0	199	15%	0	201	15%	0	202	15%	0	206	16%	0	200	15%	0
B5081 Middlewich Road	495	85%	1	457	100%	6	452	101%	6	448	101%	6	435	102%	6	456	101%	6
A50 Holmes Chapel Road (north)	802	58%	0	832	60%	0	898	65%	0	898	65%	0	936	68%	0	856	62%	0
17:00–18:00	**2030 future baseline**			**AP1 revised scheme scenario 1**			**AP1 revised scheme scenario 2**			**AP1 revised scheme scenario 3**			**AP1 revised scheme scenario 4**			**AP1 revised scheme scenario 5**		
A50 Holmes Chapel Road (south)	147	11%	0	153	12%	0	150	11%	0	153	12%	0	152	12%	0	145	11%	0
B5081 Middlewich Road	214	45%	0	233	49%	0	312	66%	1	305	65%	1	275	61%	0	240	51%	0
A50 Holmes Chapel Road (north)	948	70%	1	987	74%	1	991	74%	1	1,005	75%	1	1,004	75%	1	943	69%	1

12.2.94 The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity with the AP1 revised scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and within capacity with the AP1 revised scheme.

12.2.95 In scenario 4, the change in traffic due to construction of the AP1 revised scheme will increase the VoC on the B5081 Middlewich Road approach from 85% in the future baseline to 102% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to six PCU. In the PM peak hour, the change in traffic due to construction of the AP1 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

Accidents and safety

12.2.96 The impacts on accidents and safety during construction are reported in Section 15.3 of the main TA.

12.2.97 The baseline analysis of accidents and safety identified one location which had experienced an accident cluster over the three-year period from July 2016 to June 2019, located at the M6 Junction 19. While changes in traffic flow at this location do not represent a substantial increase, the potential impact of the AP1 revised scheme, recognising the recent changes to the M6 junction 19, are being discussed with National Highways.

12.2.98 In the MA03 area there are no locations with existing safety concerns that are likely to experience substantial increases in traffic during construction and, consequently, no unacceptable impacts on accident and safety risks are expected. This represents no change to the conclusions of the analysis of accidents of safety for the original scheme reported in Section 8.4 of the main TA.

Parking and loading

12.2.99 The impacts on parking and loading during construction are reported in Section 15.3 of the main TA. This section of the main TA is unchanged.

Public transport

Local bus services

12.2.100 The impacts on local bus services during construction are reported in Section 15.3 of the main TA. This section of the main TA is unchanged.

Rail network

12.2.101 The impacts on the rail network during construction are reported in Section 15.3 of the main TA. This section of the main TA is unchanged.

Public transport interchanges

12.2.102 The impacts on public transport interchanges during construction are reported in Section 15.3 of the main TA. This section of the main TA is unchanged.

Pedestrians, cyclists and equestrians

12.2.103 Table 15-36 in the main TA summarises the locations where PRoW and roads used by pedestrians, cyclists and equestrians will be temporarily diverted, realigned or reinstated to accommodate construction of the original scheme. Table 15-36a summarises the amendments associated with the SES1 scheme and are in addition to or replace the associated changes noted in Table 15-36 in the main TA. Those not listed in Table 15-36a remain unchanged from those identified in Table 15-36 of the main TA.

Table 15-36a: AP1 revised scheme MA03 construction changes on public rights of way and roadside footways for non-motorised users

PRoW name	Surveyed daily usage	Temporary diversion	Change in distance	Duration
Peacock Lane	14 users	Temporary closure of Peacock Lane during the construction of the Peacock Lane highway works. Pedestrian users between Hulseheath and High Legh will be diverted for a period of one year via Hulseheath Lane, the A50 Warrington Road temporary realignment, Wrenshot Lane and Footpath High Legh 4/1. Cyclists and equestrians will be diverted via Broadoak Lane, to avoid Footpath High Legh 4/1.	Increase of 2.3km for pedestrians and 2.7km for cyclists and equestrians	One year
Back Lane	0 users	Temporary closures of Peacock Lane will impact on users of Back Lane during the construction of the Peacock Lane highway works. Users of Back Lane will be diverted via Hulseheath Lane, the A50 Warrington Road temporary realignment, Wrenshot Lane and Footpath High Legh 4/1. Cyclists and equestrians will be diverted via Broadoak Lane, to avoid Footpath High Legh 4/1.	Increase of 3.5km for pedestrians and 3.9km for cyclists and equestrians	One year
Agden Lane	N/A	Remains on existing alignment, resulting in no change in journey length.	None	N/A
Footpath Agden 4/1	Two users	Remains on existing alignment, resulting in no change in journey length.	None	N/A
Footpath Agden 2/4	Two users	Remains on existing alignment, resulting in no change in journey length.	None	N/A
Footpath Agden 1/2	Two users	Remains on existing alignment, resulting in no change in journey length.	None	N/A

Waterways and canals

12.2.104 The impacts waterways and canals during construction is reported in Section 15.3 of the main TA. This section of the main TA is unchanged.

12.3 AP1 revised scheme operation description

12.3.1 The MA03 operation description for the original scheme is reported in Section 15.4 of the main TA.

12.3.2 The AP1 revised scheme will no longer provide a connection to the WCML. As a result, the route of the AP1 revised scheme in the MA03 area will reduce from approximately 10.6km in length, as reported in the main TA, to approximately 8.4km.

12.4 AP1 revised scheme assessment of operation impacts

12.4.1 The changes to the original scheme reported in Section 7.2 of this report mean that Section 15.5 of the main TA is replaced by Section 12.4 in this document. Where there is no replacement the text in the main TA remains valid.

12.4.2 This section provides an overview of the impacts resulting from the operation of the AP1 revised scheme. HS2 Phase Two services are expected to commence in 2038.

12.4.3 In the main TA, future baseline traffic volumes were calculated for 2030, 2038 and 2046. However, the 2046 future baseline in the main TA has been updated to 2051 in order to give the assessment greater resilience to long-term growth in travel demand. Consequently, the operational assessment of the AP1 revised scheme has been undertaken for 2038 and 2051.

Key operation transport issues

12.4.4 The key operation transport issues are reported in Section 15.5 of the main TA. This section of the main TA is unchanged.

Highway network

Highway diversions, realignments and closures

12.4.5 Table 15-37 in the main TA summarises the permanent road diversions, realignments and extensions and any new or altered junctions required to accommodate the original scheme. Table 15-37a summarises the changes in the highway diversions to those in Table 15-37 in the main TA, identifying new or different permanent changes required to support the AP1 revised scheme. Those not listed in Table 15-37a remain unchanged to those identified in Table 15-37 of the main TA.

Table 15-37a: MA03 AP1 revised scheme permanent highway diversion/closure/amendment

Highway name/junction	Description	Change/alteration
Peacock Lane	Realignment of Peacock Lane over a distance of 1.4km, up to 35m south of its existing alignment for a total of 250m, and up to 170m north of its existing alignment. The realignment will intersect the current alignment of Peacock Lane in the vicinity of its existing junction with Back Lane and continue on the northern side of Peacock Lane. The realignment will cross HS2 Manchester spur beneath Peacock Lane viaduct.	The diversion of Peacock Lane will result in a change in journey length of less than 100m.
Agden Lane	Remains on existing alignment.	No change in length.

Network traffic flows

12.4.6 The highway changes set out above together with changes in traffic flows arising from the operation of the AP1 revised scheme will result in changes to travel patterns in the area.

Strategic and local road network traffic flows

12.4.7 The impacts of the AP1 revised scheme on the highway network have been assessed by undertaking strategic model runs for the 2038 and 2051 'with AP1 revised scheme' scenarios, and by comparing the flows and delays against the corresponding future baseline scenarios.

12.4.8 Changes have been made within the strategic models for both the original scheme and the AP1 revised scheme to reflect the proposed changes to the road network, including road closures, realigned roads and changes to junction operations.

12.4.9 Table 15-38 and Table 15-39 of the main TA set out the traffic flows on highway links affected by operation of the original scheme for the weekday AM peak hour (08:00–09:00) for 2038 and 2046 respectively. Table 15-40 and Table 15-41 of the main TA cover the weekday PM peak hour (17:00–18:00) for 2038 and 2046 respectively. Table 15-38, Table 15-39, Table 15-40 and Table 15-41 below replace Table15-38, Table 15-39, Table 15-40 and Table15-41 of the main TA respectively and include the change from a 2046 to a 2051 final assessment year. Due to the simplified way in which the road network is represented in the strategic models, the use of some local roads may not be precisely reflected in the forecast traffic flows during operation of the AP1 revised scheme, however, this is not expected to change the conclusions of the assessment. Traffic flows on all other links are either unaffected from the future baseline or result in only small changes.

12.4.10 Figure 15-9 to Figure 15-12 of the main TA show traffic flow changes for the AM and PM peak hours respectively for both 2038 and 2046. Figure 15-9 to Figure 15-12 below replace Figure 15-9 to Figure 15-12 of the main TA respectively. The width of the band indicates the proportional change in traffic, with red representing an increase and green a decrease compared with the 2038 and 2051 future baseline scenario. Flow changes are the combination of changes associated with the SES1 changes and AP1 amendments, revised baseline traffic and associated traffic reassignment.

12.4.11 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 15-38: MA03 AP1 revised scheme impacted links, 2038 AM peak

Location	Direction	2038 future baseline flows		2038 AP1 revised scheme flows		AP1 revised scheme actual flow change from 2038 future baseline		AP1 revised scheme % change from 2038 future baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5391 Pickmere Lane (between Park Lane and School Lane)	EB	106	5	117	5	11	0	10%	0%
	WB	40	5	50	5	10	0	25%	0%
B5391 Pickmere Lane realignment (between School Lane and Budworth Road)	EB	106	5	121	5	15	0	14%	0%
	WB	40	5	53	5	13	0	33%	0%
A50 Warrington Road (between A5034 Mereside Road and Clamhunger Lane)	EB	405	15	407	17	2	2	0%	13%
	WB	413	7	449	9	36	2	9%	29%
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	127	2	81	0	-46	-2	-36%	-100%
	SB	242	6	227	6	-15	0	-6%	0%
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	153	2	136	0	-17	-2	-11%	-100%
	SB	525	8	523	8	-2	0	0%	0%
A50 Warrington Road (between Clamhunger Lane and B5569 Chester Road)	EB	536	19	542	21	6	2	1%	11%
	WB	473	10	510	11	37	1	8%	10%
A50 Chester Road (between B5569 Chester Road (south) and B5569 Chester Road (north))	NB	582	11	619	13	37	2	6%	18%
	SB	541	23	544	25	3	2	1%	9%
A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)	NB	507	13	569	15	62	2	12%	15%
	SB	505	19	509	22	4	3	1%	16%
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	144	1	145	1	1	0	1%	0%
	SB	105	7	130	7	25	0	24%	0%
Hulse Heath Lane (between Bowden View Lane and Chapel Lane)*	NB	0	0	0	0	0	0	0%	0%
	SB	0	0	0	0	0	0	0%	0%

Location	Direction	2038 future baseline flows		2038 AP1 revised scheme flows		AP1 revised scheme actual flow change from 2038 future baseline		AP1 revised scheme % change from 2038 future baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	NB	32	0	103	0	71	0	222%	0%
	SB	51	0	54	0	3	0	6%	0%
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	NB	75	0	146	1	71	1	95%	0%
	SB	40	1	71	1	31	0	78%	0%
Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)	NB	14	0	72	0	58	0	414%	0%
	SB	14	0	46	0	32	0	229%	0%
Reddy Lane (between Millington Lane and A56 Lymm Road)	NB	30	0	37	0	7	0	23%	0%
	SB	7	1	9	0	2	-1	29%	-100%

** 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 15-39: MA03 AP1 revised scheme impacted links, 2051 AM peak

Location	Direction	2051 future baseline flows		2051 AP1 revised scheme flows		AP1 revised scheme actual flow change from 2051 future baseline		AP1 revised scheme % change from 2051 future baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5391 Pickmere Lane (between Park Lane and School Lane)	EB	114	5	124	5	10	0	9%	0%
	WB	68	5	91	5	23	0	34%	0%
B5391 Pickmere Lane realignment (between School Lane and Budworth Road)	EB	114	5	126	5	12	0	11%	0%
	WB	68	5	93	5	25	0	37%	0%
A5033 Northwich Road (between A50 Manchester Road and B5083 Stanley Road)	EB	472	8	482	8	10	0	2%	0%
	WB	1,080	10	1,106	10	26	0	2%	0%

Location	Direction	2051 future baseline flows		2051 AP1 revised scheme flows		AP1 revised scheme actual flow change from 2051 future baseline		AP1 revised scheme % change from 2051 future baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A50 Warrington Road (between A5034 Mereside Road and Clamhunger Lane)	EB	441	11	450	11	9	0	2%	0%
	WB	460	8	472	9	12	1	3%	13%
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	128	2	87	0	-41	-2	-32%	-100%
	SB	199	6	179	6	-20	0	-10%	0%
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	154	2	138	0	-16	-2	-10%	-100%
	SB	539	8	527	9	-12	1	-2%	13%
A50 Warrington Road (between Clamhunger Lane and B5569 Chester Road)	EB	581	15	591	15	10	0	2%	0%
	WB	525	10	536	12	11	2	2%	20%
A50 Chester Road (between B5569 Chester Road (south) and B5569 Chester Road (north))	NB	635	15	645	17	10	2	2%	13%
	SB	573	19	585	19	12	0	2%	0%
A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)	NB	562	18	595	20	33	2	6%	11%
	SB	539	15	550	15	11	0	2%	0%
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	145	1	147	1	2	0	1%	0%
	SB	107	7	132	7	25	0	23%	0%
Hulse Heath Lane (between A50 Knutsford Road and Bowden View Lane)	NB	12	0	13	0	1	0	8%	0%
	SB	8	0	11	0	3	0	38%	0%
Hulse Heath Lane (between Bowden View Lane and Chapel Lane)*	NB	0	0	0	0	0	0	0%	0%
	SB	0	0	0	0	0	0	0%	0%
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	NB	32	0	101	0	69	0	216%	0%
	SB	54	0	56	0	2	0	4%	0%
	NB	76	1	144	1	68	0	89%	0%

Location	Direction	2051 future baseline flows		2051 AP1 revised scheme flows		AP1 revised scheme actual flow change from 2051 future baseline		AP1 revised scheme % change from 2051 future baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	SB	41	1	72	1	31	0	76%	0%
Peacock Lane (between Moss Lane and Back Lane)	EB	17	1	17	1	0	0	0%	0%
	WB	75	1	43	1	-32	0	-43%	0%
Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)	NB	18	0	74	0	56	0	311%	0%
	SB	16	0	53	0	37	0	231%	0%
Reddy Lane (between Millington Lane and A56 Lymm Road)	NB	31	0	37	0	6	0	19%	0%
	SB	6	0	9	0	3	0	50%	0%

** 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 15-40: MA03 AP1 revised scheme impacted links, 2038 PM peak

Location	Direction	2038 future baseline flows		2038 AP1 revised scheme flows		AP1 revised scheme actual flow change from 2038 future baseline		AP1 revised scheme % change from 2038 future baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5391 Pickmere Lane realignment (between School Lane and Budworth Road)	EB	42	1	56	1	14	0	33%	0%
	WB	261	5	347	6	86	1	33%	20%
A537 Brook Street (between B5085 Mobberley Road and B5085 Hollow Lane)	EB	208	9	209	10	1	1	0%	11%
	WB	498	12	471	12	-27	0	-5%	0%
B5085 Mobberley Road (between A537 Chelford Road and B5085 Hollow Lane)	NB	260	0	249	0	-11	0	-4%	0%
	SB	714	3	682	3	-32	0	-4%	0%
	NB	57	0	52	0	-5	0	-9%	0%

Location	Direction	2038 future baseline flows		2038 AP1 revised scheme flows		AP1 revised scheme actual flow change from 2038 future baseline		AP1 revised scheme % change from 2038 future baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Tatton Street (between A50 King Edward Road and B5083 Garden Road)	SB	14	0	45	0	31	0	221%	0%
B5083 Garden Road (between Tatton Street and A50 Manchester Road)	EB	0	0	0	0	0	0	0%	0%
	WB	129	4	118	4	-11	0	-9%	0%
Tabley Road (between Ladies Mille and A50 Manchester Road)	EB	164	0	164	0	0	0	0%	0%
	WB	155	0	152	0	-3	0	-2%	0%
B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)	NB	129	4	137	4	8	0	6%	0%
	SB	342	5	312	5	-30	0	-9%	0%
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	114	2	103	0	-11	-2	-10%	-100%
	SB	405	1	435	1	30	0	7%	0%
Clamhunger Lane (between A50 Warrington Road and A5034 Mereside Road)	NB	18	0	16	0	-2	0	-11%	0%
	SB	105	1	87	1	-18	0	-17%	0%
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	234	2	232	0	-2	-2	-1%	-100%
	SB	415	1	478	1	63	0	15%	0%
Cann Lane/Whitley Lane/Rowley Bank Lane/Halliwell's Brow (between Budworth Road and A50 Warrington Road)	NB	146	0	147	0	1	0	1%	0%
	SB	268	8	285	16	17	8	6%	100%
A5034 Mereside Road (between Clamhunger Lane and Ciceley Mill Lane)	NB	127	0	214	0	87	0	69%	0%
	SB	293	0	317	0	24	0	8%	0%
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	65	0	67	0	2	0	3%	0%
	SB	161	2	186	2	25	0	16%	0%
A50 Warrington Road realignment (between Wrenshot Lane and Hoo Green Lane)	EB	148	2	115	1	-33	-1	-22%	-50%
	WB	641	9	571	9	-70	0	-11%	0%

Location	Direction	2038 future baseline flows		2038 AP1 revised scheme flows		AP1 revised scheme actual flow change from 2038 future baseline		AP1 revised scheme % change from 2038 future baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Hulse Heath Lane (between Bowden View Lane and Chapel Lane)*	NB	0	0	6	0	6	0	0%	0%
	SB	0	0	3	0	3	0	0%	0%
A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)	EB	148	2	114	1	-34	-1	-23%	-50%
	WB	641	8	571	9	-70	1	-11%	13%
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	NB	124	0	220	0	96	0	77%	0%
	SB	34	0	55	0	21	0	62%	0%
B5159 West Lane east (between A50 Warrington Road and B5159 West Lane west)	NB	302	2	273	2	-29	0	-10%	0%
	SB	172	2	174	2	2	0	1%	0%
B5159 West Lane west (between A50 Warrington Road and B5159 West Lane east)	NB	24	1	36	1	12	0	50%	0%
	SB	113	7	115	7	2	0	2%	0%
A50 Warrington Road (between Swineyard Lane and B5159 West Lane)	EB	244	8	236	16	-8	8	-3%	100%
	WB	575	13	536	13	-39	0	-7%	0%
Heath Lane (between Swineyard Lane and A50 Warrington Road)	NB	68	0	68	0	0	0	0%	0%
	SB	62	0	67	0	5	0	8%	0%
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	NB	131	1	230	1	99	0	76%	0%
	SB	21	1	68	1	47	0	224%	0%
A50 Cliff Lane/A50 Warrington Road (between M6 junction 20 and Heath Lane)	EB	251	8	252	16	1	8	0%	100%
	WB	427	8	425	8	-2	0	0%	0%
B5159 West Lane (between Wrenshot Lane and Peacock Lane)	NB	458	4	442	4	-16	0	-3%	0%
	SB	182	2	188	2	6	0	3%	0%
Mag Lane (between A50 Warrington Road and Crouchley Lane)*	NB	50	2	9	2	-41	0	-82%	0%
	SB	0	0	0	0	0	0	0%	0%

Location	Direction	2038 future baseline flows		2038 AP1 revised scheme flows		AP1 revised scheme actual flow change from 2038 future baseline		AP1 revised scheme % change from 2038 future baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5159 West Lane (between Peacock Lane and Beechtree Lane)	NB	450	3	434	3	-16	0	-4%	0%
	SB	196	1	174	1	-22	0	-11%	0%
Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)	NB	164	0	298	0	134	0	82%	0%
	SB	6	0	52	0	46	0	767%	0%
Reddy Lane (between Millington Lane and A56 Lymm Road)	NB	9	0	12	0	3	0	33%	0%
	SB	13	0	23	0	10	0	77%	0%
A56 Lymm Road (between Reddy Lane and Agden Park Lane)	EB	299	2	307	2	8	0	3%	0%
	WB	553	3	535	3	-18	0	-3%	0%

** 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 15-41: MA03 AP1 revised scheme impacted links, 2051 PM peak

Location	Direction	2051 future baseline flows		2051 AP1 revised scheme flows		AP1 revised scheme actual flow change from 2051 future baseline		AP1 revised scheme % change from 2051 future baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5391 Pickmere Lane realignment (between School Lane and Budworth Road)	EB	57	1	68	1	11	0	19%	0%
	WB	311	5	409	6	98	1	32%	20%
A537 Brook Street (between B5085 Mobberley Road and B5085 Hollow Lane)	EB	209	11	205	14	-4	3	-2%	27%
	WB	518	9	512	9	-6	0	-1%	0%
B5085 Mobberley Road (between A537 Chelford Road and B5085 Hollow Lane)	NB	204	0	185	0	-19	0	-9%	0%
	SB	679	3	663	3	-16	0	-2%	0%
	EB	854	13	851	16	-3	3	0%	23%

Location	Direction	2051 future baseline flows		2051 AP1 revised scheme flows		AP1 revised scheme actual flow change from 2051 future baseline		AP1 revised scheme % change from 2051 future baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A5033 Northwich Road (between A50 Manchester Road and B5083 Stanley Road)	WB	969	6	951	6	-18	0	-2%	0%
B5083 Garden Road (between Tatton Street and A50 Manchester Road)	EB	0	0	0	0	0	0	0%	0%
	WB	119	4	118	3	-1	-1	-1%	-25%
B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)	NB	81	4	78	4	-3	0	-4%	0%
	SB	177	4	141	2	-36	-2	-20%	-50%
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	138	3	79	0	-59	-3	-43%	-100%
	SB	408	9	413	7	5	-2	1%	-22%
Clamhunger Lane (between A50 Warrington Road and A5034 Mereside Road)	NB	17	0	17	0	0	0	0%	0%
	SB	137	2	62	1	-75	-1	-55%	-50%
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	348	2	300	0	-48	-2	-14%	-100%
	SB	474	9	502	7	28	-2	6%	-22%
A5034 Mereside Road (between Clamhunger Lane and Ciceley Mill Lane)	NB	197	0	229	0	32	0	16%	0%
	SB	313	8	321	7	8	-1	3%	-13%
A50 Chester Road (between B5569 Chester Road (south) and B5569 Chester Road (north))	NB	823	10	819	12	-4	2	0%	20%
	SB	186	2	179	2	-7	0	-4%	0%
A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)	NB	893	11	940	13	47	2	5%	18%
	SB	165	1	159	1	-6	0	-4%	0%
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	71	1	68	1	-3	0	-4%	0%
	SB	162	2	210	2	48	0	30%	0%
A50 Warrington Road realignment (between Wrenshot Lane and Hoo Green Lane)	EB	143	1	128	1	-15	0	-10%	0%
	WB	560	9	484	9	-76	0	-14%	0%
	NB	0	0	7	0	7	0	0%	0%

Location	Direction	2051 future baseline flows		2051 AP1 revised scheme flows		AP1 revised scheme actual flow change from 2051 future baseline		AP1 revised scheme % change from 2051 future baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Hulse Heath Lane (between Bowden View Lane and Chapel Lane)*	SB	0	0	0	0	0	0	0%	0%
A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)	EB	143	1	128	1	-15	0	-10%	0%
	WB	560	9	484	9	-76	0	-14%	0%
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	NB	194	0	243	0	49	0	25%	0%
	SB	43	0	62	0	19	0	44%	0%
B5159 West Lane east (between A50 Warrington Road and B5159 West Lane west)	NB	244	2	238	2	-6	0	-2%	0%
	SB	158	2	160	2	2	0	1%	0%
Heath Lane (between Swineyard Lane and A50 Warrington Road)	NB	88	0	91	0	3	0	3%	0%
	SB	66	0	96	0	30	0	45%	0%
A50 Warrington Road (between Swineyard Lane and Mag Lane)	EB	219	16	228	16	9	0	4%	0%
	WB	417	10	357	10	-60	0	-14%	0%
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	NB	202	1	258	1	56	0	28%	0%
	SB	22	1	76	1	54	0	245%	0%
Peacock Lane (between Moss Lane and Back Lane)	EB	13	1	15	1	2	0	15%	0%
	WB	40	1	8	1	-32	0	-80%	0%
Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)	NB	282	0	355	0	73	0	26%	0%
	SB	7	0	59	0	52	0	743%	0%
Reddy Lane (between Millington Lane and A56 Lymm Road)	NB	10	0	14	0	4	0	40%	0%
	SB	16	0	23	0	7	0	44%	0%

** 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*

Figure 15-9: MA03 AP1 revised scheme traffic flow changes – 2038 AM peak

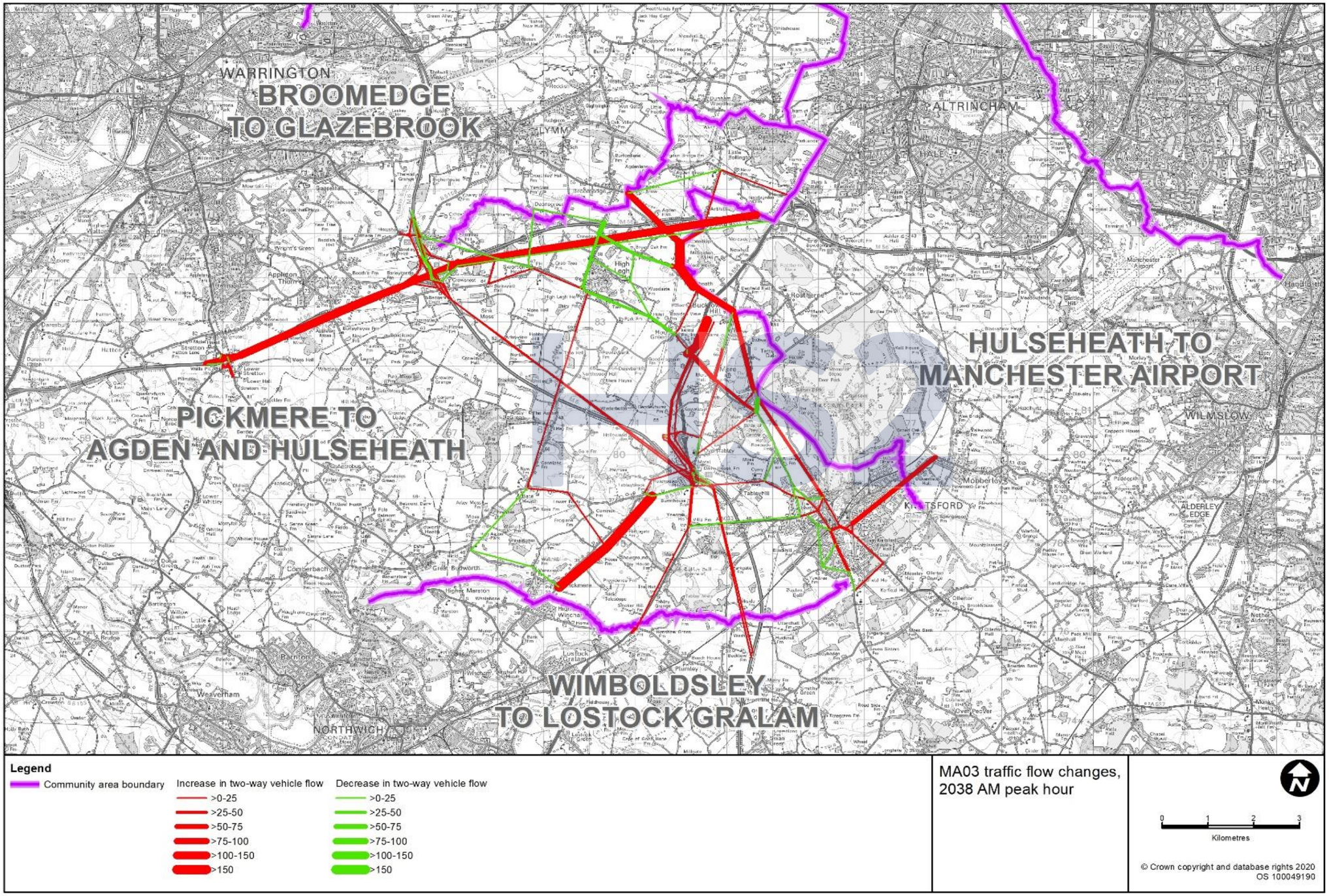


Figure 15-10: MA03 AP1 revised scheme traffic flow changes – 2051 AM peak

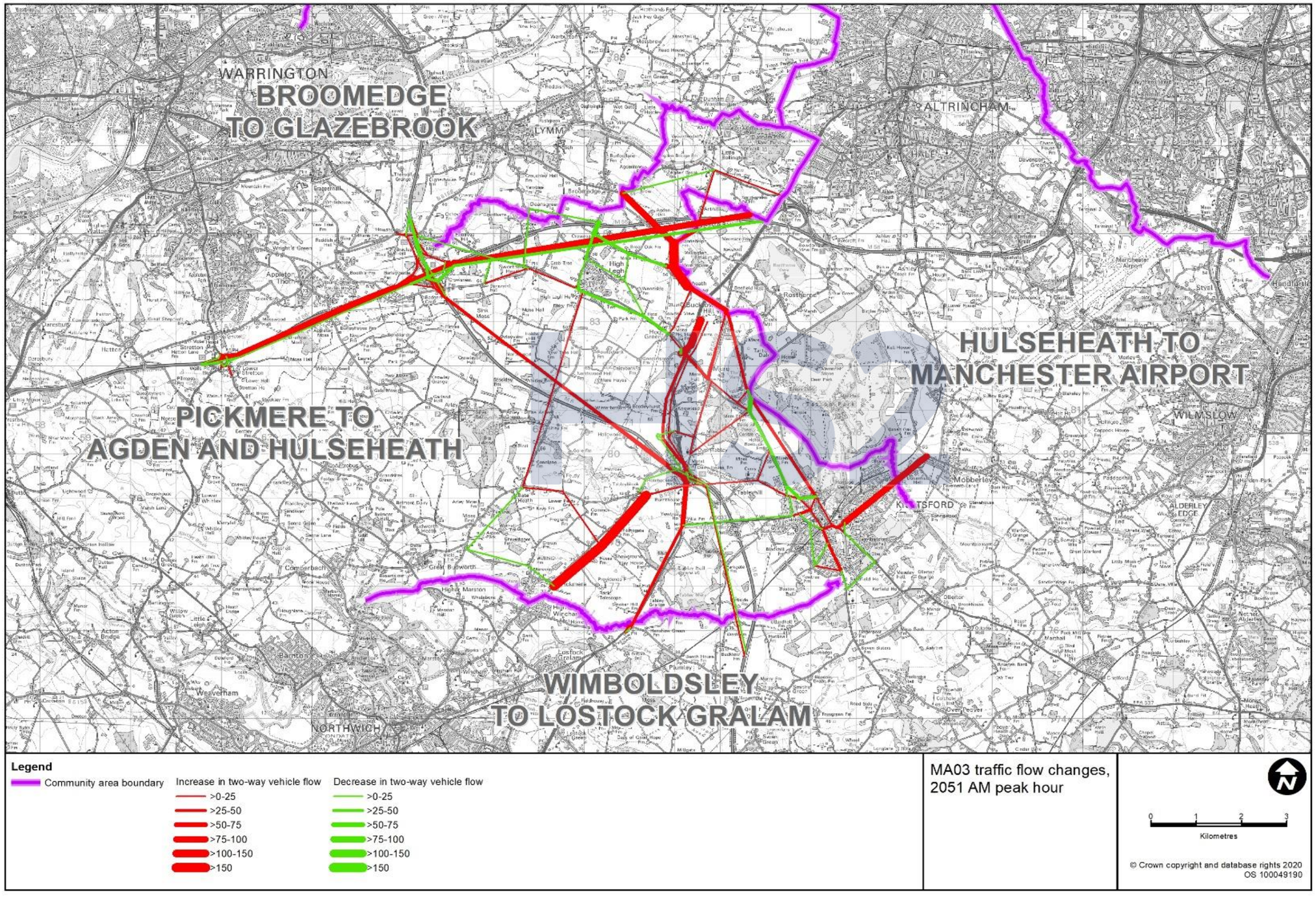


Figure 15-11: MA03 AP1 revised scheme traffic flow changes – 2038 PM peak

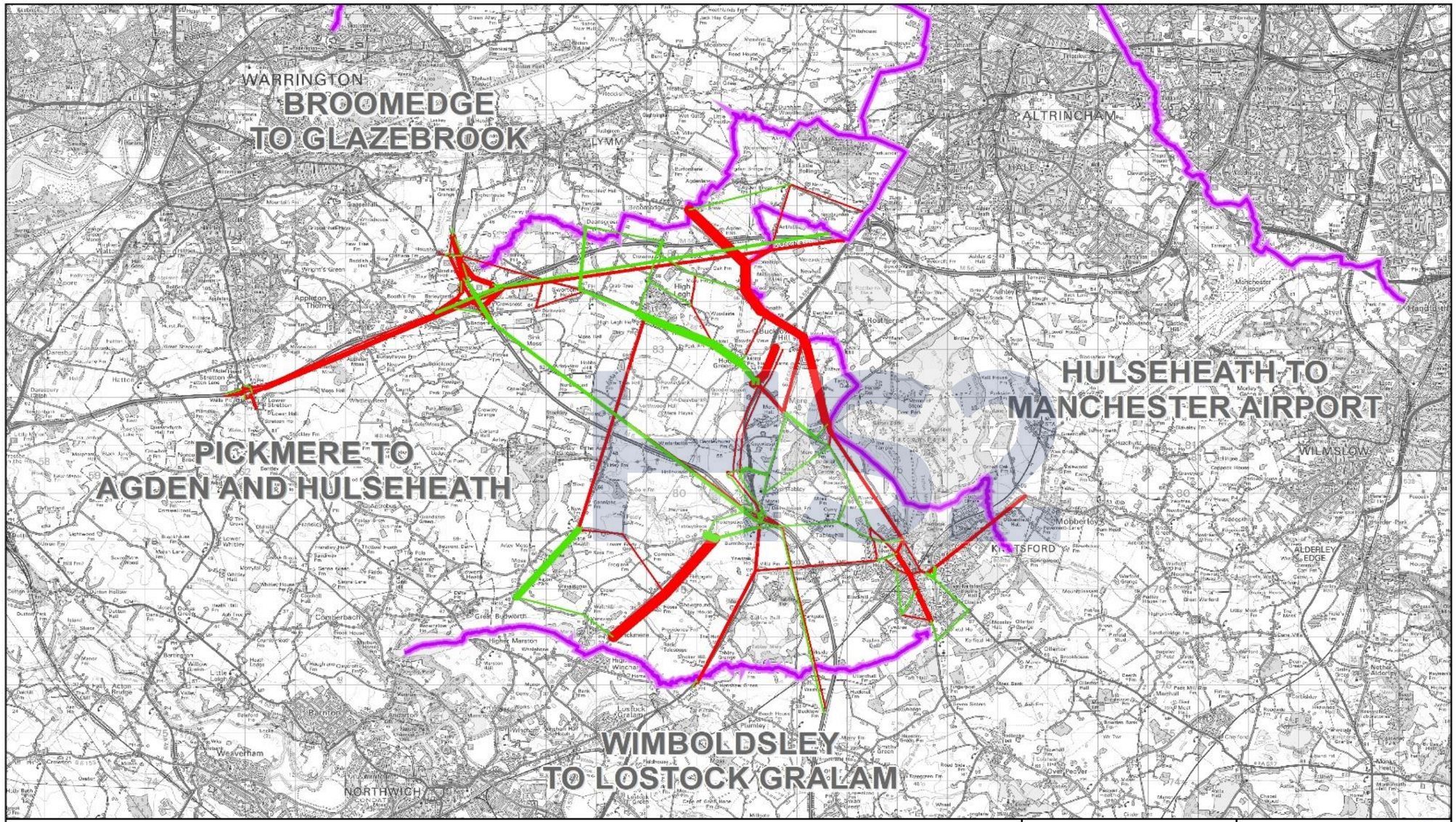
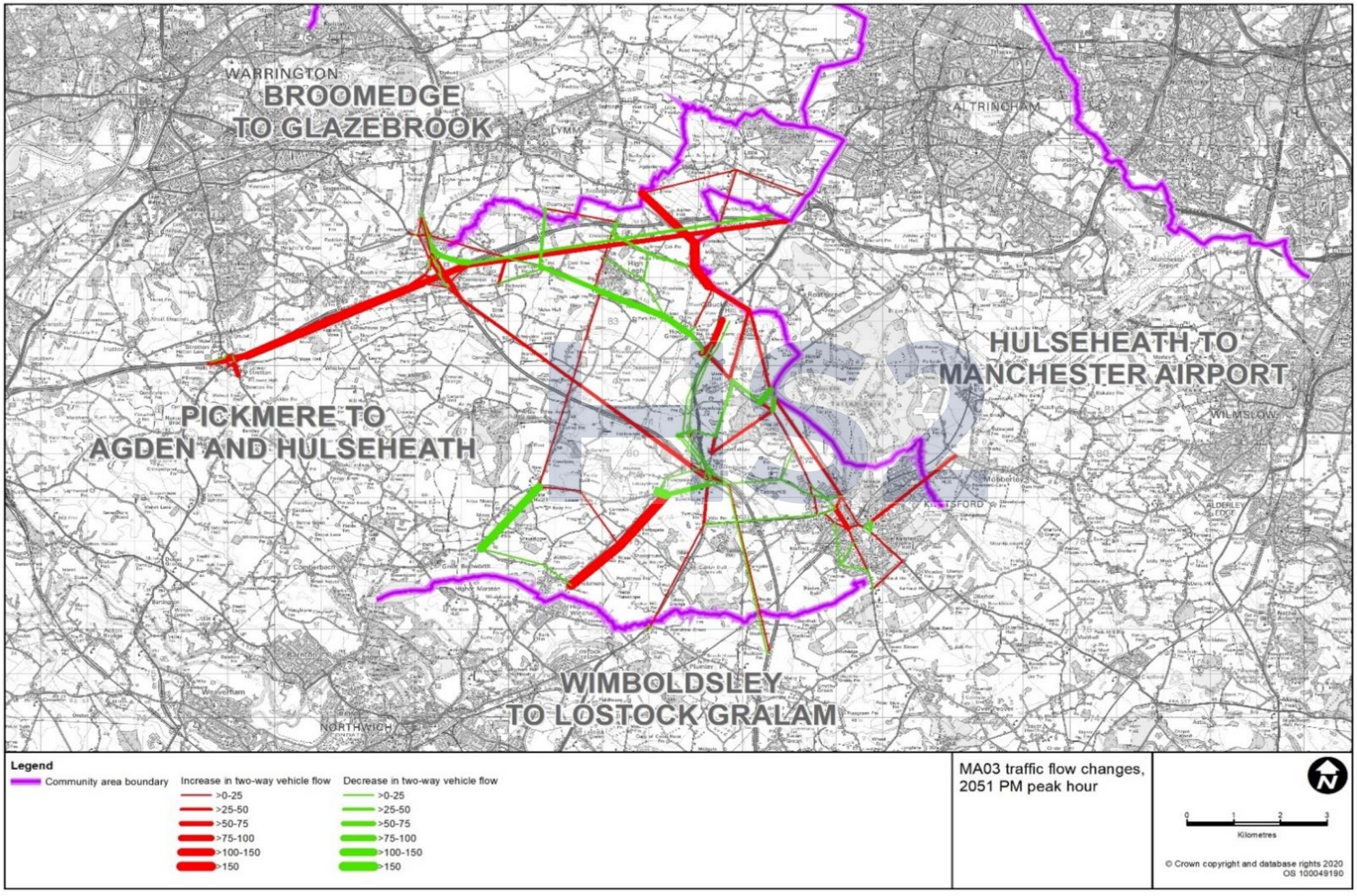


Figure 15-12: MA03 AP1 revised scheme traffic flow changes – 2051 PM peak



Junction performance

12.4.12 Junction capacity analysis is reported in Section 15.5 of the main TA, which was undertaken for the weekday AM and PM peak hours comparing junction operation in the 2038 and 2046 future baseline with 2038 and 2046 with the original scheme.

12.4.13 Updated junction capacity analysis has been undertaken for the AP1 revised scheme taking account of the changes in traffic flows associated with the SES1 changes and AP1 amendments, revised baseline traffic and associated traffic reassignment. Junction capacity analysis has been undertaken for the weekday AM and PM peak hours comparing junction operation in the 2038 and 2051 future baseline with 2038 and 2051 with the AP1 revised scheme.

12.4.14 The results are presented from south to north through the MA03 area, firstly for junctions on the strategic road network, followed by junctions on other roads. The 2038 and 2051 future baseline results are included for comparison. The models developed to assess the existing and future baseline have been used, except where otherwise stated. Where there are changes to infrastructure compared to the main TA, these are highlighted.

12.4.15 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.

12.4.16 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

12.4.17 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 with results for each junction presented separately.

M6 junction 19/A556 Chester Road/A556

12.4.18 Table 15-42 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-42 of the main TA is replaced by Table 15-42 below.

Table 15-42: M6 junction 19/A556 Chester Road/A556 junction 2038 and 2051 future baseline and AP1 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
M6 junction 19 southbound off-slip (left and right)	291	26%	3	288	27%	3	273	26%	3	278	35%	5
M6 junction 19 southbound off-slip (right)	312	27%	4	316	29%	4	292	27%	4	306	38%	5
A556 (north) (left)	1676	86%	3	1679	86%	3	1736	89%	4	1743	89%	4
A556 (north) (ahead and left)	718	72%	1	721	72%	1	778	78%	2	786	79%	2
A556 (north) (ahead)	441	44%	0	444	45%	0	491	49%	1	485	49%	1
M6 junction 19 northbound off-slip (ahead and right)	1058	87%	22	1055	88%	23	1124	96%	32	1105	94%	29
M6 junction 19 northbound off-slip (right)	1200	99%	39	1200	101%	46	1164	100%	41	1172	100%	44
A556 Chester Road (ahead and left)	951	61%	2	974	63%	4	982	63%	2	1011	65%	2
A556 Chester Road (ahead)	843	60%	2	861	61%	4	883	63%	1	910	64%	2
17:00–18:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
M6 junction 19 southbound off-slip (left and right)	310	43%	5	324	42%	6	365	38%	5	351	46%	6
M6 junction 19 southbound off-slip (right)	137	19%	2	117	15%	2	19	2%	0	48	6%	1
A556 (north) (left)	1736	89%	4	1742	89%	4	1775	91%	5	1766	91%	5
A556 (north) (ahead and left)	771	78%	2	778	79%	2	809	82%	2	799	81%	2
A556 (north) (ahead)	660	67%	1	625	63%	1	636	64%	1	648	66%	1
M6 junction 19 northbound off-slip (ahead and right)	1154	95%	30	1170	96%	33	1153	99%	38	1126	94%	30
M6 junction 19 northbound off-slip (right)	1148	96%	33	1132	95%	30	1146	100%	43	1172	100%	44
A556 Chester Road (ahead and left)	710	46%	1	715	46%	1	744	48%	1	742	48%	1

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
17:00–18:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
A556 Chester Road (ahead)	661	47%	1	669	47%	1	716	51%	1	721	51%	1

12.4.19 The conclusions drawn in paragraph 15.5.18 of the main TA are replaced by:

"The change in traffic due to operation of the AP1 revised scheme will increase the maximum DoS from 99% in the 2038 future baseline to 101% with the AP1 revised scheme in 2038 on the M6 junction 19 northbound off-slip (right) approach in the AM peak hour, with a corresponding change in queue length from 39 PCU in the future baseline to 46 PCU. The assessment shows that for this junction, the change in traffic due to operation in 2038 of the AP1 revised scheme will not result in substantial changes in DoS and queue lengths in PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity with the AP1 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP1 revised scheme. The traffic flow will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

The change in traffic due to operation of the AP1 revised scheme will not increase the maximum DoS between the 2051 future baseline and the AP1 revised scheme in the AM or PM peak hours. However, in the AM peak hour, the change in traffic due to operation of the AP1 revised scheme will decrease the DoS from 96% in the 2051 future baseline to 94% with the AP1 revised scheme in 2051 on the M6 junction 19 northbound off-slip (ahead and right) approach in the AM peak hour. Queue length will decrease from 32 PCU in the future baseline to 29 PCU with the AP1 revised scheme. In the PM peak hour, the change in traffic due to operation of the AP1 revised scheme will decrease the DoS from 99% in the 2051 future baseline to 94% with the AP1 revised scheme in 2051 on the M6 junction 19 northbound off-slip (ahead and right) approach in the PM peak hour. Queue length will decrease from 38 PCU in the future baseline to 30 PCU with the AP1 revised scheme. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP1 revised scheme. The traffic flow will have a beneficial impact on the operation of the junction, which is, however predicted to operate over its capacity in the future baseline."

A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane

12.4.20 Table 15-54 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-54 of the main TA is replaced by Table 15-54 below.

Table 15-54: A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane junction 2038 and 2051 future baseline and AP1 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
A556 Chester Road (north) (left and ahead)	722	59%	6	727	60%	5	739	61%	5	759	62%	5
A556 Chester Road (north) (ahead and right)	756	60%	6	761	60%	5	783	62%	4	793	62%	5
Tabley Hill Lane (left and ahead)	2	1%	0	2	1%	0	2	1%	0	2	1%	0
A556 Chester Road (south) (left and ahead)	834	71%	14	848	73%	15	868	74%	15	889	76%	16
A556 Chester Road (south) (ahead)	827	71%	14	850	73%	15	873	75%	15	899	77%	16
B5391 Pickmere Lane (left)	146	37%	2	140	36%	2	137	36%	2	136	37%	2
17:00–18:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
A556 Chester Road (north) (left and ahead)	783	66%	5	804	67%	7	900	77%	10	870	74%	9
A556 Chester Road (north) (ahead and right)	536	73%	4	515	72%	5	443	79%	6	464	75%	5
Tabley Hill Lane (left and ahead)	163	74%	5	156	71%	5	192	79%	6	180	74%	5
A556 Chester Road (south) (left and ahead)	671	69%	12	676	66%	12	695	75%	14	695	71%	13
A556 Chester Road (south) (ahead)	629	65%	11	640	63%	11	683	74%	14	687	71%	13
B5391 Pickmere Lane (left)	82	18%	1	79	17%	1	87	19%	1	85	19%	1

12.4.21 The conclusions drawn in paragraphs 15.5.50 to 15.5.57 of the main TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation in 2038 of the AP1 revised scheme will not result in substantial changes in DoS and queue lengths in the AM or PM peak hours. The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP1 revised scheme. The traffic flow will have a negligible impact on the operation of the junction.

The assessment shows that for this junction, the change in traffic due to operation in 2051 of the AP1 revised scheme will not result in substantial changes in DoS and queue lengths in the AM or PM peak hours. The assessment shows that in the AM and PM peak hours the junction operates within capacity in both the future baseline and with the AP1 revised scheme. The traffic flow will have a negligible impact on the operation of the junction."

Local network change in the Pickmere area

12.4.22 There are a number of changes to the local road network in the Pickmere area as part of the original scheme. Details of the changes are presented in Section 15.5 of the main TA.

B5391 Pickmere Lane/School Lane realignment

12.4.23 Table 15-43 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-43 of the main TA is replaced by Table 15-43 below.

Table 15-43: B5391 Pickmere Lane/School Lane realignment junction 2038 and 2051 future baseline and AP1 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
B5391 Pickmere Lane (east) (ahead, left and right)	80	0.02	0	135	0.15	0	88	0.03	0	170	0.17	0
B5391 Pickmere Lane (west) (ahead, left and right)	187	0.00	0	187	0.00	0	204	0.00	0	204	0.00	0
School Lane (ahead and left)	11	0.02	0	71	0.11	0	12	0.02	0	78	0.12	0
School Lane (ahead and right)	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0
17:00–18:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
B5391 Pickmere Lane (east) (ahead, left and right)	188	0.02	0	421	0.43	1	205	0.03	0	460	0.48	0
B5391 Pickmere Lane (west) (ahead, left and right)	65	0.00	0	65	0.00	0	71	0.00	0	71	0.00	0
School Lane (ahead and left)	12	0.02	0	98	0.15	0	13	0.02	0	107	0.16	0
School Lane (ahead and right)	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0

12.4.24 The conclusions drawn in paragraph 15.5.21 of the main TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation in 2038 and 2051 of the AP1 revised scheme will not result in substantial changes in RFC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP1 revised scheme. The traffic flow will have a negligible impact on the operation of the junction."

B5391 Pickmere Lane realignment/Flittogate Lane diversion

12.4.25 Table 15-44 of the main TA summarises the performance of the junction as a result of the original scheme. Table 15-44 of the main TA is replaced by Table 15-44 below.

Table 15-44: B5391 Pickmere Lane realignment/Flittogate Lane diversion junction with the AP1 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2038 with the AP1 revised scheme (proposed layout)**			**2051 with the AP1 revised scheme (proposed layout)**		
B5391 Pickmere Lane realignment (north) (ahead)	143	-	-	157	-	-
B5391 Pickmere Lane realignment (north) (left)	9	-	-	10	-	-
Flittogate Lane diversion (left)	12	0.02	0	13	0.02	0
Flittogate Lane diversion (right)	67	0.15	0	74	0.17	0
B5391 Pickmere Lane realignment (south) (ahead and right)	246	0.07	0	269	0.08	0
17:00–18:00	**2038 with the AP1 revised scheme (proposed layout)**			**2051 with the AP1 revised scheme (proposed layout)**		
B5391 Pickmere Lane realignment (north) (ahead)	409	-	-	447	-	-
B5391 Pickmere Lane realignment (north) (left)	3	-	-	3	-	-
Flittogate Lane diversion (left)	12	0.02	0	13	0.03	0
Flittogate Lane diversion (right)	18	0.04	0	20	0.05	0
B5391 Pickmere Lane realignment (south) (ahead and right)	151	0.04	0	165	0.05	0

12.4.26 The conclusions drawn in paragraph 15.5.23 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in 2038 and 2051 with the AP1 revised scheme."

School Lane realignment/Frog Lane realignment

12.4.27 Table 15-45 of the main TA summarises the performance of the junction as a result of the original scheme. Table 15-45 of the main TA is replaced by Table 15-45 below.

Table 15-45: School Lane/Frog Lane realignment junction 2038 and 2051 with the AP1 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2038 with the AP1 revised scheme (proposed layout)**			**2051 with the AP1 revised scheme (proposed layout)**		
Frog Lane realignment (left, ahead and right)	72	0.00	0	79	0.00	0
Frog Lane (left, ahead and right)	1	0.00	0	1	0.00	0
School Lane realignment (left, ahead and right)	99	0.00	0	108	0.00	0
Farm Access (left, ahead and right)	0	0.00	0	0	0.00	0
17:00–18:00	**2038 with the AP1 revised scheme (proposed layout)**			**2051 with the AP1 revised scheme (proposed layout)**		
Frog Lane realignment (left, ahead and right)	102	0.01	0	111	0.01	0
Frog Lane (left, ahead and right)	1	0.00	0	1	0.00	0
School Lane realignment (left, ahead and right)	257	0.00	0	281	0.00	0
Farm Access (left, ahead and right)	0	0.00	0	0	0.00	0

12.4.28 The conclusions drawn in paragraph 15.5.25 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in 2038 and 2051 with the AP1 revised scheme."

Budworth Road/Frog Lane realignment

12.4.29 Table 15-46 of the main TA summarises the performance of the junction as a result of the original scheme. Table 15-46 of the main TA is replaced by Table 15-46 below.

Table 15-46: Budworth Road/Frog Lane junction 2038 and 2051 future baseline and AP1 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2038 with the AP1 revised scheme**			**2051 with the AP1 revised scheme**		
Budworth Road (west) (ahead and left)	54	-	-	55	0.03	0
Budworth Road (east) (left)	19	0.03	0	51	-	-
Budworth Road (east) (right)	2	0.00	0	23	0.04	0
Frog Lane realignment (ahead and right)	99	0.04	0	3	0.01	0
17:00–18:00	**2038 with the AP1 revised scheme**			**2051 with the AP1 revised scheme**		
Budworth Road (west) (ahead and left)	40	-	-	83	0.03	0
Budworth Road (east) (left)	62	0.09	0	107	-	-
Budworth Road (east) (right)	1	0.00	0	26	0.04	0
Frog Lane realignment (ahead and right)	258	0.12	0	1	0.00	0

12.4.30 The conclusions drawn in paragraph 15.5.27 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in 2038 and 2051 with the AP1 revised scheme."

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

12.4.31 Table 15-47 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-47 of the main TA is replaced by Table 15-47 below.

Table 15-47: A50 Toft Road/A537 Adam's Hill/B5083 Stanley Road junction 2038 and 2051 future baseline and AP1 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
A50 Toft Road (north)	1,212	101%	7	1,216	102%	6	1,238	104%	7	1,240	104%	7
A537 Adam's Hill	792	94%	10	799	94%	10	818	97%	11	823	97%	11
A50 Toft Road (south)	436	32%	7	460	34%	7	463	34%	7	496	37%	8
17:00–18:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
A50 Toft Road (north)	990	83%	6	1,045	87%	6	991	83%	6	1,040	87%	6
A537 Adam's Hill	871	102%	12	871	102%	12	869	102%	12	868	102%	12
A50 Toft Road (south)	732	42%	11	738	43%	11	814	47%	12	811	47%	12

12.4.32 The conclusions drawn in paragraphs 15.5.29 and 15.5.30 of the main TA are replaced by:

"The change in traffic due to operation in 2038 of the AP1 revised scheme will not result in substantial changes in VoC and queue lengths in the AM peak hour. The change in traffic due to operation of the AP1 revised scheme will not increase the maximum VoC between the 2038 future baseline and the AP1 revised scheme in the PM peak hour. However, in the PM peak hour, the change in traffic due to operation of the AP1 revised scheme will increase the VoC from 83% in the 2038 future baseline to 87% with the AP1 revised scheme in 2038 on the A50 Toft Road (north) approach in the PM peak hour. There will be no change in queue lengths. The assessment shows that this junction operates over capacity in both the future baseline and with the AP1 revised scheme in the AM and PM peak hours. The traffic flow will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour, which is, however, predicted to operate over its capacity in the future baseline.

The change in traffic due to operation in 2051 of the AP1 revised scheme will not result in substantial changes in VoC and queue lengths in the AM peak hour. The change in traffic due to operation of the AP1 revised scheme will not increase the maximum VoC between the 2051 future baseline and the AP1 revised scheme in the PM peak hour. However, in the PM peak hour, the change in traffic due to operation of the AP1 revised scheme will increase the VoC from 83% in the 2051 future baseline to 87% with the AP1 revised scheme in 2051 on the A50 Toft Road (north) approach in the PM peak hour. There will be no change in queue lengths. The assessment shows that this junction operates over capacity in both the future baseline and with the AP1 revised scheme in the AM and PM peak hours. The traffic flow will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour, which is, however, predicted to operate over its capacity in the future baseline."

A537 Brook Street/B5085 Hollow Lane/Lilybrook Drive

12.4.33 Table 15-48 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-48 of the main TA is replaced by Table 15-48 below.

Table 15-48: A537 Brook Street/B5085 Hollow Lane/Lilybrook Drive junction 2038 and 2051 future baseline and AP1 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
A537 Brook Street (west)	790	73%	7	810	75%	7	765	71%	7	805	74%	7
B5085 Hollow Lane	524	50%	8	525	50%	8	525	50%	8	525	50%	8
A537 Brook Street (east)	441	41%	4	461	43%	4	497	46%	4	504	47%	4
Lilybrook Drive*	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
A537 Brook Street (west)	696	84%	9	707	86%	10	708	86%	10	716	87%	10
B5085 Hollow Lane	666	62%	7	687	64%	8	688	66%	7	678	64%	7
A537 Brook Street (east)	513	100%	7	486	89%	6	530	103%	7	523	102%	7
Lilybrook Drive*	-	-	-	-	-	-	-	-	-	-	-	-

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

12.4.34 The conclusions drawn in paragraphs 15.5.32 and 15.5.33 of the main TA replaced by:

"The assessment shows that for this junction, change in traffic due to operation in 2038 of the AP1 revised scheme will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will decrease from 100% in the 2038 future baseline to 89% with the AP1 revised Scheme in 2038 on the A537 Brook Street (east) approach, with a corresponding change in queue length from seven PCU in the future baseline to six PCU. The assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and within capacity with the AP1 revised Scheme. In the PM peak hour, the junction operates over capacity in the future baseline and close to capacity with the AP1 revised Scheme. The traffic flow will have a negligible impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour which is, however, predicted to operate over its capacity in the future baseline.

The assessment shows that for this junction, the change in traffic due to operation in 2051 of the AP1 revised scheme will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP1 revised Scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP1 revised Scheme. The traffic flow will have a negligible impact on the operation of the junction which is, however, predicted to operate over its capacity in the future baseline."

B5085 Mobberley Road/B5085 Hollow Lane

12.4.35 Table 15-49 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-49 of the main TA is replaced by Table 15-49 below.

Table 15-49: B5085 Mobberley Road/B5085 Hollow Lane junction 2038 and 2051 future baseline and AP1 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
B5085 Hollow Lane	430	40%	1	441	41%	1	420	39%	1	447	41%	1
B5085 Mobberley Road (north)	739	43%	0	749	43%	0	789	46%	0	786	45%	0
B5085 Mobberley Road (south)	178	52%	1	191	59%	1	159	58%	1	170	66%	1
17:00–18:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
B5085 Hollow Lane	481	45%	5	493	46%	5	492	45%	5	499	46%	5
B5085 Mobberley Road (north)	606	35%	0	642	37%	0	570	33%	0	619	36%	0
B5085 Mobberley Road (south)	260	86%	2	249	93%	4	205	97%	5	186	102%	6

12.4.36 The conclusions drawn in paragraphs 15.5.35 and 15.5.36 of the main TA are replaced by:

"The assessment shows that for this junction, change in traffic due to operation in 2038 of the AP1 revised scheme will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the change in traffic due to operation of the AP1 revised scheme will increase the VoC from 86% in the 2038 future baseline to 93% with the AP1 revised scheme in 2038 on the B5085 Mobberley Road (south) approach. Queue length will increase from two PCU in the future baseline to four PCU with the AP1 revised scheme. The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP1 revised Scheme. The traffic flow will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour.

The assessment shows that for this junction, the change in traffic due to operation in 2051 of the AP1 revised scheme will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the change in traffic due to operation of the AP1 revised scheme will increase the VoC from 97% in the 2051 future baseline to 102% with the AP1 revised scheme in 2051 on the B5085 Mobberley Road (south) approach. Queue length will increase from five PCU in the future baseline to six PCU with the AP1 revised scheme. The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates close to capacity in the future baseline and over capacity with the AP1 revised scheme. The traffic flow will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak."

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

12.4.37 Table 15-50 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-50 of the main TA is replaced by Table 15-50 below.

Table 15-50: A537 Brook Street/A537 Adam's Hill/B5083 King Street junction 2038 and 2051 future baseline and AP1 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
B5083 King Street (north)*	-	-	-	-	-	-	-	-	-	-	-	-
A537 Brook Street (east)	964	89%	3	984	91%	4	1,020	94%	4	1,026	95%	4
A537 Adam's Hill (west)**	790	93%	1	810	95%	1	765	90%	0	805	95%	0
17:00–18:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
B5083 King Street (north)*	-	-	-	-	-	-	-	-	-	-	-	-
A537 Brook Street (east)	1,163	108%	5	1,163	108%	5	1,163	108%	5	1,163	108%	5
A537 Adam's Hill (west)**	696	82%	0	707	83%	0	709	83%	1	716	84%	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*

12.4.38 The conclusions drawn in paragraphs 15.5.38 and 15.5.39 of the main TA are replaced by:

"The change in traffic due to operation of the AP1 revised scheme will increase the maximum VoC from 93% in the 2038 future baseline to 95% with the AP1 revised scheme in 2038 on the A537 Adam's Hill (west) approach in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the assessment shows that for this junction, the change in traffic due to operation in 2038 of the AP1 revised scheme will not result in substantial changes in VoC and queue lengths. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP1 revised scheme. The traffic flow will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour which is, however, predicted to operate over its capacity in the future baseline in the PM peak hour.

The change in traffic due to operation of the AP1 revised scheme will not substantially increase the maximum VoC between the 2051 future baseline and the AP1 revised scheme in the AM peak hour. However, in the AM peak hour, the change in traffic due to operation of the AP1 Revised Scheme will increase the VoC from 90% in the 2051 future baseline to 95% with the AP1 revised scheme in 2051 on the A537 Adam's Hill (west) approach in the AM peak hour. There will be no change in queue lengths. The assessment shows that for this junction, the change in traffic due to operation in 2051 of the AP1 revised scheme will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP1 revised scheme. The traffic flow will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour which is, however, predicted to operate over its capacity in the future baseline in the PM peak hour."

A556 Chester Road/A5033 Northwich Road

12.4.39 Table 15-51 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-51 of the main TA is replaced by Table 15-51 below.

Table 15-51: A556 Chester Road/A5033 Northwich Road junction 2038 and 2051 future baseline and AP1 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
A556 Chester Road (north)	1,351	105%	18	1,356	105%	18	1,364	105%	18	1,368	106%	18
A5033 Northwich Road	646	89%	9	644	98%	9	652	99%	9	641	100%	9
A556 Chester Road (south)	1,784	80%	19	1,810	71%	19	1,878	97%	20	1,924	99%	20
17:00–18:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
A556 Chester Road (north)	1,085	84%	16	1,118	87%	17	1,057	82%	16	1,093	85%	16
A5033 Northwich Road	898	109%	9	893	109%	9	914	109%	10	902	109%	9
A556 Chester Road (south)	1,487	58%	15	1,501	59%	15	1,553	61%	16	1,553	61%	16

12.4.40 The conclusions drawn in paragraphs 15.5.41 and 15.5.42 of the main TA are replaced by:

"The change in traffic due to operation of the AP1 Revised Scheme will not increase the maximum VoC between the 2038 future baseline and AP1 revised scheme in the AM or PM peak hours. However, in the AM peak hour, the change in traffic due to operation of the AP1 revised scheme will increase the VoC from 89% in the 2038 future baseline to 98% with the AP1 revised scheme in 2038 on the A5033 Northwich Road approach. There will be no change in queue lengths. In the PM peak hour, the change in traffic due to operation of the AP1 revised scheme will increase the VoC from 84% in the 2038 future baseline to 87% with the AP1 revised scheme in 2038 on the A556 Chester Road (north) approach. Queue length will increase from 16 PCU in the future baseline to 17 PCU with the AP1 revised scheme. The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP1 revised scheme. The traffic flow will have an adverse impact on the operation of the junction which is, however, predicted to operate over its capacity in the future baseline.

The change in traffic due to operation of the AP1 revised scheme will not substantially increase the maximum VoC between the 2051 future baseline and the AP1 revised scheme in the AM or PM peak hours. However, in the AM peak hour, the change in traffic due to operation of the AP1 revised scheme will increase the VoC from 97% in the 2051 future baseline to 99% with the AP1 revised scheme in 2051 on the A556 Chester Road (south) approach. There will be no change in queue lengths. In the PM peak hour, the change in traffic due to operation of the AP1 revised scheme will increase the VoC from 82% in the 2051 future baseline to 85% with the AP1 revised scheme in 2051 on the A556 Chester Road (north) approach. There will be no change in queue lengths. The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP1 revised scheme. The traffic flow will have an adverse impact on the operation of the junction which is, however, predicted to operate over its capacity in the future baseline."

A5033 Northwich Road/Ladies Mile

12.4.41 Table 15-52 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-52 of the main TA is replaced by Table 15-52 below.

Table 15-52: A5033 Northwich Road/Ladies Mile junction 2038 and 2051 future baseline and AP1 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
Ladies Mile	332	82%	1	322	79%	1	323	79%	1	317	76%	1
A5033 Northwich Road (east)	1,145	38%	0	1,158	38%	0	1,224	41%	0	1,237	41%	0
A5033 Northwich Road (west)	646	36%	0	636	35%	0	619	35%	0	612	34%	0
17:00–18:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
Ladies Mile	266	85%	2	270	86%	2	255	84%	2	247	85%	2
A5033 Northwich Road (east)	1,112	39%	0	1,104	39%	0	1,153	41%	0	1,143	41%	0
A5033 Northwich Road (west)	567	32%	0	576	32%	0	546	30%	0	552	31%	0

12.4.42 The conclusions drawn in paragraphs 15.5.44 and 15.5.45 of the main TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation in 2038 of the AP1 revised scheme will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM peak hour the junction operates within capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP1 revised scheme. The traffic flow will have a negligible impact on the operation of the junction.

The assessment shows that for this junction, the change in traffic due to operation in 2051 of the AP1 revised scheme will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM peak hour the junction operates within capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates within capacity in the future baseline and close to capacity with the AP1 revised scheme. The traffic flow will have a negligible impact on the operation of the junction."

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

12.4.43 Table 15-53 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-53 of the main TA is replaced by Table 15-53 below.

Table 15-53: A50 Manchester Road/A50 King Edward Road/A5033 Northwich Road/Gaskell Avenue/Canute Place junction 2038 and 2051 future baseline and AP1 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2038 future baseline (existing layout)**			**2038 with the AP1 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP1 revised scheme**		
A50 Manchester Road	527	77%	1	534	78%	1	544	79%	1	549	80%	1
Canute Place	292	38%	0	305	40%	0	352	46%	0	362	48%	0
A50 King Edward Road	1,091	91%	2	1,103	92%	2	1,118	93%	2	1,119	94%	2
Gaskell Avenue*	-	-	-	-	-	-	-	-	-	-	-	-
A5033 Northwich Road	495	45%	0	493	45%	0	494	45%	0	504	46%	0
17:00–18:00	**2038 future baseline (existing layout)**			**2038 with the AP1 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP1 revised scheme**		
A50 Manchester Road	348	51%	0	355	52%	0	357	53%	0	364	54%	1
Canute Place	14	2%	0	45	6%	0	77	10%	0	96	13%	0
A50 King Edward Road	1,207	101%	5	1,209	101%	5	1,218	102%	6	1,226	103%	6
Gaskell Avenue*	-	-	-	-	-	-	-	-	-	-	-	-
A5033 Northwich Road	818	81%	1	822	82%	1	870	89%	1	871	89%	1

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

12.4.44 The conclusions drawn in paragraphs 15.5.47 and 15.5.48 of the main TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation in 2038 and 2051 of the AP1 revised scheme will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The traffic flow will have a negligible impact on the operation of the junction which is, however, predicted to operate over its capacity in the future baseline in the PM peak hour."

A50 Warrington Road realignment/Hoo Green Lane diversion

12.4.45 Details of the junction layout introduced as part of the original scheme are presented in Section 15.5 of the main TA.

12.4.46 Table 15-55 of the main TA summarises the performance of the junction as a result of the original scheme. Table 15-55 of the main TA is replaced by Table 15-55 below.

Table 15-55: A50 Warrington Road realignment/Hoo Green Lane diversion junction 2038 and 2051 future baseline and AP1 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2038 with the AP1 revised scheme (proposed layout)**			**2051 with the AP1 revised scheme (proposed layout)**		
A50 Warrington Road realignment (east) (ahead)	234	-	-	256	-	-
Realigned A50 Warrington Road realignment (east) (left)	4	-	-	5	-	-
Hoo Green Lane diversion (left)	7	0.01	0	8	0.01	0
Hoo Green Lane diversion (right)	14	0.04	0	15	0.04	0
A50 Warrington Road realignment (west) (ahead and right)	457	0.02	0	501	0.02	0
17:00–18:00	**2038 with the AP1 revised scheme (proposed layout)**			**2051 with the AP1 revised scheme (proposed layout)**		
A50 Warrington Road realignment (east) (ahead)	653	-	-	715	-	-
Realigned A50 Warrington Road realignment (east) (left)	5	-	-	6	-	-
Hoo Green Lane diversion (left)	7	0.02	0	7	0.02	0
Hoo Green Lane diversion (right)	3	0.01	0	3	0.01	0
A50 Warrington Road realignment (west) (ahead and right)	272	0.00	0	297	0.01	0

12.4.47 The conclusions drawn in paragraph 15.5.59 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in 2038 and 2051 with the AP1 revised scheme."

Local network change in the Hulseheath area

12.4.48 There are a number of changes to the local road network in the Hulseheath area as part of the original scheme. Details of the changes are presented in Section 15.5 of the main TA.

Peacock Lane realignment/Back Lane diversion

12.4.49 Table 15-56 and Table 15-57 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-56 and Table 15-57 of the main TA are replaced by Table 15-56 and Table 15-57 below respectively.

Table 15-56: Peacock Lane/Back Lane junction 2038 and 2051 future baseline junction capacity assessment

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2038 future baseline (existing layout)**			**2051 future baseline (existing layout)**		
Peacock Lane (west) (ahead)	75	-	-	79	-	-
Peacock Lane (west) (left)	7	-	-	7	-	-
Back Lane (left and right)	12	0.02	0	13	0.02	0
Peacock Lane (east) (ahead and right)	57	0.01	0	59	0.01	0
17:00–18:00	**2038 future baseline (existing layout)**			**2051 future baseline (existing layout)**		
Peacock Lane (west) (ahead)	33	-	-	43	-	-
Peacock Lane (west) (left)	3	-	-	2	-	-
Back Lane (left and right)	28	0.06	0	26	0.05	0
Peacock Lane (east) (ahead and right)	134	0.03	0	184	0.06	0

Table 15-57: Peacock Lane realignment/Back Lane diversion junction 2038 and 2051 AP1 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2038 with the AP1 revised scheme (proposed layout)**			**2051 with the AP1 revised scheme (proposed layout)**		
Back Lane diversion (left and right)	73	0.13	0	75	0.14	0
Peacock Lane realignment (east) (ahead and right)	105	0.19	0	103	0.19	0
17:00–18:00	**2038 with the AP1 revised scheme (proposed layout)**			**2051 with the AP1 revised scheme (proposed layout)**		
Back Lane diversion (left and right)	69	0.13	0	76	0.14	0
Peacock Lane realignment (east) (ahead and right)	222	0.40	1	250	0.45	1

12.4.50 The conclusions drawn in paragraph 15.5.62 of the main TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation in 2038 and 2051 of the AP1 revised scheme will not result in substantial changes in RFC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM and PM peak hour the junction operates well within capacity in both the future baseline and with the AP1 revised scheme in 2038 and 2051. The traffic flow will have a negligible impact on the operation of the junction in 2038 and 2051."

A50 Tofts Road/Goughs Lane

12.4.51 Table 15-58 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-58 of the main TA is replaced by Table 15-58 below.

Table 15-58: A50 Tofts Road/Goughs Lane junction 2038 and 2051 future baseline and AP1 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
A50 Toft Road (north)	461	33%	0	453	33%	0	510	37%	0	509	37%	0
Goughs Lane	483	92%	2	474	90%	2	483	96%	3	468	94%	3
A50 Toft Road (south)	487	35%	0	488	35%	0	512	37%	0	507	37%	0
17:00–18:00	**2038 future baseline**			**2038 with the AP1 revised scheme**			**2051 future baseline**			**2051 with the AP1 revised scheme**		
A50 Toft Road (north)	650	47%	0	659	48%	0	727	53%	0	720	52%	0
Goughs Lane	494	109%	6	490	109%	6	439	112%	6	453	111%	6
A50 Toft Road (south)	807	58%	0	793	57%	0	918	67%	0	889	64%	0

12.4.52 The conclusions drawn in paragraphs 15.5.64 and 15.5.65 of the main TA are replaced by:

"The change in traffic due to the operation of the AP1 revised scheme will decrease the maximum VoC from 92% in the 2038 future baseline to 90% with the AP1 revised scheme in 2038 on the Goughs Lane approach in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the assessment shows that for this junction, the change in traffic due to operation in 2038 of the AP1 revised scheme will not result in substantial changes in VoC and queue lengths. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP1 revised scheme. The traffic flow will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour which is, however, predicted to operate over its capacity in the future baseline in the PM peak hour.

The change in traffic due to the operation of the AP1 revised scheme will decrease the maximum VoC from 96% in the 2051 future baseline to 94% with the AP1 revised scheme in 2051 on the Goughs Lane approach in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the assessment shows that for this junction, the change in traffic due to the operation in 2051 of the AP1 revised scheme will not result in substantial changes in VoC and queue lengths. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP1 revised scheme. The traffic flow will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour which is, however, predicted to operate over its capacity in the future baseline in the PM peak hour."

Tabley Road/Sugar Pit Lane

12.4.53 Table 15-59 of the main TA summarises the results of the changes in performance of the junction as a result of the original scheme. Table 15-59 of the main TA is replaced by Table 15-59 below.

Table 15-59: Tabley Road/Sugar Pit Lane junction 2038 and 2051 future baseline and AP1 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2038 future baseline (existing layout)**			**2038 with the AP1 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP1 revised scheme**		
Tabley Road (west)	73	7%	0	80	7%	0	82	8%	0	92	8%	0
Sugar Pit Lane	139	70%	0	129	65%	0	124	62%	0	115	57%	0
Tabley Road (east)	139	70%	0	144	72%	0	144	72%	0	146	73%	0
17:00–18:00	**2038 future baseline (existing layout)**			**2038 with the AP1 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP1 revised scheme**		
Tabley Road (west)	2	0%	0	2	0%	0	2	0%	0	5	0%	0
Sugar Pit Lane	191	95%	0	190	95%	0	192	96%	0	190	95%	0
Tabley Road (east)	203	101%	1	202	101%	1	203	102%	1	203	102%	1

12.4.54 The conclusions drawn in paragraphs 15.5.67 and 15.5.68 of the main TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation in 2038 of the AP1 revised scheme will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and the AP1 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP1 revised scheme. The traffic flow will have a negligible impact on the operation of the junction which is, however, predicted to operate over its capacity in the future baseline.

The assessment shows that for this junction, the change in traffic due to operation in the 2051 of the AP1 revised scheme will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP1 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP1 revised scheme. The traffic flow will have a negligible impact on the operation of the junction which is, however, predicted to operate over its capacity in the future baseline."

Accidents and safety

12.4.55 The impacts on accidents and safety during operation are reported in Section 15.5 of the main TA.

12.4.56 The baseline analysis of accidents and safety identified one location which had experienced an accident cluster over the three-year period from July 2016 to June 2019.

12.4.57 Whilst there are locations in the MA03 area where there are substantial forecast increases in traffic flows due to the operation of the AP1 revised scheme, these will not affect locations with known safety concerns and, consequently, no unacceptable impacts on accident and safety risks are expected. This represents no change to the conclusions of the analysis of accidents of safety for the original scheme reported in Section 15.5 of the main TA.

12.4.58 New highway links and junctions will be constructed to current standards and/or in keeping with the existing infrastructure. The AP1 revised scheme is unlikely to create any new safety concerns.

Parking and loading

12.4.59 The impacts on parking and loading during operation are reported in Section 15.5 of the main TA. This section of the main TA is unchanged.

Public transport

Local bus services

12.4.60 The impacts on local bus services during operation are reported in Section 15.5 of the main TA. This section of the main TA is unchanged.

Rail network

12.4.61 The impacts on the rail network during operation are reported in Section 15.5 of the main TA. This section of the main TA is unchanged.

Public transport interchanges

12.4.62 The impacts on public transport interchanges during operation are reported in Section 15.5 of the main TA. This section of the main TA is unchanged.

Pedestrians, cyclists and equestrians

12.4.63 Table 15-60 and Table 15-61 in the main TA summarise the locations where Public Rights of Way (PRoW) and roads used by pedestrians, cyclists and equestrians are permanently diverted, realigned or reinstated. Table 15-60a and Table 15-61a summarise the amendments associated with the AP1 revised scheme and are in addition to or replace the associated changes noted in Table 15-60 and Table 15-61 in the main TA. Those not listed in Table 15-60a and Table 15-61a remain unchanged to those identified in Table 15-60 and Table 15-61 of the main TA.

Table 15-60a: MA03 AP1 revised scheme permanent changes to PRoW for non-motorised users

PRoW name	Change in length	Comments
Footpath Tabley Inferior 1/1	Realignment of Footpath Tabley Inferior 1/1, 13m north-east of its existing alignment for 154m, to cross the route of the AP1 revised scheme on its existing alignment through the Footpath Tabley Inferior 1/1 accommodation underbridge, increasing the journey length by 7m.	New underbridge
Footpath Tabley Inferior 3/1	Realignment of Footpath Tabley Inferior 3/1, 355m north of its existing alignment for 628m. The footpath will be realigned along the Cheshire Showground North access diversion, the Cheshire Showground South Access diversion and passing under the route of the AP1 revised scheme through the Footpath Pickmere 9/1 underbridge, increasing the length of journey by 865m.	New underbridge
Footpath Pickmere 9/1	Realignment of Footpath Pickmere 9/1, 190m south of its existing alignment for 106m, crossing under the route of the AP1 revised scheme through the Footpath Pickmere 9/1 underbridge, increasing the length of journey by 250m.	New underbridge
PRoW Tabley Superior 10/1	Realignment of Tabley Superior 10/1, 10m south of its existing alignment for 208m, decreasing the length of journey by 12m.	None
Footpath Agden 4/1	Remains on existing alignment, resulting in no change in journey length.	None

PRoW name	Change in length	Comments
Footpath Agden 2/4	Remains on existing alignment, resulting in no change in journey length.	None
Footpath Agden 1/2	Remains on existing alignment, resulting in no change in journey length.	None

Table 15-61a: MA03 AP1 revised scheme permanent changes to roads for non-motorised users

Road name	Change in length	Comments
Flittogate Lane	Diversion of Flittogate Lane, 260m north of its current alignment for 491m. Pedestrian users will be diverted via the Footpath Pickmere 9/1 realignment, increasing journey length by 62m. Cyclists and equestrians will be diverted along the Flittogate Lane diversion and the B5391 Pickmere Lane realignment, increasing journey length by 372m.	None
Peacock Lane	Realignment of Peacock Lane over a distance of 1.4km crossing the route of the HS2 Manchester spur beneath Peacock Lane viaduct, resulting in a negligible change in journey length.	New underbridge
Agden Lane	Remains on existing alignment, resulting in no change in journey length.	None

Waterways and canals

12.4.65 The impacts on waterways and canals during operation are reported in Section 15.5 of the main TA. This section of the main TA is unchanged.

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