In Parliament – Session 2022 - 2023

HS2

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Appendix TR-003-00002 – Report 1 of 2

Traffic and transport

Transport Assessment Part 3 Addendum

MA02: Wimboldsley to Lostock Gralam

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Volume 5: Appendix TR-003-00002 – Report 1 of 2

Traffic and transport

Transport Assessment Part 3 Addendum
MA02: Wimboldsley to Lostock Gralam

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Department for Transport

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12.1 AP2 revised scheme construction description

Introduction

12.1.1 A number of changes to the original scheme reported in Section 6.2 of this report mean that Section 14.2 of the main Transport Assessment (the main TA) and Section 11.1 of the Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement TA (SES1 and AP1 ES TA) are generally replaced by Section 12.1 in this document. Where there is no replacement the text in the main TA and the SES1 and AP1 ES TA (the AP1 revised scheme) remains valid.

12.1.2 The terms used in this report to differentiate between the original scheme assessed as part of the main Environmental Statement (ES) and subsequent changes are set out in the SES2 and AP2 ES TA Part 1 Addendum (SES2 and AP2 ES Volume 5, Appendix: TR-001-00000).

12.1.3 This section provides an overview of the construction traffic and transport impacts for the section of the AP2 revised scheme that will pass through the Wimboldsley to Lostock Gralam (MA02) community area.

12.1.4 Construction of the AP2 revised scheme is expected to commence in 2026 with construction activity continuing to 2039 (although activity in 2039 will be limited to testing and commissioning). Construction activities have been assessed against 2031 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 SES2 and AP2 ES Volume 2, Community Area report: Wimboldsley to Lostock Gralam (MA02), Section 6.

12.1.6 A complete description of the works associated with the AP2 revised scheme in the MA02 area is provided in SES2 and AP2 ES Volume 2, Community Area report: Wimboldsley to Lostock Gralam (MA02), Sections 2 and 4. The construction works will be carried out throughout MA02 for the majority of the construction period. The overall programme has been outlined on a year-by-year basis.

12.1.7 Table 14-1 in the SES1 and AP1 ES TA replaced Table 14-1 in the main TA and summarised the key construction activities, along with their start dates. Table 14-1 below replaces Table 14-1 in the SES1 and AP1 ES TA.

Table 14-1: AP2 revised scheme key highway construction activities in the MA02 area

Activity	Community area (CA)	Start date
Area advance works	MA02	2026 Q2
A556 Shurlach Road realignment	MA02	2026 Q4
Crewe North RSD	MA02	2028 Q2
A530 Nantwich Road overbridge and realignment	MA02	2028 Q2
A54A54 Middlewich Road realignment	MA02	2028 Q2
A559 Manchester Road realignment	MA02	2029 Q3
Birches Lane diversion	MA02	2030 Q1
ParkPark House Farm access realignment	MA02	2030 Q2
B5082 PennysPennys Lane diversion	MA02	2030 Q4

Compounds and construction sites

12.1.8 The AP2 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.

12.1.9 Table 14-2 in the SES1 and AP1 ES TA replaced Table 14-2 in the main TA and summarised the expected average and peak workforce (site workers plus staff) at each construction compound in the MA02 area. Table 14-2 below replaces Table 14-2 in the SES1 and AP1 ES TA.

12.1.10 The location of the construction compounds and the associated construction Heavy Goods Vehicle (HGV) routes in MA02 are shown in SES2 and AP2 ES Volume 5, Traffic and transport Map Book: Map Series TR-08 – Construction Routes to the Strategic Network.

Table 14-2: AP2 revised scheme assumed workforce at construction sites in the MA02 area

Compound type	Compound name	Number of site workers (peak)	Number of staff (peak)	Total workforce (site plus staff)	
				Average	Peak
Satellite	A530 Nantwich Road satellite compound	80	53	77	125
Satellite	Crewe North RSD satellite compound 1	140	45	113	185
Satellite	Crewe North RSD satellite compound 2	221	131	190	352
Satellite	Crewe North RSD satellite compound 3	160	45	116	205
Satellite	Minshull Vernon satellite compound	50	15	43	65
Borrow pit	MA02 Borrow Pit A	50	15	51	65
Borrow pit	MA02 Borrow Pit B	80	15	52	95
Borrow pit	MA02 Borrow Pit C	80	15	51	95
Satellite	Clive Green Lane satellite compound	80	45	98	125
Satellite	Shropshire Union Canal South satellite compound	155	45	123	200

Compound type	Compound name	Number of site workers (peak)	Number of staff (peak)	Total workforce (site plus staff)	
				Average	Peak
Satellite	Shropshire Union Canal North satellite compound	175	45	86	220
Satellite	A54 Middlewich Road satellite compound	130	105	173	235
Satellite	A533 Bostock Road satellite compound	120	45	111	165
Satellite	River Dane viaduct south satellite compound	120	45	112	165
Satellite	River Dane viaduct north satellite compound	100	45	104	145
Satellite	Puddlinglake Brook viaduct satellite compound	180	45	120	225
Satellite	Gad Brook viaduct South satellite compound	130	52	103	175
Satellite	Gad Brook viaduct North satellite compound	160	45	101	205
Satellite	Rudheath embankment satellite compound	47	75	117	122
Satellite	B5082 Pennys Lane satellite compound	47	75	117	122
Satellite	Birches Lane satellite compound	157	45	91	202
Satellite	Lostock Gralam viaduct satellite compound	170	45	126	215
Satellite	Smoker Brook viaduct south satellite compound	140	69	145	200

12.1.11 Table 14-3 in the SES1 and AP1 ES TA replaced Table 14-3 in the main TA and summarised the compound set up dates and the duration of active use. Table 14-3 below replaces Table 14-3 in the SES1 and AP1 ES TA.

12.1.12 Table 14-3 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 14-3 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.

[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).

Table 14-3: AP2 revised scheme typical vehicle trip generation for construction site compounds in the MA02 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	Estimate duration of busy period (months)
Satellite	A530 Nantwich Road satellite compound	2028 Q2	5 years	160-254	148-166	7
Satellite	Crewe North RSD satellite compound 1	2026 Q3	8 years	224-316	490-490	1
Satellite	Crewe North RSD satellite compound 2	2026 Q3	9 years	370-722	86-128	54
Satellite	Crewe North RSD satellite compound 3	2026 Q3	8 years	260-352	546-590	18
Satellite	Minshull Vernon satellite compound	2028 Q4	1 year and 6 months	148-148	4-4	7
Borrow pit	MA02 Borrow Pit A	2028 Q2	2 years	92-110	36-44	5
Borrow pit	MA02 Borrow Pit B	2028 Q2	1 year and 3 months	80-160	34-42	5
Borrow pit	MA02 Borrow Pit C	2028 Q2	1 year and 6 months	80-160	36-42	4
Satellite	Clive Green Lane satellite compound	2028 Q2	3 years and 9 months	146-212	88-116	7
Satellite	Shropshire Union Canal south satellite compound	2028 Q2	2 years and 3 months	114-336	68-90	6
Satellite	Shropshire Union Canal north satellite compound	2028 Q2	3 years and 9 months	162-370	88-122	8
Satellite	A54 Middlewich Road satellite compound	2028 Q2	4 years and 9 months	264-396	68-106	11
Satellite	A533 Bostock Road satellite compound	2028 Q2	4 years and 6 months	210-278	396-558	16
Satellite	River Dane viaduct south satellite compound	2028 Q2	2 years and 9 months	140-278	124-160	7
Satellite	River Dane viaduct north satellite compound	2028 Q2	2 years and 9 months	136-244	92-114	7
Satellite	Puddlinglake Brook viaduct satellite compound	2028 Q2	3 years and 9 months	162-380	78-100	7

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	Estimate duration of busy period (months)
Satellite	Gad Brook viaduct south satellite compound	2028 Q2	4 years and 9 months	200-296	336-504	4
Satellite	Gad Brook viaduct north satellite compound	2026 Q2	6 years and 6 months	180-348	210-218	3
Satellite	Rudheath embankment satellite compound	2029 Q3	3 years and 6 months	204-206	294-430	6
Satellite	B5082 Pennys Lane satellite compound	2029 Q3	3 years and 6 months	184-208	272-330	4
Satellite	Birches Lane satellite compound	2026 Q2	6 years and 9 months	264-338	344-456	3
Satellite	Lostock Gralam viaduct satellite compound	2029 Q4	1 year and 6 months	132-362	74-92	8
Satellite	Smoker Brook viaduct south satellite compound	2028 Q4	4 years and 3 months	256-366	342-488	5

12.1.13 The indicative construction programme in the SES2 and AP2 ES Volume 2, Community Area report: Wimboldsley to Lostock Gralam (MA02), 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 14-3.

Construction HGV routes

12.1.14 Construction vehicle movements required to construct the AP2 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.

12.1.15 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).

12.1.16 The location of the compounds and the associated construction HGV routes are shown on the SES2 and AP2 ES Volume 5, Traffic and transport Map Book: Map Series TR-08. Table 14-4 in the SES1 and AP1 ES TA replaced Table 14-4 in the main TA and summarised the construction HGV routes to and from each compound to the main road network. Table 14-4

below replaces Table 14-4 in the SES1 and AP1 ES TA. For some compounds, Table 14-4 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 14-4: AP2 revised scheme construction HGV routes for construction compounds in the MA02 area

Compound name(s)	Access routes to / from compound(s) to main road network
A530 Nantwich Road satellite compound Crewe North RSD satellite compound 11	A530 Nantwich Road, A51 Nantwich Bypass and A500 Shavington Bypass
Crewe North RSD satellite compound 2	Route to/from south: Site haul route, Clive Green Lane, A530 Nantwich Road, A51 Nantwich Bypass and A500 Shavington Bypass Route to/from north (to be used after opening of the Clive Green Lane realignment): Site haul route, Clive Green Lane and A54 Middlewich Road Site haul route, Clive Green Lane, Road One, A533 Davenham Bypass and A556
Crewe North RSD satellite compound 3	Site haul route, Clive Green Lane, A530 Nantwich Road, A51 Nantwich Bypass and A500 Shavington Bypass Site haul route and A530 Nantwich Road
Minshull Vernon satellite compound	A530 Nantwich Road, A51 Nantwich Bypass and A500 Shavington Bypass
MA02 Borrow Pit A MA02 Borrow Pit B	Route to/from south: A530 Nantwich Road, A51 Nantwich Bypass and A500 Shavington Bypass Route to/from north (to be used after opening of the Clive Green Lane realignment): A530 Nantwich Road, Clive Green Lane and A54 Middlewich Road A530 Nantwich Road, Clive Green Lane, Road One, A533 Davenham Bypass and A556
MA02 Borrow Pit C	Site haul route and A54 Middlewich Road
Clive Green Lane satellite compound	Route to/from south: Clive Green Lane, A530 Nantwich Road, A51 Nantwich Bypass and A500 Shavington Bypass Route to/from north (to be used after opening of the Clive Green Lane realignment): Clive Green Lane and A54 Middlewich Road Clive Green Lane, Road One, A533 Davenham Bypass and A556
Shropshire Union Canal South satellite compound	Route to/from south: Site haul route, Clive Green Lane, A530 Nantwich Road, A51 Nantwich Bypass and A500 Shavington Bypass Route to/from north (to be used after opening of the Clive Green Lane realignment): Site haul route, Clive Green Lane and A54 Middlewich Road
Shropshire Union Canal North satellite compound	Site haul route and A54 Middlewich Road
A54 Middlewich Road satellite compound	A533 Bostock Road (to be used before opening of A54 Middlewich Road realignment) and A54 Middlewich Road

Compound name(s)	Access routes to / from compound(s) to main road network
	A54 Middlewich Road realignment (to be used after opening of A54 Middlewich Road realignment)
A533 Bostock Road satellite compound	A533 Bostock Road (to be used before opening of A54 Middlewich Road realignment) and A54 Middlewich Road A54 Middlewich Road (to be used after opening of A54 Middlewich Road realignment)
River Dane viaduct South satellite compound	Site haul route, A533 Bostock Road and A54 Middlewich Road A533 and A556 Chester Road Site haul route, A533 Bostock Road and A556 Chester Road
River Dane viaduct North satellite compound	Route to/from south: Site haul route, Whatcroft Hall Lane, A530 King Street, B5309, Centurion Way and A54 Route to/from north: Site haul route, Whatcroft Hall Lane, A530 King Street and A556
Puddinglake Brook viaduct satellite compound	Route to/from south: Whatcroft Hall Lane, A530 King Street, B5309, Centurion Way and A54 Route to/from north: Whatcroft Hall Lane, A530 King Street and A556
Gad Brook viaduct south satellite compound	Route to/from south: Davenham Road, A530 King Street, B5309, Centurion Way and A54 Route to/from north: Davenham Road, A530 King Street and A556
Gad Brook viaduct north satellite compound	A530 King Street and A556
Rudheath embankment satellite compound	Route to/from south: Site haul route, A530 King Street, B5309, Centurion Way and A54 Route to/from north: Davenham Road, A530 King Street and A556
Pennys Lane satellite compound	Route to/from the north: B5082 Pennys Lane and A556 Shurlach Road (to be used before opening of the Pennys Lane diversion) B5082 Pennys Lane diversion, A530 King Street and A556 Shurlach Road (to be used after opening of the Pennys Lane diversion) Route to/from the south: B5082 Pennys Lane, Crowders Lane, A530 King Street, B5309, Centurion Way and A54 (to be used before opening of the Pennys Lane diversion) B5082 Pennys Lane diversion, A530 King Street, B5309, Centurion Way and A54 (to be used after opening of Pennys Lane diversion)
Birches Lane satellite compound	Birches Lane and A556 Shurlach Road (outbound) A556 Shurlach Road, A559 Manchester Road, A530, A556 and Birches Lane (inbound) Birches Lane, School Lane, A559 Manchester Road, A556
Lostock Gralam viaduct satellite compound	Site haul route, Birches Lane and A556 Shurlach Road
Smoker Brook viaduct south satellite compound	A556 Shurlach Road

12.1.17 Table 14-5 in the SES1 and AP1 ES TA replaced Table 14-5 in the main TA and summarised the peak daily construction traffic flows associated with the AP1 revised scheme, both in

HGV and total vehicles (which includes LGV and workforce trips), on roads within the MA02 area that form part of construction HGV routes. Table 14-5 below replaces Table 14-5 in the SES1 and AP1 ES TA.

12.1.18 Table 14-5 indicates an increase in construction traffic, when compared to the AP1 revised scheme at locations such as parts of the A54 Chester Road, A54 Middlewich Road, A54 Holmes Chapel Road, A530 Croxton Lane, A530 King Street and Davenham Road.

12.1.19 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 AP2 revised scheme. These links may, however, be subject to occasional or infrequent use by AP2 revised scheme construction traffic.

12.1.20 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 14-5: AP2 revised scheme MA02 peak daily construction traffic flow

Location	Direction	Daily peak HGV vehicles	Daily peak all vehicles
A530 Nantwich Road (between Brookhouse Lane and Clive Green Lane)	NB	601	1,186
	SB	601	1,205
Clive Green Lane/Clive Lane (between A530 Nantwich Road and A54 Middlewich Road)	EB	350	438
	WB	350	689
Clive Green Lane realignment (between A530 Nantwich Road and Crewe North RSD)	EB	525	803
	WB	525	759
A530 Nantwich Road (between Clive Green Lane and Brynlow Drive)	EB	10	578
	WB	10	804
Clive Green Lane realignment/Clive Lane (between Crewe North RSD and A54 Middlewich Road)	NB	16	643
	SB	16	510
A54 Middlewich Road realignment (between Clive Lane and A533 Northwich Road diversion)	EB	8	131
	WB	8	323
A530 Nantwich Road (between Brynlow Drive and Glastonbury Drive)	NB	10	558
	SB	10	722
A530 Nantwich Road (between Glastonbury Drive and St Ann's Road)	EB	10	560
	WB	10	721
A54 Kinderton Street (between A533 Leadsmithy Street and King Street)	EB	298	491
	WB	298	512
A54 St Michael's Way (between The Bull Ring and A533 Leadsmithy Street)	EB	298	488
	WB	298	516
A530 Nantwich Road (between A530 Nantwich Road gyratory and St Ann's Road)	WB	10	727
A530 Nantwich Road (between St Ann's Road and A530 Newton Bank)	NB	10	572

Location	Direction	Daily peak HGV vehicles	Daily peak all vehicles
A530 Nantwich Road (between A530 Newton Bank and A54 St Michael's Way)	WB	298	1,122
A54 Holmes Chapel Road (between King Street and B5309 Centurion Way)	EB	298	472
	WB	298	494
A530 Newton Bank (between A530 Nantwich Road and A54 Chester Road)	NB	298	959
A54 St Michael's Way (between A54 Chester Road and The Bull Ring)	EB	298	487
A54 Chester Road (between A530 Chester Road and A54 St Michael's Way)	EB	298	1,148
A54 Chester Road (between A530 Newton Bank and A54 St Michael's Way)	EB	298	1,147
A54 Chester Road (between A530 Croxton Lane and A530 Newton Bank)	EB	298	1,139
	WB	298	951
A54 Chester Road (between Coal Pit Lane and A530 Croxton Lane)	EB	298	565
	WB	298	416
A54 Middlewich Road (between Clive Lane and Birch Lane)	EB	71	400
	WB	71	356
B5309 Centurion Way (between A54 Holmes Chapel Road and B5081 Byley Road)	EB	274	308
	WB	274	340
A54 Middlewich Road realignment (between Birch Lane and Coalpit Lane)	EB	298	381
	WB	298	381
A54 Middlewich Road (between Birch Lane and A533 Northwich Road)	EB	71	256
	WB	71	129
A54 Holmes Chapel Road (between B5309 Centurion Way and Brereton Lane)	EB	492	673
	WB	492	709
B5309 Centurion Way (between White Park Close and B5081 Byley Road)	EB	274	285
	WB	274	316
A54 Middlewich Road realignment (between A533 Northwich Road diversion and Birch Lane)	EB	92	315
	WB	92	316
A533 Northwich Road (between A54 Chester Road and Bell Lane)	NB	108	118
	SB	108	131
A54 Holmes Chapel Road (between Brereton Lane and Poolford Lane)	EB	492	640
	WB	492	709
B5309 Centurion Way (between B5309 King Street and White Park Close)	NB	274	316
	SB	274	285
A54 Middlewich Road (between Brereton Lane and M6 junction 18)	EB	492	641
	WB	492	716
	NB	108	315

Location	Direction	Daily peak HGV vehicles	Daily peak all vehicles
A533 Northwich Road (between Bell Lane and A533 Bostock Road)	SB	108	320
A533 Northwich Road diversion (between A54 Middlewich Road realignment and A533 Northwich Road)	EB	89	609
	WB	89	345
Road One (between A54 Middlewich Road and A533 Bostock Road)	NB	8	454
	SB	8	459
A533 Bostock Road (between A533 Northwich Road diversion and London Road)	NB	10	542
	SB	10	781
A533 Bostock Road (between A5018 Bostock Road and London Road)	EB	10	17
	WB	10	244
A530 Croxton Lane (between A54 Chester Road and B5309 King Street)	NB	10	546
	SB	10	576
B5309 King Street (between B5309 Centurion Way and A530 Croxton Lane)	NB	274	322
	SB	274	289
London Road (between A533 Bostock Road and Brick Kiln Lane)	NB	10	542
	SB	10	788
A533 Davenham Bypass (between A533 Bostock Road and Brick Kiln Lane)	NB	8	115
	SB	8	110
A533 Davenham Bypass (between Jack Lane and London Road)	NB	8	68
	SB	8	67
A530 King Street (between A530 Croxton Lane and Whatcroft Hall Lane)	NB	274	861
	SB	274	887
A530 King Street (between Whatcroft Hall Lane and Davenham Road)	NB	254	539
	SB	254	1,097
Davenham Road (between Shurlach Lane and A530 King Street)	EB	252	408
	WB	252	427
A533 Davenham Bypass (between London Road and A556 Shurlach Road)	EB	0	33
	WB	8	36
A556 Shurlach Road (between A533 London Road and A556 off-slip to A533 Davenham Bypass)	EB	8	140
	WB	0	75
A556 Shurlach Road off-slip (between A556 Shurlach Road and A533 Davenham Bypass)	SB	8	31
A533 London Road (between A556 Chester Road and A533 Kingsmead)	NB	0	15
	SB	8	30
Crowders Lane (between A530 King Street and B5082 Pennys Lane)	EB	17	72
	WB	0	29
A556 Shurlach Road (between A556 off-slip to A533 Davenham Bypass and Shurlach Lane)	EB	8	140
	WB	8	106

Location	Direction	Daily peak HGV vehicles	Daily peak all vehicles
A530 King Street (between Crowder's Lane and B5082 Pennys Lane diversion)	NB	33	324
	SB	39	951
A556 Shurlach Road (between Shurlach Lane and Shipbrook Road)	EB	8	140
	WB	8	110
B5082 Pennys Lane diversion (between B5082 Pennys Lane and A530 King Street)	EB	82	120
	WB	82	121
B5082 Pennys Lane diversion (between Pennys Lane and A556 Shurlach Road)	EB	0	38
	WB	17	74
A530 King Street (between B5082 Pennys Lane diversion and A556 Shurlach Road)	NB	242	695
	SB	244	1,236
A556 Shurlach Road (between Shipbrook Road and Gadbrook Road)	NB	8	132
	SB	8	100
A556 Shurlach Road (between Gadbrook Road and A530 King Street)	EB	8	142
	WB	8	123
A556 Shurlach Road (between A530 King Street and B5082 Pennys Lane)	EB	427	925
	WB	429	1,552
A530 King Street (between A556 Shurlach Road and B5082 Middlewich Road)	NB	10	15
	SB	10	10
A556 Shurlach Road (between B5082 Pennys Lane and Birches Lane)	NB	427	925
	SB	427	1,484
Birches Lane/Station Road (between A556 Shurlach Road and School Lane)	NB	228	214
	SB	228	110
A556 Shurlach Road (between Birches Lane and A559 Manchester Road)	NB	427	918
	SB	427	1,708
A530 Griffiths Road (between A559 Manchester Road and B5082 Middlewich Road)	NB	10	10
	SB	10	10
A559 Manchester Road (between A530 Griffiths Road and A559 Hall Lane)	EB	10	16
	WB	10	16
Station Road (between School Lane and A559 Manchester Road)	NB	10	158
	SB	10	65
A559 Manchester Road (between A559 Hall Lane and Stubbs Lane)	EB	10	33
	WB	10	13
A559 Manchester Road (between Stubbs Lane and Fryer Road)	EB	10	189
	WB	10	13
A559 Manchester Road (between Fryer Road and A556 Shurlach Road)	EB	10	190
	WB	10	13
A556 Chester Road (between A559 Manchester Road and Linnards Lane)	EB	504	1,058
	WB	504	1,772

Location	Direction	Daily peak HGV vehicles	Daily peak all vehicles
A556 Chester Road (between A559 Manchester Road and Plumley Moor Road)	EB	691	1,846
	WB	691	1,990

Traffic management, road closures and diversions

12.1.21 The approach to traffic management, road closures and diversions is reported in Section 14.2 of the main TA and Section 11.1 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Public rights of way, closures and diversions

12.1.22 The approach to public rights of way (PRoW) closures and diversions is reported in Section 14.2 of the main TA and Section 11.1 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

12.2 AP2 revised scheme assessment of construction impacts

12.2.1 The MA02 construction assessment (for the original scheme) is reported in Section 14.3 of the main TA Section 11.2 of the SES1 and AP1 ES TA (for the AP1 revised scheme).

12.2.2 The SES2 changes and AP2 amendments reported in Section 6.2 of this report mean that Section 14.3 of the main TA and Section 11.2 of the SES1 and AP1 ES TA are generally replaced by Section 12.2 in this document. Where there is no replacement the text in the main TA and the SES1 and AP1 ES TA remains valid.

Key construction transport issues

12.2.3 The construction assessment takes account of all of the impacts of the AP2 revised scheme in the MA02 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; and
- possessions and blockades on the conventional rail network.

12.2.4 The construction assessment has also considered any impacts in this area that arise from construction of the AP2 revised scheme in the adjoining community areas.

12.2.5 Refinements to the construction process and programme will result in further changes to construction traffic on the local road network compared to the AP1 revised scheme.

Highway network

Highway diversions, realignments and closures

12.2.6 Highway diversions, realignments and closures required to accommodate construction of the original scheme are reported in Section 14.3 of the main TA and those required to accommodate construction of the AP1 revised scheme are provided in Section 11.2 of the SES1 and AP1 ES TA.

12.2.7 The AP2 revised scheme will introduce modifications to the highway network to mitigate construction impacts at the following junctions:

- A530 King Street/A530 Croxton Lane/B5309 King Street – temporary modification of the junction to mitigate construction impacts at this location. The temporary modifications comprise the signalisation of the junction and the introduction of dedicated turning lanes on both the A530 King Street and A530 Croxton Lane. The carriageway will be widened to enable the formation of a right turn lane on the A530 King Street and a left turn lane on the A530 Croxton Lane (AP2-002-002);
- A559 Manchester Road/Stubbs Lane – temporary modification of the junction will be required to mitigate construction impacts at this location. The carriageway will be widened to enable the formation of a left-turn flare on the Stubbs Lane approach (AP2-002-005);
- A54 Kinderton Street/A54 St Michael's Way/A533 Leadsmithy Street – temporary modification of the junction to mitigate construction impacts at this location. The temporary modifications comprise extending the existing left turn flare along A533 Leadsmithy Street (AP2-002-001); and
- A559 Manchester Road/A559 Hall Lane/Station Road – the junction will be permanently modified as a result of the AP2 revised scheme to mitigate impacts at this location (AP2-002-003). Further details of the permanent changes are presented in the operational assessment in Section 12.4.

12.2.8 During implementation of the temporary and permanent junction modifications, temporary traffic management will be required, with no change in journey lengths.

12.2.9 These may involve lane closures and partial lane closures under traffic control for the tie-in of the new alignments, intermittent lane restrictions and temporary road closures. Closures and diversions will be restricted to short-term overnight and/or weekend closures where reasonably practicable.

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

Highway network analysis

12.2.11 The impacts of construction of the AP2 revised scheme on the highway network have been assessed by undertaking strategic model runs for a number of 'with AP2 revised scheme' construction scenarios, and by comparing the flows and delays against the 2031 future baseline scenario.

12.2.12 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.

12.2.13 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 a utilities scenario and in three construction scenarios representing four 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 AP2 revised scheme and to ensure a robust assessment, these scenarios differ slightly from those reported in the SES1 and AP1 ES TA:

- utilities scenario, peak between 2026 Q1 and 2028 Q1. This scenario corresponds with utility and advance works, site preparation and setup of compounds associated with Crewe North rolling stock depot (RSD). To enable the utility works, traffic management will be required, comprising shuttle working on the A530 Nantwich Road and on the A54 Middlewich Road/Chester Road/St Michael's Way/Kinderton Street/Holmes Chapel Road, and the temporary closure of Coalpit Lane and Birch Lane. There are negligible construction traffic movements in this scenario;
- scenario 1, peak between 2028 Q2 and 2029 Q4. This scenario corresponds with site preparation and setup of the remaining compounds and early main construction works. The main construction activities taking place during this scenario include construction of Crewe North RSD and extraction of material from MA02 Borrow Pits A, B, and C. Works will also take place on the construction of several highway modifications, including the A530 Nantwich Road realignment, the Clive Green Lane realignment, the A54 Middlewich Road realignment, the A533 Nantwich Road diversion and the A556 Shurlach Road realignment. A number of viaducts will also be under construction during this scenario, including Shropshire Union Canal viaducts, River Dane viaduct, Puddinglake Brook viaduct, Trent and Mersey Canal viaduct, Gad Brook viaduct, Lostock Gralam viaduct and Smoker Brook viaduct. This scenario equates to 92% of the overall peak in construction traffic across the whole construction period;

- scenario 2, peak between 2030 Q1 and 2031 Q1. This scenario corresponds with the construction peak following the opening of the Clive Green Lane realignment, A54 Middlewich Road realignment and the A533 Northwich Road diversion. The Clive Green Lane realignment will enable construction traffic associated with the AP2 revised scheme to use routes between Crewe North RSD and the A54 Middlewich Road. The main construction activities taking place during this scenario include the construction of Crewe North RSD, River Dane viaduct, Trent and Mersey Canal viaduct, Gad Brook viaduct, Wade Brook viaduct, Lostock Gralam viaduct, Smoker Brook viaduct, Walley's Green embankment, Clive Green South and North embankments, Stanthorne South and North embankments, Dane Valley embankment, Whatcroft South and North embankments, Rudheath embankment, Lostock Gralam South and North embankments, the A530 Nantwich Road realignment, the B5082 Pennys Lane diversion and Middlewich box structure. This scenario equates to the overall peak in construction traffic across the whole construction period; and
- scenario 3, peak between 2031 Q2 and 2036 Q2. This scenario corresponds with the construction peak following the opening of the B5082 Pennys Lane realignment. The majority of construction activities taking place during scenario 2 will continue into scenario 3. This scenario equates to 76% of the overall peak in construction traffic across the whole construction period.

12.2.14 Table 14-6 in the SES1 and AP1 ES TA replaced Table 14-6 in the main TA and summarised the advance works, utility diversions, main works and construction HGV movements included in each scenario, ensuring that the impacts of the relevant activities are assessed in-combination, as appropriate. Table 14-6 below replaces Table 14-6 in the SES1 and AP1 ES TA.

Table 14-6: AP2 revised scheme construction highway interventions by scenario in the MA02 area

Type	Intervention	Utilities scenario	Scenario 1	Scenario 2	Scenario 3
Utilities	A54 Middlewich Road/Chester Road/St Michael's Way/Kinderton Street/Holmes Chapel Road shuttle working	Included	Not included	Not included	Not included
Utilities	A530 Nantwich Road shuttle working	Included	Not included	Not included	Not included
Utilities	Temporary closure of Coalpit Lane and Birch Lane	Included	Not included	Not included	Not included
Main works	A54 Middlewich Road realignment	Not included	Not included	Included	Included
Main works	A533 Northwich Road diversion	Not included	Not included	Included	Included
Main works	Clive Green Lane available to construction traffic	Not included	Not included	Included	Included
Main works	B5082 Pennys Lane realignment	Not included	Not included	Not included	Included

Type	Intervention	Utilities scenario	Scenario 1	Scenario 2	Scenario 3
Key construction activities	Crewe North RSD	Not included	Included	Included	Included
Key construction activities	Extraction of material from MA02 Borrow Pits A, B and C	Not included	Included	Included	Included
Key construction activities	Clive Green Lane overbridge and realignment	Not included	Not included	Included	Included
	Construction HGV traffic assessed as a percentage of peak construction HGV traffic (Winsford and Northwich models combined)	Negligible	92%	100%	76%

Strategic and local road network traffic flows

12.2.15 During the construction period a number of roads will be affected by the construction of the AP2 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.

12.2.16 The Winsford (and Middlewich) to M6 model and the Northwich Town Centre model have been used to model the construction scenarios across the MA02 area. In the MA02 area, the Winsford (and Middlewich) to M6 model covers the area from Bostock Green in the north to Walley's Green in the south, and from Winsford in the west to Holmes Chapel in the east. The Northwich Town Centre model covers the area from Higher Wincham in the north to Wharton Green in the south, and from Sandiway in the west to the M6 in the east.

12.2.17 The strategic traffic models used to assess the impacts of the AP2 revised scheme within the MA02 area have been updated since the SES1 and AP1 ES TA. This has led to traffic flow changes in the baseline and future baseline traffic scenarios, as set out in this report.

12.2.18 Table 14-7 and Table 14-8 in the SES1 and AP1 ES TA replaced Table 14-7 and Table 14-8 in the main TA and set out the traffic flows for the 2030 future baseline and the AP1 revised scheme on the roads most affected by construction of the AP1 revised scheme for the AM and PM peak hours respectively. Table 14-7 and Table 14-8 below replace Table 14-7 and Table 14-8 in the SES1 and AP1 ES TA, with the 2030 baseline replaced by 2031. 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 AP2 revised scheme; however, this is not expected to change the conclusions of the assessment.

12.2.19 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.

12.2.20 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.

12.2.21 Figure 14-1 to Figure 14-6 in the SES1 and AP1 ES TA replaced Figure 14-1 to Figure 14-6 in the main TA and set out traffic flow changes for each scenario for the AM and PM peak hours. Figure 14-1 to Figure 14-6 below replace Figure 14-1 to Figure 14-6 in the SES1 and AP1 ES TA. The width of the band indicates the proportional change in traffic, with red representing an increase and green a decrease compared with the 2031 future baseline scenario. It should be noted that due to the simplified way in which the road network is represented in the strategic models, the location of some modelled links may not precisely match the location of the corresponding roads shown on the mapping. However, this does not change the conclusions of the assessment.

12.2.22 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 14-7: 2031 future baseline and with the AP2 revised scheme construction traffic (vehicles) - AM peak hour (08:00–09:00)

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A530 Nantwich Road (between Brookhouse Lane and Clive Green Lane)	NB	826	29	636	29	-23%	0%	858	73	4%	152%	872	89	6%	207%	856	87	4%	200%
	SB	648	25	591	25	-9%	0%	648	53	0%	112%	969	84	50%	236%	1,024	83	58%	232%
Swanlow Drive (between B5074 Swanlow Lane and Darnhall School Lane)	EB	24	1	23	1	-4%	0%	24	1	0%	0%	24	1	0%	0%	24	1	0%	0%
	WB	78	1	96	1	23%	0%	93	1	19%	0%	88	1	13%	0%	88	1	13%	0%
B5074 Swanlow Lane (between Moors Lane and Swanlow Drive)	NB	575	23	731	23	27%	0%	693	24	21%	4%	652	24	13%	4%	657	24	14%	4%
	SB	608	17	592	17	-3%	0%	678	30	12%	76%	552	17	-9%	0%	552	17	-9%	0%
Middlewich Eastern Bypass (between A533 Booth Lane and Cledford Lane)	NB	421	15	422	15	0%	0%	454	15	8%	0%	450	15	7%	0%	445	15	6%	0%
	SB	129	1	154	4	19%	300%	166	4	29%	300%	127	4	-2%	300%	150	4	16%	300%
Darnhall School Lane (between Glebe Green Drive and B5074 Swanlow Lane)	NB	21	1	2	1	-90%	0%	2	1	-90%	0%	20	1	-5%	0%	19	1	-10%	0%
	SB	163	1	296	1	82%	0%	303	1	86%	0%	218	1	34%	0%	221	1	36%	0%
Durham Drive/Glebe Green Drive (between Darnhall School Lane and Townsfields Drive)	NB	310	2	480	2	55%	0%	485	2	56%	0%	377	2	22%	0%	381	2	23%	0%
	SB	33	2	33	2	0%	0%	34	2	3%	0%	33	2	0%	0%	33	2	0%	0%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Durham Drive/Dover Drive/Mount Pleasant Drive (between Townsfields Drive and Denbigh Drive)	NB	257	2	416	2	62%	0%	405	2	58%	0%	335	2	30%	0%	338	2	32%	0%
	SB	97	2	96	2	-1%	0%	96	2	-1%	0%	96	2	-1%	0%	96	2	-1%	0%
Clive Green Lane realignment (between A530 Nantwich Road and Crewe North RSD)	EB	186	19	464	21	149%	11%	132	42	-29%	121%	501	57	169%	200%	515	75	177%	295%
	WB	426	26	559	24	31%	-8%	460	59	8%	127%	590	62	38%	138%	615	79	44%	204%
Mount Pleasant Drive (between Denbigh Drive and Woodford Lane West)	EB	67	0	67	0	0%	0%	69	0	3%	0%	69	0	3%	0%	68	0	1%	0%
	WB	338	0	497	0	47%	0%	487	0	44%	0%	417	0	23%	0%	420	0	24%	0%
Cledford Lane (between Bradwall Road and Jones Lane)	EB	9	0	10	0	11%	0%	9	0	0%	0%	10	0	11%	0%	10	0	11%	0%
	WB	12	0	25	0	108%	0%	29	0	142%	0%	28	0	133%	0%	32	0	167%	0%
Woodford Lane West (between Mount Pleasant Drive and A54 Oakmere Road)	NB	56	0	55	0	-2%	0%	57	0	2%	0%	57	0	2%	0%	57	0	2%	0%
	SB	370	2	528	2	43%	0%	517	2	40%	0%	448	2	21%	0%	451	2	22%	0%
Brynlow Drive (between Long Lane and A530 Nantwich Road)	EB	193	10	177	13	-8%	30%	269	10	39%	0%	278	9	44%	-10%	270	8	40%	-20%
	WB	273	11	294	9	8%	-18%	312	5	14%	-55%	317	6	16%	-45%	310	6	14%	-45%
	EB	253	10	249	13	-2%	30%	326	10	29%	0%	344	9	36%	-10%	336	8	33%	-20%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Hayhurst Avenue (between Eaton Drive and Long Lane)	WB	253	11	287	9	13%	-18%	289	5	14%	-55%	303	6	20%	-45%	296	6	17%	-45%
Hayhurst Avenue (between Long Lane and Sutton Lane)	EB	243	8	236	12	-3%	50%	322	8	33%	0%	325	8	34%	0%	317	7	30%	-13%
	WB	219	10	251	8	15%	-20%	250	4	14%	-60%	273	5	25%	-50%	273	5	25%	-50%
St Annes Avenue (between Sutton Lane and A533 Booth Lane)	EB	156	3	155	5	-1%	67%	221	5	42%	67%	191	3	22%	0%	200	3	28%	0%
	WB	257	4	262	4	2%	0%	270	4	5%	0%	268	5	4%	25%	267	4	4%	0%
Coalpit Lane (between Clive Green Lane and Birch Lane)	NB	197	0	0	0	-100%	0%	160	0	-19%	0%	329	0	67%	0%	312	0	58%	0%
	SB	40	0	0	0	-100%	0%	47	0	18%	0%	202	0	405%	0%	236	0	490%	0%
Sutton Lane (between St Ann's Road and A533 Lewin Street)	NB	276	5	186	7	-33%	40%	399	4	45%	-20%	308	5	12%	0%	292	4	6%	-20%
	SB	83	6	80	4	-4%	-33%	107	2	29%	-67%	85	1	2%	-83%	82	0	-1%	-100%
St Ann's Road (between Sutton Lane and Manor Lane)	NB	138	1	79	0	-43%	-100%	141	2	2%	100%	94	0	-32%	-100%	90	0	-35%	-100%
	SB	171	0	63	0	-63%	0%	278	0	63%	0%	149	0	-13%	0%	149	0	-13%	0%
Clive Green Lane realignment/Clive Lane (between Crewe North RSD and A54 Middlewich Road)	NB	412	26	544	24	32%	-8%	321	24	-22%	-8%	456	27	11%	4%	466	29	13%	12%
	SB	182	19	461	21	153%	11%	326	7	79%	-63%	651	22	258%	16%	639	24	251%	26%
	NB	155	1	99	0	-36%	-100%	148	2	-5%	100%	117	0	-25%	-100%	125	0	-19%	-100%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
St Ann's Road (between Manor Lane and King Edward Street)	SB	182	0	76	0	-58%	0%	290	0	59%	0%	153	0	-16%	0%	158	0	-13%	0%
A54 Middlewich Road (between Clive Lane and A54 Winsford Bypass)	EB	822	23	748	21	-9%	-9%	866	22	5%	-4%	810	22	-1%	-4%	796	22	-3%	-4%
	WB	574	8	438	7	-24%	-13%	559	7	-3%	-13%	502	8	-13%	0%	515	8	-10%	0%
St Ann's Road (between King Edward Street and A530 Nantwich Road)	NB	208	1	144	0	-31%	-100%	216	3	4%	200%	184	0	-12%	-100%	185	0	-11%	-100%
	SB	218	0	115	0	-47%	0%	306	0	40%	0%	184	0	-16%	0%	186	0	-15%	0%
B5355 Crook Lane (between B5355 Station Road and Bradbury Road)	NB	91	0	161	1	77%	0%	92	0	1%	0%	111	1	22%	0%	115	1	26%	0%
	SB	154	12	148	12	-4%	0%	168	12	9%	0%	138	12	-10%	0%	138	12	-10%	0%
A54 Kinderton Street (between A533 Leadsmithy Street and King Street)	EB	1,123	79	1,132	72	1%	-9%	1,182	98	5%	24%	1,215	99	8%	25%	1,224	88	9%	11%
	WB	541	62	515	60	-5%	-3%	588	86	9%	39%	662	87	22%	40%	626	75	16%	21%
A54 St Michael's Way (between The Bull Ring and A533 Leadsmithy Street)	EB	948	63	891	52	-6%	-17%	686	82	-28%	30%	810	83	-15%	32%	806	71	-15%	13%
	WB	694	54	498	54	-28%	0%	631	82	-9%	52%	735	83	6%	54%	729	72	5%	33%
A530 Nantwich Road (between A530 Newton	WB	1,177	52	675	51	-43%	-2%	1,474	79	25%	52%	1,344	81	14%	56%	1,365	70	16%	35%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Bank and A54 St Michael's Way)																			
A54 St Michael's Way (between A54 Chester Road and The Bull Ring)	EB	916	61	853	50	-7%	-18%	654	80	-29%	31%	796	81	-13%	33%	789	69	-14%	13%
	WB	635	52	431	52	-32%	0%	542	79	-15%	52%	674	81	6%	56%	670	70	6%	35%
A530 Newton Bank (between A530 Nantwich Road and A54 Chester Road)	NB	1,148	53	902	52	-21%	-2%	1,102	83	-4%	57%	1,065	82	-7%	55%	1,053	70	-8%	32%
Middlewich Eastern Bypass (between Cledford Lane and A54 Holmes Chapel Road)	EB	155	1	169	4	9%	300%	192	4	24%	300%	148	4	-5%	300%	177	4	14%	300%
	WB	521	15	552	15	6%	0%	561	15	8%	0%	505	15	-3%	0%	469	15	-10%	0%
Brereton Lane (between Cledford Lane and A54 Holmes Chapel Road)	NB	16	1	16	1	0%	0%	16	1	0%	0%	16	1	0%	0%	16	1	0%	0%
	SB	7	1	19	0	171%	-100%	23	0	229%	-100%	23	0	229%	-100%	27	1	286%	0%
A54 Chester Road (between A530 Newton Bank and A54 St Michael's Way)	EB	1,384	61	1,001	50	-28%	-18%	1,516	80	10%	31%	1,362	81	-2%	33%	1,378	69	0%	13%
A54 Middlewich Road realignment (between	NB	468	34	233	33	-50%	-3%	507	41	8%	21%	263	39	-44%	15%	257	36	-45%	6%
	SB	460	34	317	32	-31%	-6%	583	42	27%	24%	600	39	30%	15%	575	37	25%	9%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Clive Lane and A533 Northwich Road diversion)																			
A54 Holmes Chapel Road (between King Street and B5309 Centurion Way)	EB	1,065	90	1,006	83	-6%	-8%	1,052	113	-1%	26%	1,088	113	2%	26%	1,124	102	6%	13%
	WB	454	60	401	57	-12%	-5%	503	86	11%	43%	564	86	24%	43%	554	76	22%	27%
A54 Chester Road (between A530 Croxton Lane and A530 Newton Bank)	EB	1,186	61	609	51	-49%	-16%	1,387	80	17%	31%	1,175	81	-1%	33%	1,194	69	1%	13%
	WB	944	53	456	48	-52%	-9%	972	83	3%	57%	878	82	-7%	55%	869	70	-8%	32%
Wharton Road (between A5018 Wharton Park Road and B5355 Crook Lane)	EB	68	4	71	4	4%	0%	71	4	4%	0%	71	4	4%	0%	71	4	4%	0%
	WB	216	4	208	4	-4%	0%	216	4	0%	0%	208	4	-4%	0%	208	4	-4%	0%
Birch Lane (between Coalpit Lane and A54 Middlewich Road)	NB	197	0	0	0	-100%	0%	165	0	-16%	0%	215	0	9%	0%	181	0	-8%	0%
	SB	39	0	0	0	-100%	0%	47	0	21%	0%	197	0	405%	0%	232	0	495%	0%
King Street (between A54 Kinderton Street and B5309 Centurion Way)	NB	156	1	265	1	70%	0%	286	1	83%	0%	247	1	58%	0%	243	1	56%	0%
	SB	140	1	204	1	46%	0%	169	1	21%	0%	148	1	6%	0%	150	1	7%	0%
	NB	26	0	26	0	0%	0%	25	0	-4%	0%	139	0	435%	0%	158	0	508%	0%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Coalpit Lane (between Birch Lane and A54 Chester Road)	SB	7	0	6	0	-14%	0%	11	0	57%	0%	10	0	43%	0%	10	0	43%	0%
A530 Croxton Lane (between A54 Chester Road and B5309 King Street)	NB	270	10	102	9	-62%	-10%	215	10	-20%	0%	204	10	-24%	0%	205	10	-24%	0%
	SB	437	0	239	0	-45%	0%	548	0	25%	0%	488	0	12%	0%	514	0	18%	0%
B5309 Centurion Way (between A54 Holmes Chapel Road and B5081 Byley Road)	EB	762	48	616	41	-19%	-15%	655	63	-14%	31%	702	53	-8%	10%	694	47	-9%	-2%
	WB	659	77	557	50	-15%	-35%	639	78	-3%	1%	637	69	-3%	-10%	618	66	-6%	-14%
A54 Middlewich Road (between Clive Lane and Birch Lane)	EB	468	34	233	33	-50%	-3%	507	41	8%	21%	-	-	-	-	-	-	-	-
	WB	460	34	317	32	-31%	-6%	583	42	27%	24%	-	-	-	-	-	-	-	-
A54 Middlewich Road realignment (between Birch Lane and Coalpit Lane)	EB	722	61	422	51	-42%	-16%	730	81	1%	33%	503	81	-30%	33%	479	70	-34%	15%
	WB	751	43	477	39	-36%	-9%	754	73	0%	70%	675	72	-10%	67%	665	60	-11%	40%
B5355 Crook Lane (between Bradbury Road and B5355 Wharton Road)	NB	160	5	232	5	45%	0%	165	4	3%	-20%	176	5	10%	0%	178	5	11%	0%
	SB	101	4	102	4	1%	0%	116	4	15%	0%	95	4	-6%	0%	95	4	-6%	0%
A54 Holmes Chapel Road (between B5309	EB	1,025	100	1,069	105	4%	5%	1,012	138	-1%	38%	1,012	132	-1%	32%	1,010	114	-1%	14%
	WB	955	99	1,029	91	8%	-8%	1,075	128	13%	29%	1,065	124	12%	25%	1,075	110	13%	11%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Centurion Way and Brereton Lane)																			
B5309 Centurion Way (between White Park Close and B5081 Byley Road)	EB	607	22	450	12	-26%	-45%	495	35	-18%	59%	495	25	-18%	14%	477	19	-21%	-14%
	WB	485	62	387	44	-20%	-29%	482	72	-1%	16%	473	63	-2%	2%	463	60	-5%	-3%
A54 Middlewich Road realignment (between A533 Northwich Road diversion and Birch Lane)	EB	468	34	233	33	-50%	-3%	507	41	8%	21%	679	61	45%	79%	697	56	49%	65%
	WB	460	34	317	32	-31%	-6%	583	42	27%	24%	843	51	83%	50%	811	47	76%	38%
A54 Holmes Chapel Road (between Brereton Lane and Poolford Lane)	EB	957	99	1,001	104	5%	5%	944	137	-1%	38%	945	131	-1%	32%	943	113	-1%	14%
	WB	1,009	100	1,095	91	9%	-9%	1,130	128	12%	28%	1,132	124	12%	24%	1,148	110	14%	10%
B5309 Centurion Way (between B5309 King Street and White Park Close)	NB	441	52	343	34	-22%	-35%	409	62	-7%	19%	396	53	-10%	2%	386	50	-12%	-4%
	SB	498	22	341	12	-32%	-45%	268	35	-46%	59%	353	25	-29%	14%	335	18	-33%	-18%
Road One (between A54 Middlewich Road and A533 Bostock Road)	NB	235	24	294	20	25%	-17%	245	24	4%	0%	235	24	0%	0%	238	25	1%	4%
	SB	312	25	421	27	35%	8%	479	14	54%	-44%	372	28	19%	12%	379	29	21%	16%
	EB	371	7	375	23	1%	229%	362	22	-2%	214%	340	22	-8%	214%	364	8	-2%	14%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5308 Middlewich Road (A54 Chester Road and A50 Knutsford Road)	WB	302	3	263	3	-13%	0%	290	3	-4%	0%	292	3	-3%	0%	273	3	-10%	0%
A50 Knutsford Road (between A535 Macclesfield Road and B5308 Middlewich Road)	NB	694	5	692	8	0%	60%	678	7	-2%	40%	712	7	3%	40%	662	7	-5%	40%
	SB	698	11	642	27	-8%	145%	673	26	-4%	136%	659	28	-6%	155%	693	11	-1%	0%
B5081 Byley Road (between B5309 Centurion Way and Moss Lane)	NB	291	18	292	9	0%	-50%	277	9	-5%	-50%	286	9	-2%	-50%	277	9	-5%	-50%
	SB	273	29	288	32	5%	10%	378	32	38%	10%	329	32	21%	10%	338	32	24%	10%
B5309 King Street (between B5309 Centurion Way and A530 Croxton Lane)	NB	494	48	518	30	5%	-38%	601	58	22%	21%	548	49	11%	2%	534	46	8%	-4%
	SB	530	30	449	20	-15%	-33%	335	42	-37%	40%	399	32	-25%	7%	383	26	-28%	-13%
A533 Bostock Road (between A533 Northwich Road diversion and London Road)	NB	482	9	156	7	-68%	-22%	339	10	-30%	11%	398	9	-17%	0%	374	9	-22%	0%
	SB	302	27	197	18	-35%	-33%	519	19	72%	-30%	734	19	143%	-30%	700	19	132%	-30%
	NB	196	0	28	0	-86%	0%	147	1	-25%	0%	169	1	-14%	0%	169	1	-14%	0%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
London Road (between A533 Bostock Road and Brick Kiln Lane)	SB	382	1	466	1	22%	0%	801	2	110%	100%	815	2	113%	100%	806	2	111%	100%
B5081 Byley Road (between Moss Lane and B5082 Holmes Chapel Road)	NB	231	1	240	1	4%	0%	233	1	1%	0%	232	0	0%	-100%	230	1	0%	0%
	SB	166	2	189	2	14%	0%	215	2	30%	0%	228	2	37%	0%	200	2	20%	0%
A530 King Street (between Whatcroft Hall Lane and Davenham Road)	NB	975	15	994	16	2%	7%	1,003	40	3%	167%	1,014	30	4%	100%	977	17	0%	13%
	SB	744	15	723	15	-3%	0%	948	40	27%	167%	881	30	18%	100%	871	18	17%	20%
A50 London Road (between B5082 Northwich Road and Booth Bed Lane)	NB	116	1	173	1	49%	0%	124	1	7%	0%	139	1	20%	0%	118	1	2%	0%
	SB	76	2	79	4	4%	100%	76	2	0%	0%	82	3	8%	50%	74	2	-3%	0%
Davenham Road (between Shurlach Lane and A530 King Street)	EB	233	0	252	0	8%	0%	142	25	-39%	0%	170	15	-27%	0%	125	5	-46%	0%
	WB	316	0	365	0	16%	0%	487	25	54%	0%	491	15	55%	0%	364	5	15%	0%
A556 Shurlach Road off-slip (between A556 Shurlach Road and A533 Davenham Bypass)	SB	250	14	240	14	-4%	0%	338	14	35%	0%	336	14	34%	0%	321	15	28%	7%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Crowders Lane (between A530 King Street and B5082 Pennys Lane)	EB	217	0	264	0	22%	0%	282	2	30%	0%	296	0	36%	0%	8	0	-96%	0%
	WB	130	0	168	0	29%	0%	214	0	65%	0%	228	0	75%	0%	87	0	-33%	0%
A530 King Street (between Crowder's Lane and B5082 Pennys Lane diversion)	NB	778	15	799	17	3%	13%	786	18	1%	20%	805	17	3%	13%	770	15	-1%	0%
	SB	717	15	736	15	3%	0%	1,143	19	59%	27%	1,093	17	52%	13%	823	17	15%	13%
A530 King Street (between B5082 Pennys Lane diversion and A556 Shurlach Road)	NB	779	15	799	16	3%	7%	790	27	1%	80%	795	39	2%	160%	1,262	39	62%	160%
	SB	756	17	775	17	3%	0%	1,224	31	62%	82%	1,168	41	54%	141%	1,481	35	96%	106%
B5082 Pennys Lane diversion (between Pennys Lane and A556 Shurlach Road)	EB	311	1	262	1	-16%	0%	234	1	-25%	0%	222	1	-29%	0%	574	3	85%	200%
	WB	289	7	242	7	-16%	0%	220	8	-24%	14%	214	7	-26%	0%	517	10	79%	43%
Birches Lane diversion (between A556 Shurlach Road and B5082 Holmes Chapel Road)	NB	0	0	1	0	0%	0%	1	0	0%	0%	1	0	0%	0%	7	0	0%	0%
	SB	138	2	135	3	-2%	50%	199	3	44%	50%	189	3	37%	50%	154	3	12%	50%
Gadbrook Road (between East Avenue	NB	158	1	180	1	14%	0%	172	0	9%	-100%	171	1	8%	0%	153	1	-3%	0%
	SB	284	3	286	2	1%	-33%	288	2	1%	-33%	288	2	1%	-33%	288	2	1%	-33%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
and A556 Shurlach Road)																			
East Avenue (between Gadbrook Road and Grange Road)	NB	30	0	46	0	53%	0%	44	0	47%	0%	44	0	47%	0%	30	0	0%	0%
	SB	46	3	50	3	9%	0%	50	3	9%	0%	50	3	9%	0%	53	3	15%	0%
A556 Shurlach Road (between A530 King Street and B5082 Pennys Lane)	EB	1,721	32	1,866	35	8%	9%	1,619	62	-6%	94%	1,597	72	-7%	125%	1,419	48	-18%	50%
	WB	1,506	43	1,657	45	10%	5%	1,746	77	16%	79%	1,704	86	13%	100%	1,542	55	2%	28%
East Avenue (between Grange Road and South Drive)	NB	32	0	48	0	50%	0%	46	0	44%	0%	46	0	44%	0%	32	0	0%	0%
	SB	43	3	47	3	9%	0%	47	3	9%	0%	48	3	12%	0%	50	3	16%	0%
West Avenue (between Gadbrook Road and Grange Road)	NB	24	0	19	1	-21%	0%	26	1	8%	0%	25	1	4%	0%	26	1	8%	0%
	SB	9	0	7	0	-22%	0%	10	0	11%	0%	10	0	11%	0%	9	0	0%	0%
Grange Road (between West Avenue and East Avenue)	EB	5	0	5	0	0%	0%	5	0	0%	0%	4	0	-20%	0%	5	0	0%	0%
	WB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
East Avenue (between South Drive and Central Road)	NB	41	0	38	0	-7%	0%	42	0	2%	0%	42	0	2%	0%	43	0	5%	0%
	SB	88	3	77	3	-13%	0%	77	3	-13%	0%	78	3	-11%	0%	94	3	7%	0%
Porter Drive/Porter Way/Greenway Drive (between Marlowe	NB	40	2	39	1	-3%	-50%	41	2	3%	0%	40	2	0%	0%	40	2	0%	0%
	SB	36	0	38	0	6%	0%	35	0	-3%	0%	36	0	0%	0%	33	0	-8%	0%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Road and Belmont Road)																			
Central Road (between West Avenue and East Avenue)	NB	1	0	1	0	0%	0%	1	0	0%	0%	1	0	0%	0%	1	0	0%	0%
	SB	24	0	29	0	21%	0%	27	0	13%	0%	27	0	13%	0%	25	0	4%	0%
A556 Shurlach Road (between B5082 Pennys Lane and Birches Lane)	NB	1,401	30	1,598	33	14%	10%	1,378	60	-2%	100%	1,369	71	-2%	137%	1,419	48	1%	60%
	SB	1,223	37	1,419	38	16%	3%	1,598	69	31%	86%	1,599	79	31%	114%	1,542	55	26%	49%
East Avenue (between Central Road and North Drive)	NB	41	0	38	0	-7%	0%	42	0	2%	0%	42	0	2%	0%	43	0	5%	0%
	SB	65	3	49	3	-25%	0%	51	3	-22%	0%	53	3	-18%	0%	71	3	9%	0%
Greenway Drive (between Agecroft Road and Belmont Road)	EB	11	0	11	0	0%	0%	13	0	18%	0%	13	0	18%	0%	13	0	18%	0%
	WB	16	3	15	3	-6%	0%	15	3	-6%	0%	15	3	-6%	0%	15	3	-6%	0%
North Drive (between West Avenue and East Avenue)	EB	8	0	8	0	0%	0%	8	0	0%	0%	8	0	0%	0%	8	0	0%	0%
	WB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Belmont Road (between Greenway Drive and Malpas Road Roundabout)	NB	46	5	45	4	-2%	-20%	47	5	2%	0%	46	5	0%	0%	46	5	0%	0%
	SB	37	0	39	0	5%	0%	39	0	5%	0%	39	0	5%	0%	37	0	0%	0%
	NB	0	0	1	0	0%	0%	1	0	0%	0%	1	0	0%	0%	7	0	0%	0%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Birches Lane (between A556 Shurlach Road and B5082 Holmes Chapel Road)	SB	138	2	135	3	-2%	50%	199	3	44%	50%	189	3	37%	50%	154	3	12%	50%
A50 Holmes Chapel Road (between Booth Bed Lane and B5081 Middlewich Road)	NB	165	1	228	2	38%	100%	172	1	4%	0%	192	1	16%	0%	167	1	1%	0%
	SB	118	2	124	5	5%	150%	118	2	0%	0%	130	4	10%	100%	116	2	-2%	0%
Birches Lane/Station Road (between A556 Shurlach Road and School Lane)	NB	222	3	323	4	45%	33%	224	13	1%	333%	243	25	9%	733%	267	8	20%	167%
	SB	0	0	3	0	0%	0%	11	10	0%	0%	0	23	0%	0%	5	5	0%	0%
A556 Shurlach Road (between Birches Lane and A559 Manchester Road)	NB	1,179	27	1,278	30	8%	11%	1,166	58	-1%	115%	1,173	69	-1%	156%	1,158	45	-2%	67%
	SB	1,361	39	1,553	41	14%	5%	1,840	72	35%	85%	1,901	82	40%	110%	1,729	58	27%	49%
Station Road (between School Lane and A559 Manchester Road)	NB	159	3	233	4	47%	33%	142	3	-11%	0%	153	3	-4%	0%	200	4	26%	33%
	SB	0	0	153	0	0%	0%	11	1	0%	0%	27	1	0%	0%	9	1	0%	0%
School Lane (between Station Road and Stubbs Lane)	NB	64	0	240	0	275%	0%	60	0	-6%	0%	60	0	-6%	0%	60	0	-6%	0%
	EB	442	11	48	8	-89%	-27%	454	13	3%	18%	436	13	-1%	18%	401	13	-9%	18%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A559 Manchester Road (between A559 Hall Lane and Stubbs Lane)	WB	583	13	118	4	-80%	-69%	625	14	7%	8%	600	14	3%	8%	589	14	1%	8%
Townshend Road (between A559 Hall Lane and Fryer Road)	NB	151	1	229	1	52%	0%	175	1	16%	0%	176	1	17%	0%	197	1	30%	0%
	SB	222	1	264	1	19%	0%	206	1	-7%	0%	204	1	-8%	0%	206	1	-7%	0%
A559 Manchester Road (between Stubbs Lane and Fryer Road)	EB	345	12	284	9	-18%	-25%	335	14	-3%	17%	335	14	-3%	17%	338	13	-2%	8%
	WB	461	13	148	4	-68%	-69%	480	14	4%	8%	474	14	3%	8%	500	14	8%	8%
Fryer Road (between A559 Manchester Road and Townshend Road)	NB	153	1	237	1	55%	0%	132	1	-14%	0%	130	1	-15%	0%	132	1	-14%	0%
	SB	195	1	317	1	63%	0%	217	1	11%	0%	218	1	12%	0%	239	1	23%	0%
A556 Chester Road (between A559 Manchester Road and Linnards Lane)	EB	1,328	38	1,310	37	-1%	-3%	1,482	72	12%	89%	1,476	88	11%	132%	1,471	73	11%	92%
	WB	1,547	51	1,333	43	-14%	-16%	2,184	85	41%	67%	2,269	101	47%	98%	2,066	87	34%	71%
A556 Chester Road (between A559 Manchester Road and Plumley Moor Road)	EB	1,666	75	1,730	75	4%	0%	1,679	104	1%	39%	1,772	145	6%	93%	1,661	89	0%	19%
	WB	1,243	62	666	53	-46%	-15%	1,752	99	41%	60%	1,844	124	48%	100%	1,655	79	33%	27%
A50 Holmes Chapel Road (between B5081 Middlewich Road and Goughs Lane)	NB	429	2	467	2	9%	0%	442	2	3%	0%	449	2	5%	0%	431	2	0%	0%
	SB	738	4	821	7	11%	75%	772	4	5%	0%	810	6	10%	50%	774	4	5%	0%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Linnards Lane (between Green Lane and B5391 Church Street)	EB	432	11	422	11	-2%	0%	366	11	-15%	0%	376	11	-13%	0%	374	11	-13%	0%
	WB	133	8	315	15	137%	88%	102	9	-23%	13%	103	8	-23%	0%	117	9	-12%	13%
Earles Lane (between A559 Marston Lane and B5391 Pickmere Lane)	EB	413	7	400	7	-3%	0%	353	7	-15%	0%	367	7	-11%	0%	370	7	-10%	0%
	WB	131	9	406	9	210%	0%	199	9	52%	0%	192	9	47%	0%	177	9	35%	0%
High Street/Church Street/Westage Lane (between A559 Warrington Road and Hield Lane)	EB	61	1	118	1	93%	0%	77	1	26%	0%	75	1	23%	0%	75	1	23%	0%
	WB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%

Table 14-8: 2031 future baseline and with the AP2 revised scheme construction traffic (vehicles) - PM peak hour (17:00–18:00)

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A530 Nantwich Road (between Brookhouse Lane and Clive Green Lane)	NB	1,058	20	751	10	-29%	-50%	1,138	63	8%	215%	1,180	80	12%	300%	1,169	79	10%	295%
	SB	657	7	598	7	-9%	0%	662	55	1%	686%	905	69	38%	886%	877	68	33%	871%
Swanlow Drive (between B5074 Swanlow Lane and Darnhall School Lane)	EB	18	1	18	1	0%	0%	22	1	22%	0%	18	1	0%	0%	18	1	0%	0%
	WB	41	1	56	1	37%	0%	63	1	54%	0%	39	1	-5%	0%	40	1	-2%	0%
B5074 Swanlow Lane (between Moors Lane and Swanlow Drive)	NB	548	3	633	3	16%	0%	590	3	8%	0%	607	3	11%	0%	631	3	15%	0%
	SB	704	5	676	5	-4%	0%	853	5	21%	0%	667	4	-5%	-20%	664	4	-6%	-20%
Middlewich Eastern Bypass (between A533 Booth Lane and Cledford Lane)	NB	120	0	141	1	18%	0%	127	0	6%	0%	126	0	5%	0%	126	0	5%	0%
	SB	459	9	490	9	7%	0%	369	17	-20%	89%	513	18	12%	100%	501	19	9%	111%
Darnhall School Lane (between Glebe Green Drive and B5074 Swanlow Lane)	NB	1	1	1	1	0%	0%	1	1	0%	0%	1	1	0%	0%	1	1	0%	0%
	SB	203	1	257	1	27%	0%	266	1	31%	0%	244	1	20%	0%	254	1	25%	0%
Durham Drive/Glebe Green Drive (between	NB	208	2	277	2	33%	0%	295	2	42%	0%	247	2	19%	0%	258	2	24%	0%
	SB	43	2	42	2	-2%	0%	48	2	12%	0%	42	2	-2%	0%	42	2	-2%	0%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Darnhall School Lane and Townsfields Drive)																			
Durham Drive/Dover Drive/Mount Pleasant Drive (between Townsfields Drive and Denbigh Drive)	NB	200	2	254	2	27%	0%	251	2	26%	0%	239	2	20%	0%	247	2	24%	0%
	SB	123	2	136	2	11%	0%	110	2	-11%	0%	138	2	12%	0%	144	2	17%	0%
Clive Green Lane realignment (between A530 Nantwich Road and Crewe North RSD)	EB	201	2	670	8	233%	300%	97	35	-52%	1650%	694	43	245%	2050%	712	61	254%	2950%
	WB	407	20	508	8	25%	-60%	378	52	-7%	160%	585	54	44%	170%	546	71	34%	255%
Mount Pleasant Drive (between Denbigh Drive and Woodford Lane West)	EB	143	0	156	0	9%	0%	132	0	-8%	0%	158	0	10%	0%	164	0	15%	0%
	WB	168	0	215	0	28%	0%	227	0	35%	0%	208	0	24%	0%	216	0	29%	0%
Cledford Lane (between Bradwall Road and Jones Lane)	EB	213	0	226	1	6%	0%	223	0	5%	0%	244	0	15%	0%	247	0	16%	0%
	WB	8	0	8	0	0%	0%	8	0	0%	0%	9	0	13%	0%	9	0	13%	0%
Woodford Lane West (between Mount Pleasant Drive and A54 Oakmere Road)	NB	149	0	162	0	9%	0%	138	0	-7%	0%	164	0	10%	0%	169	0	13%	0%
	SB	179	2	225	2	26%	0%	237	2	32%	0%	219	2	22%	0%	227	2	27%	0%
	EB	160	2	364	8	128%	300%	161	2	1%	0%	377	5	136%	150%	381	5	138%	150%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Brynlow Drive (between Long Lane and A530 Nantwich Road)	WB	158	6	223	5	41%	-17%	307	11	94%	83%	292	5	85%	-17%	285	5	80%	-17%
Hayhurst Avenue (between Eaton Drive and Long Lane)	EB	135	2	326	8	141%	300%	166	2	23%	0%	332	5	146%	150%	338	5	150%	150%
	WB	222	6	269	5	21%	-17%	396	11	78%	83%	331	5	49%	-17%	325	5	46%	-17%
Hayhurst Avenue (between Long Lane and Sutton Lane)	EB	119	1	290	7	144%	600%	150	1	26%	0%	302	4	154%	300%	312	4	162%	300%
	WB	183	4	248	3	36%	-25%	332	8	81%	100%	306	3	67%	-25%	301	3	64%	-25%
St Annes Avenue (between Sutton Lane and A533 Booth Lane)	EB	328	0	263	5	-20%	0%	354	9	8%	0%	379	8	16%	0%	379	8	16%	0%
	WB	279	1	282	1	1%	0%	250	1	-10%	0%	318	1	14%	0%	313	1	12%	0%
Coalpit Lane (between Clive Green Lane and Birch Lane)	NB	162	0	0	0	-100%	0%	129	0	-20%	0%	312	0	93%	0%	336	0	107%	0%
	SB	49	0	0	0	-100%	0%	34	0	-31%	0%	166	0	239%	0%	163	0	233%	0%
Sutton Lane (between St Ann's Road and A533 Lewin Street)	NB	85	1	131	2	54%	100%	184	1	116%	0%	83	0	-2%	-100%	106	0	25%	-100%
	SB	67	3	72	2	7%	-33%	232	7	246%	133%	67	2	0%	-33%	68	2	1%	-33%
St Ann's Road (between Sutton Lane and Manor Lane)	NB	153	0	92	0	-40%	0%	110	0	-28%	0%	77	0	-50%	0%	64	0	-58%	0%
	SB	320	0	106	0	-67%	0%	414	9	29%	0%	192	5	-40%	0%	191	5	-40%	0%
	NB	410	20	511	8	25%	-60%	650	17	59%	-15%	727	19	77%	-5%	662	21	61%	5%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Clive Green Lane realignment/Clive Lane (between Crewe North RSD and A54 Middlewich Road)	SB	165	2	634	8	284%	300%	2	0	-99%	-100%	515	8	212%	300%	518	10	214%	400%
St Ann's Road (between Manor Lane and King Edward Street)	NB	170	0	111	0	-35%	0%	128	0	-25%	0%	91	0	-46%	0%	81	0	-52%	0%
	SB	358	1	118	1	-67%	0%	466	11	30%	1000%	204	6	-43%	500%	204	6	-43%	500%
A54 Middlewich Road (between Clive Lane and A54 Winsford Bypass)	EB	581	5	580	6	0%	20%	525	5	-10%	0%	543	6	-7%	20%	554	6	-5%	20%
	WB	919	3	803	2	-13%	-33%	1,027	3	12%	0%	957	3	4%	0%	952	3	4%	0%
St Ann's Road (between King Edward Street and A530 Nantwich Road)	NB	174	0	119	0	-32%	0%	137	0	-21%	0%	105	0	-40%	0%	94	0	-46%	0%
	SB	377	1	142	1	-62%	0%	478	11	27%	1000%	228	6	-40%	500%	228	6	-40%	500%
B5355 Crook Lane (between B5355 Station Road and Bradbury Road)	NB	227	0	214	0	-6%	0%	456	0	101%	0%	200	0	-12%	0%	201	0	-11%	0%
	SB	37	0	42	2	14%	0%	35	0	-5%	0%	41	0	11%	0%	41	0	11%	0%
A54 Kinderton Street (between A533	EB	672	20	759	21	13%	5%	768	49	14%	145%	756	50	13%	150%	761	39	13%	95%
	WB	723	19	718	18	-1%	-5%	974	52	35%	174%	772	47	7%	147%	768	36	6%	89%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Leadsmithy Street and King Street)																			
A54 St Michael's Way (between The Bull Ring and A533 Leadsmithy Street)	EB	804	30	815	25	1%	-17%	686	49	-15%	63%	899	52	12%	73%	881	40	10%	33%
	WB	911	18	709	18	-22%	0%	833	47	-9%	161%	957	48	5%	167%	954	36	5%	100%
A530 Nantwich Road (between A530 Newton Bank and A54 St Michael's Way)	WB	1,388	18	789	18	-43%	0%	1,461	56	5%	211%	1,139	52	-18%	189%	1,127	40	-19%	122%
A54 St Michael's Way (between A54 Chester Road and The Bull Ring)	EB	809	28	819	23	1%	-18%	684	47	-15%	68%	904	50	12%	79%	886	38	10%	36%
	WB	740	16	537	16	-27%	0%	643	45	-13%	181%	789	46	7%	188%	786	34	6%	113%
A530 Newton Bank (between A530 Nantwich Road and A54 Chester Road)	NB	1,214	17	870	17	-28%	0%	1,424	46	17%	171%	1,188	46	-2%	171%	1,176	35	-3%	106%
Middlewich Eastern Bypass (between Cledford Lane and A54 Holmes Chapel Road)	EB	758	9	774	9	2%	0%	700	17	-8%	89%	833	18	10%	100%	800	18	6%	100%
	WB	133	0	168	0	26%	0%	156	0	17%	0%	141	0	6%	0%	141	0	6%	0%
	NB	183	0	196	1	7%	0%	193	0	5%	0%	213	0	16%	0%	217	0	19%	0%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Brereton Lane (between Cledford Lane and A54 Holmes Chapel Road)	SB	9	0	9	0	0%	0%	8	0	-11%	0%	9	0	0%	0%	10	0	11%	0%
A54 Chester Road (between A530 Newton Bank and A54 St Michael's Way)	EB	1,384	28	1,011	23	-27%	-18%	1,417	57	2%	104%	1,182	55	-15%	96%	1,156	43	-16%	54%
A54 Middlewich Road realignment (between Clive Lane and A533 Northwich Road diversion)	NB	542	18	146	14	-73%	-22%	731	25	35%	39%	376	20	-31%	11%	359	18	-34%	0%
	SB	579	8	410	8	-29%	0%	547	15	-6%	88%	398	13	-31%	63%	403	10	-30%	25%
A54 Holmes Chapel Road (between King Street and B5309 Centurion Way)	EB	693	23	726	24	5%	4%	746	52	8%	126%	806	53	16%	130%	804	42	16%	83%
	WB	781	25	629	25	-19%	0%	870	59	11%	136%	713	54	-9%	116%	717	43	-8%	72%
A54 Chester Road (between A530 Croxton Lane and A530 Newton Bank)	EB	1,183	28	678	23	-43%	-18%	1,227	57	4%	104%	930	55	-21%	96%	901	44	-24%	57%
	WB	1,013	17	496	15	-51%	-12%	1,230	46	21%	171%	936	46	-8%	171%	921	35	-9%	106%
Wharton Road (between A5018 Wharton Park Road	EB	147	4	149	4	1%	0%	146	4	-1%	0%	147	4	0%	0%	147	4	0%	0%
	WB	141	4	137	4	-3%	0%	327	4	132%	0%	140	4	-1%	0%	140	4	-1%	0%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
and B5355 Crook Lane)																			
Birch Lane (between Coalpit Lane and A54 Middlewich Road)	NB	162	0	0	0	-100%	0%	133	0	-18%	0%	191	0	18%	0%	209	0	29%	0%
	SB	51	0	0	0	-100%	0%	92	0	80%	0%	166	0	225%	0%	163	0	220%	0%
King Street (between A54 Kinderton Street and B5309 Centurion Way)	NB	337	1	250	1	-26%	0%	218	1	-35%	0%	195	1	-42%	0%	211	1	-37%	0%
	SB	58	1	67	1	16%	0%	76	1	31%	0%	78	1	34%	0%	77	1	33%	0%
Coalpit Lane (between Birch Lane and A54 Chester Road)	NB	17	0	15	0	-12%	0%	68	0	300%	0%	136	0	700%	0%	142	0	735 %	0%
	SB	4	0	4	0	0%	0%	4	0	0%	0%	4	0	0%	0%	4	0	0%	0%
A530 Croxton Lane (between A54 Chester Road and B5309 King Street)	NB	349	0	129	0	-63%	0%	567	0	62%	0%	488	0	40%	0%	483	0	38%	0%
	SB	376	3	242	3	-36%	0%	413	3	10%	0%	316	3	-16%	0%	281	3	-25%	0%
B5309 Centurion Way (between A54 Holmes Chapel Road and B5081 Byley Road)	EB	482	12	506	12	5%	0%	555	50	15%	317%	545	41	13%	242%	538	31	12%	158%
	WB	826	31	918	24	11%	-23%	943	53	14%	71%	935	50	13%	61%	919	39	11%	26%
A54 Middlewich Road (between Clive Lane and Birch Lane)	EB	541	18	145	14	-73%	-22%	730	25	35%	39%	-	-	-	-	-	-	-	-
	WB	579	8	410	8	-29%	0%	547	15	-6%	88%	-	-	-	-	-	-	-	-

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A54 Middlewich Road realignment (between Birch Lane and Coalpit Lane)	EB	866	25	500	20	-42%	-20%	839	56	-3%	124%	635	52	-27%	108%	640	41	-26%	64%
	WB	700	17	427	15	-39%	-12%	648	46	-7%	171%	579	46	-17%	171%	577	35	-18%	106%
B5355 Crook Lane (between Bradbury Road and B5355 Wharton Road)	NB	193	4	181	4	-6%	0%	403	4	109%	0%	168	4	-13%	0%	169	4	-12%	0%
	SB	137	4	136	5	-1%	25%	124	4	-9%	0%	141	4	3%	0%	141	4	3%	0%
A54 Holmes Chapel Road (between B5309 Centurion Way and Brereton Lane)	EB	739	34	850	34	15%	0%	761	79	3%	132%	773	76	5%	124%	803	53	9%	56%
	WB	737	48	691	39	-6%	-19%	788	90	7%	88%	731	89	-1%	85%	720	66	-2%	38%
B5309 Centurion Way (between White Park Close and B5081 Byley Road)	EB	216	10	299	10	38%	0%	325	48	50%	380%	307	39	42%	290%	297	28	38%	180%
	WB	637	24	458	17	-28%	-29%	528	46	-17%	92%	587	42	-8%	75%	600	32	-6%	33%
A54 Middlewich Road realignment (between A533 Northwich Road diversion and Birch Lane)	EB	541	18	145	14	-73%	-22%	730	25	35%	39%	730	32	35%	78%	751	27	39%	50%
	WB	579	8	410	8	-29%	0%	547	15	-6%	88%	755	26	30%	225%	775	21	34%	163%
A54 Holmes Chapel Road (between	EB	638	28	744	29	17%	4%	661	72	4%	157%	671	70	5%	150%	705	47	11%	68%
	WB	656	50	610	41	-7%	-18%	744	93	13%	86%	660	92	1%	84%	642	69	-2%	38%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Brereton Lane and Poolford Lane)																			
B5309 Centurion Way (between B5309 King Street and White Park Close)	NB	479	24	307	17	-36%	-29%	406	46	-15%	92%	462	42	-4%	75%	474	32	-1%	33%
	SB	220	7	313	7	42%	0%	364	45	65%	543%	344	36	56%	414%	335	26	52%	271%
Road One (between A54 Middlewich Road and A533 Bostock Road)	NB	555	21	630	10	14%	-52%	739	19	33%	-10%	650	21	17%	0%	639	22	15%	5%
	SB	159	3	258	3	62%	0%	211	1	33%	-67%	230	5	45%	67%	219	6	38%	100%
B5308 Middlewich Road (A54 Chester Road and A50 Knutsford Road)	EB	485	5	485	3	0%	-40%	503	4	4%	-20%	425	4	-12%	-20%	491	4	1%	-20%
	WB	293	2	290	1	-1%	-50%	285	1	-3%	-50%	284	1	-3%	-50%	288	1	-2%	-50%
A50 Knutsford Road (between A535 Macclesfield Road and B5308 Middlewich Road)	NB	491	4	538	5	10%	25%	526	4	7%	0%	525	4	7%	0%	512	3	4%	-25%
	SB	1,021	9	985	7	-4%	-22%	1,037	8	2%	-11%	968	8	-5%	-11%	1,030	8	1%	-11%
B5081 Byley Road (between B5309 Centurion Way and Moss Lane)	NB	253	8	531	8	110%	0%	487	8	92%	0%	410	8	62%	0%	381	8	51%	0%
	SB	330	3	285	3	-14%	0%	302	3	-8%	0%	301	3	-9%	0%	302	3	-8%	0%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5309 King Street (between B5309 Centurion Way and A530 Croxton Lane)	NB	783	32	534	25	-32%	-22%	602	53	-23%	66%	623	50	-20%	56%	652	39	-17%	22%
	SB	249	6	362	6	45%	0%	420	44	69%	633%	393	34	58%	467%	383	24	54%	300%
A533 Bostock Road (between A533 Northwich Road diversion and London Road)	NB	389	10	136	9	-65%	-10%	539	11	39%	10%	623	11	60%	10%	594	10	53%	0%
	SB	496	8	489	6	-1%	-25%	279	11	-44%	38%	510	9	3%	13%	539	9	9%	13%
London Road (between A533 Bostock Road and Brick Kiln Lane)	NB	350	0	124	0	-65%	0%	500	1	43%	0%	557	1	59%	0%	522	1	49%	0%
	SB	199	1	201	1	1%	0%	63	2	-68%	100%	276	2	39%	100%	295	2	48%	100%
B5081 Byley Road (between Moss Lane and B5082 Holmes Chapel Road)	NB	143	1	244	0	71%	-100%	156	1	9%	0%	153	1	7%	0%	138	1	-3%	0%
	SB	512	2	473	3	-8%	50%	539	3	5%	50%	489	16	-4%	700%	472	3	-8%	50%
A530 King Street (between Whatcroft Hall Lane and Davenham Road)	NB	843	9	796	9	-6%	0%	871	34	3%	278%	777	23	-8%	156%	690	13	-18%	44%
	SB	1,015	8	956	8	-6%	0%	914	33	-10%	313%	898	22	-12%	175%	932	12	-8%	50%
A50 London Road (between B5082	NB	60	1	72	1	20%	0%	60	0	0%	-100%	60	1	0%	0%	60	0	0%	-100%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Northwich Road and Booth Bed Lane)	SB	176	1	183	1	4%	0%	184	1	5%	0%	196	1	11%	0%	184	1	5%	0%
Davenham Road (between Shurlach Lane and A530 King Street)	EB	240	0	252	0	5%	0%	232	25	-3%	0%	272	15	13%	0%	310	5	29%	0%
	WB	102	0	117	0	15%	0%	108	25	6%	0%	90	15	-12%	0%	107	5	5%	0%
A556 Shurlach Road off-slip (between A556 Shurlach Road and A533 Davenham Bypass)	SB	836	9	821	10	-2%	11%	801	9	-4%	0%	793	8	-5%	-11%	772	9	-8%	0%
Crowders Lane (between A530 King Street and B5082 Pennys Lane)	EB	105	0	116	0	10%	0%	163	2	55%	0%	157	0	50%	0%	84	0	-20%	0%
	WB	93	0	108	0	16%	0%	85	0	-9%	0%	91	0	-2%	0%	97	0	4%	0%
A530 King Street (between Crowder's Lane and B5082 Pennys Lane diversion)	NB	764	9	761	9	0%	0%	695	11	-9%	22%	658	10	-14%	11%	654	11	-14%	22%
	SB	820	8	794	8	-3%	0%	726	11	-11%	38%	720	9	-12%	13%	697	11	-15%	38%
A530 King Street (between B5082 Pennys Lane diversion	NB	773	9	771	9	0%	0%	746	21	-3%	133%	708	32	-8%	256%	947	27	23%	200%
	SB	804	8	778	8	-3%	0%	713	22	-11%	175%	691	32	-14%	300%	1,088	26	35%	225%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
and A556 Shurlach Road)																			
B5082 Pennys Lane diversion (between Pennys Lane and A556 Shurlach Road)	EB	213	1	170	1	-20%	0%	233	1	9%	0%	240	1	13%	0%	322	1	51%	0%
	WB	205	1	167	1	-19%	0%	210	3	2%	200%	205	2	0%	100%	123	1	-40%	0%
Birches Lane diversion (between A556 Shurlach Road and B5082 Holmes Chapel Road)	NB	216	0	197	0	-9%	0%	245	0	13%	0%	242	0	12%	0%	258	0	19%	0%
	SB	181	1	222	1	23%	0%	264	2	46%	100%	284	2	57%	100%	246	2	36%	100%
Gadbrook Road (between East Avenue and A556 Shurlach Road)	NB	318	1	299	0	-6%	-100%	333	1	5%	0%	333	1	5%	0%	336	1	6%	0%
	SB	424	0	424	0	0%	0%	424	0	0%	0%	424	0	0%	0%	424	0	0%	0%
East Avenue (between Gadbrook Road and Grange Road)	NB	108	0	88	0	-19%	0%	122	0	13%	0%	122	0	13%	0%	124	0	15%	0%
	SB	96	3	97	3	1%	0%	92	3	-4%	0%	92	3	-4%	0%	93	3	-3%	0%
A556 Shurlach Road (between A530 King Street and B5082 Pennys Lane)	EB	1,633	21	1,815	21	11%	0%	1,660	53	2%	152%	1,574	63	-4%	200%	1,439	38	-12%	81%
	WB	1,886	15	2,065	16	9%	7%	1,917	48	2%	220%	1,858	56	-1%	273%	1,671	31	-11%	107%
	NB	109	0	90	0	-17%	0%	124	0	14%	0%	123	0	13%	0%	126	0	16%	0%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
East Avenue (between Grange Road and South Drive)	SB	46	3	45	3	-2%	0%	20	3	-57%	0%	19	3	-59%	0%	21	3	-54%	0%
West Avenue (between Gadbrook Road and Grange Road)	NB	78	1	84	1	8%	0%	114	1	46%	0%	115	1	47%	0%	116	1	49%	0%
	SB	14	0	10	0	-29%	0%	13	0	-7%	0%	14	0	0%	0%	13	0	-7%	0%
Grange Road (between West Avenue and East Avenue)	EB	54	0	55	0	2%	0%	75	0	39%	0%	76	0	41%	0%	75	0	39%	0%
	WB	2	0	2	0	0%	0%	2	0	0%	0%	2	0	0%	0%	2	0	0%	0%
East Avenue (between South Drive and Central Road)	NB	131	0	98	0	-25%	0%	157	0	20%	0%	157	0	20%	0%	159	0	21%	0%
	SB	44	3	28	3	-36%	0%	28	3	-36%	0%	28	3	-36%	0%	29	3	-34%	0%
Porter Drive/Porter Way/Greenway Drive (between Marlowe Road and Belmont Road)	NB	170	0	156	0	-8%	0%	264	0	55%	0%	264	0	55%	0%	284	0	67%	0%
	SB	66	0	48	0	-27%	0%	47	0	-29%	0%	47	0	-29%	0%	47	0	-29%	0%
Central Road (between West Avenue and East Avenue)	NB	1	0	1	0	0%	0%	1	0	0%	0%	1	0	0%	0%	1	0	0%	0%
	SB	2	0	1	0	-50%	0%	1	0	-50%	0%	1	0	-50%	0%	1	0	-50%	0%
A556 Shurlach Road (between B5082	NB	1,418	20	1,645	20	16%	0%	1,437	52	1%	160%	1,349	62	-5%	210%	1,439	38	1%	90%
	SB	1,688	13	1,907	14	13%	8%	1,645	45	-3%	246%	1,555	55	-8%	323%	1,671	31	-1%	138%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Pennys Lane and Birches Lane)																			
East Avenue (between Central Road and North Drive)	NB	131	0	97	0	-26%	0%	156	0	19%	0%	157	0	20%	0%	158	0	21%	0%
	SB	42	3	27	3	-36%	0%	27	3	-36%	0%	27	3	-36%	0%	27	3	-36%	0%
Greenway Drive (between Agecroft Road and Belmont Road)	EB	5	0	5	0	0%	0%	5	0	0%	0%	5	0	0%	0%	5	0	0%	0%
	WB	9	3	8	3	-11%	0%	9	3	0%	0%	9	3	0%	0%	9	3	0%	0%
North Drive (between West Avenue and East Avenue)	EB	3	0	3	0	0%	0%	3	0	0%	0%	3	0	0%	0%	3	0	0%	0%
	WB	114	1	83	1	-27%	0%	114	1	0%	0%	112	1	-2%	0%	113	1	-1%	0%
Belmont Road (between Greenway Drive and Malpas Road Roundabout)	NB	172	3	157	3	-9%	0%	265	3	54%	0%	266	3	55%	0%	286	3	66%	0%
	SB	64	0	47	0	-27%	0%	46	0	-28%	0%	46	0	-28%	0%	46	0	-28%	0%
Birches Lane (between A556 Shurlach Road and B5082 Holmes Chapel Road)	NB	216	0	197	0	-9%	0%	245	0	13%	0%	242	0	12%	0%	258	0	19%	0%
	SB	181	1	222	1	23%	0%	264	2	46%	100%	284	2	57%	100%	246	2	36%	100%
A50 Holmes Chapel Road (between Booth	NB	132	1	140	1	6%	0%	134	1	2%	0%	139	1	5%	0%	130	1	-2%	0%
	SB	215	1	223	1	4%	0%	223	1	4%	0%	237	1	10%	0%	223	1	4%	0%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Bed Lane and B5081 Middlewich Road)																			
Birches Lane/Station Road (between A556 Shurlach Road and School Lane)	NB	356	1	304	1	-15%	0%	410	12	15%	1100 %	356	24	0%	2300 %	422	6	19%	500%
	SB	0	0	0	0	0%	0%	11	10	0%	0%	0	23	0%	0%	5	5	0%	0%
A556 Shurlach Road (between Birches Lane and A559 Manchester Road)	NB	1,061	18	1,341	19	26%	6%	1,039	50	-2%	178%	1,039	60	-2%	233%	1,023	36	-4%	100%
	SB	1,653	15	1,934	16	17%	7%	1,648	47	0%	213%	1,555	57	-6%	280%	1,651	32	0%	113%
Station Road (between School Lane and A559 Manchester Road)	NB	281	1	253	1	-10%	0%	282	3	0%	200%	306	3	9%	200%	269	2	-4%	100%
	SB	10	0	137	0	1270%	0%	1	1	-90%	0%	0	1	-100%	0%	1	1	-90%	0%
School Lane (between Station Road and Stubbs Lane)	NB	85	0	188	0	121%	0%	167	0	96%	0%	183	0	115%	0%	188	0	121%	0%
A559 Manchester Road (between A559 Hall Lane and Stubbs Lane)	EB	546	3	70	3	-87%	0%	705	6	29%	100%	704	5	29%	67%	698	6	28%	100%
	WB	504	5	167	1	-67%	-80%	528	6	5%	20%	547	6	9%	20%	576	6	14%	20%
Townshend Road (between A559 Hall Lane and Fryer Road)	NB	118	1	342	1	190%	0%	140	1	19%	0%	174	1	47%	0%	138	1	17%	0%
	SB	179	1	252	2	41%	100%	190	1	6%	0%	186	1	4%	0%	149	1	-17%	0%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A559 Manchester Road (between Stubbs Lane and Fryer Road)	EB	619	3	309	3	-50%	0%	834	5	35%	67%	843	5	36%	67%	807	5	30%	67%
	WB	340	5	64	1	-81%	-80%	349	6	3%	20%	364	6	7%	20%	343	6	1%	20%
Fryer Road (between A559 Manchester Road and Townshend Road)	NB	370	1	457	2	24%	100%	338	1	-9%	0%	306	1	-17%	0%	304	1	-18%	0%
	SB	126	1	361	1	187%	0%	108	1	-14%	0%	116	1	-8%	0%	109	1	-13%	0%
A556 Chester Road (between A559 Manchester Road and Linnards Lane)	EB	1,330	20	1,458	21	10%	5%	1,567	55	18%	175%	1,562	71	17%	255%	1,604	57	21%	185%
	WB	1,894	19	1,902	16	0%	-16%	1,945	52	3%	174%	1,870	68	-1%	258%	1,963	54	4%	184%
A556 Chester Road (between A559 Manchester Road and Plumley Moor Road)	EB	1,313	40	1,410	44	7%	10%	1,638	77	25%	93%	1,749	108	33%	170%	1,566	56	19%	40%
	WB	1,966	44	967	38	-51%	-14%	2,163	79	10%	80%	2,179	111	11%	152%	2,112	60	7%	36%
A50 Holmes Chapel Road (between B5081 Middlewich Road and Goughs Lane)	NB	815	2	942	2	16%	0%	870	2	7%	0%	904	2	11%	0%	829	2	2%	0%
	SB	870	3	991	4	14%	33%	884	4	2%	33%	839	17	-4%	467%	806	4	-7%	33%
Linnards Lane (between Green Lane and B5391 Church Street)	EB	217	5	365	5	68%	0%	256	4	18%	-20%	266	4	23%	-20%	251	3	16%	-40%
	WB	106	3	301	5	184%	67%	103	2	-3%	-33%	109	2	3%	-33%	119	3	12%	0%

Location	Direction	2031 baseline flows		2031 AP2 revised scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline		2031 AP2 revised scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Earles Lane (between A559 Marston Lane and B5391 Pickmere Lane)	EB	154	5	248	6	61%	20%	152	4	-1%	-20%	149	4	-3%	-20%	152	4	-1%	-20%
	WB	224	3	418	6	87%	100%	318	4	42%	33%	334	4	49%	33%	330	4	47%	33%
High Street/Church Street/Westage Lane (between A559 Warrington Road and Hield Lane)	EB	76	0	92	0	21%	0%	53	0	-30%	0%	59	1	-22%	0%	54	0	-29%	0%
	WB	0	0	59	0	0%	0%	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%

Figure 14-1: MA02 traffic flow changes between 2031 future baseline and AP2 revised scheme utilities scenario, AM peak hour

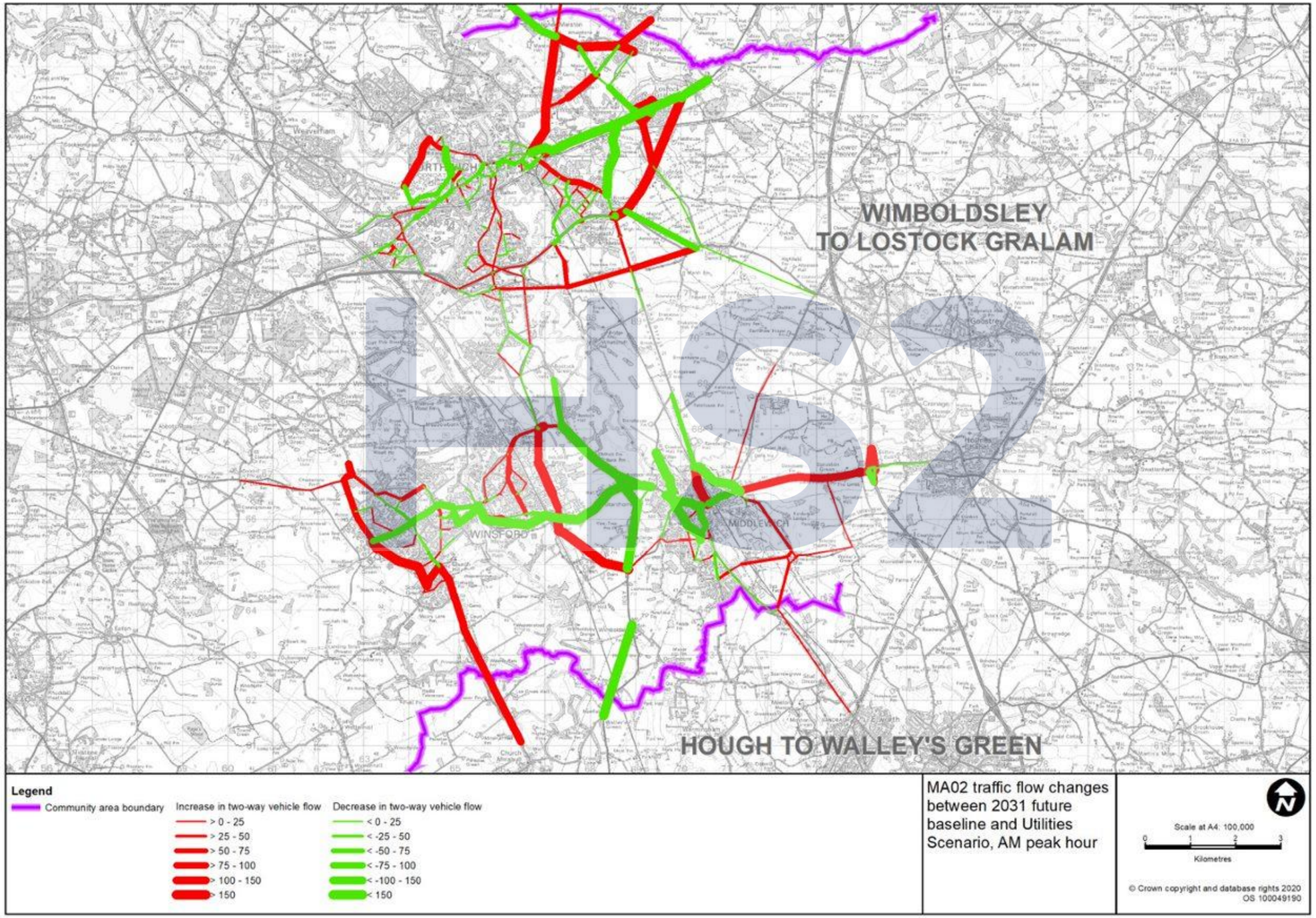


Figure 14-2: MA02 traffic flow changes between 2031 future baseline and AP2 revised scheme utilities scenario, PM peak hour

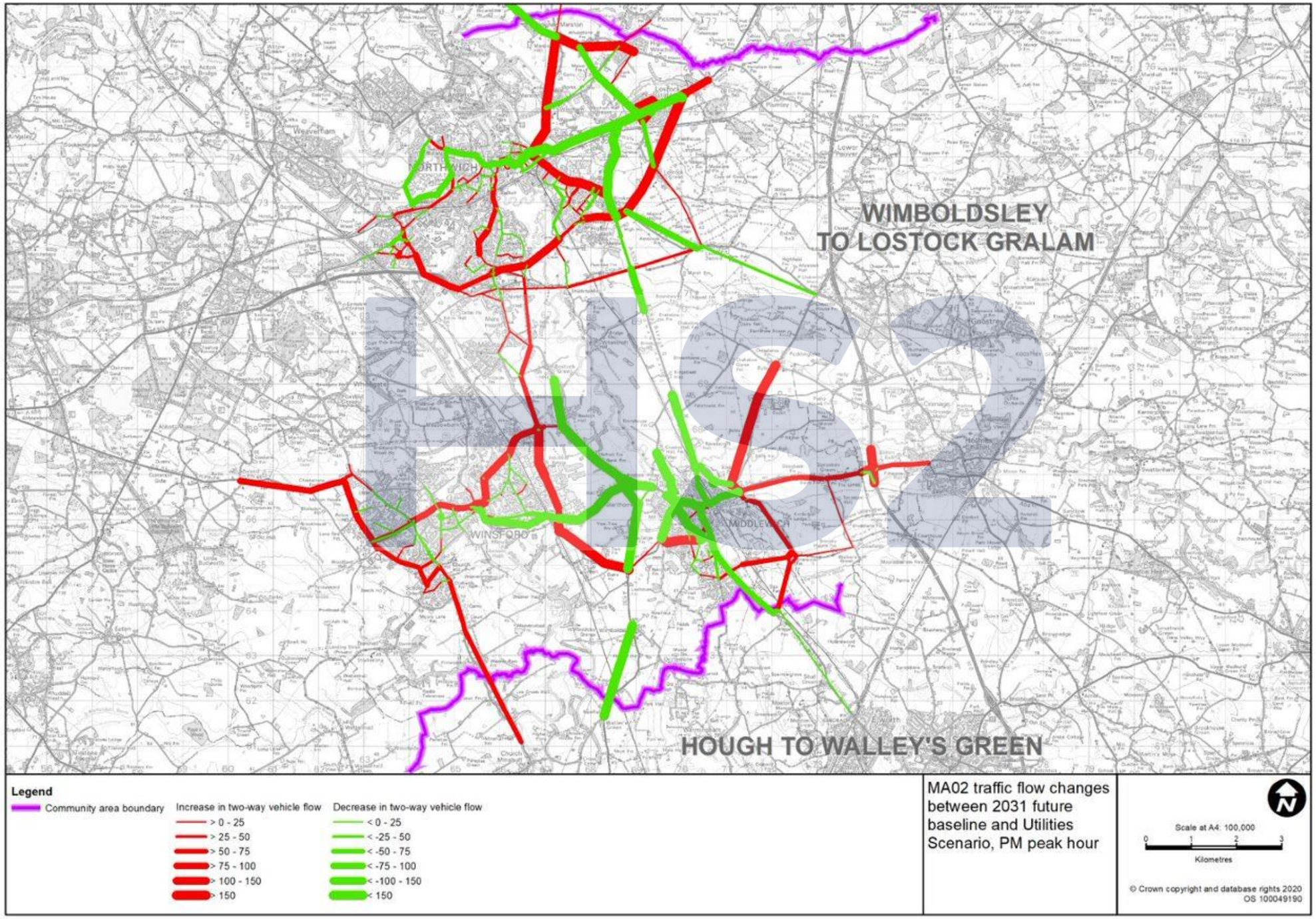


Figure 14-3: MA02 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 1, AM peak hour

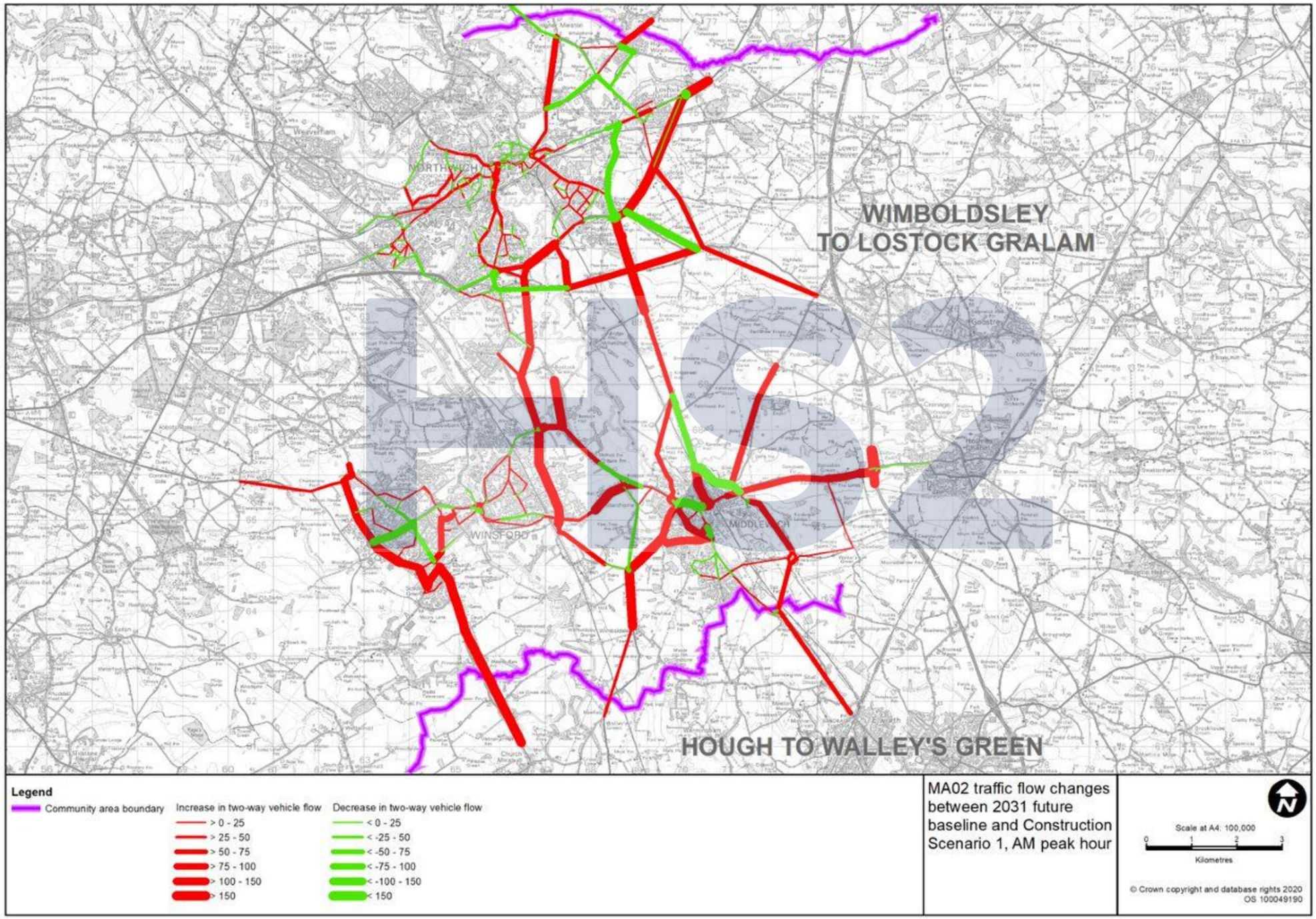


Figure 14-4: MA02 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 1, PM peak hour

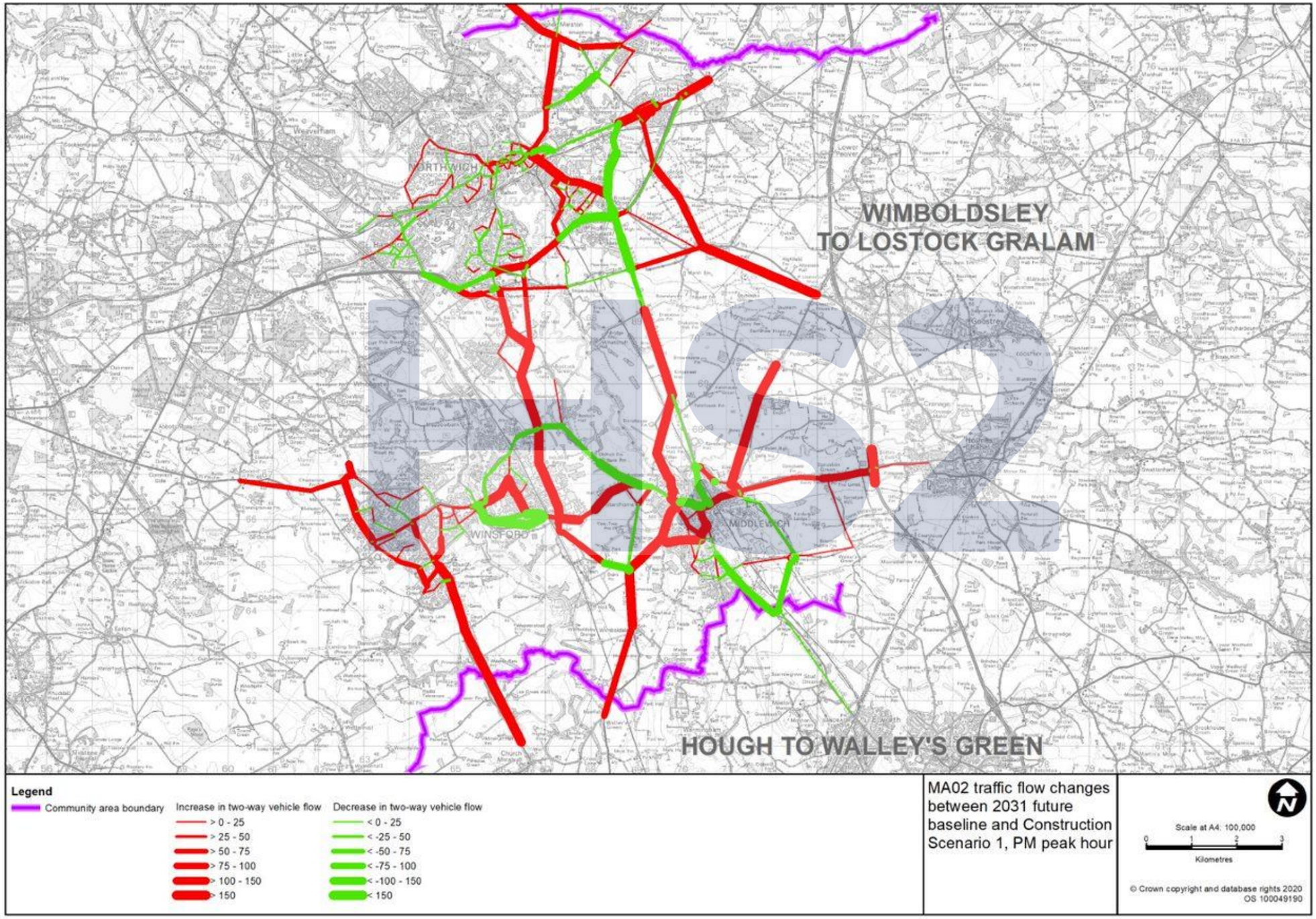


Figure 14-5: MA02 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 2, AM peak hour

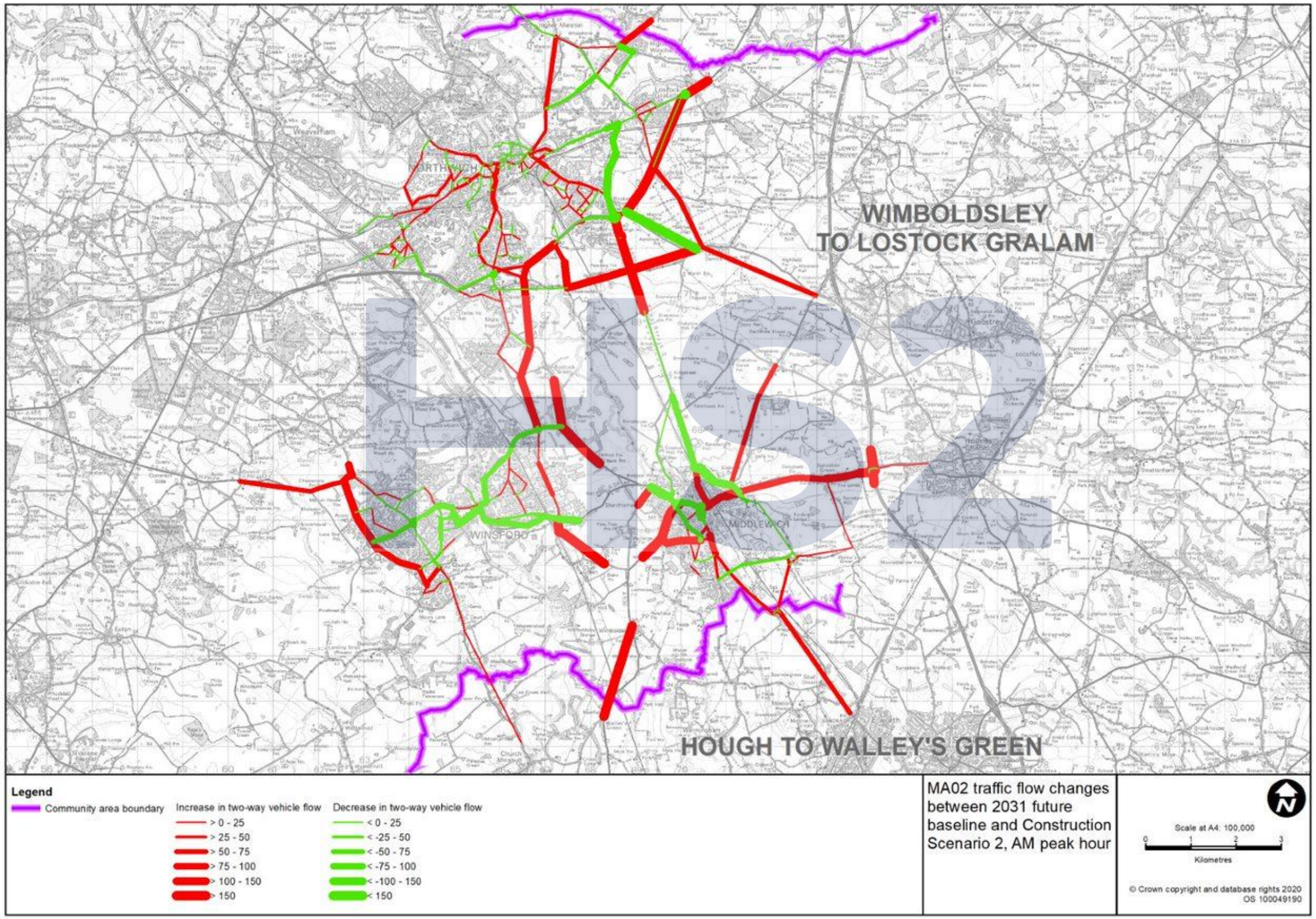


Figure 14-6: MA02 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 2, PM peak hour

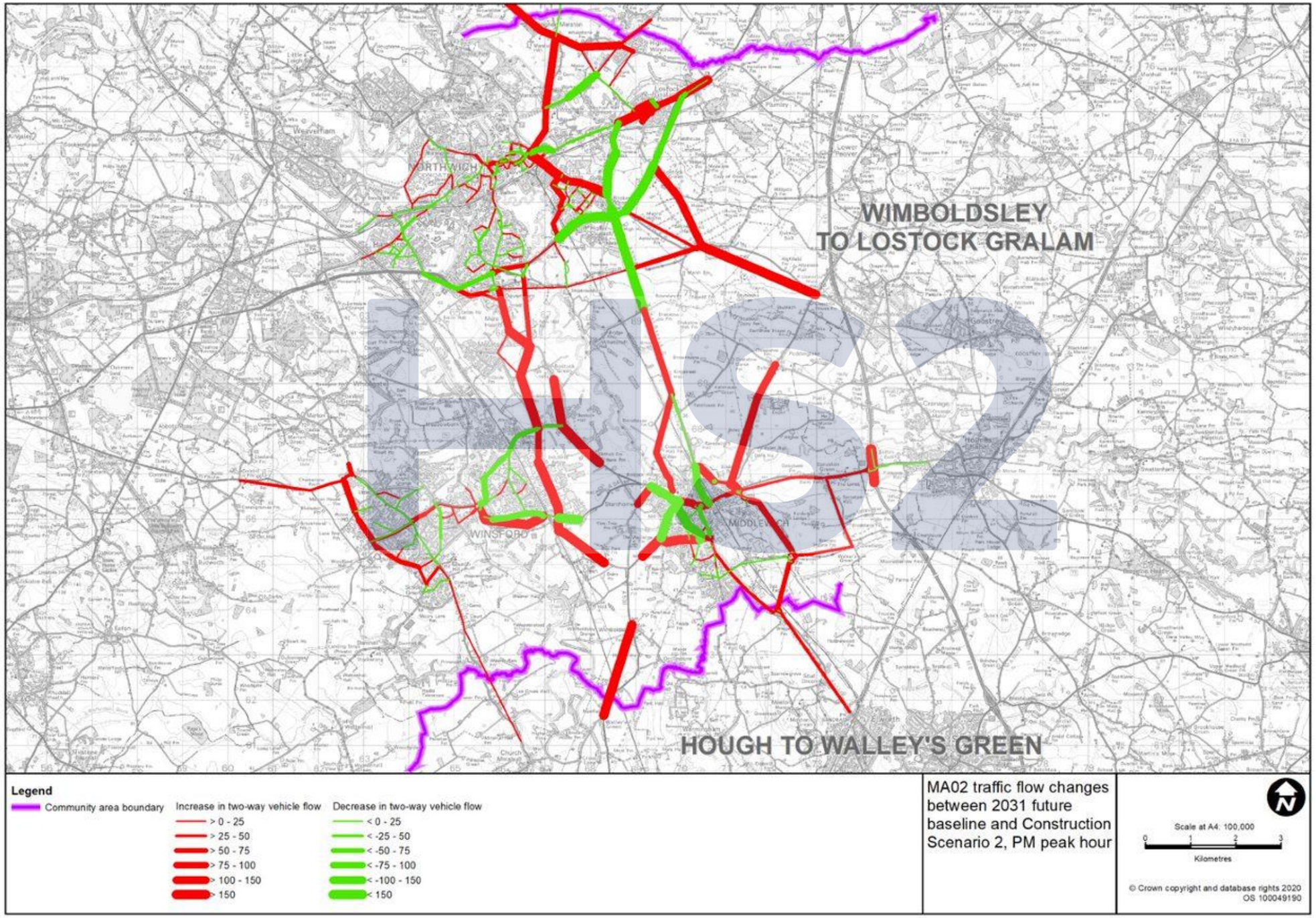


Figure 14-6.1: MA02 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 3, AM peak hour

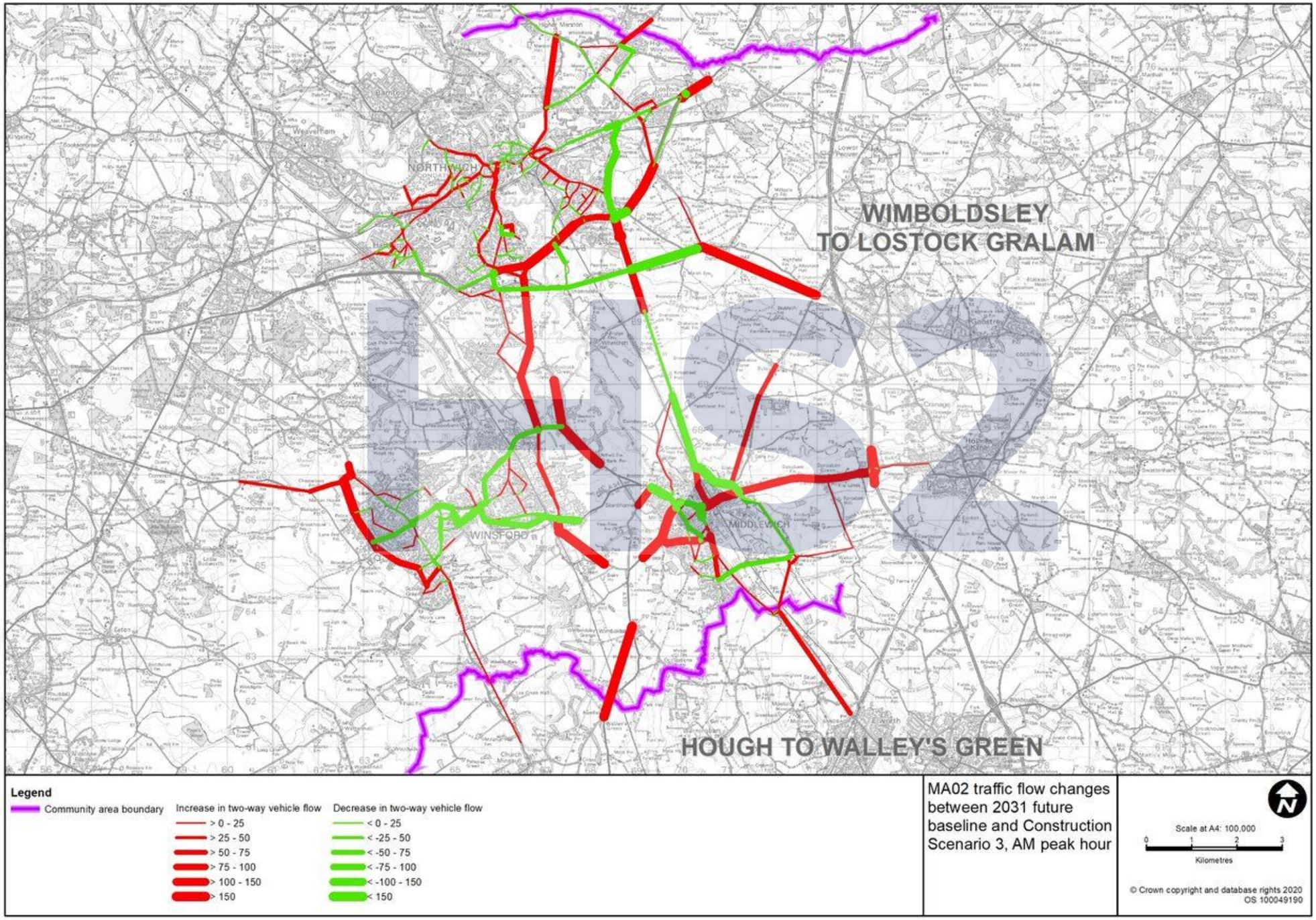
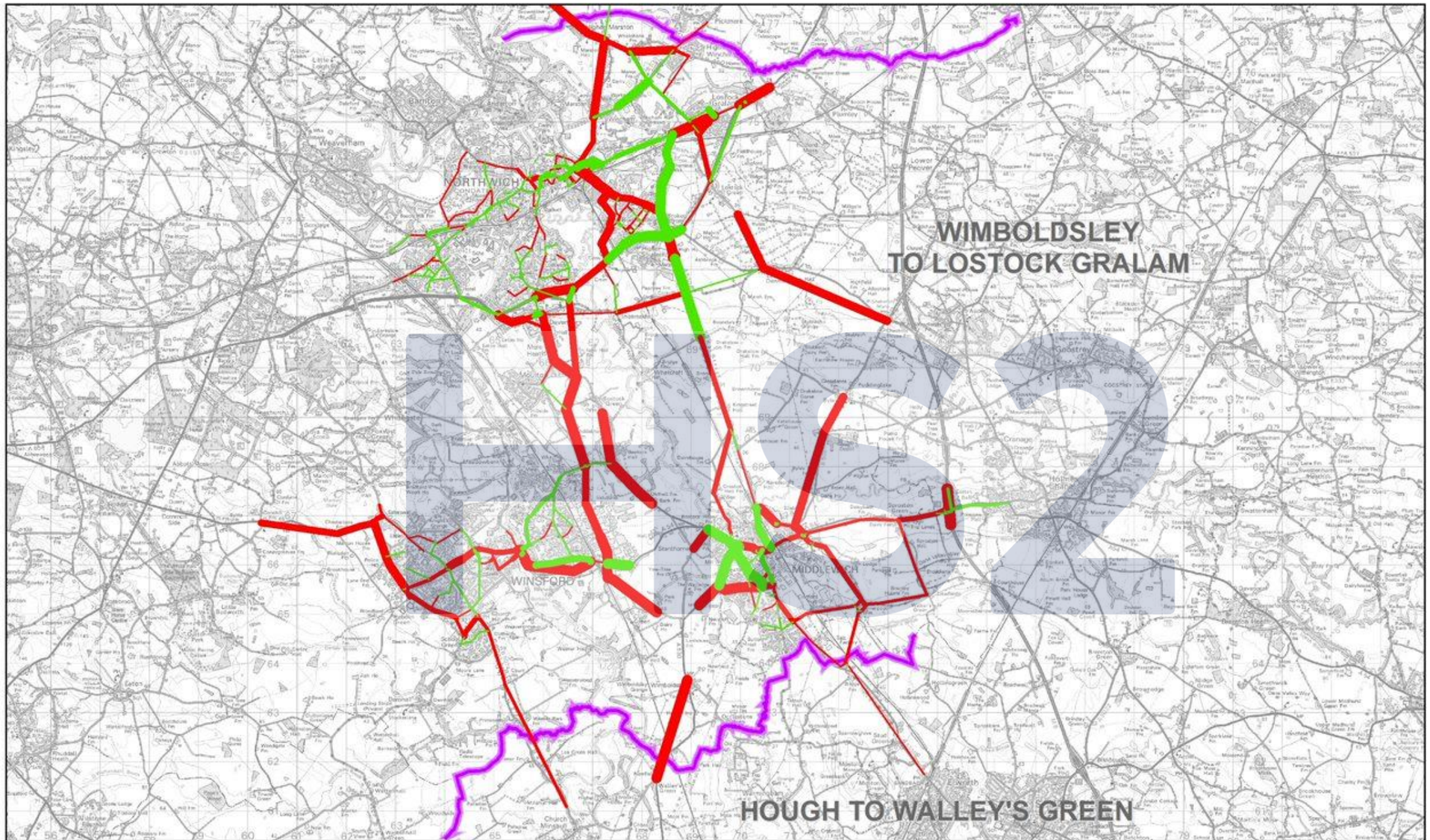


Figure 14-6.2: MA02 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 3, PM peak hour



Junction performance

12.2.23 Junction capacity analysis was reported in Section 14.3 of the main TA which was undertaken for the 2030 weekday AM and PM peak hours and compared junction operation for the future baseline and original scheme. Updated junction capacity analysis was reported in Section 11.2 of the SES1 and AP1 ES TA.

12.2.24 Updated junction capacity analysis has been undertaken for the AP2 revised scheme taking account of the revised baseline traffic, changes in traffic flows associated with the SES2 changes and AP2 amendments and associated traffic reassignment. Junction capacity analysis has been undertaken for the weekday AM and PM peak hours comparing junction operation in the 2031 future baseline with the modelled scenarios for the AP2 revised scheme.

12.2.25 The following tables and commentary set out the performance at junctions where there is the potential for the AP2 revised scheme to have substantial impacts, including new temporary junctions and those junctions where temporary or permanent changes are proposed.

12.2.26 The results are presented from south to north through the MA02 area, firstly for junctions on the strategic road network, followed by junctions on other roads. The 2031 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 SES1 and AP1 ES TA, these are highlighted.

12.2.27 The results are presented in the same order as presented in the main TA and SES1 and AP1 ES TA. Junctions that were not modelled in the main TA and SES1 and AP1 ES TA are provided at the end of the junction performance section after the A54 Middlewich Road/A54 Chester Road/B5308 Middlewich Road junction (Table 14-60.4). Where no updates to junction operation are provided, junction operation is as described in Section 11.2 of the SES1 and AP1 ES TA.

12.2.28 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.

12.2.29 Due to the negligible number of construction traffic movements during the utilities scenario, junction capacity analysis is only reported for the utilities scenario at those junctions forecast to experience an impact as a result of the AP2 revised scheme.

12.2.30 Only those scenarios relevant to each assessment are presented, therefore not all scenarios are discussed at each junction.

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

M6 junction 18/A54 Middlewich Road

12.2.32 The M6 junction 18/A54 Middlewich Road junction will be modified as a result of a design change introduced in the AP1 revised scheme. Details of the changes are presented in Section 11.2 of the SES1 and AP1 ES TA.

12.2.33 Table 14-9 and Table 14-9.1 in the SES1 and AP1 ES TA replaced Table 14-9 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-9 and Table 14-9.1 below replace Table 14-9.1 in the SES1 and AP1 ES TA.

Table 14-9: M6 junction 18/A54 Middlewich Road junction 2031 future baseline and with the AP2 revised scheme (existing layout) 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1 (existing layout)**			**AP2 revised scheme scenario 2 (existing layout)**			**AP2 revised scheme scenario 3 (existing layout)**		
M6 junction 18 southbound off-slip	253	13%	0	547	33%	0	467	25%	0	452	24%	0
A54 Middlewich Road (east)	391	19%	0	411	24%	0	434	22%	0	438	22%	0
M6 junction 18 northbound off-slip	922	41%	0	935	74%	4	968	48%	1	947	46%	1
A54 Middlewich Road (west)	1,058	44%	0	1,065	50%	0	1,093	46%	0	1,066	45%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1 (existing layout)**			**AP2 revised scheme scenario 2 (existing layout)**			**AP2 revised scheme scenario 3 (existing layout)**		
M6 junction 18 southbound off-slip	442	21%	0	618	29%	0	537	26%	0	485	24%	0
A54 Middlewich Road (east)	302	16%	0	382	21%	0	303	16%	0	289	15%	0
M6 junction 18 northbound off-slip	376	17%	0	429	22%	0	423	20%	0	408	19%	0
A54 Middlewich Road (west)	676	28%	0	640	27%	0	735	30%	0	744	31%	0

Table 14-9.1: M6 junction 18/A54 Middlewich Road junction 2031 future baseline and with the AP2 revised scheme (proposed layout) 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1 (proposed layout)**			**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**		
M6 junction 18 southbound off-slip	253	13%	0	481	25%	0	442	23%	0	412	22%	0
A54 Middlewich Road (east)	391	19%	0	400	21%	0	423	21%	0	414	21%	0
M6 junction 18 northbound off-slip	922	41%	0	950	46%	1	954	46%	1	952	46%	1
A54 Middlewich Road (west)	1,058	44%	0	1,118	45%	6	1,112	44%	6	1,089	43%	6

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
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1 (proposed layout)**			**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**		
M6 junction 18 southbound off-slip	442	21%	0	531	26%	0	467	23%	0	419	21%	0
A54 Middlewich Road (east)	302	16%	0	310	17%	0	284	15%	0	278	15%	0
M6 junction 18 northbound off-slip	376	17%	0	426	20%	0	425	20%	0	411	19%	0
A54 Middlewich Road (west)	676	28%	0	745	29%	4	738	29%	4	756	29%	4

12.2.34 The conclusions drawn in paragraph 11.4.18 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that, based on the existing layout, in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme.

With the proposed layout, the assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with theAP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction."

A530 Nantwich Road/Chapel Lane

12.2.35 Table 14-10 in the SES1 and AP1 ES TA replaced Table 14-10 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-10 below replaces Table 14-10 in the SES1 and AP1 ES TA.

Table 14-10: A530 Nantwich Road/Chapel Lane junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenarios 1 and 2**			**AP2 revised scheme scenario 3**		
A530 Nantwich Road (north)	743	45%	0	791	48%	0	813	50%	0
Chapel Lane	308	30%	0	418	49%	1	380	45%	1
A530 Nantwich Road (south)	1,021	70%	0	1,124	77%	0	1,146	79%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenarios 1 and 2**			**AP2 revised scheme scenario 3**		
A530 Nantwich Road (north)	683	42%	0	752	46%	0	770	47%	0
Chapel Lane	237	31%	1	250	40%	1	218	34%	1
A530 Nantwich Road (south)	1,172	75%	0	1,259	83%	0	1,333	88%	0

12.2.36 The conclusions drawn in paragraph 11.2.31 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and within capacity with the AP2 revised scheme. In the PM peak hour, the junction operates within capacity in the future baseline and close to capacity with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

In scenario 3, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A530 Nantwich Road (south) approach from 75% in the future baseline to 88% with no change in corresponding queue length."

A533 Booth Lane/Cledford Lane/Cross Lane

12.2.37 Table 14-11 in the SES1 and AP1 ES TA replaced Table 14-11 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-11 below replaces Table 14-11 in the SES1 and AP1 ES TA.

Table 14-11: A533 Booth Lane/Cledford Lane/Cross Lane junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A533 Booth Lane (north)	167	11%	1	148	10%	1	169	11%	1	158	10%	1
Cledford Lane	76	23%	1	84	24%	1	77	23%	1	84	24%	1
A533 Booth Lane (south)	363	24%	1	387	26%	1	405	27%	1	401	27%	1
Cross Lane	187	67%	3	195	70%	3	144	52%	2	115	42%	2
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A533 Booth Lane (north)	294	20%	1	320	21%	1	333	22%	1	336	22%	1
Cledford Lane	270	85%	4	270	84%	4	265	83%	4	270	85%	4
A533 Booth Lane (south)	657	44%	2	513	34%	2	658	44%	2	656	44%	2
Cross Lane	137	49%	2	137	49%	2	138	49%	2	139	49%	2

12.2.38 The conclusions drawn in paragraph 11.2.33 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and within capacity with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 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 AP2 revised scheme in the PM peak hour will decrease the VoC on the Cledford Lane approach from 85% in the future baseline to 83%, with no change in corresponding queue length."

Local network change in the Clive Green area

12.2.39 There are a number of permanent changes to the local road network in the Clive Green area as part of the original scheme. Details of the permanent changes are presented in Section 14.5 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.

Clive Green Lane realignment/Crewe North RSD access

12.2.40 Table 14-68 in the SES1 and AP1 ES TA replaced Table 14-68 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-68 below replaces Table 14-68 in the SES1 and AP1 ES TA.

Table 14-68: Clive Green Lane realignment/Crewe North RSD access 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**		
Clive Green Lane realignment (west) (ahead and left)	682	-	-	672	-	-
Crewe North RSD access (left)	90	0.16	0	126	0.23	0
Crewe North RSD access (right)	0	0.00	0	4	0.02	0
Clive Green Lane realignment (east) (ahead and right)	678	0.59	2	717	0.69	4
17:00–18:00	**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**		
Clive Green Lane realignment (west) (ahead and left)	528	-	-	532	-	-
Crewe North RSD access (left)	223	0.56	1	255	0.64	2
Crewe North RSD access (right)	177	0.65	2	174	0.68	2
Clive Green Lane realignment (east) (ahead and right)	658	0.28	1	630	0.36	1

12.2.41 The conclusions drawn in paragraph 11.2.36 of the SES1 and AP1 ES 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 AP2 revised scheme".

A530 Nantwich Road/Clive Green Lane

12.2.42 Table 14-13 in the SES1 and AP1 ES TA main replaced Table 14-13 in the main TA and summarised the results of the changes in performance of the existing junction as a result of the AP1 revised scheme. Table 14-13 below replaces Table 14-13 in the SES1 and AP1 ES TA.

Table 14-13: A530 Nantwich Road/Clive Green Lane (existing layout) junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme utilities scenario (existing layout)**			**AP2 revised scheme scenario 1 (existing layout)**		
A530 Nantwich Road (north) (ahead and right)	634	0.56	3	571	0.88	20	859	0.72	6
Clive Green Lane (left)	48	0.96	3	141	1.28	47	24	0.98	2
Clive Green Lane (right)	268	0.95	9	348	1.29	8	217	0.96	8
A530 Nantwich Road (south) (ahead and left)	1,018	-	-	750	-	-	1,091	-	-
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario (existing layout)**			**AP2 revised scheme scenario 1 (existing layout)**		
A530 Nantwich Road (north) (ahead and right)	635	0.37	1	473	0.63	50	771	0.64	5
Clive Green Lane (left)	92	0.94	5	296	1.37	64	35	1.02	4
Clive Green Lane (right)	254	0.98	10	380	1.37	2	144	1.08	9
A530 Nantwich Road (south) (ahead and left)	1,088	-	-	750	-	-	1,375	-	-

12.2.43 The conclusions drawn in paragraph 11.2.38 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM and PM peak hours the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme.

In the utilities scenario, the change in traffic due to construction of the AP2 revised scheme will increase the RFC on the Clive Green Lane (right) approach from 0.95 in the future baseline to 1.29 in the AM peak hour, with a corresponding change in queue length from nine PCU in the future baseline to eight PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the RFC on the Clive Green Lane (left) approach from 0.94 in the future baseline to 1.37 with the AP2 revised scheme, with a corresponding change in queue length from five PCU in the future baseline to 64 PCU."

12.2.44 Table 14-14 in the SES1 and AP1 ES TA replaced Table 14-14 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-14 below replaces Table 14-14 in the SES1 and AP1 ES TA.

Table 14-14: A530 Nantwich Road/Clive Green Lane realignment/Coalpit Lane (proposed layout) 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A530 Nantwich Road (north)	917	0.64	2	917	0.65	2
A530 Nantwich Road (south)	1,023	0.62	2	1,067	0.64	2
Clive Green Lane	577	0.44	1	621	0.48	1
HS2 Track Access*	-	-	-	-	-	-
Coalpit Lane	203	0.19	0	203	0.20	0
17:00–18:00	**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A530 Nantwich Road (north)	560	0.40	1	539	0.39	1
A530 Nantwich Road (south)	1,372	0.79	4	1,401	0.81	4
Clive Green Lane	749	0.65	2	789	0.69	2
HS2 Track Access *	-	-	-	-	-	-
Coalpit Lane	166	0.20	0	163	0.20	0

** Minor approach arm not represented within the Junctions 9 model.*

12.2.45 The conclusions drawn in paragraph 11.2.40 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates well within capacity with the AP2 revised scheme. In the PM peak hour, the junction within capacity with the AP2 revised scheme (proposed layout)."

B5074 Swanlow Lane/Townfields Road/Townfields Drive

12.2.46 Table 14-15 in the SES1 and AP1 ES TA replaced Table 14-15 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-15 below replaces Table 14-15 in the SES1 and AP1 ES TA.

Table 14-15: B5074 Swanlow Lane/Townfields Road/Townfields Drive junction 2031 future baseline and with the AP2 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	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Townfields Road	326	47%	7	299	43%	7	359	54%	8	284	41%	6	284	41%	6
B5074 Swanlow Lane (south)	546	95%	10	532	97%	10	488	97%	10	557	95%	10	558	96%	10
Townfields Drive	131	25%	3	141	26%	3	157	30%	4	119	22%	3	119	22%	3
B5074 Swanlow Lane (north)	416	49%	8	422	49%	9	454	53%	9	403	47%	8	403	47%	8
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Townfields Road	428	54%	9	403	51%	8	520	76%	11	392	49%	8	389	49%	8
B5074 Swanlow Lane (south)	407	97%	9	423	99%	9	360	99%	8	427	96%	9	440	98%	9
Townfields Drive	120	29%	2	148	33%	3	121	29%	2	135	32%	3	144	34%	3
B5074 Swanlow Lane (north)	451	66%	10	429	61%	9	498	79%	11	432	62%	9	426	61%	9

12.2.47 The conclusions drawn in paragraph 11.2.42 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM and PM peak hours the junction operates close to capacity in both the future baseline and with the AP2 revised scheme.

In the utilities scenario and scenario 1, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the B5074 Swanlow Lane (south) approach from 95% in the future baseline to 97% in the AM peak hour, with no change in corresponding queue length.

In the utilities scenario, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the B5074 Swanlow Lane (south) approach from 97% in the future baseline to 99%, with no change in corresponding queue length."

A530 Nantwich Road/Brynlow Drive

12.2.48 Table 14-16 in the SES1 and AP1 ES TA replaced Table 14-16 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-16 below replaces Table 14-16 in the SES1 and AP1 ES TA.

Table 14-16: A530 Nantwich Road/Brynlow Drive junction 2031 future baseline and with the AP2 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	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A530 Nantwich Road (north)	393	20%	0	281	14%	0	597	31%	0	614	32%	0	642	33%	0
Brynlow Drive	288	46%	1	307	45%	0	320	70%	2	328	82%	3	319	83%	3
A530 Nantwich Road (south)	500	63%	0	604	61%	0	498	94%	2	561	102%	2	550	102%	2
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A530 Nantwich Road (north)	459	24%	0	285	15%	0	432	22%	0	312	16%	0	298	16%	0
Brynlow Drive	170	28%	0	230	34%	0	322	58%	1	299	47%	0	292	45%	0
A530 Nantwich Road (south)	624	57%	0	747	91%	1	861	72%	0	879	104%	2	879	104%	2

12.2.49 The conclusions drawn in paragraph 11.2.44 of the SES1 and AP1 ES 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 AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and over capacity with the AP2 revised scheme.

In scenarios 2 and 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A530 Nantwich Road (south) approach from 63% in the future baseline to 102% in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to two PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A530 Nantwich Road (south) approach from 57% in the future baseline to 104%, with a corresponding change in queue length from no queue in the future baseline to two PCU."

Clive Lane/Clive Green Lane

12.2.50 Table 14-17 in the SES1 and AP1 ES TA replaced Table 14-17 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-17 below replaces Table 14-17 in the SES1 and AP1 ES TA.

Table 14-17: Clive Lane/Clive Green Lane junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Clive Lane	206	11%	0	336	17%	0	682	35%	0	672	34%	0
Clive Green Lane	448	23%	0	354	18%	0	494	25%	0	506	26%	0
Clive Back Lane*	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Clive Lane	168	9%	0	3	0%	0	527	27%	0	531	27%	0
Clive Green Lane	427	22%	0	666	34%	0	747	38%	0	683	35%	0
Clive Back Lane*	-	-	-	-	-	-	-	-	-	-	-	-

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

12.2.51 The conclusions drawn in paragraph 11.2.46 of the SES1 and AP1 ES 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 AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction."

Clive Lane/Rilshaw Lane

12.2.52 Table 14-18 in the SES1 and AP1 ES TA replaced Table 14-18 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-18 below replaces Table 14-18 in the SES1 and AP1 ES TA.

Table 14-18: Clive Lane/Rilshaw Lane junction 2031 future baseline and with the AP2 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	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Clive Lane (north)	253	28%	0	500	41%	0	436	38%	0	691	49%	0	680	49%	0
Rilshaw Lane*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Clive Lane (south)	448	23%	0	578	104%	0	354	18%	0	494	26%	0	506	26%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Clive Lane (north)	278	35%	0	639	55%	0	130	37%	0	581	62%	0	585	60%	0
Rilshaw Lane*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Clive Lane (south)	434	23%	0	523	106%	0	673	35%	0	753	39%	0	690	35%	0

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

12.2.53 The conclusions drawn in paragraph 11.2.48 of the SES1 and AP1 ES 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 AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and over capacity with the AP2 revised scheme.

In the utilities scenario, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Clive Lane (south) approach from 23% in the future baseline to 104% in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Clive Lane (south) approach from 23% in the future baseline to 106%, with no corresponding change in queue length."

A54 Middlewich Road/Clive Lane/Road One

12.2.54 Table 14-19 in the SES1 and AP1 ES TA replaced Table 14-19 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-19 below replaces Table 14-19 in the SES1 and AP1 ES TA.

Table 14-19: A54 Middlewich Road/Clive Lane/Road One junction 2031 future baseline and with the AP2 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	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Road One	288	42%	4	379	56%	6	450	58%	8	332	49%	6	338	47%	6
A54 Middlewich Road (east)	514	69%	5	376	47%	4	520	82%	6	602	65%	7	600	66%	7
Clive Lane	523	89%	8	557	104%	8	527	80%	9	547	96%	10	559	91%	10
A54 Middlewich Road (west)	856	90%	10	780	102%	9	899	85%	10	843	101%	9	829	102%	9
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Road One	540	90%	9	574	97%	9	582	64%	9	644	60%	8	638	61%	9
A54 Middlewich Road (east)	534	44%	5	367	30%	3	557	56%	8	352	43%	5	357	42%	5
Clive Lane	472	103%	8	482	104%	8	763	102%	11	865	97%	12	842	97%	12
A54 Middlewich Road (west)	589	75%	8	589	89%	8	533	54%	7	552	83%	8	563	83%	8

12.2.55 The conclusions drawn in paragraphs 11.2.50 of the SES1 and AP1 ES 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 AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

In the utilities scenario, the change in traffic due to construction of the AP2 revised scheme in the AM peak hour will increase the VoC on the Clive Lane approach from 89% in the future baseline to 104%, with no change in corresponding queue length. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A54 Middlewich Road (west) approach from 75% in the future baseline to 89%, with no change in corresponding queue length."

A530 Nantwich Road/St Ann's Road

12.2.56 Table 14-20 in the SES1 and AP1 ES TA replaced Table 14-20 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-20 below replaces Table 14-20 in the SES1 and AP1 ES TA.

Table 14-20: A530 Nantwich Road/St Ann's Road junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A530 Nantwich Road (east)	591	31%	0	896	48%	0	749	39%	0	774	41%	0
St Ann's Road	217	78%	1	226	100%	5	191	77%	1	192	78%	1
A530 Nantwich Road (west)	432	33%	0	368	35%	0	381	33%	0	377	32%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A530 Nantwich Road (east)	892	48%	0	969	52%	0	598	32%	0	590	32%	0
St Ann's Road	192	96%	4	151	98%	4	125	47%	0	114	42%	0
A530 Nantwich Road (west)	584	41%	0	823	58%	0	584	37%	0	584	37%	0

12.2.57 The conclusions drawn in paragraph 11.2.52 of the SES1 and AP1 ES TA are replaced by:

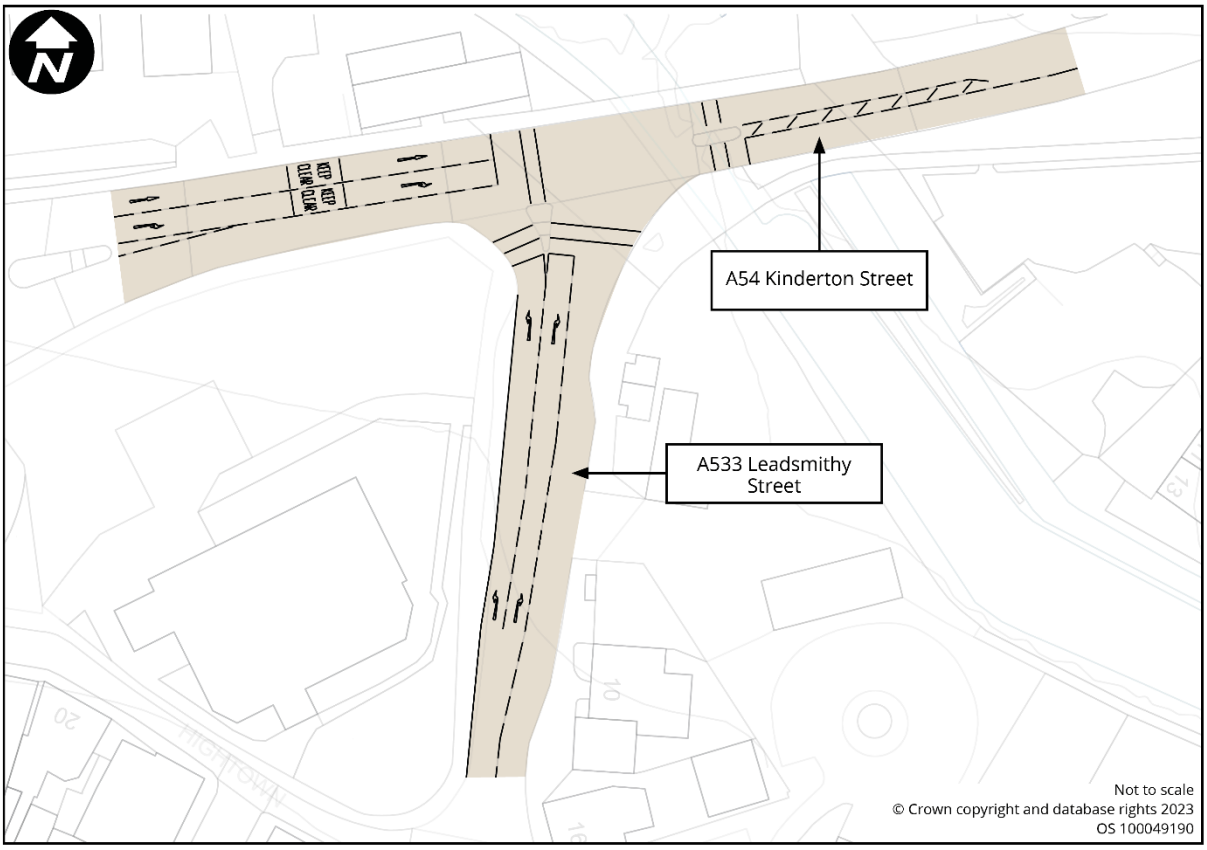
"The assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and over capacity with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme.

In scenario 1, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the St Ann's Road approach from 78% in the future baseline to 100% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to five PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the St Ann's Road approach from 96% in the future baseline to 98%, with no corresponding change in queue length."

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

12.2.58 The A54 Kinderton Street/A54 St Michael's Way/A533 Leadsmithy Street junction will be temporarily modified as a result of the AP2 revised scheme to mitigate impacts at this location. The modifications comprise extending the existing left turn flare along A533 Leadsmithy Street. Figure 14-9 shows the junction layout introduced as part of the AP2 revised scheme.

Figure 14-9: Junction layout diagram (A54 Kinderton Street/A54 St Michael's Way/A533 Leadsmithy Street)



12.2.59 Table 14-21 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme based on the existing layout.

12.2.60 Table 14-21.1 summarises the performance of the junction as a result of the AP2 revised scheme with the proposed temporary junction layout introduced.

12.2.61 Table 14-21 in the SES1 and AP1 ES TA replaced Table 14-21 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-21 and Table 14-21.1 below replace Table 14-21 in the SES1 and AP1 ES TA.

Table 14-21: A54 Kinderton Street/A54 St Michael's Way/A533 Leadsmithy Street junction 2031 future baseline and with the AP2 revised scheme (existing layout) 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1 (existing layout)**			**AP2 revised scheme scenario 2 (existing layout)**			**AP2 revised scheme scenario 3 (existing layout)**		
A54 Kinderton Street	604	84%	13	675	94%	14	709	98%	15	693	96%	14
A533 Leadsmithy Street	721	79%	18	722	79%	18	671	73%	17	672	73%	17
A54 St Michael's Way	1,034	66%	13	948	61%	12	1,093	70%	14	1,068	68%	13
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1 (existing layout)**			**AP2 revised scheme scenario 2 (existing layout)**			**AP2 revised scheme scenario 3 (existing layout)**		
A54 Kinderton Street	749	105%	15	746	105%	15	751	105%	15	750	105%	15
A533 Leadsmithy Street	531	67%	14	676	85%	17	475	59%	12	479	60%	12
A54 St Michael's Way	847	50%	10	913	54%	10	1,000	59%	11	992	59%	11

Table 14-21.1: A54 Kinderton Street/A54 St Michael's Way/A533 Leadsmithy Street junction 2031 future baseline and with the AP2 revised scheme (proposed layout) 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1 (proposed layout)**			**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**		
A54 Kinderton Street	604	84%	13	697	94%	14	773	94%	15	722	94%	14
A533 Leadsmithy Street	721	79%	18	817	58%	15	701	55%	14	732	53%	13
A54 St Michael's Way	1,034	66%	13	791	72%	13	917	80%	14	899	81%	14
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1 (proposed layout)**			**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**		
A54 Kinderton Street	749	105%	15	1,039	103%	15	830	104%	15	813	104%	15
A533 Leadsmithy Street	531	67%	14	521	63%	12	481	45%	9	495	44%	9
A54 St Michael's Way	847	50%	10	743	49%	8	964	58%	10	932	57%	11

12.2.62 The conclusions drawn in paragraph 11.2.54 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that, based on the existing layout, in the AM peak hour the junction operates within capacity in the future baseline and close to capacity with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

With the proposed layout, the assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and close to capacity with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

In scenarios 1, 2 and 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A54 Kinderton Street approach from 84% in the future baseline to 94% in the AM peak hour, with a corresponding change in queue length from 13 PCU in the future baseline to 15 PCU.

In scenario 1, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the A54 Kinderton Street approach from 105% in the future baseline to 103%, with no change in corresponding queue length."

A54 St Michael's Way/Wheelock Street

12.2.63 Table 14-22 in the SES1 and AP1 ES TA replaced Table 14-22 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-22 below replaces Table 14-22 in the SES1 and AP1 ES TA.

Table 14-22: A54 St Michael's Way/Wheelock Street junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A54 St Michael's Way (north)	704	36%	0	642	100%	0	778	40%	0	760	39%	0
Wheelock Street	73	24%	0	73	68%	1	73	27%	0	73	26%	0
A54 St Michael's Way (south)*	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A54 St Michael's Way (north)	762	39%	0	697	100%	0	844	43%	0	828	42%	0
Wheelock Street	72	26%	0	72	66%	1	72	29%	0	72	28%	0
A54 St Michael's Way (south)*	-	-	-	-	-	-	-	-	-	-	-	-

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

12.2.64 The conclusions drawn in paragraph 11.2.56 of the SES1 and AP1 ES TA is 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 AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and over capacity with the AP2 revised scheme.

In scenario 1 the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A54 St Michael's Way (north) approach from 36% in the future baseline to 100% in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A54 St Michael's Way (north) approach from 39% in the future baseline to 100%, with no change in corresponding queue length."

A54 Chester Road/A530 Newton Bank

12.2.65 Table 14-23 in the SES1 and AP1 ES TA replaced Table 14-23 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-23 below replaces Table 14-23 in the SES1 and AP1 ES TA.

Table 14-23: A54 Chester Road/A530 Newton Bank junction 2031 future baseline and with the AP2 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	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A54 Chester Road (west)	1,267	65%	0	677	35%	0	1,493	77%	0	1,281	66%	0	1,287	66%	0
A530 Newton Bank	1,222	58%	5	973	107%	5	1,211	60%	4	1,173	56%	4	1,147	55%	3
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A54 Chester Road (west)	1,218	62%	0	709	36%	0	1,296	66%	0	1,000	51%	0	957	49%	0
A530 Newton Bank	1,241	59%	3	894	99%	2	1,482	71%	5	1,244	57%	2	1,220	55%	2

12.2.66 The conclusions drawn in paragraphs 14.3.75 to 14.3.77 of the SES1 and AP1 ES 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 AP2 revised scheme. In the PM peak hour, the junction operates within capacity in the future baseline and close to capacity with the AP2 revised scheme.

In the utilities scenario, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A530 Newton Bank approach from 58% in the future baseline to 107%, with no change in corresponding queue length. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A530 Newton Bank approach from 59% in the future baseline to 99%, with a corresponding change in queue length from three PCU in the future baseline to two PCU."

A54 Chester Road/A530 Croxton Lane

12.2.67 The A54 Chester Road/A530 Croxton Lane junction will be modified as a result of a design change introduced in the AP1 revised scheme. Details of the changes are presented in Section 11.2 of the SES1 and AP1 ES TA.

12.2.68 The proposed layout will be constructed during the utilities scenario. During this period, temporary traffic management will be in place during construction of the proposed layout.

12.2.69 Table 14-24 and Table 14-24.1 in the SES1 and AP1 ES TA replaced Table 14-24 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-24 and Table 14-24.1 below replaces Table 14-24 and Table 14-24.1 in the SES1 and AP1 ES TA.

Table 14-24: A54 Chester Road/A530 Croxton Lane junction 2031 future baseline and with the AP2 revised scheme (existing layout) 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	**2031 future baseline**			**AP2 revised scheme utilities scenario (existing layout)**			**AP2 revised scheme scenario 1 (existing layout)**			**AP2 revised scheme scenario 2 (existing layout)**			**AP2 revised scheme scenario 3 (existing layout)**		
A54 Chester Road (north)	862	89%	1	664	74%	0	929	104%	4	864	96%	1	859	96%	1
A530 Croxton Lane	500	65%	0	260	44%	0	564	74%	1	547	71%	1	573	74%	1
A54 Chester Road (south)	1,016	99%	1	863	85%	0	1,034	101%	2	951	92%	0	929	90%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario (existing layout)**			**AP2 revised scheme scenario 1 (existing layout)**			**AP2 revised scheme scenario 2 (existing layout)**			**AP2 revised scheme scenario 3 (existing layout)**		
A54 Chester Road (north)	895	95%	1	689	77%	0	895	100%	4	852	95%	1	806	90%	1
A530 Croxton Lane	393	52%	0	331	57%	1	292	39%	0	266	34%	0	268	34%	0
A54 Chester Road (south)	1,038	100%	2	788	77%	0	1,037	100%	2	842	81%	0	856	83%	0

Table 14-24.1: A54 Chester Road/A530 Croxton Lane junction 2031 future baseline and with the AP2 revised scheme (proposed layout) 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	**2031 future baseline**			**AP2 revised scheme utilities scenario (including temporary traffic management)**			**AP2 revised scheme scenario 1 (proposed layout)**			**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**		
A54 Chester Road (north)	862	89%	1	544	101%	12	892	100%	16	776	87%	13	756	84%	12
A530 Croxton Lane	500	65%	0	260	93%	6	616	81%	12	522	78%	11	546	81%	11
A54 Chester Road (south)	1,016	99%	1	518	101%	11	1,080	49%	4	984	46%	4	962	45%	3
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario (including temporary traffic management)**			**AP2 revised scheme scenario 1 (proposed layout)**			**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**		
A54 Chester Road (north)	895	95%	1	530	99%	11	895	100%	15	831	93%	10	829	92%	9
A530 Croxton Lane	393	52%	0	249	91%	6	408	57%	8	307	68%	8	272	69%	7
A54 Chester Road (south)	1,038	100%	2	517	101%	11	1,286	85%	16	992	58%	10	964	57%	10

12.2.70 The conclusions drawn in paragraph 11.2.62 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that, based on the existing layout, in the AM peak hour the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

With the proposed layout, the assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

In the utilities scenario, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A530 Croxton Lane approach from 65% in the future baseline to 93% in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to six PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A530 Croxton Lane approach from 52% in the future baseline to 91%, with a corresponding change in queue length from no queue in the future baseline to six PCU."

A54 Holmes Chapel Road/B5309 Centurion Way/Pochin Way

12.2.71 Table 14-25 in the SES1 and AP1 ES TA replaced Table 14-25 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-25 below replaces Table 14-25 in the SES1 and AP1 ES TA.

Table 14-25: A54 Holmes Chapel Road/B5309 Centurion Way/Pochin Way junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
B5309 Centurion Way	821	98%	7	735	93%	5	772	96%	6	757	94%	5
A54 Holmes Chapel Road (east)	1,090	90%	3	1,226	93%	4	1,224	96%	5	1,218	96%	5
Pochin Way	580	44%	0	599	50%	0	550	48%	0	519	44%	0
A54 Holmes Chapel Road (west)	1,143	60%	1	1,169	61%	1	1,205	59%	1	1,228	58%	1
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
B5309 Centurion Way	506	43%	0	619	54%	1	598	55%	1	577	55%	1
A54 Holmes Chapel Road (east)	805	53%	0	891	60%	1	834	57%	1	800	55%	1
Pochin Way	950	67%	1	1,023	83%	2	961	69%	1	994	69%	1
A54 Holmes Chapel Road (west)	808	49%	1	859	59%	1	942	61%	1	929	61%	1

12.2.72 The conclusions drawn in paragraph 11.2.64 of the SES1 and AP1 ES 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 AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and within capacity with the AP2 revised scheme.

In scenario 2 and 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A54 Holmes Chapel Road (east) approach from 90% in the future baseline to 96% in the AM peak hour, with a corresponding change in queue length from three PCU in the future baseline to five PCU.

In the PM peak hour, the change in traffic due to construction of the AP2 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 Stanthorne area

12.2.73 There are a number of temporary and permanent changes to the local road network in the Stanthorne area as part of the original scheme. Details of the permanent changes are presented in Section 14.5 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.

A54 Middlewich Road realignment/A533 Northwich Road diversion

12.2.74 Table 14-26 in the SES1 and AP1 ES TA replaced Table 14-26 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-26 below replaces Table 14-26 in the SES1 and AP1 ES TA.

Table 14-26: A54 Middlewich Road realignment/A533 Northwich Road diversion junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A533 Northwich Road diversion	646	0.51	1	633	0.50	1
A54 Middlewich Road realignment (east)	925	0.47	1	913	0.46	1
A54 Middlewich Road realignment (south)	313	0.27	0	314	0.26	0
17:00–18:00	**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A533 Northwich Road diversion	533	0.43	1	549	0.44	1
A54 Middlewich Road realignment (east)	801	0.40	1	812	0.40	1
A54 Middlewich Road realignment (south)	403	0.35	1	389	0.34	1

12.2.75 The conclusions drawn in paragraph 11.2.67 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM and PM peak hours the junction operates well within capacity with the AP2 revised scheme."

A54 Middlewich Road realignment/Birch Lane diversion/Bell Lane realignment

12.2.76 Table 14-27 in the SES1 and AP1 ES TA replaced Table 14-27 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-27 below replaces Table 14-27 in the SES1 and AP1 ES TA.

Table 14-27: A54 Middlewich Road realignment/Birch Lane diversion/Bell Lane realignment junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**		
Birch Lane diversion (ahead, left and right)	216	0.15	0	182	0.09	0
A54 Middlewich Road (east) (ahead, left and right)	784	0.43	1	747	0.37	1
Bell Lane realignment (ahead, left and right)	63	0.36	1	34	0.43	1
A54 Middlewich Road (west) (ahead, left and right)	758	0.13	0	770	0.07	0
17:00–18:00	**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**		
Birch Lane diversion (ahead, left and right)	191	0.1	0	209	0.06	0
A54 Middlewich Road (east) (ahead, left and right)	650	0.37	1	621	0.40	1
Bell Lane realignment (ahead, left and right)	116	0.25	0	74	0.26	0
A54 Middlewich Road (west) (ahead, left and right)	772	0.31	0	787	0.20	0

12.2.77 The conclusions drawn in paragraph 11.2.69 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM and PM peak hours the junction operates well within capacity with the AP2 revised scheme."

A54 Chester Road/A54 Middlewich Road/A533 Northwich Road

12.2.78 Table 14-28 in the SES1 and AP1 replaced Table 14-28 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-28 below replaces Table 14-28 in the SES1 and AP1 ES TA.

Table 14-28: A54 Chester Road/A54 Middlewich Road/A533 Northwich Road junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A54 Middlewich Road (ahead and left)	529	-	-	610	-	-	655	-	-	597	-	-
A533 Northwich Road (left)	316	0.65	2	295	0.63	2	5	0.01	0	5	0.01	0
A533 Northwich Road (right)	1	0.01	0	1	0.01	0	5	0.02	0	5	0.02	0
A54 Chester Road (ahead and right)	818	0.97	20	887	0.97	22	926	0.03	0	889	0.02	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A54 Middlewich Road (ahead and left)	499	-	-	680	-	-	707	-	-	680	-	-
A533 Northwich Road (left)	359	0.73	3	227	0.50	1	5	0.01	0	5	0.01	0
A533 Northwich Road (right)	1	0.01	0	0	0.00	0	5	0.02	0	5	0.02	0
A54 Chester Road (ahead and right)	744	0.86	8	747	0.80	6	775	0.02	0	789	0.02	0

12.2.79 The conclusions drawn in paragraph 11.2.71 of the SES1 and AP1 ES 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 AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in the future baseline and within capacity with the AP2 revised scheme.

In scenario 3, the change in traffic due to construction of the AP2 revised scheme will decrease the RFC on the A54 Chester Road (ahead and right) approach from 0.97 in the future baseline to 0.02 in the AM peak hour, with a corresponding change in queue length from 20 PCU in the future baseline to no queue.

In scenario 2 and 3, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the RFC on the A54 Chester Road (ahead and right) approach from 0.86 in the future baseline to 0.02, with a corresponding change in queue length from eight PCU in the future baseline to no queue."

A54 Chester Road/A544 St Michael's Way/A530A530 Nantwich Road

12.2.80 Table 14-29 in the SES1 and AP1 ES TA replaced Table 14-29 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-29 below replaces Table 14-29 in the SES1 and AP1 ES TA.

Table 14-29: A54 Chester Road/A54 St Michael's Way/A530 Nantwich Road junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A54 Chester Road	469	24%	0	864	44%	0	601	31%	0	625	32%	0
A544 St Michael's Way	777	84%	1	715	100%	7	851	100%	6	834	99%	5
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A54 Chester Road	574	29%	0	763	39%	0	288	15%	0	279	14%	0
A544 St Michael's Way	834	96%	3	768	100%	6	915	91%	1	900	89%	1

12.2.81 The conclusions drawn in paragraph 11.2.73 of the SES1 and AP1 ES 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 AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme.

In scenario 1, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A54 St Michael's Way approach from 84% in the future baseline to 100% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to seven PCU. In the PM peak hour, the change in traffic due to construction of the AP22 revised scheme will increase the VoC on the A54 St Michael's Way approach from 96% in the future baseline to 100%, with a corresponding change in queue length from three PCU in the future baseline to six PCU."

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

12.2.82 Table 14-30 in the SES1 and AP1 ES TA replaced Table 14-30 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-30 below replaces Table 14-30 in the SES1 and AP1 ES TA.

Table 14-30: A5018 Wharton Road/A5018 Wharton Park Road/B5355 Wharton Road/Collingtree Avenue junction 2031 future baseline and with AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A5018 Wharton Road	715	69%	0	713	69%	0	630	61%	0	628	61%	0
B5355 Wharton Road	303	28%	0	305	28%	0	335	29%	0	338	29%	0
A5018 Wharton Park Road	900	67%	0	921	68%	0	895	67%	0	899	68%	0
Collingtree Avenue	158	22%	0	158	23%	0	159	23%	0	159	23%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A5018 Wharton Road	1,147	111%	4	1,148	111%	4	1,119	108%	4	1,120	109%	4
B5355 Wharton Road	250	27%	0	274	30%	0	234	25%	0	232	25%	0
A5018 Wharton Park Road	623	46%	0	576	43%	0	593	44%	0	625	46%	0
Collingtree Avenue	72	7%	0	72	7%	0	72	7%	0	72	7%	0

12.2.83 The conclusions drawn in paragraph 11.2.75 of the SES1 and AP1 ES 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 AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 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 AP2 revised scheme in the PM peak hour will decrease the VoC on the A5018 Wharton Road approach from 111% in the future baseline to 108%, with no change in corresponding queue length."

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

12.2.84 Table 14-31 in the SES1 and AP1 ES TA replaced Table 14-31 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-31 below replaces Table 14-31 in the SES1 and AP1 ES TA.

Table 14-31: A533 Bostock Road/A5018 Bostock Road/A533 Davenham Road/Road One junction 2031 future baseline and with the AP2 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	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A533 Bostock Road	366	21%	0	464	26%	0	518	29%	0	326	18%	0	346	19%	0
Road One	305	15%	0	328	17%	0	338	17%	0	288	14%	0	291	14%	0
A5018 Bostock Road	1,173	102%	4	1,208	106%	4	1,182	103%	4	1,195	104%	4	1,202	104%	4
A533 Davenham Bypass	793	101%	7	753	101%	7	788	102%	7	777	102%	7	765	102%	7
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A533 Bostock Road	194	10%	0	218	12%	0	248	13%	0	241	13%	0	238	13%	0
Road One	822	42%	0	900	45%	0	1,007	52%	0	881	46%	0	879	46%	0
A5018 Bostock Road	795	73%	0	903	84%	1	740	73%	0	767	74%	0	795	76%	0
A533 Davenham Bypass	809	84%	1	828	93%	2	835	85%	1	830	85%	1	832	85%	1

12.2.85 The conclusions drawn in paragraph 11.2.77 of the SES1 and AP1 ES 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 AP2 revised scheme. In the PM peak hour, the junction operates within capacity in the future baseline and close to capacity with the AP2 revised scheme.

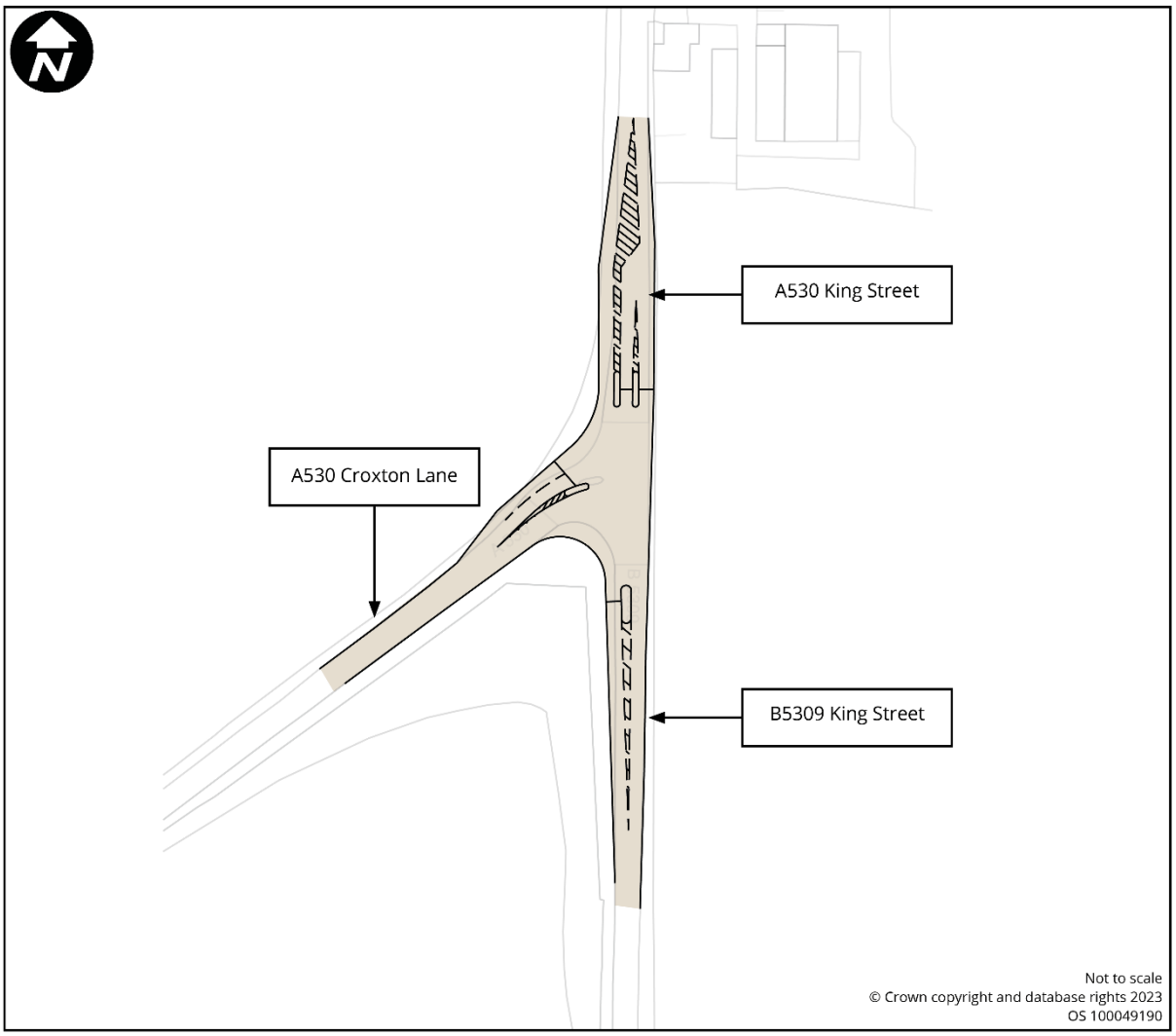
In the utilities scenario, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A5018 Bostock Road approach from 102% in the future baseline to 106% in the AM peak hour, with no change in corresponding queue length.

In the PM Peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A533 Davenham Bypass approach from 84% in the future baseline to 93%, with a corresponding change in queue length from one PCU in the future baseline to two PCU".

A530 King Street/A530 Croxton Lane/B5309 King Street

12.2.86 The A530 King Street/A530 Croxton Lane/B5309 King Street junction will be temporarily modified as a result of the AP2 revised scheme to mitigate impacts at this location. The temporary modifications comprise the signalisation of the junction and the introduction of dedicated turning lanes on both the A530 King Street and A530 Croxton Lane. The carriageway will be widened to enable the formation of a right turn lane on the A530 King Street and a left turn lane on the A530 Croxton Lane. Figure 14-10 shows the junction layout introduced as part of the AP2 revised scheme.

Figure 14-10: Junction layout diagram (A530 King Street/A530 Croxton Lane/B5309 King Street)



12.2.87 Table 14-32 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme based on the existing junction layout. Table 14-32.1 summarises the performance of the junction as a result of the AP2 revised scheme with the proposed temporary junction layout introduced.

12.2.88 The proposed layout will be constructed during the utilities scenario. During this period, temporary traffic management will be in place during construction of the proposed layout.

12.2.89 Table 14-32 in the SES1 and AP1 ES TA replaced Table 14-32 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-32 and Table 14-32.1 below replace Table 14-32 in the SES1 and AP1ES TA.

Table 14-32: A530 King Street/A530 Croxton Lane/B5309 King Street junction 2031 future baseline and with the AP2 revised scheme (existing layout) 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	**2031 future baseline**			**AP2 revised scheme utilities scenario (existing layout)**			**AP2 revised scheme scenario 1 (existing layout)**			**AP2 revised scheme scenario 2 (existing layout)**			**AP2 revised scheme scenario 3 (existing layout)**		
A530 King Street	891	87%	1	552	47%	0	570	117%	4	603	110%	4	566	110%	4
B5309 King Street	595	45%	0	685	52%	0	693	52%	0	666	50%	0	636	48%	0
A530 Croxton Lane	285	40%	0	204	28%	0	263	48%	1	261	47%	1	247	43%	1
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario (existing layout)**			**AP2 revised scheme scenario 1 (existing layout)**			**AP2 revised scheme scenario 2 (existing layout)**			**AP2 revised scheme scenario 3 (existing layout)**		
A530 King Street	652	104%	3	602	94%	2	486	115%	3	529	105%	2	517	105%	3
B5309 King Street	899	68%	0	958	72%	0	971	73%	0	959	72%	0	957	72%	0
A530 Croxton Lane	321	63%	2	163	30%	0	290	110%	5	270	103%	5	275	105%	5

Table 14-32.1: A530 King Street/A530 Croxton Lane/B5309 King Street junction 2031 future baseline and with the AP2 revised scheme (proposed layout) 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	**2031 future baseline**			**AP2 revised scheme utilities scenario (including temporary traffic management)**			**AP2 revised scheme scenario 1 (proposed layout)**			**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**		
A530 King Street	891	87%	1	584	99%	12	887	106%	16	860	103%	16	860	103%	16
B5309 King Street	595	45%	0	590	100%	12	714	78%	13	649	70%	11	632	69%	11
A530 Croxton Lane	285	40%	0	118	78%%	3	233	32%	5	222	31%	5	223	31%	5
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario (including temporary traffic management)**			**AP2 revised scheme scenario 1 (proposed layout)**			**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**		
A530 King Street	652	104%	3	586	101%%	12	876	98%	16	756	86%	15	697	84%	15
B5309 King Street	899	68%	0	621	106%	12	726	85%	14	754	79%	13	771	75%	12
A530 Croxton Lane	321	63%	2	109	72%%	3	543	69%	10	468	67%	10	462	74%	10

12.2.90 The conclusions drawn in paragraph 11.2.79 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that, based on the existing layout, in the AM peak hour the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

With the proposed layout, the assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in the future baseline and close to capacity with the AP2 revised scheme.

In the utilities scenario, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the B5309 King Street approach from 45% in the future baseline to 100% in the AM peak hour, with a corresponding change in queue length from no PCU in the future baseline to 12 PCU. In the PM Peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the B5309 King Street approach from 68% in the future baseline to 106%, with a corresponding change in queue length from no queue in the future baseline to 12 PCU."

A533 Davenham Bypass/Jack Lane

12.2.91 Table 14-32.2 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Table 14-32.2: A533 Davenham Bypass/Jack Lane junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A533 Davenham Bypass (north)	903	41%	0	1,047	47%	0	1,031	47%	0	1,005	45%	0
A533 Davenham Bypass (south)	1,234	62%	0	1,225	62%	0	1,229	62%	0	1,246	63%	0
Jack Lane	67	56%	1	88	84%	2	82	78%	2	79	75%	1
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A533 Davenham Bypass (north)	1,268	56%	0	1,299	59%	0	1,299	59%	0	1,307	60%	0
A533 Davenham Bypass (south)	1,244	63%	0	1,438	73%	0	1,428	72%	0	1,493	75%	0
Jack Lane	46	60%	1	35	63%	1	36	63%	1	28	57%	1

12.2.92 The assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and within capacity with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and within capacity with the AP2 revised scheme.

12.2.93 The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction.

London Road/Jack Lane

12.2.94 Table 14-34 in the SES1 and AP1 ES TA replaced Table 14-34 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-34 below replaces Table 14-34 in the SES1 and AP1 ES TA.

Table 14-34: London Road/Jack Lane junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
London Road (north)	281	20%	0	286	20%	0	285	20%	0	282	20%	0
London Road (south)	676	34%	0	662	34%	0	668	34%	0	692	35%	0
Jack Lane	356	72%	1	361	73%	1	363	73%	1	362	74%	1
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
London Road (north)	380	37%	0	397	39%	0	406	40%	0	407	41%	0
London Road (south)	471	25%	0	587	31%	0	585	30%	0	633	33%	0
Jack Lane	129	21%	0	140	27%	0	140	27%	0	147	31%	0

12.2.95 The conclusions drawn in paragraph 11.2.83 of the SES1 and AP1 ES 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 with the AP2 revised scheme.

The change in traffic due to construction of AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction."

London Road/Church Street

12.2.96 Table 14-35 in the SES1 and AP1 ES TA replaced Table 14-35 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-35 below replaces Table 14-35 in the SES1 and AP1 ES TA.

Table 14-35: London Road/Church Street junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
London Road (north)	522	29%	0	448	25%	0	484	27%	0	450	25%	0
Church Street	48	17%	0	67	24%	0	73	27%	0	47	17%	0
London Road (south)	971	68%	0	970	67%	0	975	68%	0	987	68%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
London Road (north)	323	16%	0	308	16%	0	311	16%	0	307	15%	0
Church Street	429	107%	5	477	119%	5	459	114%	5	445	112%	5
London Road (south)	359	19%	0	425	22%	0	424	22%	0	459	24%	0

12.2.97 The conclusions drawn in paragraph 11.2.85 of the SES1 and AP1 ES 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 AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

In scenario 1, the change in traffic due to the construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Church Street approach from 107% in the future baseline to 119%, with no change in corresponding queue length."

Shurlach Lane/Davenham Road/Shipbrook Road/Manor Lane

12.2.98 Table 14-36 in the SES1 and AP1 ES TA replaced Table 14-36 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-36 below replaces Table 14-36 in the SES1 and AP1 ES TA.

Table 14-36: Shurlach Lane/Davenham Road/Shipbrook Road/Manor Lane junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Shurlach Lane	103	15%	0	98	13%	0	99	14%	0	100	13%	0
Davenham Road	318	54%	0	525	69%	0	530	72%	0	373	45%	0
Manor Lane*	-	-	-	-	-	-	-	-	-	-		-
Shipbrook Road	558	31%	0	487	28%	0	523	29%	0	489	28%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Shurlach Lane	665	105%	2	652	104%	2	652	103%	2	654	104%	2
Davenham Road	102	12%	0	144	12%	0	126	12%	0	115	12%	0
Manor Lane*	-	-	-	-	-	-	-	-	-	-		-
Shipbrook Road	35	2%	0	25	1%	0	25	1%	0	24	1%	0

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

12.2.99 The conclusions drawn in paragraphs 11.2.87 of the SES1 and AP1 ES 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 AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction."

A556 Shurlach Road/A533 Davenham Bypass junction

12.2.100 Table 14-37 in the SES1 and AP1 ES TA replaced Table 14-37 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-37 below replaces Table 14-37 in the SES1 and AP1 ES TA.

Table 14-37: A556 Shurlach Road/A533 Davenham Bypass junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A556 Shurlach Road (off-slip)	272	28%	0	361	38%	0	358	38%	0	344	36%	0
A533 Davenham Bypass (south)	567	47%	0	565	47%	0	565	47%	0	569	47%	0
A533 Davenham Bypass (west)	444	37%	0	486	41%	0	477	40%	0	477	40%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A556 Shurlach Road (off-slip)	852	94%	2	816	89%	1	807	87%	1	787	85%	1
A533 Davenham Bypass (south)	854	79%	0	930	83%	0	931	83%	0	957	85%	0
A533 Davenham Bypass (west)	546	46%	0	522	44%	0	521	43%	0	523	44%	0

12.2.101 The conclusions drawn in paragraph 11.2.89 of the SES1 and AP1 ES 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 AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

In scenario 3, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A533 Davenham Bypass (south) approach from 79% in the future baseline to 85%, with no change in corresponding queue length."

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

12.2.102 Table 14-38 in the SES1 and AP1 ES TA replaced Table 14-38 in the main TA and summarised the results of the change in performance of the junction as a result of the AP1 revised scheme. Table 14-38 below replaces Table 14-38 in the SES1 and AP1 ES TA.

Table 14-38: A556 Shurlach Road/A556 Chester Road/A533 London Road/London Road junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A533 London Road	662	100%	8	662	100%	8	659	100%	8	659	100%	8
A556 Shurlach Road	599	34%	0	545	29%	0	540	29%	0	576	31%	0
London Road (south)	1,120	70%	1	1,136	66%	1	1,146	67%	1	1,135	68%	1
A556 Chester Road	1,546	107%	11	1,579	109%	11	1,575	109%	11	1,565	109%	11
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A533 London Road	684	64%	1	682	68%	1	688	68%	1	676	68%	1
A556 Shurlach Road	1,723	101%	11	1,741	102%	11	1,722	101%	11	1,748	102%	11
London Road (south)	588	99%	8	594	102%	9	595	101%	9	590	102%	9
A556 Chester Road	1,228	72%	1	1,252	78%	1	1,236	77%	1	1,283	80%	2

12.2.103 The conclusions drawn in paragraph 11.2.91 of the SES1 and AP1 ES 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 AP2 revised scheme.

In scenarios 1, 2 and 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Chester Road approach from 107% in the future baseline to 109% in the AM peak hour, with no change in corresponding queue length.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths."

A530 King Street/Davenham Road/Crowders Lane

12.2.104 Table 14-39 in the SES1 and AP1 ES TA replaced Table 14-39 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-39 below replaces Table 14-39 in the SES1 and AP1 ES TA.

Table 14-39: A530 King Street/Davenham Road/Crowders Lane junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A530 King Street (north)	744	38%	0	1,174	68%	0	1,122	69%	0	850	57%	0
Crowders Lane	131	39%	0	216	93%	4	230	94%	4	88	30%	0
A530 King Street (south)	1,004	52%	0	1,066	57%	0	1,063	56%	0	1,008	53%	0
Davenham Road	235	79%	2	178	88%	3	192	88%	3	133	59%	1
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A530 King Street (north)	834	42%	0	744	38%	0	736	38%	0	715	37%	0
Crowders Lane	93	26%	0	86	22%	0	92	23%	0	97	24%	0
A530 King Street (south)	859	53%	0	921	65%	0	812	55%	0	711	46%	0
Davenham Road	241	105%	6	266	116%	6	292	109%	6	318	106%	6

12.2.105 The conclusions drawn in paragraph 11.2.93 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and close to capacity with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

In scenario 2, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Crowders Lane approach from 39% in the future baseline to 94% in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to four PCU.

In scenario 1, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Davenham Road approach from 105% in the future baseline to 116%, with no change in corresponding queue length."

A533 Kingsmead/A533 London Road/London Road

12.2.106 Table 14-40 in the SES1 and AP1 ES TA replaced Table 14-40 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-40 below, replaces Table 14-40 in the SES1 and AP1 ES TA.

Table 14-40: A533 Kingsmead/A533 London Road/London Road junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
London Road	617	46%	11	636	48%	11	632	48%	11	630	47%	11
A533 Davenham Bypass (Kingsmead)	567	63%	13	565	63%	13	565	63%	13	569	63%	13
A533 London Road	1,001	59%	13	998	59%	13	994	58%	13	993	58%	13
A533 Kingsmead	1,266	86%	24	1,298	88%	25	1,294	88%	25	1,298	88%	25
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
London Road	354	30%	6	337	28%	6	335	28%	6	340	29%	6
A533 Davenham Bypass (Kingsmead)	1,077	98%	22	1,096	100%	23	1,091	100%	23	1,098	100%	23
A533 London Road	1,155	81%	18	1,165	81%	19	1,170	82%	19	1,178	82%	19
A533 Kingsmead	985	70%	19	958	68%	18	957	68%	18	963	68%	18

12.2.107 The conclusions drawn in paragraph 11.2.95 of the SES1 and AP1 ES 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 AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme.

In scenarios 1, 2 and 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A533 Kingsmead approach from 86% in the future baseline to 88% in the AM peak hour, with a corresponding change in queue length from 24 PCU in the future baseline to 25 PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A533 Davenham Bypass (Kingsmead) approach from 98% in the future baseline to 100%, with a corresponding change in queue length from 22 PCU in the future baseline to 23 PCU."

A556 Shurlach Road/Shurlach Lane

12.2.108 Table 14-41 in the SES1 and AP1 ES TA replaced Table 14-41 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-41 below, replaces Table 14-41 in the SES1 and AP1 ES TA.

Table 14-41: A556 Shurlach Road/Shurlach Lane junction 2031 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A556 Shurlach Road (east)	1,025	27%	0	932	24%	0	927	24%	0	1,077	28%	0
Shurlach Lane	76	18%	0	168	38%	0	170	38%	0	42	11%	0
A556 Shurlach Road (west)	2,181	55%	0	2,306	58%	0	2,272	57%	0	2,312	58%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A556 Shurlach Road (east)	2,523	63%	0	2,501	63%	0	2,469	62%	0	2,476	62%	0
Shurlach Lane	88	112%	3	101	124%	3	102	119%	3	99	117%	3
A556 Shurlach Road (west)	1,368	34%	0	1,479	37%	0	1,438	36%	0	1,507	38%	0

12.2.109 The conclusions drawn in paragraph 11.2.97 of the SES1 and AP1 ES 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 AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

In scenario 1, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Shurlach Lane approach from 112% in the future baseline to 124%, with no change in corresponding queue length."

A530 King Street/Gadbrook Distribution Centre

12.2.110 Table 14-42 in the SES1 and AP1 ES TA replaced Table 14-42 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-42 below replaces Table 14-42 in the SES1 and AP1 ES TA.

Table 14-42: A530 King Street/Gadbrook Distribution Centre junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A530 King Street (north)	1,056	0.31	1	1,584	0.47	1	1,578	0.47	1	1,651	0.62	2
B5082 Pennys Lane diversion	-	-	-	-	-	-	-	-	-	533	0.54	1
A530 King Street (south)	1,175	0.46	1	1,213	0.48	1	1,277	0.50	1	1,027	0.63	2
Gadbrook Distribution Centre	142	0.09	0	142	0.09	0	142	0.10	0	142	0.12	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A530 King Street (north)	926	0.28	0	901	0.27	0	919	0.28	0	1,262	0.48	1
B5082 Pennys Lane diversion	-	-	-	-	-	-	-	-	-	144	0.14	0
A530 King Street (south)	1,175	0.32	1	844	0.33	1	863	0.33	1	814	0.45	1
Gadbrook Distribution Centre	188	0.10	0	188	0.10	0	188	0.10	0	188	0.13	0

12.2.111 The conclusions drawn in paragraph 11.2.99 of the SES1 and AP1 ES 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 AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction."

A556 Shurlach Road/A530 King Street

12.2.112 Table 14-43 in the SES1 and AP1 ES TA replaced Table 14-43 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-43 below replaces Table 14-43 in the SES1 and AP1 ES TA.

Table 14-43: A556 Shurlach Road/A530 King Street junction 2031 future baseline and with the AP22 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A530 King Street (north)	831	96%	6	772	104%	9	755	104%	9	767	104%	9
A556 Shurlach Road (east)	1,578	81%	1	1,863	103%	10	1,878	103%	10	1,626	102%	11
A530 King Street (south)	806	83%	2	834	79%	2	880	84%	2	1,325	100%	9
A556 Shurlach Road (west)	1,593	91%	2	1,703	98%	6	1,675	99%	8	1,682	98%	5
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A530 King Street (north)	920	95%	5	872	98%	7	890	98%	7	907	100%	9
A556 Shurlach Road (east)	1,913	101%	10	1,990	104%	10	1,987	105%	10	1,720	103%	11
A530 King Street (south)	789	107%	9	778	114%	9	780	114%	9	986	115%	9
A556 Shurlach Road (west)	1,318	87%	2	1,188	83%	2	1,148	80%	1	1,175	79%	1

12.2.113 The conclusions drawn in paragraph 11.2.101 of the SES1 and AP1 ES 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 AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

In scenarios 1 and 2, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A556 Shurlach Road (east) approach from 81% in the future baseline to 103% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to 10 PCU.

In scenario 3, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A530 King Street (south) approach from 107% in the future baseline to 115%, with no change in corresponding queue length."

Gadbrook Road/East Avenue junction

12.2.114 Table 14-44 in the SES1 and AP1 ES TA replaced Table 14-44 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-44 below replaces Table 14-44 in the SES1 and AP1 ES TA.

Table 14-44: Gadbrook Road/East Avenue junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
East Avenue	50	9%	0	53	10%	0	53	10%	0	56	10%	0
Gadbrook Road (south)	160	11%	0	174	13%	0	173	13%	0	155	11%	0
Gadbrook Road (north)	257	13%	0	257	13%	0	257	13%	0	255	13%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
East Avenue	100	101%	2	96	96%	1	95	96%	1	96	96%	1
Gadbrook Road (south)	320	28%	0	335	31%	0	335	31%	0	338	31%	0
Gadbrook Road (north)	339	102%	0	336	100%	0	336	100%	0	339	100%	0

12.2.115 The conclusions drawn in paragraph 11.2.103 of the SES1 and AP1 ES 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 AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

In scenarios 1, 2 and 3, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the East Avenue approach from 101% in the future baseline to 96%, with a corresponding change in queue length from two PCU in the future baseline to one PCU."

A533 London Road/A533 Kingsmead

12.2.116 Table 14-45 in the SES1 and AP1 ES TA replaced Table 14-45 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-45 below replaces Table 14-45 in the main TA.

Table 14-45: A533 London Road/A533 Kingsmead junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A533 London Road	903	58%	10	965	62%	11	956	62%	11	955	62%	11
London Road	405	86%	6	407	86%	6	407	86%	6	407	86%	6
A533 Kingsmead	955	81%	8	956	83%	9	956	83%	9	959	83%	9
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A533 London Road	1,193	64%	13	1,160	62%	13	1,159	62%	13	1,159	62%	13
London Road	152	52%	3	161	55%	3	164	56%	3	169	57%	3
A533 Kingsmead	810	59%	6	834	60%	6	836	60%	6	828	60%	6

12.2.117 The conclusions drawn in paragraph 11.2.105 of the SES1 and AP1 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 AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction."

A530 Griffiths Road/A530 King Street/B5082 Middlewich Road

12.2.118 Table 14-46 in the SES1 and AP1 ES TA replaced Table 14-46 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-46 below replaces Table 14-46 in the main TA.

Table 14-46: A530 Griffiths Road/A530 King Street/B5082 Middlewich Road junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A530 Griffiths Road	435	43%	4	356	62%	5	341	58%	5	339	62%	5
Pennys Lane*	-	-	-	-	-	-	-	-	-	-		-
A530 King Street	470	47%	7	441	66%	7	445	65%	7	433	66%	7
B5082 Middlewich Road	469	93%	11	501	52%	8	499	52%	8	513	52%	8
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A530 Griffiths Road	476	41%	5	223	38%	3	238	40%	4	228	41%	4
Pennys Lane*	-	-	-	-	-	-	-	-	-	-		-
A530 King Street	624	63%	9	531	82%	9	531	82%	9	449	81%	8
B5082 Middlewich Road	407	93%	10	704	74%	11	709	75%	11	713	69%	10

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

12.2.119 The conclusions drawn in paragraph 11.2.107 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and well within capacity with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme.

In scenario 1, 2 and 3, the change in traffic due to construction of the AP2 revised scheme will decrease the VoC on the B5082 Middlewich Road approach from 93% in the future baseline to 52% in the AM peak hour with a corresponding change in queue length from 11 PCU in the future baseline to eight PCU.

In scenario 33, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the B5082 Middlewich Road approach from 93% in the future baseline to 69% with no change in corresponding queue length."

A559 Watling Street/Apple Market Street

12.2.120 Table 14-47 in the SES1 and AP1 ES TA replaced Table 14-47 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-47 below replaces Table 14-47 in the SES1 and AP1 ES TA.

Table 14-47: A559 Watling Street/Apple Market Street junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Apple Market Street	119	6%	0	119	7%	0	119	7%	0	119	7%	0
A559 Watling Street (east)*	-	-	-	-	-	-	-	-	-	-		-
A559 Watling Street (west)	2,347	39%	0	2,375	40%	0	2,374	40%	0	2,368	39%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Apple Market Street	238	9%	0	238	9%	0	238	9%	0	238	9%	0
A559 Watling Street (east)*	-	-	-	-	-	-	-	-	-	-		-
A559 Watling Street (west)	1,913	32%	0	1,986	33%	0	1,986	33%	0	1,979	33%	0

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

12.2.121 The conclusions drawn in paragraph 11.2.109 of the SES1 and AP1 ES 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 AP2 revised scheme.

The change in traffic due to construction of the AP2 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 Lostock Green area

12.2.122 There are a number of temporary and permanent changes to the local road network in the Lostock Green area as part of the original scheme. Details of the permanent changes are presented Section 14.5 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.

A556 Shurlach Road (northbound) realignment/Birches Lane realignment

12.2.123 Table 14-48 in the SES1 and AP1 ES TA replaced Table 14-48 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-48 below replaces Table 14-48 in the SES1 and AP1 ES TA.

Table 14-48: A556 Shurlach Road (northbound) realignment/Birches Lane realignment 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A556 Shurlach Road realignment (north)*	-	-	-	-	-	-	-	-	-	-	-	-
A556 Shurlach Road realignment (south) (ahead)	1,638	0.00	0	1,652	0.00	0	1,663	0.00	0	1,638	0.00	0
A556 Shurlach Road realignment (south) (left)	219	0.00	0	233	0.00	0	292	0.00	0	270	0.00	0
Birches Lane realignment (left)	6	0.01	0	32	0.07	0	61	0.13	0	18	0.04	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A556 Shurlach Road realignment (north)*	-	-	-	-	-	-	-	-	-	-	-	-
A556 Shurlach Road realignment (south) (ahead)	1,258	0.00	0	1,263	0.00	0	1,266	0.00	0	1,239	0.00	0
A556 Shurlach Road realignment (south) (left)	363	0.00	0	430	0.00	0	416	0.00	0	435	0.00	0
Birches Lane realignment (left)	4	0.00	0	30	0.05	0	59	0.11	0	16	0.03	0

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

12.2.124 The conclusions drawn in paragraph 11.2.112 of the SES1 and AP1 ES 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 AP2 Revised Scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction."

A556 Shurlach Road (southbound) realignment/Birches Lane diversion

12.2.125 Table 14-49 in the SES1 and AP1 ES TA replaced Table 14-49 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-49 below replaces Table 14-49 in the SES1 and AP1 ES TA.

Table 14-49: A556 Shurlach Road (southbound) realignment/Birches Lane diversion junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1 (proposed layout)**			**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**		
A556 Shurlach Road realignment (north) (ahead)	1,652	0.00	0	1,614	0.00	0	1,666	0.00	0	1,560	0.00	0
A556 Shurlach Road realignment (north) (left)	163	0.00	0	210	0.00	0	272	0.00	0	162	0.00	0
Birches Lane diversion (left)	44	0.09	0	43	0.09	0	40	0.09	0	37	0.08	0
A556 Shurlach Road realignment (south)*	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1 (proposed layout)**			**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**		
A556 Shurlach Road realignment (north) (ahead)	1,508	0.00	0	1,082	0.00	0	1,043	0.00	0	1,072	0.00	0
A556 Shurlach Road realignment (north) (left)	215	0.00	0	224	0.00	0	223	0.00	0	207	0.00	0
Birches Lane diversion (left)	245	0.49	1	216	0.37	1	220	0.37	1	219	0.41	1
A556 Shurlach Road realignment (south)*	-	-	-	-	-	-	-	-	-	-	-	-

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

12.2.126 The conclusions drawn in paragraph 11.2.114 of the SES1 and AP1 ES 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 AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction."

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

12.2.127 Table 14-50 in the SES1 and AP1 ES TA replaced Table 14-50 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-50 below replaces Table 14-50 in the main TA.

Table 14-50: B5082 Station Road/B5062 Middlewich Road/Manchester Road/Victoria Road junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Manchester Road	192	26%	3	213	29%	3	211	29%	3	213	29%	3
B5082 Middlewich Road	840	90%	10	853	91%	10	856	91%	10	835	89%	10
Victoria Road	459	60%	6	439	59%	6	443	59%	6	443	60%	6
B5082 Station Road	200	22%	2	252	27%	3	249	27%	3	251	27%	3
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Manchester Road	320	39%	4	350	43%	5	348	43%	5	373	46%	5
B5082 Middlewich Road	818	88%	9	818	87%	9	818	87%	9	799	85%	9
Victoria Road	249	43%	3	265	48%	3	263	48%	3	269	50%	4
B5082 Station Road	402	43%	5	600	65%	7	599	65%	7	603	65%	7

12.2.128 The conclusions drawn in paragraph 11.2.116 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM and PM peak hours the junction operates close to capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

In scenario 3, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the B5082 Middlewich Road approach from 88% in the future baseline to 85% with no change in corresponding queue length."

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

12.2.129 Table 14-51 in the SES1 and AP1 ES TA replaced Table-51 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-51 below replaces Table 14-51 in the main TA.

Table 14-51: A559 Chester Way/B5075 New Warrington Road/B5082 Station Road/Leicester Street junction 2031 future baseline and with the AP2 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	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
B5075 New Warrington Road	522	36%	0	832	59%	0	578	41%	0	571	41%	0	577	41%	0
A559 Chester Way (east)	458	46%	5	172	17%	2	479	48%	5	469	47%	5	478	48%	5
B5082 Station Road	841	97%	5	866	96%	4	826	97%	5	833	97%	5	826	97%	5
A559 Chester Way (west)	833	36%	8	822	36%	8	833	36%	8	834	36%	8	832	36%	8
Leicester Street	169	13%	2	169	13%	2	169	13%	2	169	13%	2	169	13%	2
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
B5075 New Warrington Road	887	81%	2	1,071	86%	2	971	93%	4	975	94%	4	967	92%	4
A559 Chester Way (east)	865	87%	9	651	66%	7	817	83%	9	826	84%	9	790	80%	8
B5082 Station Road	500	100%	7	491	97%	5	519	100%	7	512	100%	7	526	99%	6
A559 Chester Way (west)	959	42%	9	802	35%	7	982	43%	9	983	43%	9	974	43%	9
Leicester Street	443	34%	5	443	34%	5	466	35%	5	468	35%	5	457	35%	5

12.2.130 The conclusions drawn in paragraph 11.2.118 of the SES1 and AP1 ES 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 AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 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 AP2 revised scheme in the PM peak hour will increase the VoC on the B5075 New Warrington Road approach from 81% in the future baseline to 94%, with a corresponding change in queue length from two PCU in the future baseline to four PCU."

A530 Griffiths Road/A559 Manchester Road

12.2.131 The A530 Griffiths Road/A559 Manchester Road junction will be modified as a result of a design change introduced in the AP1 revised scheme. Details of the changes are presented in Section 11.2 of the SES1 and AP1 ES TA.

12.2.132 The proposed layout will be constructed during the utilities scenario. During this period, temporary traffic management will be in place during construction of the proposed layout.

12.2.133 Table 14-52 and Table 14-52.1 of the SES1 and AP1 ES TA replaced Table 14-52 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-52 and Table 14-52.1 below replace Table 14-52 and Table 14-52.1 in the SES1 and AP1 ES TA.

Table 14-52: A530 Griffiths Road/A559 Manchester Road junction 2031 future baseline and with the AP2 revised scheme (existing layout) 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	**2031 future baseline**			**AP2 revised scheme utilities scenario (existing layout)**			**AP2 revised scheme scenario 1 (existing layout)**			**AP2 revised scheme scenario 2 (existing layout)**			**AP2 revised scheme scenario 3 (existing layout)**		
A599 Manchester Road (east)	886	47%	0	843	44%	0	935	50%	0	910	48%	0	912	48%	0
A530 Griffiths Road	244	78%	1	227	73%	1	273	92%	3	273	91%	2	271	92%	3
A599 Manchester Road (west)	624	61%	0	623	59%	0	652	58%	0	644	59%	0	655	63%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario (existing layout)**			**AP2 revised scheme scenario 1 (existing layout)**			**AP2 revised scheme scenario 2 (existing layout)**			**AP2 revised scheme scenario 3 (existing layout)**		
A599 Manchester Road (east)	842	44%	0	843	44%	0	870	46%	0	866	46%	0	904	48%	0
A530 Griffiths Road	264	77%	1	227	73%	1	287	102%	6	289	101%	6	283	101%	6
A599 Manchester Road (west)	827	72%	0	623	59%	0	862	63%	0	849	62%	0	878	65%	0

Table 14-52.1: A530 Griffiths Road/A559 Manchester Road junction 2031 future baseline and with the AP2 revised scheme (proposed layout) 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	**2031 future baseline**			**AP2 revised scheme utilities scenario (including temporary traffic management)**			**AP2 revised scheme scenario 1 (proposed layout)**			**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**		
A599 Manchester Road (east)	886	47%	0	278	62%	6	864	74%	11	837	72%	11	829	71%	11
A530 Griffiths Road	244	78%	1	90	62%	2	239	74%	6	239	71%	6	238	70%	6
A599 Manchester Road (west)	624	61%	0	447	70%	9	593	36%	6	590	37%	6	581	36%	6
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario (including temporary traffic management)**			**AP2 revised scheme scenario 1 (proposed layout)**			**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**		
A599 Manchester Road (east)	842	44%	0	347	77%	8	794	77%	12	815	80%	13	797	77%	12
A530 Griffiths Road	264	77%	1	187	76%	5	382	87%	9	385	88%	10	360	85%	9
A599 Manchester Road (west)	827	72%	0	455	80%	9	809	59%	10	809	59%	10	798	57%	10

12.2.134 The conclusions drawn in paragraphs 11.2.123 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that, based on the existing layout, in the AM peak hour the junction operates within capacity in the future baseline and close to capacity with the AP2 revised scheme. In the PM peak hour, the junction operates within capacity in the future baseline and over capacity with the AP2 revised scheme.

With the proposed layout, the assessment shows that in the AM peak hour the junction operates within capacity in both the future baseline and the AP2 revised scheme. In the PM peak hour, the junction operates within capacity in the future baseline and close to capacity with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

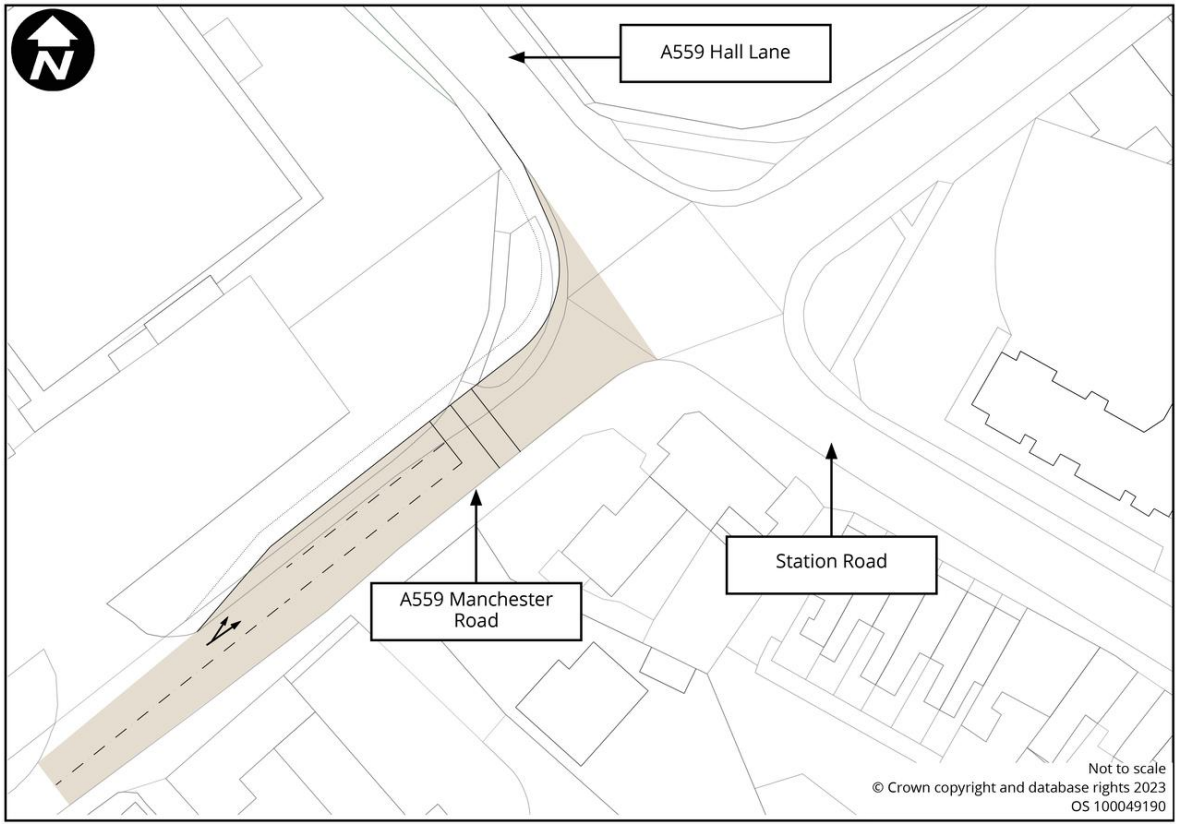
In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A530 Griffiths Road approach from 77% in the future baseline to 88%, with a corresponding change in queue length from one PCU in the future baseline to 10 PCU."

A559 Manchester Road/A559 Hall Lane/Station Road

12.2.135 The A559 Manchester Road/A559 Hall Lane/Station Road junction will be permanently modified as a result of the AP2 revised scheme to mitigate impacts at this location. The modifications comprise the widening of the carriageway to enable the formation of a new left turn flare lane on A559 Manchester Road (west) approach. Further details of the permanent changes are presented in the operational assessment in Section 12.4.

12.2.136 Figure 14-11 shows the junction layout introduced as part of the AP2 revised scheme.

Figure 14-11: Junction layout diagram (A559 Manchester Road/A559 Hall Lane/Station Road)



12.2.137 Table 14-53 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme based on the existing junction layout.

12.2.138 Table 14-53.1 summarises the performance of the junction as a result of the AP2 revised scheme with the proposed junction layout introduced.

12.2.139 The proposed layout will be constructed during the utilities scenario. During this period, temporary traffic management will be in place during construction of the proposed layout.

12.2.140 Table 14-53 in the SES1 and AP1 ES TA replaced Table 14-53 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-53 and Table 14-53.1 below replace Table 14-53 in the SES1 and AP1 ES TA.

Table 14-53: A559 Manchester Road/A559 Hall Lane/Station Road junction 2031 future baseline and with the AP2 revised scheme (existing layout) 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	**2031 future baseline**			**AP2 revised scheme utilities scenario (existing layout)**			**AP2 revised scheme scenario 1 (existing layout)**			**AP2 revised scheme scenario 2 (existing layout)**			**AP2 revised scheme scenario 3 (existing layout)**		
A559 Hall Lane	403	75%	8	360	67%	7	304	75%	6	327	77%	7	288	75%	6
A559 Manchester Road (east)	606	74%	11	606	74%	11	688	74%	11	667	74%	11	669	73%	10
Station Road	164	83%	4	164	83%	4	155	79%	4	170	78%	4	180	76%	4
A559 Manchester Road (west)	611	79%	11	603	78%	11	697	76%	11	684	78%	11	673	75%	11
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario (existing layout)**			**AP2 revised scheme scenario 1 (existing layout)**			**AP2 revised scheme scenario 2 (existing layout)**			**AP2 revised scheme scenario 3 (existing layout)**		
A559 Hall Lane	383	85%	8	360	67%	7	223	84%	5	238	84%	6	240	85%	6
A559 Manchester Road (east)	513	68%	9	606	74%	11	654	64%	10	638	64%	10	671	65%	10
Station Road	284	96%	7	164	83%	4	307	98%	7	307	100%	7	258	94%	6
A559 Manchester Road (west)	743	104%	13	603	78%	11	903	100%	13	894	101%	13	910	98%	13

Table 14-53.1: A559 Manchester Road/A559 Hall Lane/Station Road junction 20311 future baseline and with the AP2 revised scheme (proposed layout) 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	**2031 future baseline**			**AP2 revised scheme utilities scenario (including temporary traffic management)**			**AP2 revised scheme scenario 1 (proposed layout)**			**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**		
A559 Hall Lane	403	75%	8	197	88%	7	342	78%	6	355	80%	6	317	77%	6
A559 Manchester Road (east)	606	74%	11	124	51%	4	649	73%	10	624	73%	9	613	72%	10
Station Road	164	83%	4	240	70%	8	147	82%	3	158	84%	3	206	79%	5
A559 Manchester Road (west)	611	79%	11	398	97%	12	667	48%	10	660	49%	10	636	48%	10
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario (including temporary traffic management)**			**AP2 revised scheme scenario 1 (proposed layout)**			**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**		
A559 Hall Lane	383	85%	8	194	85%	7	303	79%	6	299	80%	6	304	77%	6
A559 Manchester Road (east)	513	68%	9	169	85%	6	538	64%	9	557	70%	9	586	83%	9
Station Road	284	96%	7	255	82%	8	286	95%	6	310	98%	7	273	92%	6
A559 Manchester Road (west)	743	104%	13	474	101%	13	1,016	80%	16	1,017	82%	16	982	79%	16

12.2.141 The conclusions drawn in paragraph 11.2.125 of the SES1 and AP1 are replaced by:

"The assessment shows that, based on the existing layout, the junction operates within capacity in the AM peak in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

With the proposed layout, the assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and close to capacity with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

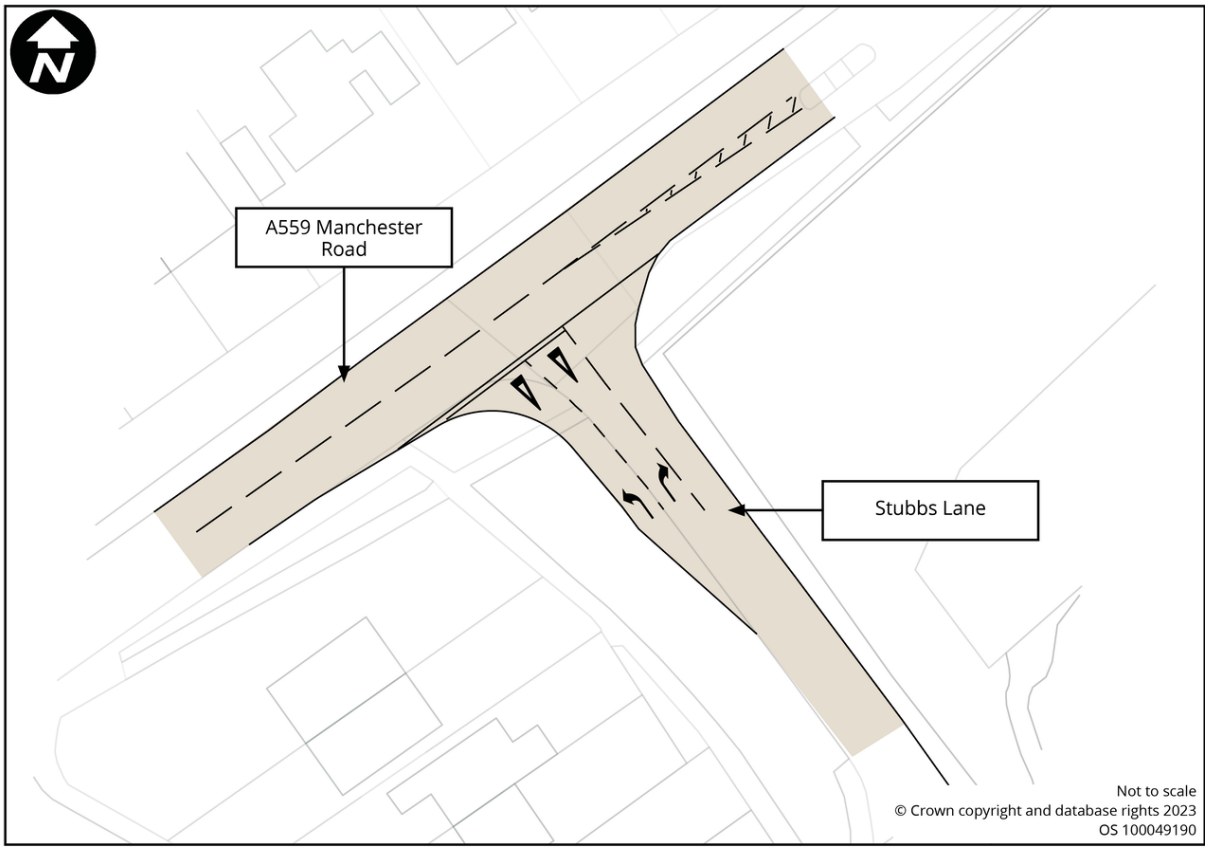
During construction of the permanent proposed layout in the utilities scenario when temporary traffic management will be in place, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A559 Manchester Road (west) approach from 79% in the future baseline to 97% in the AM peak hour, with a corresponding change in queue length from 11 PCU in the future baseline to 12 PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase VoC on the A559 Manchester Road (east) approach from 68% in the future baseline to 85%, with a corresponding change in queue length from nine PCU in the future baseline to six PCU.

Following construction of the proposed layout, from scenario 1 onwards, the assessment shows that in the AM peak hour the junction operates within capacity in the AM peak in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in the future baseline and close to capacity with the AP2 revised scheme. With the proposed layout in place, the change in traffic due to construction of the AP2 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 AP2 revised scheme in the PM peak hour will increase the VoC on the Station Road approach from 96% in the future baseline to 98%, with no change in corresponding queue length."

A559 Manchester Road/Stubbs Lane

12.2.142 The A559 Manchester Road/Stubbs Lane junction will be temporarily modified as a result of the AP2 revised scheme to mitigate impacts at this location. The modifications comprise the widening of the carriageway to enable the formation of a left-turn flare on the Stubbs Lane approach. Figure 14-12 shows the junction layout introduced as part of the AP2 revised scheme.

Figure 14-12: Junction layout diagram (A559 Manchester Road/Stubbs Lane)



12.2.143 Table 14-54 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme based on the existing junction layout.

12.2.144 Table 14-54.1 summarises the performance of the junction as a result of the AP2 revised scheme with the proposed temporary junction layout introduced.

12.2.145 The proposed layout will be constructed during the utilities scenario. During this period, temporary traffic management will be in place during construction of the proposed layout.

12.2.146 Table 14-54 in the SES1 and AP1 ES TA replaced Table 14-54 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-54 and Table 14-54.1 below replace Table 14-54 in the SES1 and AP1 ES TA.

Table 14-54: A559 Manchester Road/Stubbs Lane junction 2031 future baseline and with the AP2 revised scheme (existing layout) 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	**2031 future baseline**			**AP2 revised scheme utilities scenario (existing layout)**			**AP2 revised scheme scenario 1 (existing layout)**			**AP2 revised scheme scenario 2 (existing layout)**			**AP2 revised scheme scenario 3 (existing layout)**		
A559 Manchester Road (east)	483	24%	0	482	24%	0	578	30%	0	567	29%	0	590	31%	0
Stubbs Lane	330	84%	1	330	84%	1	330	74%	1	330	75%	1	330	75%	1
A559 Manchester Road (west)	461	57%	0	465	57%	0	437	46%	0	428	46%	0	404	43%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario (existing layout)**			**AP2 revised scheme scenario 1 (existing layout)**			**AP2 revised scheme scenario 2 (existing layout)**			**AP2 revised scheme scenario 3 (existing layout)**		
A559 Manchester Road (east)	348	18%	0	482	24%	0	502	26%	0	512	26%	0	508	26%	0
Stubbs Lane	420	101%	5	330	84%	1	401	104%	5	382	104%	5	404	103%	5
A559 Manchester Road (west)	552	43%	0	465	57%	0	644	48%	0	652	50%	0	637	48%	0

Table 14-54.1: A559 Manchester Road/Stubbs Lane junction 2031 future baseline and with the AP2 revised scheme (proposed layout) 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	**2031 future baseline**			**AP2 revised scheme utilities scenario (including temporary traffic management)**			**AP2 revised scheme scenario 1 (proposed layout)**			**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**		
A559 Manchester Road (east)	483	24%	0	154	70%	4	503	26%	0	497	25%	0	523	27%	0
Stubbs Lane	330	84%	1	330	45%	6	330	39%	0	330	39%	0	330	40%	0
A559 Manchester Road (west)	461	57%	0	59	28%	2	475	56%	0	457	54%	0	421	50%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario (including temporary traffic management)**			**AP2 revised scheme scenario 1 (proposed layout)**			**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**		
A559 Manchester Road (east)	348	18%	0	66	44%	2	358	18%	0	373	19%	0	352	18%	0
Stubbs Lane	420	101%	5	407	50%	6	516	103%	6	533	103%	6	542	89%	4
A559 Manchester Road (west)	552	43%	0	73	39%	2	715	54%	0	713	53%	0	708	54%	0

12.2.147 The conclusions drawn in paragraphs 11.2.127 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that, based on the existing layout, in the AM peak hour the junction operates within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

With the proposed layout, the assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and well within capacity with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

In scenarios 1 and 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Stubbs Lane approach from 101% in the future baseline to 103%, with a corresponding change in queue length from five PCU in the future baseline to six PCU."

B5075 Ollershaw Lane/B5075 New Warrington Road/Chapel Street

12.2.148 Table 14-55 in the SES1 and AP1 ES TA replaced Table 14-55 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-55 below replaces Table 14-55 in the SES1 and AP1 ES TA.

Table 14-55: B5075 Ollershaw Lane/B5075 New Warrington Road/Chapel Street junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
B5075 Ollershaw Lane	469	25%	0	557	29%	0	538	28%	0	538	28%	0
Chapel Street	229	43%	0	192	39%	0	206	42%	0	210	42%	0
B5075 New Warrington Road	759	94%	1	745	96%	2	754	96%	2	744	94%	1
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
B5075 Ollershaw Lane	361	18%	0	469	23%	0	475	24%	0	464	23%	0
Chapel Street	542	99%	3	522	102%	5	520	102%	5	526	102%	5
B5075 New Warrington Road	621	51%	0	609	50%	0	612	52%	0	594	48%	0

12.2.149 The conclusions drawn in paragraph 11.2.129 of the SES1 and AP1 ES 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 AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme.

In scenario 1 and 2, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the B5075 New Warrington Road approach from 94% in the future baseline to 96% 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 AP2 revised scheme will increase the VoC on the Chapel Street approach from 99% in the future baseline to 102%, with a corresponding change in queue length from three PCU in the future baseline to five PCU."

A556 Chester Road/A556 Shurlach Road/A559 Manchester Road

12.2.150 Table 14-56 in the SES1 and AP1 ES TA replaced Table 14-56 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-56 below replaces Table 14-56 in the SES1 and AP1 ES TA.

Table 14-56: A556 Chester Road/A556 Shurlach Road/A559 Manchester Road junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoSDoS	Q, PCU	Flow, PCU/hr	DoSDoS	Q, PCU	Flow, PCU/hr	DoS DoS	Q, PCU	Flow, PCU/hr	DoSDoS	Q, PCU	Flow, PCU/hr	DoSDoS	Q, PCU
08:00–09:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A556 Shurlach Road (north) (nearside) (ahead)	1,020	51%	1	768	39%	0	1,084	55%	1	1161	59%	1	1,003	51%	1
A556 Shurlach Road (north) (offside) (ahead)	1,149	58%	1	629	32%	0	1,220	61%	1	1,288	65%	1	1,145	58%	1
A556 Shurlach Road (south) (nearside) (left and ahead)	872	83%	20	679	70%	14	633	63%	12	643	64%	12	619	61%	11
A556 Shurlach Road (south) (offside) (ahead)	861	84%	20	651	68%	13	621	63%	12	632	64%	12	609	61%	11
A559 Manchester Road (nearside) (ahead)	345	81%	10	139	28%	3	254	54%	6	255	54%	6	255	57%	6
A559 Manchester Road (offside) (ahead)	347	81%	10	348	70%	3	254	54%	6	255	54%	6	255	57%	6
A556 Shurlach Road (internal past A556 (north) entry)	128	24%	3	349	46%	9	102	31%	3	70	24%	2	131	34%	4
A556 Shurlach Road (internal past A556 (south) entry) (nearside)	200	28%	4	91	12%	2	262	34%	5	263	34%	5	270	36%	5
A556 Shurlach Road (internal past A556 (south) entry) (offside)	214	29%	4	98	12%	2	274	35%	5	274	35%	5	281	37%	5
A556 Shurlach Road (internal past A559 Manchester Road entry) (nearside)	809	62%	1	593	58%	1	570	45%	1	588	47%	1	581	45%	1
A556 Shurlach Road (internal past A559 Manchester Road entry) (offside)	861	62%	1	655	49%	1	652	48%	1	666	49%	1	651	47%	1
Construction compound	-	-	-	66	6%	0	100	11%	0	106	12%	0	128	13%	0

Approach	Flow, PCU/hr	DoSDoS	Q, PCU	Flow, PCU/hr	DoSDoS	Q, PCU	Flow, PCU/hr	DoS DoS	Q, PCU	Flow, PCU/hr	DoSDoS	Q, PCU	Flow, PCU/hr	DoSDoS	Q, PCU
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A556 Shurlach Road (north) (nearside) (ahead)	1,015	51%	1	0	46%	0	933	47%	0	926	47%	0	918	46%	0
A556 Shurlach Road (north) (offside) (ahead)	1,169	59%	1	1	51%	1	1,072	54%	1	1,065	54%	1	1,066	54%	1
A556 Shurlach Road (south) (nearside) (left and ahead)	606	63%	12	14	68%	14	564	65%	12	570	68%	12	545	65%	11
A556 Shurlach Road (south) (offside) (ahead)	609	65%	12	13	66%	13	546	64%	11	554	67%	12	530	64%	11
A559 Manchester Road (nearside) (ahead)	322	62%	8	8	69%	8	401	66%	9	419	67%	10	395	63%	9
A559 Manchester Road (offside) (ahead)	325	63%	8	7	67%	7	400	66%	9	419	67%	10	395	63%	9
A556 Shurlach Road (internal past A556 (north) entry)	145	26%	3	5	42%	5	139	31%	4	124	28%	3	136	31%	31
A556 Shurlach Road (internal past A556 (south) entry) (nearside)	282	35%	5	2	12%	2	242	27%	4	251	27%	4	252	27%	27
A556 Shurlach Road (internal past A556 (south) entry) (offside)	301	36%	6	2	12%	2	253	27%	4	261	27%	4	261	28%	28
A556 Shurlach Road (internal past A559 Manchester Road entry) (nearside)	583	48%	1	0	34%	0	453	40%	1	465	42%	1	467	42%	42
A556 Shurlach Road (internal past A559 Manchester Road entry) (offside)	609	47%	0	1	48%	1	574	48%	1	583	49%	1	569	48%	48
Construction compound	-	-	-	0	3%	0	67	7%	0	73	7%	0	96	10%	10

12.2.151 The conclusions drawn in paragraph 11.2.131 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and well within capacity with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as DoS and queue lengths at this junction."

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

12.2.152 Table 14-57 in the SES1 and AP1 ES TA replaced Table 14-57 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-57 below replaces Table 14-57 in the SES1 and AP1 ES TA.

Table 14-57: A559 Marston Lane/A559 Hall Lane/B5391 Church Street/Wincham Lane junction 2031 future baseline and with the AP2 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	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
B5391 Church Street	392	85%	5	381	83%	5	392	85%	5	392	85%	5	392	85%	5
A559 Hall Lane	470	68%	6	548	91%	7	439	63%	5	456	66%	6	483	70%	6
Wincham Lane	220	50%	3	244	54%	3	203	46%	3	203	46%	3	204	46%	3
A559 Marston Lane	193	30%	2	133	25%	2	173	27%	2	189	29%	2	172	27%	2
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
B5391 Church Street	136	45%	2	88	29%	1	61	21%	1	77	25%	1	72	24%	1
A559 Hall Lane	500	71%	6	464	64%	6	599	85%	7	589	82%	7	566	79%	7
Wincham Lane	553	96%	7	579	100%	7	496	85%	6	502	86%	6	492	84%	6
A559 Marston Lane	188	32%	2	104	20%	1	150	29%	2	150	28%	2	149	28%	2

12.2.153 The conclusions drawn in paragraph 11.2.133 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM and PM peak hours the junction operates close to capacity in both the future baseline and with the AP2 revised scheme.

In the utilities scenario, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A559 Hall Lane approach from 68% in the future baseline to 91% in the AM peak hour, with a corresponding change in queue length from six PCU in the future baseline to seven PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Wincham Lane approach from 96% in the future baseline to 100%, with no change in corresponding queue length."

A556 Chester Road/B5569 Plumley Moor Road

12.2.154 Table 14-58 in the SES1 and AP1 ES TA replaced Table 14-58 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-58 below replaces Table 14-58 in the SES1 and AP1 ES TA.

Table 14-58: A556 Chester Road/B5569 Plumley Moor Road junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A556 Chester Road (north)	1,294	54%	16	1,826	77%	20	1,991	84%	22	1,729	73%	19
B5569 Plumley Moor Road (east)	139	53%	2	135	51%	2	133	50%	2	135	51%	2
A556 Chester Road (south)	1,664	83%	17	1,711	85%	18	1,854	92%	19	1,678	83%	17
B5569 Plumley Moor Road (west)	201	103%	3	202	103%	3	203	104%	3	201	103%	3
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A556 Chester Road (north)	1,717	79%	27	1,965	90%	29	2,021	93%	29	1,890	87%	29
B5569 Plumley Moor Road (east)	77	28%	2	90	32%	4	139	50%	6	92	33%	2
A556 Chester Road (south)	1,286	70%	19	1,588	86%	23	1,739	94%	25	1,540	83%	22
B5569 Plumley Moor Road (west)	352	104%	7	340	100%	7	340	100%	7	341	100%	7

12.2.155 The conclusions drawn in paragraph 11.2.135 of the SES1 and AP1 ES 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 AP2 revised scheme.

In scenario 2, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A556 Chester Road (south) approach from 83% in the future baseline to 92% in the AM peak hour, with a corresponding change in queue length from 17 PCU in the future baseline to 19 PCU.

In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A556 Chester Road (south) approach from 70% in the future baseline to 94%, with a corresponding change in queue length from 19 PCU in the future baseline to 25 PCU."

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

12.2.156 Table 14-59 in the SES1 and AP1 ES TA replaced Table 14-59 in the main TA and summarised the results of the changes to the performance of the junction as a result of the AP1 revised scheme. Table 14-59 below replaces Table 14-59 in the SES1 and AP1 ES TA.

Table 14-59: B5391 Church Street/B5391 Pickmere Lane/Linnards Lane/Earles Lane junction 2031 future baseline and with the AP2 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	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
B5391 Pickmere Lane	500	25%	0	614	31%	0	582	30%	0	575	29%	0	544	28%	0
Linnards Lane	146	38%	0	338	91%	2	115	32%	0	116	32%	0	130	34%	0
B5391 Church Street	237	12%	0	230	12%	0	249	12%	0	257	13%	0	251	13%	0
Earles Lane	426	71%	0	413	68%	0	365	61%	0	379	64%	0	382	64%	0
B5391 Church Street (north) (internal)	532	41%	0	797	83%	0	601	52%	0	593	51%	0	578	49%	0
B5391 Church Street (south) (internal)	659	85%	1	638	90%	1	610	79%	1	631	81%	1	629	79%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
B5391 Pickmere Lane	336	17%	0	331	17%	0	339	17%	0	379	19%	0	359	18%	0
Linnards Lane	111	25%	0	309	64%	0	107	22%	0	113	23%	0	123	26%	0
B5391 Church Street	451	23%	0	475	24%	0	510	26%	0	519	26%	0	494	25%	0
Earles Lane	161	31%	0	256	50%	0	158	32%	0	155	31%	0	157	31%	0
B5391 Church Street (north) (internal)	360	47%	0	512	81%	1	380	63%	0	413	67%	0	404	65%	0
B5391 Church Street (south) (internal)	608	51%	0	728	72%	0	664	58%	0	669	59%	0	647	57%	0

12.2.157 The conclusions drawn in paragraph 11.2.137 of the SES1 and AP1 ES 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 AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and within capacity with the AP2 revised scheme.

In the utilities scenario, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Linnards Lane approach from 38% in the future baseline to 91% in the AM peal hour, with a corresponding change in queue length from no queue in the future baseline to two PCU.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths."

A559 Marston Lane/B5075 Ollershaw Lane/Dark Lane

12.2.158 Table 14-60 in the SES1 and AP1 ES TA replaced Table 14-60 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-60 below replaces Table 14-60 in the SES1 and AP1 ES TA.

Table 14-60: A559 Marston Lane/B5075 Ollershaw Lane/Dark Lane junction 2031 future baseline and with the AP2 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	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Dark Lane	0	0%	0	42	8%	0	0	0%	0	0	0%	0	0	0%	0
A559 Marston Lane (east)	313	16%	0	589	32%	0	384	20%	0	376	19%	0	375	19%	0
B5075 Ollershaw Lane	336	89%	2	311	85%	1	334	88%	1	342	91%	2	344	93%	2
A559 Marston Lane (west)	946	97%	1	821	104%	2	913	103%	2	933	103%	2	918	103%	2
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Dark Lane	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0
A559 Marston Lane (east)	505	26%	0	689	37%	0	630	33%	0	662	34%	0	622	32%	0
B5075 Ollershaw Lane	459	102%	5	475	104%	5	464	100%	5	458	100%	5	460	99%	4
A559 Marston Lane (west)	586	72%	0	569	77%	1	602	81%	1	604	83%	1	603	81%	1

12.2.159 The conclusions drawn in paragraph 11.2.139 of the SES1 and AP1 ES 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 AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

In the AP2 revised scheme utilities scenario, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A559 Marston Lane (west) approach from 97% in the future baseline to 104% 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 AP2 revised scheme will increase the VoC on the B5075 Ollershaw Lane approach from 102% in the future baseline to 104%, with no change in corresponding queue length."

A533 Town Bridge/A533 Dane Street/Weaver Way

12.2.160 Table 14-60.1 in the SES1 and AP1 ES TA summarises the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-60.1 below replaces Table 14-60.1 in the SES1 and AP1 ES TA.

Table 14-60.1: A533 Town Bridge/A533 Dane Street/Weaver Way junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A559 Watling Street*	-	-	-	-	-	-	-	-	-	-		-
A533 Dane Street	637	73%	11	647	74%	11	646	74%	11	640	73%	11
Watling Street**	-	-	-	-	-	-	-	-	-	-		-
A533 Town Bridge	1,730	99%	22	1,774	102%	21	1,773	102%	21	1,775	102%	21
Weaver Way*	-	-	-	-	-	-	-	-	-	-		-
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A559 Watling Street*	-	-	-	-	-	-	-	-	-	-		-
A533 Dane Street	561	66%	10	603	71%	11	608	72%	11	596	70%	11
Watling Street**	-	-	-	-	-	-	-	-	-	-		-
A533 Town Bridge	1,347	95%	21	1,377	97%	21	1,373	97%	21	1,377	97%	21
Weaver Way*	-	-	-	-	-	-	-	-	-	-		-

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

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

12.2.161 The conclusions drawn in paragraphs 11.2.141 to 11.2.142 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows in the AM peak hour the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme.

In scenarios 1, 2 and 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A533 Town Bridge approach from 99% in the future baseline to 102% in the AM peak hour, with a corresponding change in queue length from 22 PCU in the future baseline to 21 PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A533 Town Bridge approach from 95% in the future baseline to 97%, with no changes in corresponding queue length."

A54 Holmes Chapel Road/Brereton Lane

12.2.162 Table 14-60.2 in the SES1 and AP1 ES TA summarises the results of the changes to the performance of the junction as a result of the AP1 revised scheme. Table 14-60.2 below replaces Table 14-60.2 in the SES1 and AP1 ES TA.

Table 14-60.2: A54 Holmes Chapel Road/Brereton Lane junction 2031 future baseline and with the AP2 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	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A54 Holmes Chapel Road (east)	1,144	86%	0	1,217	92%	0	1,293	97%	0	1,292	97%	0	1,292	97%	0
Brereton Lane	17	38%	0	17	48%	1	17	54%	1	17	54%	1	17	51%	1
A54 Holmes Chapel Road (west)	1,070	81%	0	1,121	84%	0	1,101	83%	0	1,096	83%	0	1,072	81%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A54 Holmes Chapel Road (east)	726	55%	0	664	50%	0	856	64%	0	771	58%	0	728	55%	0
Brereton Lane	203	88%	3	198	86%	2	194	103%	6	214	104%	6	218	102%	6
A54 Holmes Chapel Road (west)	563	42%	0	678	51%	0	632	48%	0	622	47%	0	634	48%	0

12.2.163 The conclusions drawn in paragraphs 11.2.144 to 11.2.146 of the SES1 and AP1 ES 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 AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme.

In scenarios 1, 2 and 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A54 Holmes Chapel Road (east) approach from 86% in the future baseline to 97% in the AM peak hour, with no change in corresponding queue length.

In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Brereton Lane approach from 88% in the future baseline to 104%, with a corresponding change in queue length from three PCU in the future baseline to six PCU."

A54 Middlewich Road/A54 Chester Road/B5308 Middlewich Road

12.2.164 The A54 Middlewich Road/A54 Chester Road/B5308 Middlewich Road will be modified as a result of a design change introduced in the AP1 revised scheme. Details of the changes are presented in Section 11.2 of the SES1 and AP1 ES TA.

12.2.165 Table 14-60.3 and Table 14-60.4 in the SES1 and AP1 ES TA summarise the results of the changes to the performance of the junction as a result of the AP1 revised scheme. Table 14-60.3 and Table 14-60.4 below replace Table 14-60.3 and Table 14-60.4 in the SES1 and AP1 ES TA.

Table 14-60.3: A54 Middlewich Road/A54 Chester Road/B5308 Middlewich Road junction 2031 future baseline and with the AP2 revised scheme (existing layout) 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
08:00–09:00	**2031 future baseline (existing layout)**			**AP2 revised scheme scenario 1 (existing layout)**			**AP2 revised scheme scenario 2 (existing layout)**			**AP2 revised scheme scenario 3 (existing layout)**		
B5308 Middlewich Road	330	-	-	353	-	-	373	-	-	375	-	-
A54 Chester Road	30	0.06	0	26	0.06	0	30	0.07	0	31	0.07	0
A54 Middlewich Road	484	0.51	1	490	0.50	1	504	0.52	1	511	0.52	1
17:00–18:00	**2031 future baseline (existing layout)**			**AP2 revised scheme scenario 1 (existing layout)**			**AP2 revised scheme scenario 2 (existing layout)**			**AP2 revised scheme scenario 3 (existing layout)**		
B5308 Middlewich Road	251	-	-	326	-	-	160	-	-	232	-	-
A54 Chester Road	20	0.04	0	30	0.06	0	30	0.05	0	30	0.06	0
A54 Middlewich Road	198	0.20	0	182	0.20	0	179	0.18	0	184	0.19	0

Table 14-60.4: A54 Middlewich Road/A54 Chester Road/B5308 Middlewich Road junction 2031 future baseline and with the AP2 revised scheme (proposed layout) 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
08:00–09:00	**2031 future baseline (existing layout)**			**AP2 revised scheme scenario 1 (proposed layout)**			**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**		
B5308 Middlewich Road	330	-	-	353	-	-	370	-	-	361	-	-
A54 Chester Road	30	0.06	0	17	0.04	0	21	0.05	0	18	0.04	0
A54 Middlewich Road	484	0.51	1	480	0.45	1	482	0.45	1	491	0.46	1
17:00–18:00	**2031 future baseline (existing layout)**			**AP2 revised scheme scenario 1 (proposed layout)**			**AP2 revised scheme scenario 2 (proposed layout)**			**AP2 revised scheme scenario 3 (proposed layout)**		
B5308 Middlewich Road	251	-	-	259	-	-	234	-	-	165	-	-
A54 Chester Road	20	0.04	0	20	0.04	0	20	0.04	0	20	0.04	0
A54 Middlewich Road	198	0.20	0	198	0.19	0	181	0.18	0	186	0.17	0

12.2.166 The conclusions drawn in paragraphs 11.2.149 to 11.2.150 of the of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that, based on the existing layout, the junction operates well within capacity in both the future baseline and with the AP1 revised scheme.

With the proposed layout, 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 AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction."

A556 Chester Road/Hartford Road/Hill Top Grange

12.2.167 Table 14-60.5 below summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

Table 14-60.5: A556 Chester Road/Hartford Road/Hill Top Grange junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Hill Top Grange*	-	-	-	-	-	-	-	-	-	-	-	-
A556 Chester Road (east)	972	45%	13	914	43%	13	915	43%	13	925	43%	13
Hartford Road	230	31%	5	230	31%	5	230	31%	5	228	31%	5
A556 Chester Road (west)	1,745	81%	22	1,783	83%	22	1,779	83%	22	1,770	83%	22
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Hill Top Grange*	-	-	-	-	-	-	-	-	-	-		-
A556 Chester Road (east)	1,761	81%	24	1,681	77%	23	1,685	77%	23	1,687	78%	23
Hartford Road	260	38%	6	338	50%	8	324	48%	7	362	53%	8
A556 Chester Road (west)	1,278	59%	17	1,253	58%	17	1,252	58%	17	1,269	58%	17

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

12.2.168 The assessment shows that in the AM and PM peak hours the junction operates within capacity in both the future baseline and with the AP2 revised scheme.

12.2.169 The change in traffic due to construction of the route of AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction.

A556 Shurlach Road/B5082 Penny's Lane

12.2.170 Table 14-60.6 below summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Table 14-60.6: A556 Shurlach Road/B5082 Penny's Lane junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A556 Shurlach Road (east) (ahead and left)	1,702	-	-	2,075	-	-	2,175	-	-	1,894	-	-
B5082 Penny's Lane (left)	300	0.58	1	259	0.57	1	247	0.56	1	5	0.01	0
A556 Shurlach Road (west) (ahead and right)	2,242	0.70	2	2,134	0.58	1	2,167	0.56	1	0	0.00	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A556 Shurlach Road (east) (ahead and left)	1,534	-	-	1,762	-	-	1,751	-	-	1,807	-	-
B5082 Penny's Lane (left)	311	0.57	1	427	0.85	5	453	0.90	7	8	0.02	0
A556 Shurlach Road (west) (ahead and right)	1,715	0.50	1	2,187	0.56	1	2,133	0.56	1	0	0.00	0

12.2.171 The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and close to capacity with the AP2 revised scheme.

12.2.172 The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths in the AM peak hour.

12.2.173 In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the RFC on the B5082 Penny's Lane (left) approach from 0.57 in the future baseline to 0.90, with a corresponding change in queue length from one PCU in the future baseline to seven PCU.

Clive Green Lane/Coal Pit Lane

12.2.174 Table 14-60.7 below summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Table 14-60.7: Clive Green Lane/Coal Pit Lane junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**		
Clive Green Lane (west) (ahead and left)	228	-	-	494	-	-	203	-	-
Coalpit Lane (left)	129	0.20	0	0	0	0	128	0.20	0
Coalpit Lane (right)	23	0.07	0	0	0	0	31	0.09	0
Clive Green Lane (east) (ahead and right)	607	0.52	2	592	0	0	641	0.45	1
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**		
Clive Green Lane (west) (ahead and left)	188	-	-	682	-	-	124	-	-
Coalpit Lane (left)	198	0.31	0	0	0	0	184	0.28	0
Coalpit Lane (right)	4	0.01	0	0	0	0	3	0.01	0
Clive Green Lane (east) (ahead and right)	518	0.30	1	520	0	0	494	0.21	1

12.2.175 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 AP2 revised scheme.

12.2.176 The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction.

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

12.2.177 Table 14-60.8 below summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Table 14-60.8: A54 New High Street/A54 Winsford Bypass/A5018 Wharton Road/Weaver Street junction 2031 future baseline and with the AP2 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	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A5018 Wharton Road	979	79%	2	1,004	78%	1	976	81%	2	898	75%	1	898	74%	1
Market Place	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A54 Winsford-Bypass	853	61%	1	700	52%	0	819	58%	1	764	53%	0	776	54%	0
Weaver Street	175	19%	0	167	18%	0	216	23%	0	177	19%	0	182	19%	0
A54 New High Street	1,728	81%	1	1,686	79%	1	1,761	84%	1	1,755	82%	1	1,742	82%	1
New Road	216	71%	1	198	62%	1	209	75%	2	214	73%	2	217	73%	2
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A5018 Wharton Road	1,050	69%	1	1,055	72%	1	1,252	81%	1	1,010	70%	1	1,012	72%	1
Market Place	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A54 Winsford-Bypass	1,138	97%	7	1,032	89%	3	1,008	103%	10	1,195	98%	7	1,189	98%	7
Weaver Street	138	17%	0	189	22%	0	111	14%	0	162	19%	0	182	22%	0
A54 New High Street	1,458	67%	0	1,580	74%	0	1,435	64%	0	1,470	68%	0	1,527	72%	0
New Road	226	53%	1	242	66%	1	215	46%	1	236	56%	1	236	60%	1

12.2.178 The assessment shows that in the AM peak hour the junction operates within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme.

12.2.179 The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

12.2.180 In scenario 1, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase VoC on the A54 Winsford-Bypass approach from 97% in the future baseline to 103%, with a corresponding change in queue length from seven PCU in the future baseline to 10 PCU.

Dene Drive/The Drumber

12.2.181 Table 14-60.9 below summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Table 14-60.9: Dene Drive/The Drumber junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Dene Drive (north)	105	23%	2	119	26%	2	111	25%	2	107	24%	2
The Drumber	317	28%	6	348	31%	6	273	24%	5	273	24%	5
Dene Drive (south)	610	70%	9	663	77%	10	594	69%	9	597	69%	9
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Dene Drive (north)	314	53%	5	343	58%	6	280	48%	5	278	47%	4
The Drumber	490	68%	9	530	74%	10	489	68%	9	487	68%	9
Dene Drive (south)	284	29%	3	258	27%	3	289	29%	3	308	31%	3

12.2.182 The assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and within capacity with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the AP2 revised scheme.

12.2.183 The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction.

A54 Middlewich Road/B5355 Station Road

12.2.184 Table 14-60.10 below summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Table 14-60.10: A54 Middlewich Road/B5355 Station Road junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A54 Middlewich Road	586	40%	0	571	39%	0	514	35%	0	528	36%	0
A54 Winsford-Bypass	641	42%	0	679	45%	0	663	44%	0	653	43%	0
B5355 Station Road	365	34%	0	351	33%	0	298	28%	0	295	27%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A54 Middlewich Road	928	70%	0	1,034	68%	0	963	73%	0	958	73%	0
A54 Winsford-Bypass	423	31%	0	363	27%	0	485	35%	0	496	36%	0
B5355 Station Road	450	37%	0	205	16%	0	379	32%	0	378	32%	0

12.2.185 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 AP2 revised scheme.

12.2.186 The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction.

A559 Manchester Road/Fryer Road

12.2.187 Table 14-60.11 below summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Table 14-60.11: A559 Manchester Road/Fryer Road junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A559 Manchester Road (east)	577	41%	0	569	40%	0	562	40%	0	567	40%	0
A559 Manchester Road (west)	364	19%	0	357	18%	0	356	18%	0	358	18%	0
Fryer Road	198	36%	0	219	43%	0	221	44%	0	242	50%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A559 Manchester Road (east)	546	64%	0	550	65%	0	521	58%	0	546	64%	0
A559 Manchester Road (west)	844	43%	0	852	43%	0	817	42%	0	844	43%	0
Fryer Road	110	28%	0	117	33%	0	110	27%	0	110	28%	0

12.2.188 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 AP2 revised scheme.

12.2.189 The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction.

A533 London Road/A5509 Chester Way

12.2.190 Table 14-60.12 below summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Table 14-60.12: A533 London Road/A5509 Chester Way junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A533 London Road (north)*	-	-	-	-	-	-	-	-	-	-	-	-
A5509 Chester Way (east)	1,927	72%	14	2,012	76%	15	1,995	75%	15	1,991	75%	15
A533 London Road (south)	1,082	85%	16	1,093	86%	16	1,092	86%	16	1,093	86%	16
A5509 Chester Way (west)*	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A533 London Road (north)*	-	-	-	-	-	-	-	-	-	-	-	-
A5509 Chester Way (east)	2,795	91%	23	2,763	90%	23	2,769	90%	23	2,748	90%	23
A533 London Road (south)	1,009	93%	18	1,036	95%	19	1,043	96%	19	1,031	95%	18
A5509 Chester Way (west)*	-	-	-	-	-	-	-	-	-	-	-	-

**A533 London Road is one-way northbound and A5509 Chester Way is one-way westbound and therefore no results are reported for the A533 London Road (north) and A5509 Chester Way (west) approaches.*

12.2.191 The assessment shows that in the AM and PM peak hours the junction operates close to capacity in both the future baseline and with the AP2 revised scheme.

12.2.192 The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

12.2.193 In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the maximum VoC on the A533 London Road (south) approach from 93% in the future baseline to 96%, with a corresponding change in queue length from 18 PCU in the future baseline to 19 PCU.

A559 Chester Way/Crum Hill

12.2.194 Table 14-60.13 below summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Table 14-60.13: A559 Chester Way/Crum Hill junction 2031 future baseline and with the AP2 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	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Crum Hill	81	18%	1	81	18%	1	81	18%	1	81	18%	1	81	18%	1
A559 Chester Way (east)	1,121	45%	9	1,070	43%	9	1,154	46%	9	1,142	46%	9	1,143	46%	9
A559 Chester Way (west)	1,600	95%	19	1,571	94%	19	1,580	94%	19	1,585	95%	19	1,583	94%	19
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Crum Hill	192	43%	3	238	54%	4	192	43%	3	188	42%	3	199	45%	3
A559 Chester Way (east)	1,842	74%	15	1,815	73%	15	1,811	73%	15	1,816	73%	15	1,792	72%	14
A559 Chester Way (west)	1,533	91%	18	1,456	87%	17	1,604	96%	19	1,604	96%	19	1,597	95%	19

12.2.195 The assessment shows that in the AM and PM peak hours the junction operates close to capacity in both the future baseline and with the AP2 revised scheme.

12.2.196 The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

12.2.197 In scenarios 1 and 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the maximum VoC on the A559 Chester Way (west) approach from 91% in the future baseline to 96%, with a corresponding change in queue length from 18 PCU in the future baseline to 19 PCU.

A50 Toft Road/Goughs Lane

12.2.198 Table 14-60.14 below summarises the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 14-60.14 below replaces Table 15-11 in the main TA.

Table 14-60.14: A50 Toft Road/Goughs Lane junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A50 Toft Road (north)	408	30%	0	407	30%	0	420	30%	0	423	31%	0
Goughs Lane	420	79%	1	486	88%	1	446	82%	1	417	77%	1
A50 Toft Road (south)	442	32%	0	455	33%	0	462	33%	0	443	32%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A50 Toft Road (north)	576	42%	0	642	47%	0	633	46%	0	564	41%	0
Goughs Lane	518	111%	6	455	112%	6	427	108%	6	492	111%	6
A50 Toft Road (south)	817	59%	0	864	63%	0	906	66%	0	831	60%	0

12.2.199 The conclusions drawn in paragraph 12.2.34 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and close to capacity with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

In scenario 1, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Goughs Lane approach from 79% in the future baseline to 88% in the AM peak hour, with no change in corresponding queue length.

In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the Goughs Lane approach from 111% in the future baseline to 108%, with no change in corresponding queue length."

A556 Shurlach Road/Gadbrook Road

12.2.200 Table 14-60.15 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Table 14-60.15: A556 Shurlach Road/Gadbrook Road junction 2031 future baseline and with the AP2 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	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Gadbrook Road (north)	290	108%	9	291	109%	9	293	109%	9	293	109%	9	293	109%	9
A556 Shurlach Road (east)	1,726	92%	33	1,700	90%	32	1,606	84%	30	1,605	84%	30	1,720	95%	34
Gadbrook Road (south)	136	48%	5	135	47%	5	133	47%	5	140	49%	5	118	42%	4
A556 Shurlach Road (west)	2,105	82%	40	2,132	83%	41	2,222	87%	43	2,189	86%	42	2,216	87%	42
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Gadbrook Road (north)	426	106%	12	426	106%	12	426	106%	12	426	106%	12	426	106%	12
A556 Shurlach Road (east)	1,708	66%	37	1,716	65%	37	1,649	62%	36	1,621	61%	35	1,622	61%	35
Gadbrook Road (south)	333	99%	12	334	99%	12	296	88%	10	300	89%	10	297	88%	10
A556 Shurlach Road (west)	1,257	69%	27	1,317	85%	29	1,189	65%	25	1,146	63%	23	1,179	64%	24

12.2.201 The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

12.2.202 In scenario 1, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A556 Shurlach Road (west) approach from 82% in the future baseline to 87% in the AM peak hour, with a corresponding change in queue length from 40 PCU in the future baseline to 43 PCU.

12.2.203 In scenarios 1 and 3, the change in traffic due to construction of the AP2 revised scheme in the PM Peak hour will decrease the VoC on the Gadbrook Road (south) approach from 99% in the future baseline to 88%, with a corresponding change in queue length from 12 PCU in the future baseline to 10 PCU.

A5018 Wharton Road/Morrisons Manufacturing Winsford Access

12.2.204 Table 14-60.16 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Table 14-60.16: A5018 Wharton Road/Morrisons Manufacturing Winsford Access junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A5018 Wharton Road (north)	722	37%	0	720	37%	0	637	33%	0	636	33%	0
Morrisons Manufacturing Winsford Access*	-	-	-	-	-	-	-	-	-	-	-	-
A5018 Wharton Road (south)	1,226	67%	0	1,240	68%	0	1,243	67%	0	1,250	68%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A5018 Wharton Road (north)	1,148	59%	0	1,149	59%	0	1,121	58%	0	1,121	58%	0
Morrisons Manufacturing Winsford Access*	-	-	-	-	-	-	-	-	-	-	-	-
A5018 Wharton Road (south)	749	46%	0	705	43%	0	713	43%	0	743	45%	0

**Morrisons Manufacturing Winsford Access is a zone loading link and therefore the approach arm is not represented within the strategic traffic model.*

12.2.205 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 AP2 revised scheme.

12.2.206 The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction.

Apple Market Street/Carpark Egress

12.2.207 Table 14-60.17 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Table 14-60.17: Apple Market Street/Carpark Egress junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Carpark Egress	226	12%	0	222	11%	0	222	11%	0	222	11%	0
Apple Market Street (west)	54	3%	0	54	3%	0	54	3%	0	54	3%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Carpark Egress	148	8%	0	149	8%	0	148	8%	0	148	8%	0
Apple Market Street (west)	83	4%	0	83	4%	0	83	4%	0	83	4%	0

12.2.208 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 AP2 revised scheme.

12.2.209 The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction.

A533 Kingsmead/Moor Park Way/Regency Way

12.2.210 Table 14-60.18 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Table 14-60.18: A533 Kingsmead/Moor Park Way/Regency Way junction 2031 future baseline and with the AP2 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
08:00–09:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A533 Kingsmead (south)	1,080	94%	0	1,076	93%	0	1,076	93%	0	1,077	94%	0
Regency Way	452	77%	1	452	77%	1	452	76%	1	452	77%	1
Moor Park Way	132	29%	0	132	30%	0	132	30%	0	132	30%	0
A533 Kingsmead (north)	830	82%	1	866	85%	1	862	85%	1	866	85%	1
17:00–18:00	**2031 future baseline**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
A533 Kingsmead (south)	1,105	101%	4	1,110	101%	4	1,110	101%	4	1,111	101%	4
Regency Way	608	102%	6	607	102%	6	607	102%	6	606	102%	6
Moor Park Way	94	18%	0	91	17%	0	92	17%	0	91	17%	0
A533 Kingsmead (north)	557	64%	0	524	60%	0	520	60%	0	530	61%	0

12.2.211 The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

12.2.212 In scenarios 1, 2 and 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A533 Kingsmead (north) approach from 82% in the future baseline to 85% in the AM peak hour, with no change in corresponding queue length.

12.2.213 In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

B5153 Beach Road/Burrows Hill

12.2.214 Table 14-60.19 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Table 14-60.19: B5153 Beach Road/Burrows Hill junction 2031 future baseline and with the AP2 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	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Burrows Hill	373	76%	9	376	77%	9	384	78%	9	383	78%	9	382	78%	9
B5153 Beach Road (east)	284	37%	5	285	38%	5	295	38%	5	294	38%	5	292	38%	5
B5153 Beach Road (west)	394	42%	7	405	43%	7	397	42%	7	399	42%	7	398	42%	7
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Burrows Hill	389	94%	7	401	97%	7	387	94%	6	387	94%	6	387	94%	6
B5153 Beach Road (east)	440	68%	6	442	69%	6	437	68%	6	438	68%	6	435	68%	5
B5153 Beach Road (west)	166	21%	2	178	23%	2	160	21%	2	160	21%	2	162	21%	2

12.2.215 The assessment shows that in the AM peak hour the junction operates within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme.

12.2.216 The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

12.2.217 In the utilities scenario, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the Burrows Hill approach from 94% in the future baseline to 97%, with no change in corresponding queue length.

A559 Marston Lane/Earles Lane

12.2.218 Table 14-60.20 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Table 14-60.20: A559 Marston Lane/Earles Lane junction 2031 future baseline and with the AP2 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	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Earles Lane	144	32%	0	421	91%	1	213	47%	0	205	46%	0	190	42%	0
A559 Marston Lane (east)	170	8%	0	169	8%	0	171	9%	0	171	9%	0	186	9%	0
A559 Marston Lane (west)	619	34%	0	545	31%	0	538	30%	0	567	31%	0	553	31%	0
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Earles Lane	228	54%	0	427	96%	2	324	77%	1	340	81%	1	337	79%	1
A559 Marston Lane (east)	277	14%	0	262	13%	0	307	15%	0	322	16%	0	286	14%	0
A559 Marston Lane (west)	349	19%	0	361	20%	0	308	17%	0	305	16%	0	306	17%	0

12.2.219 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 AP2 revised scheme.

12.2.220 In the utilities scenario, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Earles Lane approach from 32% in the future baseline to 91% in the AM peak hour, with a corresponding change in queue length from no queue in the future baseline to one PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the Earles Lane approach from 54% in the future baseline to 96%, with a corresponding change in queue length from no queue in the future baseline to two PCU.

A559 Chester Road/Bradburns Lane

12.2.221 Table 14-60.21 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Table 14-60.21: A559 Chester Road/Bradburns Lane junction 2031 future baseline and with the AP2 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	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Bradburns Lane	457	71%	6	462	71%	6	464	72%	6	465	72%	6	463	72%	6
A559 Chester Road (east)	467	100%	8	470	100%	8	468	100%	8	468	100%	8	468	100%	8
School Lane*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A559 Chester Road (west)	514	105%	8	516	106%	8	513	105%	8	514	105%	8	514	105%	8
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
Bradburns Lane	389	101%	7	394	103%	7	386	101%	7	386	101%	7	388	101%	7
A559 Chester Road (east)	720	86%	10	732	89%	10	702	83%	10	703	83%	10	707	84%	10
School Lane*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A559 Chester Road (west)	876	87%	12	871	85%	12	871	85%	12	871	85%	12	871	85%	12

**School Lane is one-way southbound and therefore no results are reported for the School Lane approach.*

12.2.222 The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

12.2.223 The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

12.2.224 In the utilities scenario, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A559 Chester Road (east) approach from 86% in the future baseline to 89%, with no change in corresponding queue length.

B5153 Beach Road/Bradburns Lane

12.2.225 Table 14-60.22 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Table 14-60.22: B5153 Beach Road/Bradburns Lane junction 2031 future baseline and with the AP2 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	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
B5153 Beach Road (east)	417	63%	11	421	63%	11	442	67%	11	438	66%	11	437	66%	11
Bradburns Lane	64	13%	2	80	16%	2	66	13%	2	65	13%	2	66	14%	2
B5153 Beach Road (west)	748	85%	14	745	88%	14	732	86%	14	737	87%	14	736	86%	14
17:00–18:00	**2031 future baseline**			**AP2 revised scheme utilities scenario**			**AP2 revised scheme scenario 1**			**AP2 revised scheme scenario 2**			**AP2 revised scheme scenario 3**		
B5153 Beach Road (east)	421	63%	11	442	66%	11	403	60%	10	408	61%	10	398	60%	10
Bradburns Lane	164	34%	5	168	34%	5	164	33%	5	164	34%	5	164	34%	5
B5153 Beach Road (west)	363	29%	7	355	29%	7	368	29%	7	368	29%	7	379	30%	7

12.2.226 The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the AP2 revised scheme.

12.2.227 In the utilities scenario, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the B5153 Beach Road (west) approach from 85% in the future baseline to 88% in the AM peak hour, with no change in corresponding queue length.

12.2.228 In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.

Accidents and safety

12.2.229 The impacts on accident and safety risks during construction are reported in Section 14.3 of the main TA and Section 11.2 of the SES1 and AP1 ES TA.

12.2.230 The baseline analysis of accidents and safety identified no locations which had experienced an accident cluster over the three-year period from July 2016 to June 2019.

12.2.231 In the MA02 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 14.3 of the main TA and Section 11.2 of the SES1 and AP1 ES TA.

Parking and loading

12.2.232 The impacts on parking and loading during operation are reported in Section 14.3 of the main TA and Section 11.2 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Public transport

Local bus services

12.2.233 The impacts on local bus services during construction are reported in Section 14.3 of the main TA and Section 11.2 in the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Rail network

12.2.234 The impacts on the rail network during construction are reported in Section 13.3 of the main TA and Section 10.2 in the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Public transport interchanges

12.2.235 The impacts on public transport interchanges during construction are reported in Section 14.3 of the main TA and Section 11.2 in the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Pedestrians, cyclists and equestrians

12.2.236 The impacts on pedestrians, cyclists and equestrians during construction are reported in Section 14.3 of the main TA and Section 11.2 in the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Waterways and canals

12.2.237 The impacts on waterways and canals during construction are reported in Section 14.3 of the main TA and Section 11.2 in the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

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