In Parliament – Session 2022 - 2023

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High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

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

Traffic and transport

Transport Assessment Part 3 Addendum

MA02: Wimboldsley to Lostock Gralam

S102_B

In Parliament – Session 2022 - 2023

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Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Appendix TR-003-00002 – Report 2 of 2
Traffic and transport
Transport Assessment Part 3 Addendum
MA02: Wimboldsley to Lostock Gralam

S102_B

Department for Transport

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Transport Assessment - Overall Structure

Transport Assessment Part 1 Addendum – Introduction

Part 1: Introduction (TR-001-00000)

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

Transport Assessment Part 2 Addendum – Existing and future baseline conditions

Part 2: MA01 (TR-002-00001)

Section 5	Hough to Walley's Green (MA01) *Section 5.1 Introduction* *Section 5.2 SES2 changes and AP2 amendments for MA01* *Section 5.3 Existing and future baseline*

Part 2: MA02 (TR-002-00002)

Section 6	Wimboldsley to Lostock Gralam (MA02) *Section 6.1 Introduction* *Section 6.2 SES2 changes and AP2 amendments for MA02* *Section 6.3 Existing and future baseline*

Part 2: MA03 (TR-002-00003)

Section 7	Pickmere to Agden and Hulseheath (MA03) *Section 7.1 Introduction* *Section 7.2 SES2 changes and AP2 amendments for MA03* *Section 7.3 Existing and future baseline*

Part 2: MA06, MA07 and MA08 (including MA04 and MA05) (TR-002-00006)

Report 1 of 7

Section 8	Broomedge to Glazebrook (MA04) *Section 8.1 Introduction* *Section 8.2 Existing and future baseline*

Report 2 of 7

Section 9	Risley to Bamfurlong (MA05) *Section 9.1 Introduction* *Section 9.2 Existing and future baseline*

Report 3 of 7

Section 10	Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08) *Section 10.1 Introduction* *Section 10.2 SES2 changes and AP2 amendments for MA06, MA07 and MA08* *Section 10.3 Existing and future baseline*

Report 4 of 7	
Section 10	Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08) *Section 10.3 Existing and future baseline - MA06 junction operation*
Report 5 of 7	
Section 10	Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08) *Section 10.3 Existing and future baseline - MA07 junction operation*
Report 6 of 7	
Section 10	Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08) *Section 10.3 Existing and future baseline - MA08 junction operation*
Report 7 of 7	
Section 10	Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08) *Section 10.3 Existing and future baseline*

Transport Assessment Part 3 Addendum – AP2 revised scheme assessment	
Part 3: MA01 (TR-003-00001)	
Report 1 of 2	
Section 11	Hough to Walley's Green (MA01) *11.1 AP2 revised scheme construction description* *11.2 AP2 revised scheme assessment of construction impacts*
Report 2 of 2	
Section 11	Hough to Walley's Green (MA01) *11.3 AP2 revised scheme operation description* *11.4 AP2 revised scheme assessment of operation impacts*
Part 3: MA02 (TR-003-00002)	
Report 1 of 2	
Section 12	Wimboldsley to Lostock Gralam (MA02) *12.1 AP2 revised scheme construction description* *12.2 AP2 revised scheme assessment of construction impacts*
Report 2 of 2	
Section 12	Wimboldsley to Lostock Gralam (MA02) *12.3 AP2 revised scheme operation description* *12.4 AP2 revised scheme assessment of operation impacts*
Part 3: MA03 (TR-003-00003)	
Report 1 of 2	
Section 13	Pickmere to Agden and Hulseheath (MA03) *13.1 AP2 revised scheme construction description* *13.2 AP2 revised scheme assessment of construction impacts*
Report 2 of 2	
Section 13	Pickmere to Agden and Hulseheath (MA03) *13.3 AP2 revised scheme operation description* *13.4 AP2 revised scheme assessment of operation impacts*

Part 3: MA06, MA07 and MA08 (including MA04 and MA05) (TR-003-00006)

Report 1 of 12

Section 14 Broomedge to Glazebrook (MA04)
14.1 AP2 revised scheme construction description
14.2 AP2 revised scheme assessment of construction impacts

Report 2 of 12

Section 15 Risley to Bamfurlong (MA05)
15.1 AP2 revised scheme construction description
15.2 AP2 revised scheme assessment of construction impacts

Report 3 of 12

Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)
16.1 Description of AP2 revised scheme
16.2 AP2 revised scheme construction description
16.3 AP2 revised scheme assessment of construction impacts

Report 4 of 12

Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)
16.3 AP2 revised scheme assessment of construction impacts – MA06 junction performance

Report 5 of 12

Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)
16.3 AP2 revised scheme assessment of construction impacts – MA07 junction performance

Report 6 of 12

Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)
16.3 AP2 revised scheme assessment of construction impacts – MA08 junction performance

Report 7 of 12

Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)
16.3 AP2 revised scheme assessment of construction impacts

Report 8 of 12

Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)
16.4 AP2 revised scheme operation description
16.5 AP2 revised scheme assessment of operation impacts

Report 9 of 12

Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)
16.5 AP2 revised scheme assessment of operation impacts – MA06 junction performance

Report 10 of 12

Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)
16.5 AP2 revised scheme assessment of operation impacts – MA07 junction performance

Report 11 of 12

Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)
16.5 AP2 revised scheme assessment of operation impacts – MA08 junction performance

Report 12 of 12

Section 16 Hulseheath to Manchester Piccadilly Station (MA06, MA07 and MA08)
16.5 AP2 revised scheme assessment of operation impacts

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

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

Section 17	Introduction
Section 18	Route-wide assessment
Section 19	Off-route assessment

TA Addendum Annexes C to G (TR-005-00000)

Annex C	Model performance report - Greater Manchester SATURN Model (GMSM)
Annex D	Model performance report - M6 Junction 19 Model
Annex E	Model performance report - Winsford and Middlewich Model
Annex F	Model performance report - A500 Crewe Model
Annex G	Model performance report - Northwich Traffic Model

Contents

12.3 AP2 revised scheme operation description 12-221

12.4 AP2 revised scheme assessment of operation impacts 12-221

Tables

Table 14-62b: MA02 AP2 revised scheme permanent highway diversion/closure/amendment 12-222

Table 14-63: MA02 AP2 revised scheme impacted links, 2039 AM peak 12-224

Table 14-64: MA02 AP2 revised scheme impacted links, 2051 AM peak 12-231

Table 14-65: MA02 AP2 revised scheme impacted links, 2039 PM peak 12-240

Table 14-66: MA02 AP2 revised scheme impacted links, 2051 PM peak 12-248

Table 14-67: M6 junction 18/A54 Middlewich Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-262

Table 14-68: Clive Green Lane realignment/Crewe North RSD access junction 2039 and 2051 AP2 revised scheme junction capacity assessment 12-263

Table 14-69: A530 Nantwich Road/Clive Green Lane realignment/Coalpit Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-264

Table 14-70: A54 Middlewich Road/Clive Lane/Road One junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-265

Table 14-71: A530 Nantwich Road/St Ann's Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-267

Table 14-72: A54 Kinderton Street/A54 St Michael's Way/A533 Leadsmithy Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-269

Table 14-73: A54 St Michael's Way/Wheelock Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-271

Table 14-74: A54 Chester Road/A54 St Michael's Way/A530 Nantwich Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-273

Table 14-75: A54 Middlewich Road realignment/A533 Northwich Road diversion 2039 and 2051 AP2 revised scheme junction capacity assessment 12-274

Table 14-76: A54 Chester Road/A54 Middlewich Road/A533 Northwich Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-276

Table 14-77: A54 Middlewich Road realignment/Birch Lane diversion/Bell Lane realignment junction 2039 and 2051 with the AP2 revised scheme junction capacity assessment 12-277

Table 14-78: A533 Bostock Road/A5018 Bostock Road/A533 Davenham Road/Road One junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-279

Table 14-79: A556 Chester Road/Hartford Road/Hill Top Grange junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-281

Table 14-80: A530 King Street/Davenham Road/Crowders Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-283

Table 14-81: A556 Shurlach Road/Shurlach Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-285

Table 14-82: A530 King Street/Gadbrook Distribution Centre/B5082 Pennys Lane diversion junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-287

Table 14-83: A530 Griffiths Road/A530 King Street/B5082 Middlewich Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-289

Table 14-84: A556 Shurlach Road (northbound) realignment/Birches Lane realignment 2039 and 2051 with the AP2 revised scheme junction capacity assessment 12-291

Table 14-85: A556 Shurlach Road (southbound) realignment/Birches Lane diversion junction 2039 and 2051 with the AP2 revised scheme junction capacity assessment results 12-291

Table 14-86: A530 Griffiths Road/A559 Manchester Road junction 2039 and 2051 future baseline and AP2 revised scheme (existing layout) junction capacity assessment 12-293

Table 14-86.1: A530 Griffiths Road/A559 Manchester Road junction 2039 and 2051 future baseline and AP2 revised scheme (proposed layout) junction capacity assessment 12-294

Table 14-87: A559 Manchester Road/A559 Hall Lane/Station Road junction 2039 and 2051 future baseline and AP2 revised scheme (existing layout) junction capacity assessment 12-297

Table 14-87.1: A559 Manchester Road/A559 Hall Lane/Station Road junction 2039 and 2051 future baseline and AP2 revised scheme (proposed layout) junction capacity assessment 12-297

Table 14-88: A556 Chester Road/A556 Shurlach Road/A559 Manchester Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-300

Table 14-88.1: A54 New High Street/A54 Winsford Bypass/A5018 Wharton Road/New Road/Weaver Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-303
Table 14-88.2: Dene Drive/The Drumber junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-305
Table 14-88.3: A54 Middlewich Road/A54 Winsford-Bypass/B5355 Station Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-307
Table 14-88.4: A559 Manchester Road/Fryer Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-309
Table 14-88.5: A559 Chester Way/A559 Station Road/B5075 New Warrington Road/B5082 Station Road/Leicester Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-311
Table 14-88.6: A533 Booth Lane/St Annes Avenue junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-313
Table 14-88.7: London Road/Hartford Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-315
Table 14-88.8: A533 London Road/A5509 Chester Way junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-317
Table 14-88.9: A559 Chester Way/Crum Hill junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-319
Table 14-88.10: A533 Booth Lane/Long Lane South junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-321
Table 14-88.11: A556 Shurlach Road/Gadbrook Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-323
Table 14-88.12: A556 Shurlach Road/A530 King Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-325
Table 14-88.13: A54 Middlewich Road/B5355 Station Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-327
Table 14-88.14: A533 Kingsmead/St Georges Way/Monarch Drive junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-329
Table 14-88.15: A530 Nantwich Road/Brynlow Drive junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-331
Table 14-88.16: A54 Chester Road/A530 Newton Bank junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-333
Table 14-88.17: A54 Holmes Chapel Road/Brereton Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-335

Table 14-88.18: A530 King Street/A530 Croxton Lane/B5309 King Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-337
Table 14-88.19: A533 London Road/A533 Kingsmead junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-339
Table 14-88.20: B5082 Station Road/B5062 Middlewich Road/Manchester Road/Victoria Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-341
Table 14-88.21: B5075 Ollershaw Lane/B5075 New Warrington Road/Chapel Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-343
Table 14-88.22: A559 Marston Lane/A559 Hall Lane/B5391 Church Street/Wincham Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-345
Table 14-88.23: B5391 Church Street/B5391 Pickmere Lane/Linnards Lane/Earles Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-347
Table 14-88.24: B5074 Swanlow Lane/Townfields Road/Townfields Drive junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-349
Table 14-88.25: A54 Chester Road/A530 Croxton Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-351
Table 14-88.26: A54 Holmes Chapel Road/B5309 Centurion Way/Pochin Way Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-353
Table 14-88.27: A533 Bostock Road/London Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-355
Table 14-88.28: A533 Town Bridge/A533 Dane Street/Weaver Way junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-357
Table 14-88.29: A556 Chester Road/B5569 Plumley Moor Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment 12-359

Figures

Figure 14-7: MA02 AP2 revised scheme traffic flow changes – 2039 AM peak 12-257
Figure 14-8: MA02 AP2 revised scheme traffic flow changes – 2051 AM peak 12-258
Figure 14-9: MA02 AP2 revised scheme traffic flow changes – 2039 PM peak 12-259
Figure 14-10: MA02 AP2 revised scheme traffic flow changes – 2051 PM peak 12-260

12.3 AP2 revised scheme operation description

12.3.1 The MA02 operation description (for the original scheme) is reported in Section 14.4 of the main TA and Section 11.3 of the SES1 and AP1 ES TA (for the AP1 revised scheme). This section of the main TA and the SES1 and AP1 ES TA is unchanged.

12.4 AP2 revised scheme assessment of operation impacts

12.4.1 The SES2 changes and AP2 amendments reported in Section 12.4 of this report mean that Section 14.5 of the main TA and Section 11.4 of the SES1 and AP1 ES TA are replaced by Section 12.4 in this document. Where there is no replacement the text, in the main TA and the SES1 and AP1 ES TA remains valid.

12.4.2 This section provides an overview of the impacts resulting from the operation of the AP2 revised scheme.

12.4.3 In the main TA, the future baseline traffic volumes were calculated for 2030, 2038 and 2046. In the SES1 and AP1 ES TA, the 2046 future baseline was updated to 2051 in order to give the assessment greater resilience to long-term growth in travel demand. For the SES2 and AP2 ES TA, the 2030 and 2038 future baselines have been updated to 2031 and 2039 to reflect the revised programme reported in SES2 and AP2 ES Volume 2, Community Area report: Wimboldsley to Lostock Gralam (MA02), Section 6. Consequently, the operational assessment of the AP2 revised scheme has been undertaken for the anticipated opening year of 2039 and a further assessment year of 2051.

Key operation transport issues

12.4.4 The key operation transport issues (for the original scheme) are reported in Section 14.5 of the main TA and Section 11.4 of the SES1 and AP1 ES TA (for the AP1 revised scheme). This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Highway network

Highway diversions, realignments and closures

12.4.5 Table 14-62 in the main TA and Table 14-62a of the SES1 and AP1 ES TA summarise the permanent road diversions, realignments and closures and any new or altered junctions required to accommodate the AP1 revised scheme. Table 14-62b below summarises the changes to those in Table 14-62 in the main TA and Table 14-62a in the SES1 and AP1 ES TA, identifying new or different permanent changes required to support the AP2 revised scheme. Those not listed in Table 14-62b remain unchanged to those identified in Table 14-6 of the main TA and Table 14-62a of the SES1 and AP1 ES TA.

Table 14-62b: MA02 AP2 revised scheme permanent highway diversion/closure/amendment

Highway name/junction	Description	Change/alteration
A559 Manchester Road/A559 Hall Lane/Station Road	Modification of the A559 Manchester Road/A559 Hall Lane/Station Road junction (AP2-002-003) 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.	No change in journey length.

Network traffic flows

12.4.6 The highway changes set out above, together with changes in traffic flows arising from the operation of the AP2 revised scheme, will result in changes to travel patterns in the area.

12.4.7 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.

Strategic and local road network traffic flows

12.4.8 The impacts of the AP2 revised scheme on the highway network have been assessed by undertaking strategic model runs for the 2039 and 2051 'with AP2 revised scheme' scenarios, and by comparing the flows and delays against the corresponding future baseline scenarios.

12.4.9 Changes have been made within the strategic model to reflect the proposed changes to the road network, including road closures, realigned roads and changes to junction operations.

12.4.10 Table 14-63 to Table 14-66 in the SES1 and AP1 ES TA replaced Table 14-63 to Table 14-66 in the main TA and set out the traffic flows on highway links affected by operation of the AP1 revised scheme for the weekday AM peak hour (08:00-09:00) and weekday PM peak hour (17:00-18:00) for 2038 and 2051 respectively. Table 14-63 to Table 14-66 below replace Table 14-63 to Table 14-66 in the SES1 and AP1 ES TA and include the change from a 2038 to 2039 assessment year. In both time periods, large percentage changes are generally a result of a relatively low number of movements in the future baseline.

12.4.11 Due to the simplified way in which the road network is represented in the strategic models, the use of some local roads may not be precisely reflected in the forecast traffic flows during operation of the AP2 revised scheme; however, this is not expected to change the conclusions of the assessment. Traffic flows on all other links are either unaffected from the future baseline or result in only small changes.

12.4.12 Figure 14-7 to Figure 14-10 in the SES1 and AP1 ES TA replaced Figure 14-7 to Figure 14-10 in the main TA and set out traffic flow changes for the AM and PM peak hours respectively for 2038 and 2051. Figure 14-7 to Figure 14-10 below set out traffic flow changes for the AM and PM peak hours respectively for 2039 and 2051 and replace Figure 14-7 to Figure 14-10 in the SES1 and AP1 ES TA.

12.4.13 The width of the band indicates the proportional change in traffic, with red representing an increase and green a decrease compared with the 2039 and 2051 future baseline scenario. Flow changes are the combination of changes associated with the SES2 changes and AP2 amendments, revised baseline traffic and associated traffic reassignment.

12.4.14 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 14-63: MA02 AP2 revised scheme impacted links, 2039 AM peak

Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Darnhall School Lane (between Glebe Green Drive and B5074 Swanlow Lane)	NB	4	1	4	1	0	0	0%	0%
	SB	270	1	239	1	-31	0	-11%	0%
Durham Drive/Glebe Green Drive (between Darnhall School Lane and Townsfields Drive)	NB	418	2	384	1	-34	-1	-8%	-50%
	SB	35	2	34	1	-1	-1	-3%	-50%
A530 Nantwich Road (between Clive Green Lane and Brynlow Drive)	EB	495	8	587	6	92	-2	19%	-25%
	WB	708	10	762	9	54	-1	8%	-10%
Durham Drive/Dover Drive/Mount Pleasant Drive (between Townsfields Drive and Denbigh Drive)	EB	58	2	57	1	-1	-1	-2%	-50%
	WB	443	2	418	1	-25	-1	-6%	-50%
Long Lane (between Sutton Lane and Hayhurst Avenue)	NB	14	1	15	1	1	0	7%	0%
	SB	1	1	3	1	2	0	200%	0%
Dene Drive (between Townfields Road and Queensway)	NB	385	1	367	1	-18	0	-5%	0%
	SB	263	1	199	1	-64	0	-24%	0%
Brynlow Drive (between Long Lane and A530 Nantwich Road)	EB	235	9	282	9	47	0	20%	0%
	WB	270	10	305	9	35	-1	13%	-10%
Hayhurst Avenue (between Eaton Drive and Long Lane)	EB	293	9	350	9	57	0	19%	0%
	WB	245	10	290	9	45	-1	18%	-10%
Hayhurst Avenue (between Long Lane and Sutton Lane)	EB	287	8	330	8	43	0	15%	0%
	WB	211	9	254	8	43	-1	20%	-11%
St Annes Avenue (between Sutton Lane and A533 Booth Lane)	EB	179	3	191	3	12	0	7%	0%
	WB	253	5	243	5	-10	0	-4%	0%
	NB	392	6	337	4	-55	-2	-14%	-33%

Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Sutton Lane (between St Annes Avenue and St Ann's Road)	SB	207	5	169	4	-38	-1	-18%	-20%
Coalpit Lane (between Clive Green Lane and Birch Lane)	NB	215	0	332	0	117	0	54%	0%
	SB	41	0	121	0	80	0	195%	0%
St Ann's Road (between Sutton Lane and Manor Lane)	NB	130	1	88	0	-42	-1	-32%	-100%
	SB	184	0	126	0	-58	0	-32%	0%
Clive Green Lane realignment/Clive Lane (between A530 Nantwich Road and A54 Middlewich Road)	NB	385	27	482	27	97	0	25%	0%
	SB	159	18	551	26	392	8	247%	44%
St Ann's Road (between Manor Lane and King Edward Street)	NB	140	1	114	0	-26	-1	-19%	-100%
	SB	191	0	138	0	-53	0	-28%	0%
Station Road (between B5355 Crook Lane and Rilshaw Lane)	EB	89	6	88	4	-1	-2	-1%	-33%
	WB	51	6	80	0	29	-6	57%	-100%
Dingle Lane/Weaver Street (between The Drumber and A54 Winsford Bypass)	NB	252	0	154	0	-98	0	-39%	0%
	SB	179	4	157	4	-22	0	-12%	0%
Station Road (between Kingsway and B5355 Crook Lane)	EB	189	2	158	4	-31	2	-16%	100%
	WB	38	2	37	0	-1	-2	-3%	-100%
Station Road (between Rilshaw Lane and B5355 Crook Lane)	EB	230	2	199	4	-31	2	-13%	100%
	WB	40	2	39	0	-1	-2	-3%	-100%
A533 Lewin Street (between Sutton Lane and Hightown)	NB	705	23	638	21	-67	-2	-10%	-9%
	SB	375	13	272	10	-103	-3	-27%	-23%
B5355 Station Road (between A54 Middlewich Road and B5355 Crook Lane)	EB	286	15	243	17	-43	2	-15%	13%
	WB	38	2	85	4	47	2	124%	100%
	EB	22	0	30	0	8	0	36%	0%

Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Queen Street (between St Anns Road and Hightown)	WB	13	0	15	0	2	0	15%	0%
B5355 Crook Lane (between B5355 Station Road and Birch Avenue)	NB	94	0	142	4	48	4	51%	0%
	SB	152	13	140	12	-12	-1	-8%	-8%
Hightown (between A533 Leadsmithy Street and Queen Street)	EB	22	0	30	0	8	0	36%	0%
A533 Leadsmithy Street (between Hightown and A54 St Michaels Way)	NB	727	23	667	21	-60	-2	-8%	-9%
	SB	375	13	271	10	-104	-3	-28%	-23%
St Ann's Road (between King Edward Street and A530 Nantwich Road)	NB	208	1	175	0	-33	-1	-16%	-100%
	SB	233	0	178	0	-55	0	-24%	0%
B5355 Crook Lane (between B5355 Station Road and Bradbury Road)	NB	93	0	142	4	49	4	53%	0%
	SB	141	13	129	12	-12	-1	-9%	-8%
Middlewich Eastern Bypass (between Cledford Lane and A54 Holmes Chapel Road)	EB	173	1	148	1	-25	0	-14%	0%
	WB	603	15	544	15	-59	0	-10%	0%
Nixon Drive (between Basford Way and Saxon Crossway)	EB	137	2	140	0	3	-2	2%	-100%
	WB	108	2	130	0	22	-2	20%	-100%
Nixon Drive (between Abbotts Way and Basford Way)	EB	105	2	107	0	2	-2	2%	-100%
	WB	93	2	115	0	22	-2	24%	-100%
Birch Lane (between Coalpit Lane and A54 Middlewich Road)	NB	212	0	224	0	12	0	6%	0%
	SB	40	0	120	0	80	0	200%	0%
Nixon Drive (between B5074 Delamere Street and Abbotts Way)	EB	39	2	37	0	-2	-2	-5%	-100%
	WB	82	2	99	0	17	-2	21%	-100%
	EB	90	2	110	0	20	-2	22%	-100%

Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Nixon Drive (between Saxon Crossway and Grange Lane)	WB	51	2	77	0	26	-2	51%	-100%
B5355 Crook Lane (between Bradbury Road and B5355 Wharton Road)	NB	170	5	204	4	34	-1	20%	-20%
	SB	98	4	87	0	-11	-4	-11%	-100%
A54 Chester Road (between Coal Pit Lane and A530 Croxton Lane)	EB	789	53	646	51	-143	-2	-18%	-4%
	WB	764	44	701	41	-63	-3	-8%	-7%
Coalpit Lane (between Birch Lane and A54 Chester Road)	NB	30	0	134	0	104	0	347%	0%
	SB	7	0	7	0	0	0	0%	0%
A54 Middlewich Road realignment (between Clive Lane and A533 Northwich Road diversion)	NB	490	35	216	32	-274	-3	-56%	-9%
	SB	484	35	536	33	52	-2	11%	-6%
A54 Middlewich Road realignment (between Birch Lane and Coalpit Lane)	EB	761	53	512	51	-249	-2	-33%	-4%
	WB	759	44	694	41	-65	-3	-9%	-7%
Road One (between A54 Middlewich Road and A533 Bostock Road)	NB	295	25	286	21	-9	-4	-3%	-16%
	SB	304	25	313	28	9	3	3%	12%
A54 Middlewich Road realignment (between A533 Northwich Road diversion and Birch Lane)	EB	490	35	632	51	142	16	29%	46%
	WB	484	35	918	41	434	6	90%	17%
B5355 Wharton Road (between Nat Lane and Bradbury Road)	NB	148	4	195	8	47	4	32%	100%
	SB	167	0	163	0	-4	0	-2%	0%
A533 Northwich Road diversion (between A54 Middlewich Road realignment and A533 Northwich Road)	NB	488	9	446	8	-42	-1	-9%	-11%
	SB	313	18	480	18	167	0	53%	0%
B5355 Wharton Road (between A5018 Wharton Park Road and Bradbury Road)	NB	212	8	263	8	51	0	24%	0%
	SB	140	6	125	2	-15	-4	-11%	-67%

Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A533 Bostock Road (between A533 Northwich Road diversion and London Road)	NB	481	9	437	8	-44	-1	-9%	-11%
	SB	320	18	486	18	166	0	52%	0%
A533 Bostock Road (between A5018 Bostock Road and London Road)	EB	135	18	161	18	26	0	19%	0%
	WB	520	10	494	8	-26	-2	-5%	-20%
London Road (between A533 Bostock Road and Brick Kiln Lane)	NB	206	0	176	0	-30	0	-15%	0%
	SB	429	1	559	0	130	-1	30%	-100%
A533 Davenham Bypass (between London Road and A556 Shurlach Road)	NB	575	0	573	0	-2	0	0%	0%
	SB	699	18	712	11	13	-7	2%	-39%
London Road (between Hartford Road and Church Street)	EB	488	5	392	5	-96	0	-20%	0%
	WB	864	23	875	23	11	0	1%	0%
Church Street/Shipbrook Road (between London Road and Shurlach Lane)	EB	553	0	457	0	-96	0	-17%	0%
	WB	49	0	49	0	0	0	0%	0%
London Road (between Green Lane and A556 Chester Road)	NB	1,130	22	1,141	22	11	0	1%	0%
	SB	446	7	345	7	-101	0	-23%	0%
Davenham Road (between Shurlach Lane and A530 King Street)	EB	235	0	128	0	-107	0	-46%	0%
	WB	351	0	283	0	-68	0	-19%	0%
B5082 Holmes Chapel Road (between B5081 Byley Lane and Birches Lane)	EB	687	4	716	5	29	1	4%	25%
	WB	429	7	483	10	54	3	13%	43%
Crowders Lane (between B5082 Pennys Lane and A530 King Street)	EB	263	0	9	0	-254	0	-97%	0%
	WB	162	0	94	0	-68	0	-42%	0%
A530 King Street (between Crowder's Lane and B5082 Pennys Lane diversion)	NB	787	16	768	12	-19	-4	-2%	-25%
	SB	792	15	621	21	-171	6	-22%	40%

Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Shurlach Lane (between Shipbrook Road and A556 Shurlach Road)	NB	106	0	36	0	-70	0	-66%	0%
	SB	247	1	235	1	-12	0	-5%	0%
Shipbrook Road (between Gadbrook Road and A556 Shurlach Road)	NB	206	2	204	2	-2	0	-1%	0%
	SB	120	0	99	0	-21	0	-18%	0%
A530 King Street (between B5082 Pennys Lane diversion and A556 Shurlach Road)	NB	788	15	1,154	22	366	7	46%	47%
	SB	832	17	1,235	25	403	8	48%	47%
B5082 Pennys Lane diversion (between Pennys Lane and A556 Shurlach Road)	EB	288	1	578	3	290	2	101%	200%
	WB	266	7	389	10	123	3	46%	43%
A556 southbound on-slip (between Gadbrook Road and A556 Shurlach Road)	WB	45	0	61	0	16	0	36%	0%
Birches Lane diversion (between A556 Shurlach Road and B5082 Holmes Chapel Road)	NB	1	0	0	0	-1	0	-100%	0%
	SB	135	2	130	2	-5	0	-4%	0%
East Avenue (between Gadbrook Road and Grange Road)	NB	31	0	32	0	1	0	3%	0%
	SB	56	3	77	3	21	0	38%	0%
A556 Shurlach Road (between A530 King Street and B5082 Pennys Lane)	EB	1,743	32	1,484	31	-259	-1	-15%	-3%
	WB	1,574	44	1,377	38	-197	-6	-13%	-14%
East Avenue (between Grange Road and South Drive)	NB	33	0	34	0	1	0	3%	0%
	SB	55	3	75	3	20	0	36%	0%
East Avenue (between South Drive and Central Road)	NB	44	0	45	0	1	0	2%	0%
	SB	101	3	122	3	21	0	21%	0%
West Avenue (between Grange Road and South Drive)	NB	22	1	26	1	4	0	18%	0%
	SB	11	0	12	0	1	0	9%	0%
	NB	34	1	37	1	3	0	9%	0%

Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
West Avenue (between South Drive and Central Road)	SB	8	0	10	0	2	0	25%	0%
East Avenue (between Central Road and North Drive)	NB	44	0	45	0	1	0	2%	0%
	SB	75	3	95	3	20	0	27%	0%
North Drive (between West Avenue and East Avenue)	EB	3	0	8	0	5	0	167%	0%
	WB	0	0	0	0	0	0	0%	0%
A530 Griffiths Road (between A559 Manchester Road and B5082 Middlewich Road)	NB	273	6	221	6	-52	0	-19%	0%
	SB	418	3	295	3	-123	0	-29%	0%
Birches Lane/Station Road (between A556 Shurlach Road and School Lane)	NB	225	3	274	3	49	0	22%	0%
	SB	0	0	33	0	33	0	0%	0%
Station Road (between School Lane and A559 Manchester Road)	NB	158	3	211	3	53	0	34%	0%
	SB	0	0	33	0	33	0	0%	0%
School Lane (between Station Road and Stubbs Lane)	NB	67	0	64	0	-3	0	-4%	0%
A559 Manchester Road (between A559 Hall Lane and Stubbs Lane)	EB	449	12	328	12	-121	0	-27%	0%
	WB	602	14	547	14	-55	0	-9%	0%
Fryer Road (between A559 Manchester Road and Townshend Road)	NB	157	1	139	1	-18	0	-11%	0%
	SB	203	1	261	1	58	0	29%	0%
Earles Lane (between A559 Marston Lane and B5391 Pickmere Lane)	EB	417	7	430	7	13	0	3%	0%
	WB	176	9	187	9	11	0	6%	0%

Table 14-64: MA02 AP2 revised scheme impacted links, 2051 AM peak

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A530 Nantwich Road (between Brookhouse Lane and Clive Green Lane)	NB	879	29	877	28	-2	-1	0%	-3%
	SB	738	17	924	27	186	10	25%	59%
Darnhall School Lane (between Glebe Green Drive and B5074 Swanlow Lane)	NB	4	1	3	1	-1	0	-25%	0%
	SB	349	1	324	1	-25	0	-7%	0%
Durham Drive/Dover Drive/Mount Pleasant Drive (between Townsfields Drive and Denbigh Drive)	NB	476	2	451	1	-25	-1	-5%	-50%
	SB	112	2	108	1	-4	-1	-4%	-50%
Townfields Drive (between B5074 Swanlow Lane and Durham Drive)	EB	164	0	157	0	-7	0	-4%	0%
	WB	10	0	12	0	2	0	20%	0%
A530 Nantwich Road (between Clive Green Lane and Brynlow Drive)	EB	534	7	603	6	69	-1	13%	-14%
	WB	753	9	813	9	60	0	8%	0%
Woodford Lane West (between Mount Pleasant Drive and A54 Oakmere Road)	NB	61	0	57	0	-4	0	-7%	0%
	SB	593	2	572	0	-21	-2	-4%	-100%
Elm Road (between Long Lane South and A533 Booth Lane)	EB	40	5	40	5	0	0	0%	0%
	WB	10	1	10	1	0	0	0%	0%
Dene Drive (between Townfields Road and Queensway)	NB	389	1	382	1	-7	0	-2%	0%
	SB	293	1	226	1	-67	0	-23%	0%
Beeston Drive (between Denbigh Drive and Handley Hill)	NB	98	12	103	11	5	-1	5%	-8%
	SB	41	2	45	1	4	-1	10%	-50%
Brynlow Drive (between Long Lane and A530 Nantwich Road)	EB	249	9	307	8	58	-1	23%	-11%
	WB	270	9	321	9	51	0	19%	0%
	EB	313	9	375	8	62	-1	20%	-11%

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Hayhurst Avenue (between Eaton Drive and Long Lane)	WB	245	9	300	9	55	0	22%	0%
Hayhurst Avenue (between Long Lane and Sutton Lane)	EB	305	7	359	7	54	0	18%	0%
	WB	210	8	263	8	53	0	25%	0%
St Annes Avenue (between Sutton Lane and A533 Booth Lane)	EB	259	3	215	3	-44	0	-17%	0%
	WB	231	5	254	5	23	0	10%	0%
Beeston Drive (between Handley Hill and B5074 Swanlow Lane)	EB	99	12	104	11	5	-1	5%	-8%
	WB	41	2	45	1	4	-1	10%	-50%
Coalpit Lane (between Clive Green Lane and Birch Lane)	NB	202	0	323	0	121	0	60%	0%
	SB	44	0	130	0	86	0	195%	0%
Long Lane/Manor Lane (between Hayhurst Avenue and St Anns Road)	NB	7	0	14	0	7	0	100%	0%
	SB	23	0	23	0	0	0	0%	0%
Sutton Lane (between St Ann's Road and A533 Lewin Street)	NB	265	5	319	5	54	0	20%	0%
	SB	64	5	84	4	20	-1	31%	-20%
St Ann's Road (between Sutton Lane and Manor Lane)	NB	103	1	91	0	-12	-1	-12%	-100%
	SB	198	0	150	0	-48	0	-24%	0%
Clive Green Lane realignment/Clive Lane (between A530 Nantwich Road and A54 Middlewich Road)	NB	398	27	502	28	104	1	26%	4%
	SB	148	12	573	22	425	10	287%	83%
St Ann's Road (between Manor Lane and King Edward Street)	NB	113	1	110	0	-3	-1	-3%	-100%
	SB	205	0	158	0	-47	0	-23%	0%
Station Road (between B5355 Crook Lane and Rilshaw Lane)	EB	175	6	100	4	-75	-2	-43%	-33%
	WB	54	6	53	4	-1	-2	-2%	-33%

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Station Road (between Kingsway and B5355 Crook Lane)	EB	508	8	504	6	-4	-2	-1%	-25%
	WB	106	6	139	4	33	-2	31%	-33%
Dingle Lane/Weaver Street (between The Drumber and A54 Winsford Bypass)	NB	388	0	258	0	-130	0	-34%	0%
	SB	198	4	183	4	-15	0	-8%	0%
Station Road (between Rilshaw Lane and B5355 Crook Lane)	EB	334	2	254	0	-80	-2	-24%	-100%
	WB	48	2	42	0	-6	-2	-13%	-100%
A533 Lewin Street (between Sutton Lane and Hightown)	NB	713	24	685	22	-28	-2	-4%	-8%
	SB	382	14	273	10	-109	-4	-29%	-29%
B5355 Station Road (between A54 Middlewich Road and B5355 Crook Lane)	EB	398	15	296	13	-102	-2	-26%	-13%
	WB	63	2	105	5	42	3	67%	150%
Dingle Lane (between A54 High Street and The Drumber)	NB	412	1	413	1	1	0	0%	0%
	SB	358	3	418	0	60	-3	17%	-100%
B5355 Crook Lane (between B5355 Station Road and Birch Avenue)	NB	125	0	169	5	44	5	35%	0%
	SB	174	13	147	13	-27	0	-16%	0%
St Ann's Road (between King Edward Street and A530 Nantwich Road)	NB	188	1	182	0	-6	-1	-3%	-100%
	SB	243	0	198	0	-45	0	-19%	0%
B5355 Crook Lane (between B5355 Station Road and Bradbury Road)	NB	124	0	168	5	44	5	35%	0%
	SB	162	13	135	13	-27	0	-17%	0%
A54 Kinderton Street (between A533 Leadsmithy Street and King Street)	EB	1,105	73	1,239	73	134	0	12%	0%
	WB	531	64	596	63	65	-1	12%	-2%
Middlewich Eastern Bypass (between Cledford Lane and A54 Holmes Chapel Road)	EB	211	4	177	1	-34	-3	-16%	-75%
	WB	732	16	601	16	-131	0	-18%	0%

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A54 Holmes Chapel Road (between King Street and B5309 Centurion Way)	EB	952	84	1,108	84	156	0	16%	0%
	WB	481	62	512	61	31	-1	6%	-2%
Nixon Drive (between Basford Way and Saxon Crossway)	EB	153	2	159	0	6	-2	4%	-100%
	WB	155	2	167	0	12	-2	8%	-100%
Nixon Drive (between Abbotts Way and Basford Way)	EB	119	2	124	0	5	-2	4%	-100%
	WB	139	2	151	0	12	-2	9%	-100%
Birch Lane (between Coalpit Lane and A54 Middlewich Road)	NB	202	0	218	0	16	0	8%	0%
	SB	44	0	129	0	85	0	193%	0%
Nixon Drive (between B5074 Delamere Street and Abbotts Way)	EB	44	2	48	0	4	-2	9%	-100%
	WB	123	2	135	0	12	-2	10%	-100%
Nixon Drive (between Saxon Crossway and Grange Lane)	EB	120	2	125	0	5	-2	4%	-100%
	WB	102	2	113	0	11	-2	11%	-100%
B5355 Crook Lane (between Bradbury Road and B5355 Wharton Road)	NB	208	4	237	5	29	1	14%	25%
	SB	116	4	90	0	-26	-4	-22%	-100%
Coalpit Lane (between Birch Lane and A54 Chester Road)	NB	30	0	132	0	102	0	340%	0%
	SB	7	0	8	0	1	0	14%	0%
A54 Middlewich Road realignment (between Clive Lane and A533 Northwich Road diversion)	NB	478	35	206	31	-272	-4	-57%	-11%
	SB	512	35	613	33	101	-2	20%	-6%
A54 Middlewich Road realignment (between Birch Lane and Coalpit Lane)	EB	807	54	598	51	-209	-3	-26%	-6%
	WB	766	45	722	42	-44	-3	-6%	-7%
	EB	478	35	727	51	249	16	52%	46%

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A54 Middlewich Road realignment (between A533 Northwich Road diversion and Birch Lane)	WB	512	35	941	42	429	7	84%	20%
B5355 Wharton Road (between Nat Lane and Bradbury Road)	NB	193	4	225	8	32	4	17%	100%
	SB	185	1	174	0	-11	-1	-6%	-100%
B5309 Centurion Way (between B5309 King Street and White Park Close)	NB	428	46	448	50	20	4	5%	9%
	SB	428	8	467	10	39	2	9%	25%
A533 Northwich Road diversion (between A54 Middlewich Road realignment and A533 Northwich Road)	NB	469	10	426	8	-43	-2	-9%	-20%
	SB	386	19	621	19	235	0	61%	0%
B5355 Wharton Road (between A5018 Wharton Park Road and Bradbury Road)	NB	263	8	299	8	36	0	14%	0%
	SB	155	7	131	3	-24	-4	-15%	-57%
B5309 King Street (between B5309 Centurion Way and A530 Croxton Lane)	NB	597	42	575	47	-22	5	-4%	12%
	SB	439	16	489	18	50	2	11%	13%
A533 Bostock Road (between A533 Northwich Road diversion and London Road)	NB	461	10	418	8	-43	-2	-9%	-20%
	SB	393	19	628	19	235	0	60%	0%
A533 Bostock Road (between A5018 Bostock Road and London Road)	EB	149	18	187	18	38	0	26%	0%
	WB	610	11	568	8	-42	-3	-7%	-27%
London Road (between A533 Bostock Road and Brick Kiln Lane)	NB	204	0	173	0	-31	0	-15%	0%
	SB	597	1	765	0	168	-1	28%	-100%
B5081 Byley Road (between B5309 Centurion Way and Moss Lane)	NB	281	9	289	9	8	0	3%	0%
	SB	272	9	265	6	-7	-3	-3%	-33%
	NB	854	41	858	46	4	5	0%	12%

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A530 King Street (between A530 Croxton Lane and Whatcroft Hall Lane)	SB	861	18	884	19	23	1	3%	6%
London Road (between Hartford Road and Church Street)	EB	496	5	405	5	-91	0	-18%	0%
	WB	891	20	930	21	39	1	4%	5%
Church Street/Shipbrook Road (between London Road and Shurlach Lane)	EB	571	0	480	0	-91	0	-16%	0%
	WB	29	0	29	0	0	0	0%	0%
A50 London Road (between B5082 Northwich Road and Booth Bed Lane)	NB	136	1	124	1	-12	0	-9%	0%
	SB	89	1	89	1	0	0	0%	0%
London Road (between Green Lane and A556 Chester Road)	NB	1,176	19	1,211	20	35	1	3%	5%
	SB	442	7	344	7	-98	0	-22%	0%
Davenham Road (between Shurlach Lane and A530 King Street)	EB	248	0	165	0	-83	0	-33%	0%
	WB	402	0	360	0	-42	0	-10%	0%
B5082 Holmes Chapel Road (between B5081 Byley Lane and Birches Lane)	EB	745	3	754	5	9	2	1%	67%
	WB	445	7	495	11	50	4	11%	57%
Crowders Lane (between B5082 Pennys Lane and A530 King Street)	EB	353	0	15	0	-338	0	-96%	0%
	WB	211	0	181	0	-30	0	-14%	0%
A530 King Street (between Crowder's Lane and B5082 Pennys Lane diversion)	NB	837	18	796	14	-41	-4	-5%	-22%
	SB	879	26	618	24	-261	-2	-30%	-8%
Shurlach Lane (between Shipbrook Road and A556 Shurlach Road)	NB	182	0	125	0	-57	0	-31%	0%
	SB	285	1	275	1	-10	0	-4%	0%
London Road (between Dunham Road and Old Hall Road)	NB	243	4	253	4	10	0	4%	0%
	SB	349	12	365	10	16	-2	5%	-17%
	EB	124	2	123	2	-1	0	-1%	0%

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Old Hall Road (between Clifton Drive and Fairfield Road)	WB	14	2	14	2	0	0	0%	0%
Old Hall Road (between Granville Road and Clifton Drive)	EB	127	5	126	5	-1	0	-1%	0%
	WB	17	5	17	5	0	0	0%	0%
Old Hall Road (between London Road and Granville Road)	EB	141	5	139	5	-2	0	-1%	0%
	WB	25	5	23	5	-2	0	-8%	0%
London Road (between Old Hall Road and Lime Avenue)	NB	255	4	263	4	8	0	3%	0%
	SB	477	12	492	11	15	-1	3%	-8%
Shipbrook Road (between Gadbrook Road and A556 Shurlach Road)	NB	204	1	229	2	25	1	12%	100%
	SB	111	0	91	0	-20	0	-18%	0%
A530 King Street (between B5082 Pennys Lane diversion and A556 Shurlach Road)	NB	834	17	1,098	24	264	7	32%	41%
	SB	917	27	1,260	29	343	2	37%	7%
Kingsley Drive (between Old Hall Road and Langley Road)	NB	80	0	83	0	3	0	4%	0%
	SB	16	0	16	0	0	0	0%	0%
B5082 Pennys Lane diversion (between Pennys Lane and A556 Shurlach Road)	EB	234	1	613	3	379	2	162%	200%
	WB	214	7	314	11	100	4	47%	57%
Birches Lane diversion (between A556 Shurlach Road and B5082 Holmes Chapel Road)	NB	20	0	0	0	-20	0	-100%	0%
	SB	158	2	125	2	-33	0	-21%	0%
East Avenue (between Gadbrook Road and Grange Road)	NB	34	0	41	0	7	0	21%	0%
	SB	73	3	74	3	1	0	1%	0%
A556 Shurlach Road (between A530 King Street and B5082 Pennys Lane)	EB	1,804	35	1,502	31	-302	-4	-17%	-11%
	WB	1,754	46	1,509	39	-245	-7	-14%	-15%

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
East Avenue (between Grange Road and South Drive)	NB	37	0	43	0	6	0	16%	0%
	SB	72	3	74	3	2	0	3%	0%
East Avenue (between South Drive and Central Road)	NB	49	0	56	0	7	0	14%	0%
	SB	121	3	122	3	1	0	1%	0%
West Avenue (between Grange Road and South Drive)	NB	24	1	35	1	11	0	46%	0%
	SB	21	0	18	0	-3	0	-14%	0%
Central Road (between West Avenue and East Avenue)	NB	1	0	1	0	0	0	0%	0%
	SB	25	0	24	0	-1	0	-4%	0%
West Avenue (between South Drive and Central Road)	NB	37	1	48	1	11	0	30%	0%
	SB	18	0	15	0	-3	0	-17%	0%
North Drive (between West Avenue and East Avenue)	EB	3	0	3	0	0	0	0%	0%
	WB	0	0	0	0	0	0	0%	0%
East Avenue (between North Drive and B5082 Middlewich Road)	NB	165	0	170	1	5	1	3%	0%
	SB	111	3	111	3	0	0	0%	0%
Central Road (between West Avenue and Shipbrook Road	EB	49	0	52	0	3	0	6%	0%
	WB	21	0	21	0	0	0	0%	0%
West Avenue (between North Drive and B5082 Middlewich Road)	NB	60	1	73	1	13	0	22%	0%
	SB	41	0	36	0	-5	0	-12%	0%
Shipbrook Road (between Central Road and B5082 Middlewich Road)	NB	72	1	75	1	3	0	4%	0%
	SB	118	0	118	0	0	0	0%	0%
A530 Griffiths Road (between A559 Manchester Road and B5082 Middlewich Road)	NB	283	6	212	6	-71	0	-25%	0%
	SB	406	3	298	3	-108	0	-27%	0%

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Brockhurst Street (between Percy Street and A559 Chester Way)	EB	52	0	64	0	12	0	23%	0%
	WB	85	1	83	1	-2	0	-2%	0%
Percy Street (between Whalley Road and A559 Chester Way)	NB	89	0	91	0	2	0	2%	0%
	SB	60	0	60	0	0	0	0%	0%
Applemarket Street (between Weaver Way and A559 Watling Street)	NB	236	1	235	1	-1	0	0%	0%
	SB	130	2	130	2	0	0	0%	0%
A50 Holmes Chapel Road (between Booth Bed Lane and B5081 Middlewich Road)	NB	224	1	212	1	-12	0	-5%	0%
	SB	128	2	126	2	-2	0	-2%	0%
A559 Chester Way (between B5082 Station Road and A559 Manchester Road)	EB	651	9	760	11	109	2	17%	22%
	WB	444	13	447	13	3	0	1%	0%
Birches Lane/Station Road (between A556 Shurlach Road and School Lane)	NB	240	4	292	4	52	0	22%	0%
	SB	65	0	142	0	77	0	118%	0%
Station Road (between School Lane and A559 Manchester Road)	NB	169	4	229	4	60	0	36%	0%
	SB	66	0	142	0	76	0	115%	0%
School Lane (between Station Road and Stubbs Lane)	NB	72	0	62	0	-10	0	-14%	0%
Townshend Road (between A559 Hall Lane and Fryer Road)	NB	166	1	240	1	74	0	45%	0%
	SB	261	1	230	1	-31	0	-12%	0%
A559 Hall Lane (between Green Lane and B5391 Church Street)	EB	279	4	194	4	-85	0	-30%	0%
	WB	469	9	467	10	-2	1	0%	11%
Green Lane (between Linnards Lane and A569 Hall Lane)	NB	188	0	157	0	-31	0	-16%	0%
	SB	181	0	152	1	-29	1	-16%	0%

Table 14-65: MA02 AP2 revised scheme impacted links, 2039 PM peak

Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Middlewich Eastern Bypass (between A533 Booth Lane and Cledford Lane)	NB	155	0	128	0	-27	0	-17%	0%
	SB	567	10	466	19	-101	9	-18%	90%
Swanlow Drive (between Darnhall School Lane and B5074 Swanlow Lane)	EB	21	1	30	0	9	-1	43%	-100%
	WB	93	1	97	0	4	-1	4%	-100%
Chadwick Road (between Sutton Lane and Warmingham Lane)	NB	18	1	18	1	0	0	0%	0%
	SB	18	1	23	1	5	0	28%	0%
Long Lane (between Sutton Lane and Hayhurst Avenue)	NB	7	1	7	1	0	0	0%	0%
	SB	11	1	18	1	7	0	64%	0%
Denbigh Drive (between Mount Pleasant Drive and Swanlow Lane)	EB	34	2	27	1	-7	-1	-21%	-50%
	WB	64	2	76	1	12	-1	19%	-50%
Beeston Drive (between Denbigh Drive and Handley Hill)	NB	42	2	41	1	-1	-1	-2%	-50%
	SB	126	9	158	8	32	-1	25%	-11%
Brynlow Drive (between Long Lane and A530 Nantwich Road)	EB	165	2	371	5	206	3	125%	150%
	WB	181	6	253	5	72	-1	40%	-17%
Hayhurst Avenue (between Eaton Drive and Long Lane)	EB	143	2	318	5	175	3	122%	150%
	WB	252	6	288	5	36	-1	14%	-17%
Hayhurst Avenue (between Long Lane and Sutton Lane)	EB	125	1	285	4	160	3	128%	300%
	WB	211	4	273	3	62	-1	29%	-25%
St Annes Avenue (between Sutton Lane and A533 Booth Lane)	EB	323	0	418	9	95	9	29%	0%
	WB	280	1	355	1	75	0	27%	0%
Beeston Drive (between Handley Hill and B5074 Swanlow Lane)	EB	42	2	41	1	-1	-1	-2%	-50%
	WB	127	9	159	8	32	-1	25%	-11%

Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Coalpit Lane (between Clive Green Lane and Birch Lane)	NB	169	0	310	0	141	0	83%	0%
	SB	43	0	110	0	67	0	156%	0%
St Ann's Road (between Sutton Lane and Manor Lane)	NB	129	0	149	0	20	0	16%	0%
	SB	325	0	249	6	-76	6	-23%	0%
A533 Lewin Street (between St Annes Avenue and Sutton Lane)	NB	332	4	221	2	-111	-2	-33%	-50%
	SB	224	12	171	1	-53	-11	-24%	-92%
Clive Green Lane realignment/Clive Lane (between A530 Nantwich Road and A54 Middlewich Road)	NB	425	20	661	20	236	0	56%	0%
	SB	134	2	637	7	503	5	375%	250%
St Ann's Road (between Manor Lane and King Edward Street)	NB	147	0	169	0	22	0	15%	0%
	SB	363	1	255	7	-108	6	-30%	600%
Station Road (between Kingsway and B5355 Crook Lane)	EB	236	9	235	8	-1	-1	0%	-11%
	WB	163	9	167	7	4	-2	2%	-22%
Station Road (between A54 Winsford Bypass and Kingsway)	EB	255	9	254	8	-1	-1	0%	-11%
	WB	164	9	168	7	4	-2	2%	-22%
A54 Middlewich Road (between Clive Lane and A54 Winsford Bypass)	EB	608	5	698	4	90	-1	15%	-20%
	WB	987	3	1,072	1	85	-2	9%	-67%
Dene Drive (between A54 High Street and The Drumber)	NB	284	5	294	2	10	-3	4%	-60%
	SB	309	1	283	1	-26	0	-8%	0%
A533 Lewin Street (between Sutton Lane and Hightown)	NB	537	5	421	3	-116	-2	-22%	-40%
	SB	444	15	409	4	-35	-11	-8%	-73%
B5355 Station Road (between A54 Middlewich Road and B5355 Crook Lane)	EB	338	2	167	0	-171	-2	-51%	-100%
	WB	258	2	298	0	40	-2	16%	-100%

Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A530 Nantwich Road (between Brynlow Drive and Glastonbury Drive)	NB	571	0	451	0	-120	0	-21%	0%
	SB	537	0	436	0	-101	0	-19%	0%
B5355 Crook Lane (between B5355 Station Road and Birch Avenue)	NB	372	0	553	0	181	0	49%	0%
	SB	37	0	49	0	12	0	32%	0%
Hightown (between A533 Leadsmithy Street and Queen Street)	EB	27	0	31	0	4	0	15%	0%
A530 Nantwich Road (between Glastonbury Drive and St Ann's Road)	EB	641	0	526	0	-115	0	-18%	0%
	WB	621	0	527	0	-94	0	-15%	0%
St Ann's Road (between King Edward Street and A530 Nantwich Road)	NB	166	0	198	0	32	0	19%	0%
	SB	384	1	290	7	-94	6	-24%	600%
B5355 Crook Lane (between B5355 Station Road and Bradbury Road)	NB	360	0	540	0	180	0	50%	0%
	SB	37	0	49	0	12	0	32%	0%
A530 Nantwich Road (between St Ann's Road and A530 Newton Bank)	NB	746	0	651	0	-95	0	-13%	0%
A530 Nantwich Road (between A530 Newton Bank and A54 St Michael's Way)	WB	1,408	18	1,200	21	-208	3	-15%	17%
King Street (between A54 Kinderton Street and B5309 Centurion Way)	NB	425	1	349	1	-76	0	-18%	0%
	SB	45	1	46	1	1	0	2%	0%
Middlewich Eastern Bypass (between Cledford Lane and A54 Holmes Chapel Road)	EB	916	10	743	19	-173	9	-19%	90%
	WB	171	0	137	0	-34	0	-20%	0%
Wharton Road (between A5018 Wharton Park Road and B5355 Crook Lane)	EB	184	4	179	0	-5	-4	-3%	-100%
	WB	262	5	413	2	151	-3	58%	-60%
A54 Chester Road (between A530 Newton Bank and A54 St Michael's Way)	EB	1,398	28	1,153	24	-245	-4	-18%	-14%

Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A54 Chester Road (between A530 Croxton Lane and A530 Newton Bank)	EB	1,195	28	959	24	-236	-4	-20%	-14%
	WB	1,007	17	915	15	-92	-2	-9%	-12%
A530 Croxton Lane (between A54 Chester Road and B5309 King Street)	NB	412	0	388	0	-24	0	-6%	0%
	SB	448	3	347	3	-101	0	-23%	0%
Birch Lane (between Coalpit Lane and A54 Middlewich Road)	NB	169	0	206	0	37	0	22%	0%
	SB	61	0	110	0	49	0	80%	0%
B5355 Crook Lane (between Bradbury Road and B5355 Wharton Road)	NB	330	4	495	0	165	-4	50%	-100%
	SB	66	4	69	0	3	-4	5%	-100%
A54 Chester Road (between Coal Pit Lane and A530 Croxton Lane)	EB	887	25	716	21	-171	-4	-19%	-16%
	WB	688	17	618	15	-70	-2	-10%	-12%
Coalpit Lane (between Birch Lane and A54 Chester Road)	NB	34	0	119	0	85	0	250%	0%
	SB	4	0	4	0	0	0	0%	0%
A54 Middlewich Road realignment (between Clive Lane and A533 Northwich Road diversion)	NB	579	18	305	13	-274	-5	-47%	-28%
	SB	645	8	529	6	-116	-2	-18%	-25%
A54 Middlewich Road realignment (between Birch Lane and Coalpit Lane)	EB	867	26	599	21	-268	-5	-31%	-19%
	WB	692	17	615	15	-77	-2	-11%	-12%
A54 Middlewich Road realignment (between A533 Northwich Road diversion and Birch Lane)	EB	579	18	709	21	130	3	22%	17%
	WB	645	8	822	15	177	7	27%	88%
B5309 Centurion Way (between B5309 King Street and White Park Close)	NB	479	24	477	24	-2	0	0%	0%
	SB	164	7	322	18	158	11	96%	157%
	NB	359	10	455	10	96	0	27%	0%

Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A533 Northwich Road diversion (between A54 Middlewich Road realignment and A533 Northwich Road)	SB	493	8	567	8	74	0	15%	0%
B5081 Byley Road (between B5309 Centurion Way and Moss Lane)	NB	356	8	292	8	-64	0	-18%	0%
	SB	445	3	318	3	-127	0	-29%	0%
B5309 King Street (between B5309 Centurion Way and A530 Croxton Lane)	NB	827	32	760	32	-67	0	-8%	0%
	SB	192	6	366	16	174	10	91%	167%
A533 Bostock Road (between A533 Northwich Road diversion and London Road)	NB	357	10	451	10	94	0	26%	0%
	SB	504	8	577	8	73	0	14%	0%
A533 Bostock Road (between A5018 Bostock Road and London Road)	EB	310	8	297	8	-13	0	-4%	0%
	WB	42	11	41	10	-1	-1	-2%	-9%
London Road (between A533 Bostock Road and Brick Kiln Lane)	NB	316	0	411	0	95	0	30%	0%
	SB	195	1	281	0	86	-1	44%	-100%
A530 King Street (between A530 Croxton Lane and Whatcroft Hall Lane)	NB	1,139	32	1,106	32	-33	0	-3%	0%
	SB	578	6	705	16	127	10	22%	167%
Booth Bed Lane (between Main Road and A50 London Road)	NB	153	0	159	0	6	0	4%	0%
	SB	41	0	41	0	0	0	0%	0%
Davenham Road (between Shurlach Lane and A530 King Street)	EB	264	0	274	0	10	0	4%	0%
	WB	112	0	124	0	12	0	11%	0%
B5082 Holmes Chapel Road (between B5081 Byley Lane and Birches Lane)	EB	574	2	582	3	8	1	1%	50%
	WB	525	1	508	1	-17	0	-3%	0%
Crowders Lane (between B5082 Pennys Lane and A530 King Street)	EB	91	0	43	0	-48	0	-53%	0%
	WB	103	0	124	0	21	0	20%	0%

Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A530 King Street (between B5082 Pennys Lane diversion and A556 Shurlach Road)	NB	751	9	920	10	169	1	23%	11%
	SB	777	8	980	9	203	1	26%	13%
B5082 Pennys Lane diversion (between Pennys Lane and A556 Shurlach Road)	EB	213	1	284	1	71	0	33%	0%
	WB	205	1	206	1	1	0	0%	0%
Birches Lane diversion (between A556 Shurlach Road and B5082 Holmes Chapel Road)	NB	217	0	179	0	-38	0	-18%	0%
	SB	270	1	255	2	-15	1	-6%	100%
A556 Shurlach Road (between A530 King Street and B5082 Pennys Lane)	EB	1,655	22	1,323	20	-332	-2	-20%	-9%
	WB	1,884	15	1,651	13	-233	-2	-12%	-13%
Shipbrook Road (between Porter Drive and Gadbrook Road)	EB	28	0	23	0	-5	0	-18%	0%
	WB	107	0	106	0	-1	0	-1%	0%
A530 King Street (between A556 Shurlach Road and B5082 Middlewich Road)	NB	620	8	589	8	-31	0	-5%	0%
	SB	820	8	800	8	-20	0	-2%	0%
North Drive (between West Avenue and East Avenue)	EB	4	0	3	0	-1	0	-25%	0%
	WB	106	1	118	1	12	0	11%	0%
B5082 Middlewich Road (between East Avenue and A530 Griffiths Road)	EB	424	3	571	3	147	0	35%	0%
	WB	434	4	418	3	-16	-1	-4%	-25%
East Avenue (between North Drive and B5082 Middlewich Road)	NB	85	0	79	0	-6	0	-7%	0%
	SB	168	4	168	4	0	0	0%	0%
West Avenue (between North Drive and B5082 Middlewich Road)	NB	159	2	176	2	17	0	11%	0%
	SB	31	0	30	0	-1	0	-3%	0%
B5082 Middlewich Road (between Shipbrook Road and East Avenue)	EB	474	5	620	5	146	0	31%	0%
	WB	462	2	459	2	-3	0	-1%	0%

Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A530 Griffiths Road (between A559 Manchester Road and B5082 Middlewich Road)	NB	276	5	280	5	4	0	1%	0%
	SB	486	6	338	6	-148	0	-30%	0%
Malpas Road (between Braemar Avenue and B5082 Middlewich Road)	NB	176	4	205	4	29	0	16%	0%
	SB	85	1	84	1	-1	0	-1%	0%
B5082 Middlewich Road (between Parkfield Road and Shipbrook Road)	EB	779	4	923	4	144	0	18%	0%
	WB	724	4	740	4	16	0	2%	0%
B5082 Station Road (between A559 Chester Way and Victoria Road)	EB	430	5	555	5	125	0	29%	0%
	WB	415	5	436	5	21	0	5%	0%
Birches Lane/Station Road (between A556 Shurlach Road and School Lane)	NB	352	2	268	2	-84	0	-24%	0%
	SB	0	0	0	0	0	0	0%	0%
A559 Manchester Road (between A530 Griffiths Road and A559 Hall Lane)	EB	756	4	970	5	214	1	28%	25%
	WB	829	7	872	7	43	0	5%	0%
Station Road (between School Lane and A559 Manchester Road)	NB	286	2	220	2	-66	0	-23%	0%
	SB	4	0	0	0	-4	0	-100%	0%
School Lane (between Station Road and Stubbs Lane)	NB	70	0	49	0	-21	0	-30%	0%
A559 Hall Lane (between A559 Manchester Road and Townshend Road)	NB	465	3	559	3	94	0	20%	0%
	SB	357	1	385	1	28	0	8%	0%
A559 Manchester Road (between A559 Hall Lane and Stubbs Lane)	EB	584	3	683	4	99	1	17%	33%
	WB	525	5	540	5	15	0	3%	0%
Fryer Road (between A559 Manchester Road and Townshend Road)	NB	391	1	371	1	-20	0	-5%	0%
	SB	113	1	100	1	-13	0	-12%	0%

Location	Direction	2039 future baseline flows		2039 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2039 baseline		AP2 revised scheme % change from 2039 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A569 Hall Lane (between Townshend Road and Green Lane)	EB	322	3	312	2	-10	-1	-3%	-33%
	WB	522	4	563	4	41	0	8%	0%
A559 Manchester Road (between Fryer Road and A556 Shurlach Road)	EB	657	2	719	2	62	0	9%	0%
	WB	652	4	648	4	-4	0	-1%	0%
A569 Marston Lane (between B5391 Church Street and Earles Lane)	NB	331	1	291	1	-40	0	-12%	0%
	SB	149	8	125	9	-24	1	-16%	13%
Linnards Lane (between Green Lane and B5391 Church Street)	EB	278	5	283	4	5	-1	2%	-20%
	WB	109	3	115	3	6	0	6%	0%

Table 14-66: MA02 AP2 revised scheme impacted links, 2051 PM peak

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Chadwick Road (between Sutton Lane and Warmingham Lane)	NB	19	1	19	1	0	0	0%	0%
	SB	17	1	23	1	6	0	35%	0%
A530 Nantwich Road (between Clive Green Lane and Brynlow Drive)	EB	752	2	791	4	39	2	5%	100%
	WB	735	5	634	4	-101	-1	-14%	-20%
Long Lane South (between Sutton Lane and Elm Road)	EB	18	0	22	0	4	0	22%	0%
	WB	23	0	20	0	-3	0	-13%	0%
Sutton Lane (between Long Lane South and Hayhurst Avenue)	NB	26	0	44	0	18	0	69%	0%
	SB	43	0	46	0	3	0	7%	0%
Cledford Lane (between Bradwall Road and Jones Lane)	EB	238	0	278	0	40	0	17%	0%
	WB	9	0	9	0	0	0	0%	0%
Sutton Lane (between Rutland Drive and St Annes Avenue)	NB	29	0	47	0	18	0	62%	0%
	SB	76	0	79	0	3	0	4%	0%
Beeston Drive (between Denbigh Drive and Handley Hill)	NB	45	2	44	1	-1	-1	-2%	-50%
	SB	125	9	149	8	24	-1	19%	-11%
Brynlow Drive (between Long Lane and A530 Nantwich Road)	EB	178	2	376	5	198	3	111%	150%
	WB	228	6	309	5	81	-1	36%	-17%
Hayhurst Avenue (between Eaton Drive and Long Lane)	EB	168	2	314	5	146	3	87%	150%
	WB	315	6	340	5	25	-1	8%	-17%
Hayhurst Avenue (between Long Lane and Sutton Lane)	EB	149	1	275	4	126	3	85%	300%
	WB	253	4	326	3	73	-1	29%	-25%
	EB	337	9	388	9	51	0	15%	0%

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
St Annes Avenue (between Sutton Lane and A533 Booth Lane)	WB	272	1	399	1	127	0	47%	0%
Sutton Lane (between St Annes Avenue and St Ann's Road)	NB	156	0	206	0	50	0	32%	0%
	SB	373	12	279	8	-94	-4	-25%	-33%
Beeston Drive (between Handley Hill and B5074 Swanlow Lane)	EB	45	2	44	1	-1	-1	-2%	-50%
	WB	126	9	150	8	24	-1	19%	-11%
Coalpit Lane (between Clive Green Lane and Birch Lane)	NB	182	0	373	0	191	0	105%	0%
	SB	36	0	132	0	96	0	267%	0%
Sutton Lane (between St Ann's Road and A533 Lewin Street)	NB	108	0	113	0	5	0	5%	0%
	SB	108	3	82	2	-26	-1	-24%	-33%
St Ann's Road (between Sutton Lane and Manor Lane)	NB	98	0	140	0	42	0	43%	0%
	SB	315	9	244	6	-71	-3	-23%	-33%
A533 Lewin Street (between St Annes Avenue and Sutton Lane)	NB	382	4	252	2	-130	-2	-34%	-50%
	SB	217	3	188	1	-29	-2	-13%	-67%
Clive Green Lane realignment/Clive Lane (between A530 Nantwich Road and A54 Middlewich Road)	NB	421	21	698	20	277	-1	66%	-5%
	SB	100	2	660	8	560	6	560%	300%
St Ann's Road (between Manor Lane and King Edward Street)	NB	118	0	161	0	43	0	36%	0%
	SB	356	10	247	7	-109	-3	-31%	-30%
A533 Lewin Street (between Sutton Lane and Hightown)	NB	596	5	465	3	-131	-2	-22%	-40%
	SB	462	6	412	3	-50	-3	-11%	-50%
B5355 Station Road (between A54 Middlewich Road and B5355 Crook Lane)	EB	195	2	129	0	-66	-2	-34%	-100%
	WB	393	2	389	0	-4	-2	-1%	-100%
	NB	658	0	481	0	-177	0	-27%	0%

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A530 Nantwich Road (between Brynlow Drive and Glastonbury Drive)	SB	608	0	423	0	-185	0	-30%	0%
A533 Leadsmithy Street (between Hightown and A54 St Michaels Way)	NB	629	5	490	3	-139	-2	-22%	-40%
	SB	462	6	410	3	-52	-3	-11%	-50%
A530 Nantwich Road (between Glastonbury Drive and St Ann's Road)	EB	726	0	562	0	-164	0	-23%	0%
	WB	688	0	517	0	-171	0	-25%	0%
A530 Nantwich Road (between St Ann's Road and A530 Newton Bank)	NB	805	0	682	0	-123	0	-15%	0%
A530 Nantwich Road (between A530 Newton Bank and A54 St Michael's Way)	WB	1,439	26	1,182	22	-257	-4	-18%	-15%
King Street (between A54 Kinderton Street and B5309 Centurion Way)	NB	489	1	400	1	-89	0	-18%	0%
	SB	47	1	48	1	1	0	2%	0%
A54 St Michael's Way (between A54 Chester Road and The Bull Ring)	EB	741	19	853	18	112	-1	15%	-5%
	WB	721	17	782	15	61	-2	8%	-12%
Brereton Lane (between Cledford Lane and A54 Holmes Chapel Road)	NB	205	0	243	0	38	0	19%	0%
	SB	10	0	9	0	-1	0	-10%	0%
A54 Chester Road (between A530 Newton Bank and A54 St Michael's Way)	EB	1,378	28	1,155	24	-223	-4	-16%	-14%
A54 Chester Road (between A530 Croxton Lane and A530 Newton Bank)	EB	1,155	27	959	24	-196	-3	-17%	-11%
	WB	1,003	17	949	15	-54	-2	-5%	-12%
Birch Lane (between Coalpit Lane and A54 Middlewich Road)	NB	182	0	272	0	90	0	49%	0%
	SB	73	0	132	0	59	0	81%	0%
Nixon Drive (between Saxon Crossway and Grange Lane)	EB	136	2	144	0	8	-2	6%	-100%

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
	WB	47	2	55	0	8	-2	17%	-100%
A54 Chester Road (between Coal Pit Lane and A530 Croxton Lane)	EB	907	26	725	21	-182	-5	-20%	-19%
	WB	681	17	622	15	-59	-2	-9%	-12%
Coalpit Lane (between Birch Lane and A54 Chester Road)	NB	54	0	117	0	63	0	117%	0%
	SB	5	0	4	0	-1	0	-20%	0%
A54 Middlewich Road realignment (between Clive Lane and A533 Northwich Road diversion)	NB	612	18	277	13	-335	-5	-55%	-28%
	SB	712	8	550	6	-162	-2	-23%	-25%
A54 Middlewich Road realignment (between Birch Lane and Coalpit Lane)	EB	868	26	611	21	-257	-5	-30%	-19%
	WB	685	17	620	15	-65	-2	-9%	-12%
A54 Middlewich Road realignment (between A533 Northwich Road diversion and Birch Lane)	EB	611	18	743	21	132	3	22%	17%
	WB	712	8	892	15	180	7	25%	88%
B5355 Wharton Road (between Nat Lane and Bradbury Road)	NB	267	6	271	6	4	0	1%	0%
	SB	73	1	83	1	10	0	14%	0%
B5309 Centurion Way (between B5309 King Street and White Park Close)	NB	491	18	478	24	-13	6	-3%	33%
	SB	254	17	332	18	78	1	31%	6%
A533 Northwich Road diversion (between A54 Middlewich Road realignment and A533 Northwich Road)	NB	339	10	525	10	186	0	55%	0%
	SB	514	9	649	8	135	-1	26%	-11%
Road One (between A54 Middlewich Road and A533 Bostock Road)	NB	615	21	587	20	-28	-1	-5%	-5%
	SB	185	3	299	5	114	2	62%	67%
A54 Middlewich Road (between A54 Chester Road and Bramhall Drive)	EB	167	8	163	8	-4	0	-2%	0%
	WB	332	10	284	11	-48	1	-14%	10%
	NB	273	10	274	6	1	-4	0%	-40%

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5355 Wharton Road (between A5018 Wharton Park Road and Bradbury Road)	SB	147	4	150	1	3	-3	2%	-75%
A533 Bostock Road (between A533 Northwich Road diversion and London Road)	EB	527	9	660	8	133	-1	25%	-11%
	WB	336	10	520	10	184	0	55%	0%
B5081 Byley Road (between B5309 Centurion Way and Moss Lane)	NB	458	8	398	8	-60	0	-13%	0%
	SB	392	3	359	3	-33	0	-8%	0%
A533 Bostock Road (between A5018 Bostock Road and London Road)	EB	314	8	303	8	-11	0	-4%	0%
	WB	46	11	47	10	1	-1	2%	-9%
A530 (between A54 Chester Road and B5309 King Street)	NB	375	0	349	0	-26	0	-7%	0%
	SB	474	0	397	0	-77	0	-16%	0%
London Road (between A533 Bostock Road and Brick Kiln Lane)	NB	300	0	478	0	178	0	59%	0%
	SB	223	1	361	0	138	-1	62%	-100%
A533 Davenham Bypass (between Jack Lane and London Road)	NB	1,287	11	1,361	13	74	2	6%	18%
	SB	1,319	9	1,339	9	20	0	2%	0%
Hartford Road (between Mount Pleasant Road and Green Lane)	EB	63	2	63	2	0	0	0%	0%
	WB	149	1	202	1	53	0	36%	0%
Hartford Road (between A556 and Mount Pleasant Road)	NB	294	3	340	3	46	0	16%	0%
	SB	64	3	64	3	0	0	0%	0%
B5082 Holmes Chapel Road (between B5081 Byley Lane and Birches Lane)	EB	693	3	705	3	12	0	2%	0%
	WB	588	1	551	1	-37	0	-6%	0%
Crowders Lane (between B5082 Pennys Lane and A530 King Street)	EB	136	0	30	0	-106	0	-78%	0%
	WB	198	0	188	0	-10	0	-5%	0%
	NB	763	10	932	10	169	0	22%	0%

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A530 King Street (between B5082 Pennys Lane diversion and A556 Shurlach Road)	SB	766	8	978	8	212	0	28%	0%
B5082 Pennys Lane diversion (between Pennys Lane and A556 Shurlach Road)	EB	206	1	340	1	134	0	65%	0%
	WB	197	1	204	1	7	0	4%	0%
Shipbrook Road (between Gadbrook Road and A556 Shurlach Road)	NB	233	0	219	0	-14	0	-6%	0%
	SB	187	0	137	0	-50	0	-27%	0%
Birches Lane diversion (between A556 Shurlach Road and B5082 Holmes Chapel Road)	NB	194	0	161	0	-33	0	-17%	0%
	SB	352	2	335	2	-17	0	-5%	0%
East Avenue (between Gadbrook Road and Grange Road)	NB	76	0	84	0	8	0	11%	0%
	SB	99	3	97	3	-2	0	-2%	0%
A556 Shurlach Road (between A530 King Street and B5082 Pennys Lane)	EB	1,677	22	1,358	21	-319	-1	-19%	-5%
	WB	1,913	15	1,634	13	-279	-2	-15%	-13%
East Avenue (between Grange Road and South Drive)	NB	80	0	86	0	6	0	8%	0%
	SB	54	3	49	3	-5	0	-9%	0%
Gadbrook Road (between Shipbrook Road and East Avenue)	EB	139	0	108	1	-31	1	-22%	0%
	WB	190	3	179	3	-11	0	-6%	0%
Porter Drive (between Shipbrook Road and Marlowe Road)	NB	145	0	154	0	9	0	6%	0%
	SB	54	0	47	0	-7	0	-13%	0%
Shipbrook Road (between Porter Drive and Gadbrook Road)	EB	89	0	65	0	-24	0	-27%	0%
	WB	167	0	123	0	-44	0	-26%	0%
East Avenue (between South Drive and Central Road)	NB	103	0	112	0	9	0	9%	0%
	SB	48	3	45	3	-3	0	-6%	0%
West Avenue (between Grange Road and South Drive)	NB	24	1	33	1	9	0	38%	0%

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
	SB	14	0	13	0	-1	0	-7%	0%
West Avenue (between South Drive and Central Road)	NB	24	1	33	1	9	0	38%	0%
	SB	14	0	13	0	-1	0	-7%	0%
A530 King Street (between A556 Shurlach Road and B5082 Middlewich Road)	NB	629	8	614	8	-15	0	-2%	0%
	SB	782	8	797	8	15	0	2%	0%
East Avenue (between Central Road and North Drive)	NB	102	0	111	0	9	0	9%	0%
	SB	46	3	44	3	-2	0	-4%	0%
West Avenue (between Central Road and North Drive)	NB	70	1	69	1	-1	0	-1%	0%
	SB	36	0	35	0	-1	0	-3%	0%
North Drive (between West Avenue and East Avenue)	EB	7	0	4	0	-3	0	-43%	0%
	WB	62	1	82	1	20	0	32%	0%
B5082 Middlewich Road (between East Avenue and A530 Griffiths Road)	EB	433	3	599	3	166	0	38%	0%
	WB	449	3	441	3	-8	0	-2%	0%
Shipbrook Road (between Agecroft Road and Central Road)	NB	94	1	122	1	28	0	30%	0%
	SB	94	1	93	1	-1	0	-1%	0%
West Avenue (between North Drive and B5082 Middlewich Road)	NB	122	1	145	1	23	0	19%	0%
	SB	34	0	33	0	-1	0	-3%	0%
B5082 Middlewich Road (between Shipbrook Road and West Avenue)	EB	393	6	569	6	176	0	45%	0%
	WB	429	4	444	4	15	0	3%	0%
B5082 Middlewich Road (between Shipbrook Road and East Avenue)	EB	476	5	658	5	182	0	38%	0%
	WB	441	2	462	2	21	0	5%	0%
	NB	147	1	185	1	38	0	26%	0%

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Shipbrook Road (between Central Road and B5082 Middlewich Road)	SB	172	1	171	1	-1	0	-1%	0%
B5082 Middlewich Road (between Parkfield Road and Shipbrook Road)	EB	783	4	930	4	147	0	19%	0%
	WB	665	4	715	4	50	0	8%	0%
B5082 Middlewich Road (between Victoria Road and Parkfield Road)	EB	818	4	961	4	143	0	17%	0%
	WB	714	4	764	4	50	0	7%	0%
Victoria Road (between Kingsway and B5082 Station Road)	EB	192	0	228	0	36	0	19%	0%
	WB	446	1	475	1	29	0	7%	0%
B5082 Station Road (between A559 Chester Way and Manchester Road)	EB	456	5	566	5	110	0	24%	0%
	WB	374	4	381	4	7	0	2%	0%
B5082 Station Road (between A559 Chester Way and Victoria Road)	EB	455	4	577	4	122	0	27%	0%
	WB	390	4	412	4	22	0	6%	0%
Whitton Street (between Station Road and A559 Chester Way)	EB	106	5	103	5	-3	0	-3%	0%
Whitton Street (between Old Warrington Road and Station Road)	EB	106	5	103	5	-3	0	-3%	0%
	WB	45	0	47	0	2	0	4%	0%
Birches Lane/Station Road (between A556 Shurlach Road and School Lane)	NB	372	2	295	2	-77	0	-21%	0%
	SB	0	0	0	0	0	0	0%	0%
A559 Manchester Road (between A530 Griffiths Road and A559 Hall Lane)	EB	781	5	1,036	5	255	0	33%	0%
	WB	827	7	948	7	121	0	15%	0%
Station Road (between School Lane and A559 Manchester Road)	NB	289	2	246	2	-43	0	-15%	0%
	SB	3	0	0	0	-3	0	-100%	0%
School Lane (between Station Road and Stubbs Lane)	NB	86	0	49	0	-37	0	-43%	0%

Location	Direction	2051 future baseline flows		2051 AP2 revised scheme flows		AP2 revised scheme actual flow change from 2051 baseline		AP2 revised scheme % change from 2051 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A559 Hall Lane (between A559 Manchester Road and Townshend Road)	NB	503	3	631	3	128	0	25%	0%
	SB	351	1	401	1	50	0	14%	0%
A559 Manchester Road (between A559 Hall Lane and Stubbs Lane)	EB	538	3	670	4	132	1	25%	33%
	WB	523	5	565	5	42	0	8%	0%
Townshend Road (between A559 Hall Lane and Fryer Road)	NB	105	1	161	1	56	0	53%	0%
	SB	220	1	251	1	31	0	14%	0%
A559 Manchester Road (between Stubbs Lane and Fryer Road)	EB	603	3	701	3	98	0	16%	0%
	WB	388	5	432	5	44	0	11%	0%
A569 Hall Lane (between Townshend Road and Green Lane)	EB	286	3	319	2	33	-1	12%	-33%
	WB	553	4	639	3	86	-1	16%	-25%
A559 Manchester Road (between Fryer Road and A556 Shurlach Road)	EB	637	2	714	2	77	0	12%	0%
	WB	721	4	734	4	13	0	2%	0%
A559 Hall Lane (between Green Lane and B5391 Church Street)	EB	253	3	283	2	30	-1	12%	-33%
	WB	526	4	606	3	80	-1	15%	-25%
B5391 Church Street (between Earles Lane and A559 Marston Lane)	NB	500	4	527	4	27	0	5%	0%
	SB	180	3	209	3	29	0	16%	0%
Linnards Lane (between Green Lane and B5391 Church Street)	EB	337	4	330	4	-7	0	-2%	0%
	WB	157	3	174	3	17	0	11%	0%

Figure 14-7: MA02 AP2 revised scheme traffic flow changes – 2039 AM peak

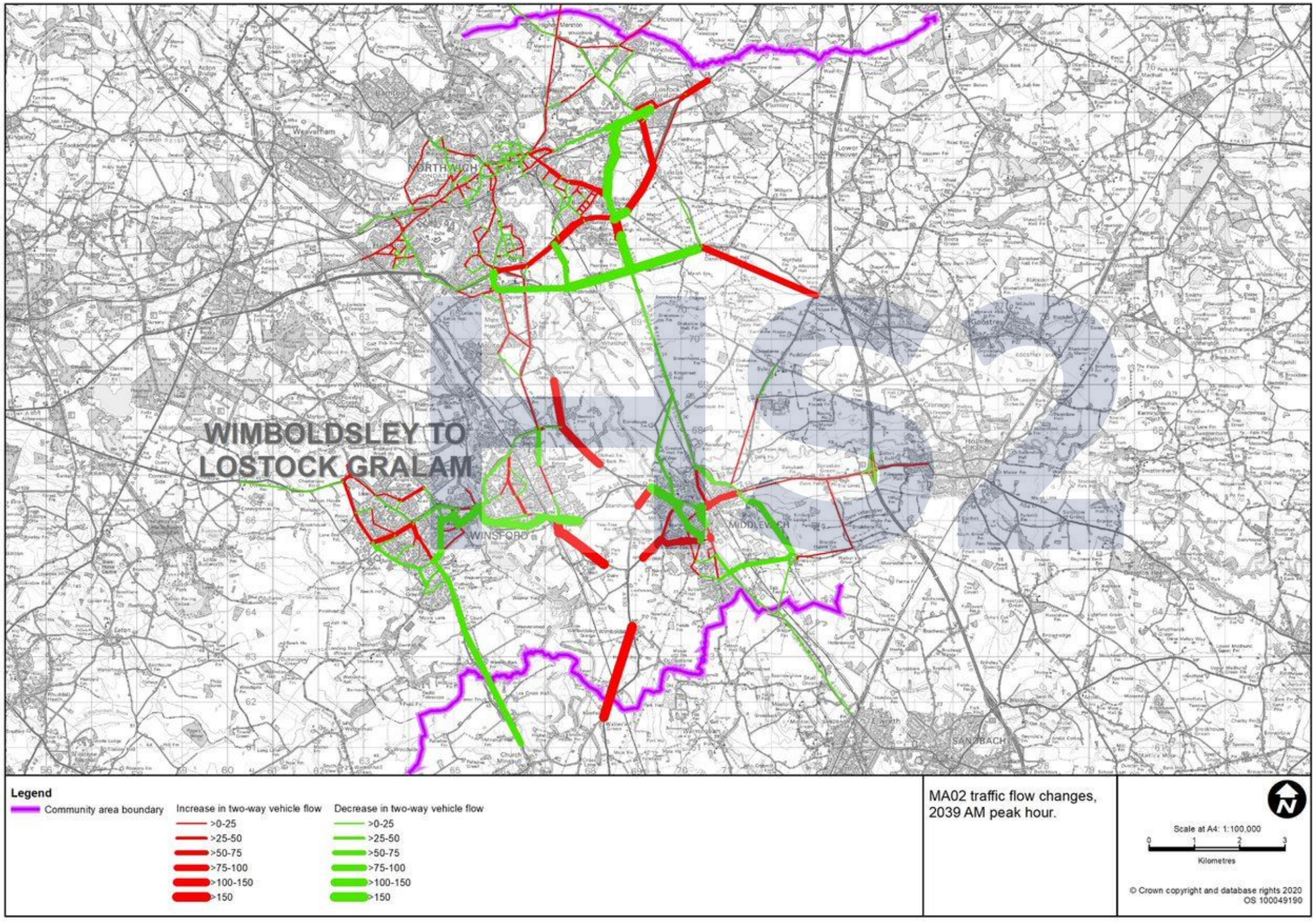


Figure 14-8: MA02 AP2 revised scheme traffic flow changes – 2051 AM peak

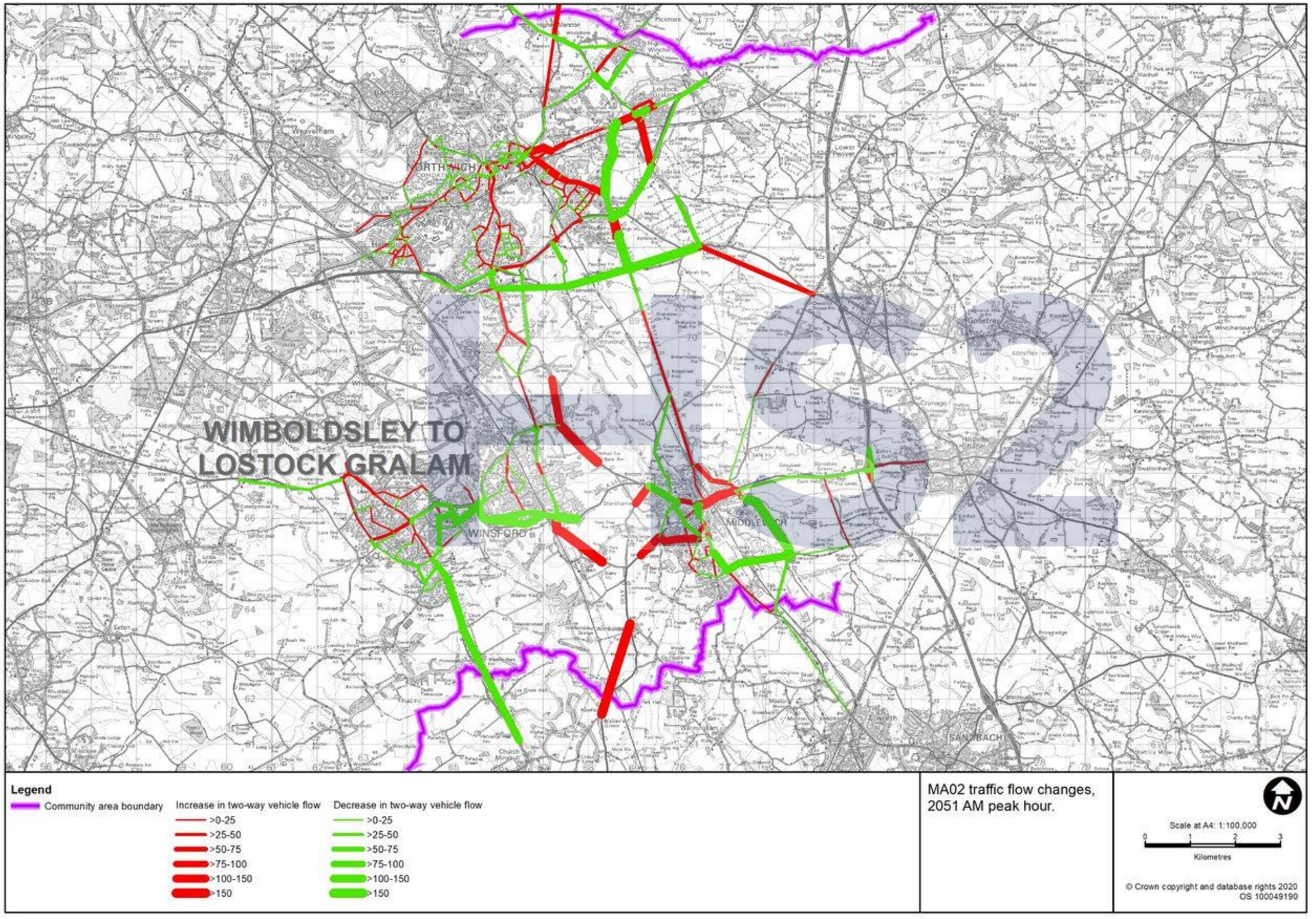


Figure 14-9: MA02 AP2 revised scheme traffic flow changes – 2039 PM peak

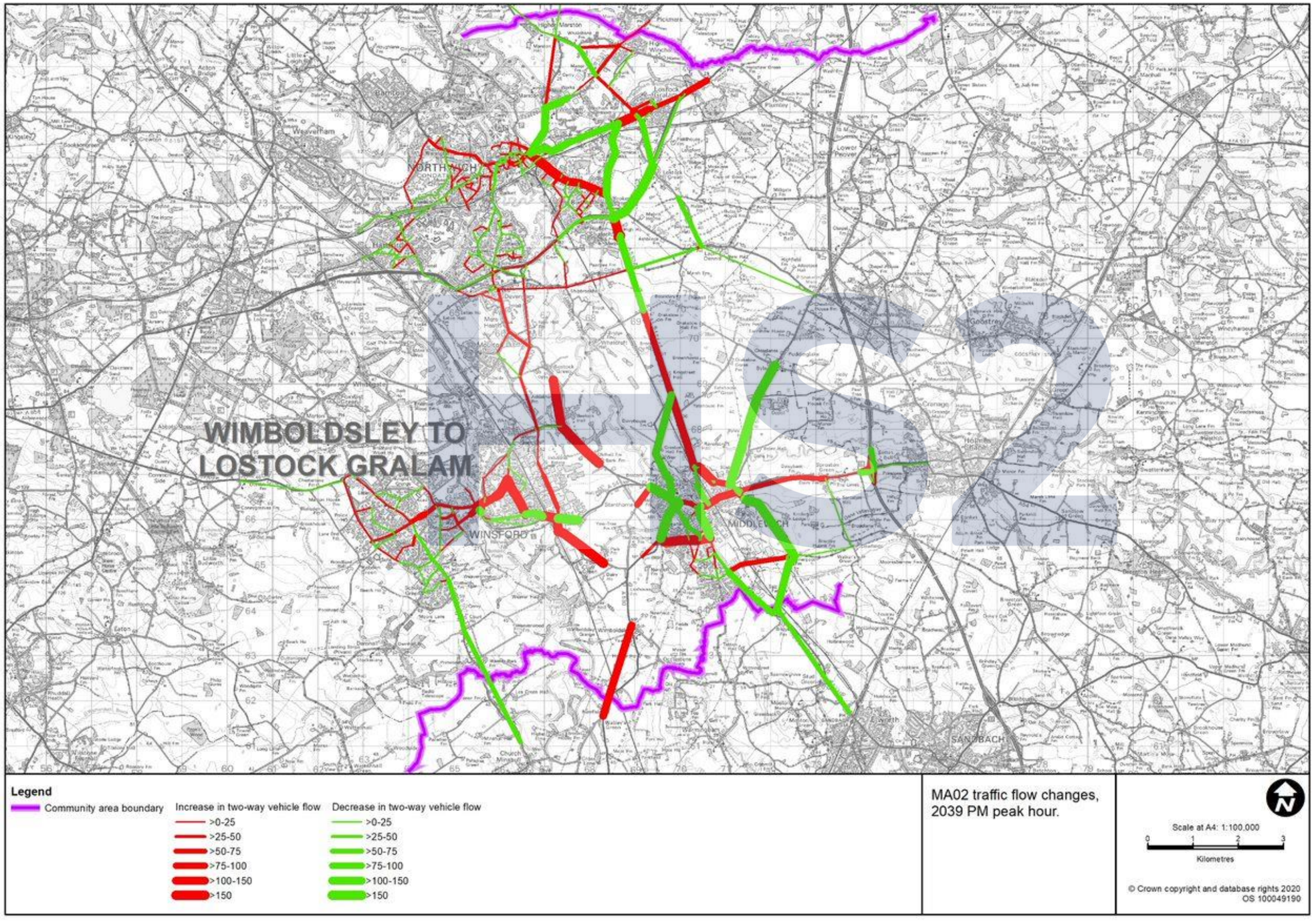
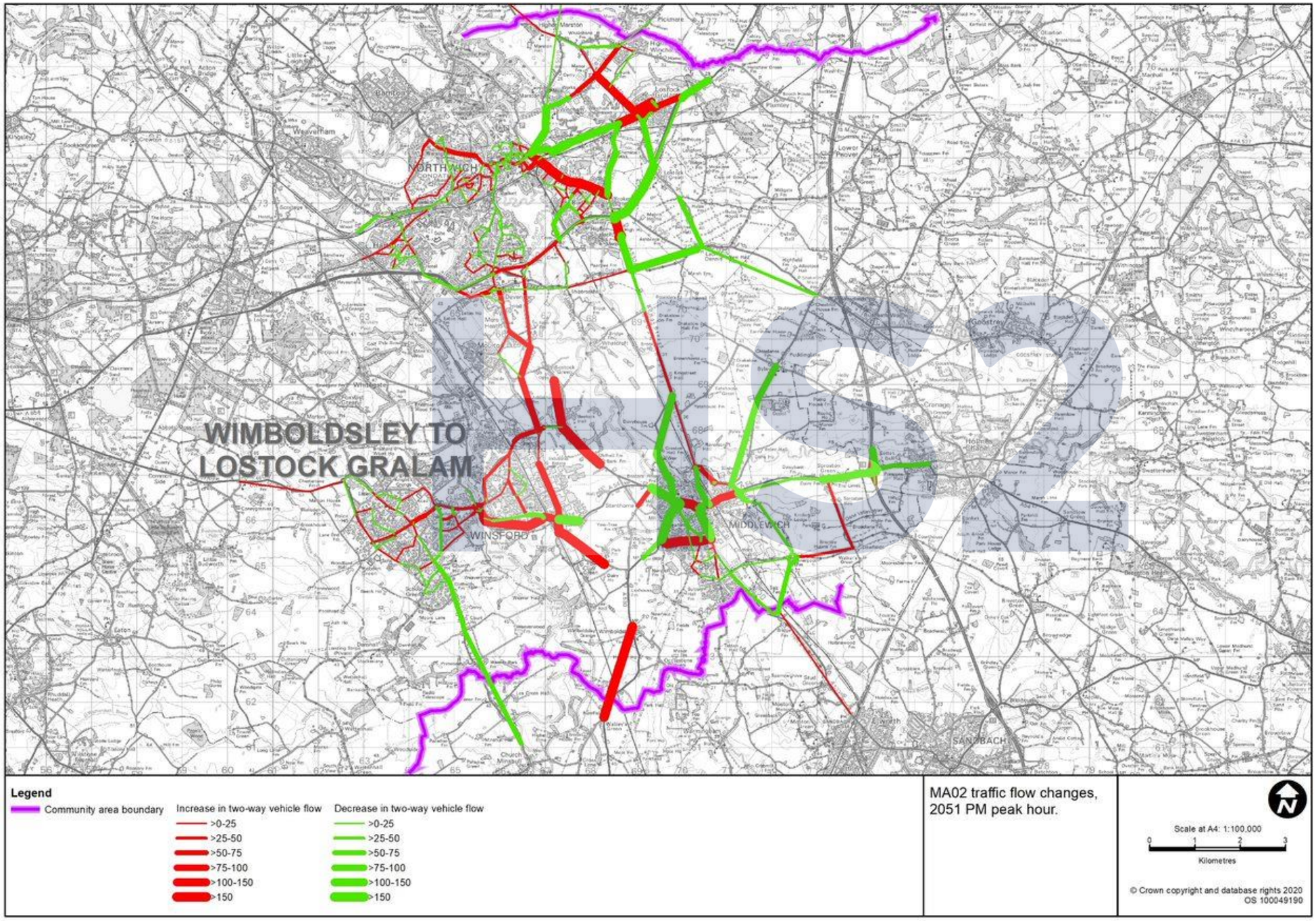


Figure 14-10: MA02 AP2 revised scheme traffic flow changes – 2051 PM peak



Junction performance

12.4.15 Junction capacity analysis was reported in Section 14.5 of the main TA which was undertaken for the 2038 and 2046 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 11.4 of the SES1 and AP1 ES TA and included the change from a 2046 to 2051 assessment year.

12.4.16 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 future baseline and AP2 revised scheme with 2039 and 2051.

12.4.17 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 2039 and 2051 future baseline results are included for comparison. The models developed to assess the existing and future baseline have been used, except where otherwise stated. Where there are changes to infrastructure compared to the main TA and SES1 and AP1 ES TA, these are highlighted.

12.4.18 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 A559 Chester Way/A559 Station Road/B5075 New Warrington junction (Table 14-88.5). Where no updates to junction operation are provided, junction operation is as described in Section 11.4 of the SES1 and AP1 ES TA.

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

12.4.20 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

12.4.21 Table 14-67 in the SES1 and AP1 ES TA replaced Table 14-67 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 14-67 below replaces Table 14-67 in the SES1 and AP1 ES TA.

Table 14-67: M6 junction 18/A54 Middlewich Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline (existing layout)**			**2039 with the AP2 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme**		
M6 junction 18 southbound off-slip	309	16%	0	330	17%	0	391	20%	0	331	17%	0
A54 Middlewich Road (east)	436	21%	0	437	21%	0	441	22%	0	448	22%	0
M6 junction 18 northbound off-slip	932	43%	0	931	43%	0	980	46%	1	1,007	47%	1
A54 Middlewich Road (west)	1,092	46%	0	1,078	45%	0	1,083	46%	0	1,079	45%	0
17:00–18:00	**2039 future baseline (existing layout)**			**2039 with the AP2 revised scheme**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme**		
M6 junction 18 southbound off-slip	480	23%	0	401	19%	0	551	26%	0	423	20%	0
A54 Middlewich Road (east)	325	17%	0	293	15%	0	372	20%	0	324	17%	0
M6 junction 18 northbound off-slip	410	19%	0	408	19%	0	414	20%	0	432	20%	0
A54 Middlewich Road (west)	616	26%	0	722	30%	0	578	24%	0	633	26%	0

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

"The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 and 2051 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction."

Local network change in the Clive Green area

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

Clive Green Lane realignment/Crewe North RSD access

12.4.24 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 junction 2039 and 2051 AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2039 with the AP2 revised scheme (proposed layout)**			**2051 with the AP2 revised scheme (proposed layout)**		
Clive Green Lane realignment (west) (ahead and left)	587	-	-	604	-	-
Crewe North RSD access (left)	37	0.08	0	38	0.08	0
Crewe North RSD access (right)	63	0.21	0	63	0.20	0
Clive Green Lane realignment (east) (ahead and right)	582	0.37	1	553	0.23	1
17:00–18:00	**2039 with the AP2 revised scheme (proposed layout)**			**2051 with the AP2 revised scheme (proposed layout)**		
Clive Green Lane realignment (west) (ahead and left)	650	-	-	673	-	-
Crewe North RSD access (left)	136	0.30	0	135	0.30	0
Crewe North RSD access (right)	117	0.41	1	108	0.40	1
Clive Green Lane realignment (east) (ahead and right)	601	0.11	0	649	0.11	0

12.4.25 The conclusions drawn in paragraph 11.4.21 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that the junction operates well within capacity in 2039 and 2051 with the AP2 revised scheme."

A530 Nantwich Road/Clive Green Lane realignment/Coalpit Lane

12.4.26 Table 14-69 in the SES1 and AP1 ES TA replaced Table 14-69 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 14-69 below replaces Table 14-69 in the SES1 and AP1 ES TA.

Table 14-69: A530 Nantwich Road/Clive Green Lane realignment/Coalpit Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2039 with the AP2 revised scheme (proposed layout)**			**2051 with the AP2 revised scheme (proposed layout)**		
A530 Nantwich Road (north)	779	0.51	1	831	0.54	1
A530 Nantwich Road (south)	977	0.58	1	991	0.59	1
Clive Green Lane realignment	522	0.40	1	512	0.40	1
HS2 track access*	-	-	-	-	-	-
Coalpit Lane	122	0.11	0	131	0.12	0
17:00–18:00	**2039 with the AP2 revised scheme (proposed layout)**			**2051 with the AP2 revised scheme (proposed layout)**		
A530 Nantwich Road (north)	611	0.41	1	642	0.45	1
A530 Nantwich Road (south)	1161	0.67	2	1289	0.75	3
Clive Green Lane realignment	715	0.57	1	740	0.63	2
HS2 track access*	-	-	-	-	-	-
Coalpit Lane	110	0.12	0	132	0.15	0

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

12.4.27 The conclusions drawn in paragraph 11.4.23 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that the junction operates well within capacity in 2039 with the AP2 revised scheme. The assessment shows that in the AM peak hour the junction operates well within capacity in 2051 with the AP2 revised scheme. In the PM peak hour, the junction operates within capacity in 2051 with the AP2 revised scheme."

A54 Middlewich Road/Clive Lane/Road One

12.4.28 Table 14-70 in the SES1 and AP1 ES TA replaced Table 14-70 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 14-70 below replaces Table 14-70 in the SES1 and AP1 ES TA.

Table 14-70: A54 Middlewich Road/Clive Lane/Road One junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Road One	297	44%	4	293	43%	5	282	42%	4	306	44%	5
A54 Middlewich Road (east)	543	74%	5	597	64%	7	580	80%	6	677	71%	8
Clive Lane	536	96%	8	559	99%	10	539	96%	8	588	101%	10
A54 Middlewich Road (west)	879	95%	11	833	103%	9	907	101%	11	807	110%	8
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Road One	539	91%	9	572	78%	9	537	90%	9	637	76%	10
A54 Middlewich Road (east)	598	49%	6	477	44%	6	660	54%	6	496	50%	7
Clive Lane	471	103%	8	631	101%	10	473	104%	8	713	101%	11
A54 Middlewich Road (west)	616	79%	9	705	87%	9	630	80%	9	642	94%	9

12.4.29 The conclusions drawn in paragraph 11.4.25 of the SES1 and AP1 ES TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will increase the VoC from 95% in the 2039 future baseline to 103% with the AP2 revised scheme in 2039 on the A54 Middlewich Road (west) approach in the AM peak hour, with a corresponding change in queue length from 11 PCU in the future baseline to nine PCU. In the PM peak hour, the VoC will increase from 79% in the 2039 future baseline to 87% with the AP2 revised scheme in 2039 on the A54 Middlewich Road (west) approach, with no change in corresponding queue length. 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. The changes in traffic will have an adverse impact on the operation of the junction. which is, in any case, predicted to operate over its capacity in the future baseline.

The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 101% in the 2051 future baseline to 110% with the AP2 revised scheme in 2051 on the A54 Middlewich Road (west) approach in the AM peak hour, with a corresponding change in queue length from 11 PCU in the future baseline to eight PCU. In the PM peak hour, the VoC will increase from 80% in the 2051 future baseline to 94% with the AP2 revised scheme in 2051 on the A54 Middlewich Road (west), with no change in corresponding queue length. 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. The changes in traffic will have an adverse impact on the operation of the junction. which is, in any case, predicted to operate over its capacity in the future baseline."

A530 Nantwich Road/St Ann's Road

12.4.30 Table 14-71 in the SES1 and AP1 ES TA replaced Table 14-71 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 14-71 below replaces Table 14-71 in the SES1 and AP1 ES TA.

Table 14-71: A530 Nantwich Road/St Ann's Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A530 Nantwich Road (north)	685	36%	0	624	33%	0	751	40%	0	686	36%	0
St Ann's Road	211	82%	2	177	69%	1	191	81%	2	184	75%	1
A530 Nantwich Road (south)	414	34%	0	440	36%	0	451	37%	0	435	36%	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A530 Nantwich Road (north)	920	49%	0	753	40%	0	992	53%	0	730	39%	0
St Ann's Road	171	95%	4	199	84%	2	141	96%	4	199	85%	2
A530 Nantwich Road (south)	640	49%	0	528	37%	0	712	55%	0	564	39%	0

12.4.31 The conclusions drawn in paragraph 11.4.27 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in maximum VoC and queue lengths in the AM peak hour. In the PM peak hour the maximum VoC will decrease from 95% in the 2039 future baseline to 84% with the AP2 revised scheme in 2039 on the St Ann's Road approach, with a corresponding change in queue length from four PCU in the future baseline to two PCU. 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 close to capacity in the future baseline and within capacity with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction.

The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will decrease from 96% in the 2051 future baseline to 85% with the AP2 revised scheme in 2051 on the St Ann's Road approach, with a corresponding change in queue length from four PCU in the future baseline to two PCU. 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. The changes in traffic will have a beneficial impact on the operation of the junction."

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

12.4.32 Table 14-72 in the SES1 and AP1 ES TA replaced Table 14-72 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 14-72 below replaces Table 14-72 in the SES1 and AP1 ES TA.

Table 14-72: A54 Kinderton Street/A54 St Michael's Way/A533 Leadsmithy Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A54 Kinderton Street	612	86%	13	655	84%	13	614	86%	13	678	87%	13
A533 Leadsmithy Street	758	83%	19	698	69%	17	769	84%	19	742	74%	18
A54 St Michael's Way	1,026	66%	13	1,007	71%	13	1,007	64%	13	1,011	72%	13
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A54 Kinderton Street	748	105%	15	859	104%	16	822	104%	15	860	104%	16
A533 Leadsmithy Street	576	72%	15	456	59%	12	650	81%	17	495	64%	13
A54 St Michael's Way	849	50%	10	837	52%	9	787	49%	9	872	54%	10

12.4.33 The conclusions drawn in paragraph 11.4.29 of the SES1 and AP1 ES TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 86% in the 2039 future baseline to 84% with the AP2 revised scheme in 2039 on the A54 Kinderton Street approach in the AM peak hour, with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close capacity in the future baseline and 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 changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour which is, in any case, predicted to operate over its capacity in the future baseline.

The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM peak hour the junction operates 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 changes in traffic will have a negligible impact on the operation of the junction, which is, in any case, predicted to operate over its capacity in the future baseline."

A54 St Michael's Way/Wheelock Street

12.4.34 Table 14-73 in the SES1 and AP1 ES TA replaced Table 14-73 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 14-73 below replaces Table 14-73 in the SES1 and AP1 ES TA.

Table 14-73: A54 St Michael's Way/Wheelock Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A54 St Michael's Way (north)	714	37%	0	696	36%	0	698	36%	0	733	38%	0
Wheelock Street	75	25%	0	84	28%	0	79	26%	0	87	30%	0
A54 St Michael's Way (south)*	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A54 St Michael's Way (north)	754	39%	0	791	41%	0	757	39%	0	803	41%	0
Wheelock Street	75	27%	0	75	28%	0	80	28%	0	80	30%	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.*

12.4.35 The conclusions drawn in paragraph 14.4.31 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 and 2051 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction."

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

12.4.36 Table 14-74 in the SES1 and AP1 ES TA replaced Table 14-74 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 14-74 below replaces Table 14-74 in the SES1 and AP1 ES TA.

Table 14-74: A54 Chester Road/A54 St Michael's Way/A530 Nantwich Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A54 Chester Road	559	29%	0	473	24%	0	611	31%	0	530	27%	0
A54 St Michael's Way	789	90%	2	781	85%	1	776	92%	2	819	92%	2
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A54 Chester Road	589	30%	0	365	19%	0	630	32%	0	331	17%	0
A54 St Michael's Way	829	97%	3	866	89%	1	837	100%	6	883	89%	1

12.4.37 The conclusions drawn in 11.4.33 paragraph of the SES1 and AP1 ES TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 90% in the 2039 future baseline to 85% with the AP2 revised scheme in 2039 on the A54 St Michael's Way approach in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to one PCU. In the PM peak hour, the maximum VoC will decrease from 97% in the 2039 future baseline to 89% with the AP2 revised scheme in 2039 on the A54 St Michael's Way approach, with a corresponding change in queue length from three PCU in the future baseline to one PCU. 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 changes in traffic will have a beneficial impact on the operation of the junction.

The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will decrease from 100% in the 2051 future baseline to 89% with the AP2 revised scheme in 2051 on the A54 St Michael's Way approach, with a corresponding change in queue length from six PCU in the future baseline to one PCU. 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 the future baseline and close to capacity with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour."

Local network change in the Stanthorne area

12.4.38 There are a number of changes to the local road network in the Stanthorne area as part of the original scheme. Details of the changes are presented in Section 14.5 of the main TA.

A54 Middlewich Road realignment/A533 Northwich Road diversion

12.4.39 Table 14-75 in the SES1 and AP1 ES TA replaced Table 14-75 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 14-75 below replaces Table 14-75 in the SES1 and AP1 ES TA.

Table 14-75: A54 Middlewich Road realignment/A533 Northwich Road diversion 2039 and 2051 AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2039 with the AP2 revised scheme (proposed layout)**			**2051 with the AP2 revised scheme (proposed layout)**		
A533 Northwich Road diversion	506	0.39	1	649	0.50	1
A54 Middlewich Road realignment (east)	977	0.48	1	1000	0.50	1
A54 Middlewich Road realignment (south)	257	0.22	0	247	0.21	0

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
17:00–18:00	**2039 with the AP2 revised scheme (proposed layout)**			**2051 with the AP2 revised scheme (proposed layout)**		
A533 Northwich Road diversion	579	0.47	1	661	0.52	1
A54 Middlewich Road realignment (east)	845	0.43	1	916	0.47	1
A54 Middlewich Road realignment (south)	351	0.30	0	316	0.28	0

12.4.40 The conclusions drawn in paragraph 11.4.36 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that the junction operates well within capacity in 2039 and 2051 with the AP2 revised scheme."

A54 Chester Road/A54 Middlewich Road/A533 Northwich Road

12.4.41 Table 14-76 in the SES1 and AP1 ES TA replaced Table 14-76 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 14-76 below replaces Table 14-76 in the SES1 and AP1 ES TA.

Table 14-76: A54 Chester Road/A54 Middlewich Road/A533 Northwich Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A54 Middlewich Road (ahead and left)	553	-	-	584	-	-	547	-	-	672	-	-
A533 Northwich Road (left)	323	0.67	2	5	0.01	0	379	0.79	3	5	0.01	0
A533 Northwich Road (right)	1	0.01	0	5	0.02	0	1	0.01	0	5	0.02	0
A54 Chester Road (ahead and right)	826	0.96	17	756	0.02	0	835	0.94	16	785	0.02	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A54 Middlewich Road (ahead and left)	520	-	-	633	-	-	540	-	-	644	-	-
A533 Northwich Road (left)	341	0.70	2	5	0.01	0	325	0.67	2	5	0.01	0
A533 Northwich Road (right)	0	0.00	0	5	0.02	0	0	0.00	0	5	0.02	0
A54 Chester Road (ahead and right)	729	0.74	4	641	0.02	0	719	0.65	3	647	0.02	0

12.4.42 The conclusions drawn in paragraphs 11.4.38 of the SES1 and AP1 ES TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will decrease the maximum RFC from 0.96 in the 2039 future baseline to 0.02 with the AP2 revised scheme in 2039 on the A54 Chester Road (ahead and right) approach in the AM peak hour, with a corresponding change in queue length from 17 PCU in the future baseline to no queue. This change is a result of the severing of the existing A533 Northwich Road, as part of the original scheme, which reduces traffic flow on the arm. As a result, the right turn traffic on the A54 Chester Road will avoid the movement and blocking the carriageway, resulting in near free flow conditions with the AP2 revised scheme in place. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in RFC and queue lengths in the PM peak hour. 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 well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour."

"The change in traffic due to operation of the AP2 revised scheme will decrease the maximum RFC from 0.94 in the 2051 future baseline to 0.02 with the AP2 revised scheme in 2051 on the A54 Chester Road (ahead and right) approach in the AM peak hour, with a corresponding change in queue length from 16 PCU in the future baseline to no queue. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in 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 changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour."

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

12.4.43 Table 14-77 in the SES1 and AP1 ES TA replaced Table 14-77 in the main TA and summarised the results of the changes as a result of the AP1 revised scheme. Table 14-77 below replaces Table 14-77 in the SES1 and AP1 ES TA.

Table 14-77: A54 Middlewich Road realignment/Birch Lane diversion/Bell Lane realignment junction 2039 and 2051 with the AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2039 with the AP2 revised scheme (proposed layout)**			**2051 with the AP2 revised scheme (proposed layout)**		
Birch Lane diversion (ahead, left and right)	225	0.47	1	220	0.46	1

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
A54 Middlewich Road (east) (ahead, left and right)	705	0.23	0	780	0	0
Bell Lane realignment (ahead, left and right)	5	0.01	0	5	0.01	0
A54 Middlewich Road (west) (ahead, left and right)	705	0.23	0	802	0.25	0
17:00–18:00	**2039 with the AP2 revised scheme (proposed layout)**			**2051 with the AP2 revised scheme (proposed layout)**		
Birch Lane diversion (ahead, left and right)	207	0.4	1	273	0.53	1
A54 Middlewich Road (east) (ahead, left and right)	636	0	0	642	0	0
Bell Lane realignment (ahead, left and right)	5	0.01	0	5	0.01	0
A54 Middlewich Road (west) (ahead, left and right)	744	0.2	0	776	0.23	0

12.4.44 The conclusions drawn in paragraph 14.4.40 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that the junction operates well within capacity in 2039 and 2051 with the AP2 revised scheme."

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

12.4.45 Table 14-78 in the SES1 and AP1 ES TA replaced Table 14-78 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 14-78 below replaces Table 14-78 in the SES1 and AP1 ES TA.

Table 14-78: A533 Bostock Road/A5018 Bostock Road/A533 Davenham Road/Road One junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A533 Bostock Road	380	21%	0	371	21%	0	458	26%	0	441	25%	0
Road One	316	16%	0	274	14%	0	351	18%	0	292	15%	0
A5018 Bostock Road	1,183	103%	4	1,214	105%	4	1,202	105%	4	1,283	111%	4
A533 Davenham Bypass	789	101%	7	739	101%	7	769	101%	7	702	102%	7
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A533 Bostock Road	201	10%	0	199	11%	0	207	11%	0	248	13%	0
Road One	863	44%	0	846	43%	0	919	47%	0	860	44%	0
A5018 Bostock Road	833	77%	0	837	77%	0	903	85%	1	963	89%	1
A533 Davenham Bypass	813	86%	1	817	88%	2	816	86%	1	814	92%	2

12.4.46 The conclusions drawn in paragraph 11.4.42 of the SES1 and AP1 ES TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 103% in the 2039 future baseline to 105% with the AP2 revised scheme in 2039 on the A5018 Bostock Road approach in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the maximum VoC will increase from 86% in the 2039 future baseline to 88% with the AP2 revised scheme in 2039 on the A533 Davenham Bypass approach, with a corresponding change in queue length from one PCU in the future baseline to two PCU. The assessment shows that in the AM peak hour the junction operates over 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 changes in traffic will have an adverse impact on the operation of the junction which is, in any case, predicted to operate over its capacity in the future baseline.

The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 105% in the 2051 future baseline to 111% with the AP2 revised scheme in 2051 on the A5018 Bostock Road approach in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 86% in the 2051 future baseline to 92% with the AP2 revised scheme in 2051 on the A533 Davenham Bypass approach, with a corresponding change in queue length from one PCU in the future baseline to two PCU. The assessment shows that in the AM peak hour the junction operates over 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 changes in traffic will have an adverse impact on the operation of the junction which is, in any case, predicted to operate over capacity in the future baseline."

A556 Chester Road/Hartford Road/Hill Top Grange

12.4.47 Table 14-79 in the SES1 and AP1 ES TA replaced Table 14-79 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 14-79 below replaces Table 14-79 in the SES1 and AP1 ES TA.

Table 14-79: A556 Chester Road/Hartford Road/Hill Top Grange junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Hill Top Grange*	-	-	-	-		-	-	-	-	-	-	-
A556 Chester Road (east)	986	46%	14	978	46%	14	994	46%	14	994	46%	14
Hartford Road	236	32%	5	236	32%	5	252	34%	6	251	34%	6
A556 Chester Road (west)	1,758	82%	22	1,753	82%	22	1,847	86%	23	1,814	85%	22
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Hill Top Grange*	-	-	-	-	-	-	-	-	-	-	-	-
A556 Chester Road (east)	1,775	82%	24	1,757	81%	24	1,843	85%	25	1,807	83%	25
Hartford Road	291	43%	7	309	45%	7	298	44%	7	345	51%	8
A556 Chester Road (west)	1,320	61%	18	1,318	61%	18	1,426	66%	19	1,408	65%	19

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

12.4.48 The conclusions drawn in paragraph 11.4.44 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM peak hour the junction operates within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction.

The change in traffic due to operation of the AP2 revised scheme will not substantially decrease the maximum VoC between the 2051 future baseline and the AP2 revised scheme in the AM peak hour. In the PM peak hour, the maximum VoC will decrease from 85% in the 2051 future baseline to 83% with the AP2 revised scheme in 2051 on the A556 Chester Road (east) approach with no change in corresponding queue length. 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. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour."

A530 King Street/Davenham Road/Crowders Lane

12.4.49 Table 14-80 in the SES1 and AP1 ES TA replaced Table 14-80 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 14-80 below replaces Table 14-80 in the SES1 and AP1 ES TA.

Table 14-80: A530 King Street/Davenham Road/Crowders Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A530 King Street (north)	820	42%	0	654	33%	0	921	48%	0	656	33%	0
Crowders Lane	164	50%	1	95	26%	0	213	71%	1	182	53%	1
A530 King Street (south)	1,019	53%	0	994	52%	0	1,083	56%	0	1,034	54%	0
Davenham Road	237	84%	2	129	50%	1	250	99%	6	166	68%	1
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A530 King Street (north)	808	41%	0	731	37%	0	799	41%	0	677	34%	0
Crowders Lane	103	28%	0	124	32%	0	199	52%	1	188	47%	0
A530 King Street (south)	795	45%	0	739	39%	0	729	37%	0	708	36%	0
Davenham Road	265	102%	6	275	100%	6	310	102%	7	318	103%	7

12.4.50 The conclusions drawn in paragraph 11.4.46 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will decrease from 102% in the 2039 future baseline to 100% with the AP2 revised scheme in 2039 on the Davenham Road approach, with no change in corresponding queue length. 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 changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour.

The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 99% in the 2051 future baseline to 68% with the AP2 revised scheme in 2051 on the Davenham Road approach in the AM peak hour, with a corresponding change in queue length from six PCU in the future baseline to one PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised in 2051 scheme will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in 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 changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour."

A556 Shurlach Road/Shurlach Lane

12.4.51 Table 14-81 in the SES1 and AP1 ES TA replaced Table 14-81 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 14-81 below replaces Table 14-81 in the SES1 and AP1 ES TA.

Table 14-81: A556 Shurlach Road/Shurlach Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A556 Shurlach Road (east)	1,028	27%	0	1,066	28%	0	1,070	28%	0	1,073	28%	0
Shurlach Lane	106	25%	0	36	9%	0	183	43%	0	126	30%	0
A556 Shurlach Road (west)	2,285	-	-	2,367	-	-	2,421	-	-	2,475	-	-
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A556 Shurlach Road (east)	2,564	64%	0	2,562	64%	0	2,596	65%	0	2,591	65%	0
Shurlach Lane	88	118%	3	89	119%	3	92	130%	3	93	130%	3
A556 Shurlach Road (west)	1,373	-	-	1,383	-	-	1,377	-	-	1,418	-	-

12.4.52 The conclusions drawn in paragraph 11.4.48 of SES1 and AP1 ES TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the 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 changes in traffic will have a negligible impact on the operation of the junction, which is, in any case, predicted to operate over its capacity in the future baseline.

The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the 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 changes in traffic will have a negligible impact on the operation of the junction, which is, in any case, predicted to operate over its capacity in the future baseline."

A530 King Street/Gadbrook Distribution Centre/B5082 Pennys Lane diversion

12.4.53 The existing A530 King Street/Gadbrook Distribution Centre junction will be modified to accommodate the B5082 Pennys Lane diversion as a result of the original scheme. The B5082 Pennys Lane diversion will form a new fourth-arm of the roundabout. Details of the changes are presented in Section 14.5 of the main TA.

12.4.54 Table 14-82 in the SES1 and AP1 ES TA replaced Table 14-82 in the main TA and summarised the results of the changes in performance of the junction as a result of the original scheme. Table 14-82 below replaces Table 14-82 in the SES1 and AP1 ES TA.

Table 14-82: A530 King Street/Gadbrook Distribution Centre/B5082 Pennys Lane diversion junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2039 future baseline (existing layout)**			**2039 with the AP2 revised scheme (proposed layout)**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme (proposed layout)**		
A530 King Street (north)	1,133	0.34	1	1,354	0.51	1	1,233	0.37	1	1,391	0.52	1
B5082 Pennys Lane diversion	-	-	-	403	0.35	1	-	-	-	328	0.28	0
A530 King Street (south)	1,184	0.46	1	992	0.57	1	1,238	0.48	1	1,014	0.57	1
Gadbrook Distribution Centre	142	0.09	0	142	0.11	0	142	0.09	0	142	0.11	0
17:00–18:00	**2039 future baseline (existing layout)**			**2039 with the AP2 revised scheme (proposed layout)**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme (proposed layout)**		
A530 King Street (north)	900	0.27	0	1,098	0.42	1	890	0.27	0	1,104	0.42	1
B5082 Pennys Lane diversion	-	-	-	207	0.19	0	-	-	-	204	0.18	0
A530 King Street (south)	831	0.32	1	781	0.42	1	840	0.32	1	800	0.43	1
Gadbrook Distribution Centre	188	0.10	0	188	0.13	0	188	0.10	0	188	0.13	0

12.4.55 The conclusions drawn in paragraph 11.4.51 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 and 2051 will not result in substantial changes in RFC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction."

A530 Griffiths Road/A530 King Street/B5082 Middlewich Road

12.4.56 Table 14-83 in the SES1 and AP1 ES TA replaced Table 14-83 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 14-83 below replaces Table 14-83 in the SES1 and AP1 ES TA.

Table 14-83: A530 Griffiths Road/A530 King Street/B5082 Middlewich Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A530 Griffiths Road	425	43%	4	301	54%	4	412	44%	4	304	52%	4
Pennys Lane*	-	-	-	-	-	-	-	-	-	-	-	-
A530 King Street	474	48%	7	446	63%	7	472	48%	7	406	58%	7
B5082 Middlewich Road	475	88%	11	537	57%	9	489	96%	12	586	60%	10
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A530 Griffiths Road	495	44%	5	347	40%	4	474	45%	5	356	47%	4
Pennys Lane*	-	-	-	-	-	-	-	-	-	-	-	-
A530 King Street	634	64%	9	603	72%	9	643	65%	9	627	75%	9
B5082 Middlewich Road	429	93%	10	577	97%	11	439	93%	10	605	97%	11

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

12.4.57 The conclusions drawn in paragraph 11.4.53 of the SES1 and AP1 ES TA are replaced by:

"The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 88% in the 2039 future baseline to 57% with the AP2 revised scheme in 2039 on the B5082 Middlewich Road approach in the AM peak hour, with a corresponding change in queue length from 11 PCU in the future baseline to nine PCU. In the PM peak hour, the maximum VoC will increase from 93% in the 2039 future baseline to 97% with the AP2 revised scheme in 2039 on the B5082 Middlewich Road approach, with a corresponding change in queue length from 10 PCU in the future baseline to 11 PCU. 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. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour.

The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 96% in the 2051 future baseline to 60% with the AP2 revised scheme in 2051 on the B5082 Middlewich Road approach in the AM peak hour, with a corresponding change in queue length from 12 PCU in the future baseline to 10 PCU. In the PM peak hour, the maximum VoC will increase from 93% in the 2051 future baseline to 97% with the AP2 revised scheme in 2051 on the B5082 Middlewich Road approach, with a corresponding change in queue length from 10 PCU in the future baseline to 11 PCU. 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. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour."

Local network change in the Lostock Green area

12.4.58 There are a number of changes to the local road network in the Lostock Green area as part of the original scheme. Details of the changes are presented in Section 14.5 of the main TA.

A556 Shurlach Road (northbound) realignment/Birches Lane realignment

12.4.59 Table 14-84 in the SES1 and AP1 ES TA replaced Table 14-84 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 14-84 below replaces Table 14-84 in the SES1 and AP1 ES TA.

Table 14-84: A556 Shurlach Road (northbound) realignment/Birches Lane realignment 2039 and 2051 with the AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	**2039 with the AP2 revised scheme (proposed layout)**			**2051 with the AP2 revised scheme (proposed layout)**		
A556 Shurlach Road realignment (north)*	-	-	-	-	-	-
A556 Shurlach Road realignment (south) (ahead)	1,670	-	-	1,669	-	-
A556 Shurlach Road realignment (south) (left)	272	-	-	291	-	-
Birches Lane realignment (left)	39	0.10	0	149	0.37	1
17:00–18:00	**2039 with the AP2 revised scheme (proposed layout)**			**2051 with the AP2 revised scheme (proposed layout)**		
A556 Shurlach Road realignment (north)*	-	-	-	-	-	-
A556 Shurlach Road realignment (south) (ahead)	1,251	-	-	1,261	-	-
A556 Shurlach Road realignment (south) (left)	275	-	-	301	-	-
Birches Lane realignment (left)	4	0.00	0	4	0.00	0

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

12.4.60 The conclusions drawn in paragraph 14.4.56 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that the junction operates well within capacity in 2039 and 2051 with the AP2 revised scheme."

A556 Shurlach Road (southbound) realignment/Birches Lane diversion

12.4.61 Table 14-85 in the SES1 and AP1 ES TA replaced Table 14-85 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 14-85 below replaces Table 14-85 in the SES1 and AP1 ES TA.

Table 14-85: A556 Shurlach Road (southbound) realignment/Birches Lane diversion junction 2039 and 2051 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	**2039 with the AP2 revised scheme (proposed layout)**			**2051 with the AP2 revised scheme (proposed layout)**		
A556 Shurlach Road realignment (north) (ahead)	1,808	0.00	0	1,943	0.00	0
A556 Shurlach Road realignment (north) (left)	155	0.00	0	150	0.00	0
Birches Lane diversion (left)	44	0.11	0	44	0.12	0

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
A556 Shurlach Road realignment (south)*	-	-	-	-	-	-
17:00–18:00	**2039 with the AP2 revised scheme (proposed layout)**			**2051 with the AP2 revised scheme (proposed layout)**		
A556 Shurlach Road realignment (north) (ahead)	1,478	0.00	0	1,478	0.00	0
A556 Shurlach Road realignment (north) (left)	285	0.00	0	366	0.00	0
Birches Lane diversion (left)	202	0.45	1	184	0.42	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.*

12.4.62 The conclusions drawn in paragraph 14.4.58 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that the junction operates well within capacity in 2039 and 2051 with the AP2 revised scheme."

A530 Griffiths Road/A559 Manchester Road

12.4.63 The A530 Griffiths Road/A559 Manchester Road junction will be permanently modified as a result of a design change introduced in the AP1 revised scheme. Details of the changes are presented in Section 11.4 of the SES1 and AP1 ES TA.

12.4.64 Table 14-86 and Table 14-86.1 in the SES1 and AP1 ES TA replaced Table 14-86 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme based on the existing junction layout and with the proposed junction layout respectively. Table 14-86 and Table 14-86.1 below replace Table 14-86 and Table 14-86.1 in the SES1 and AP1 ES TA.

Table 14-86: A530 Griffiths Road/A559 Manchester Road junction 2039 and 2051 future baseline and AP2 revised scheme (existing layout) junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline (existing layout)**			**2039 with the AP2 revised scheme (existing layout)**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme (existing layout)**		
A599 Manchester Road (east)	891	47%	0	877	46%	0	803	42%	0	802	42%	0
A530 Griffiths Road	266	87%	2	274	90%	2	271	89%	2	267	87%	2
A599 Manchester Road (west)	633	62%	0	630	61%	0	683	70%	0	682	69%	0
17:00–18:00	**2039 future baseline (existing layout)**			**2039 with the AP2 revised scheme (existing layout)**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme (existing layout)**		
A599 Manchester Road (east)	841	44%	0	862	45%	0	838	44%	0	872	45%	0
A530 Griffiths Road	296	89%	2	276	82%	1	318	90%	2	303	86%	2
A599 Manchester Road (west)	892	84%	0	889	83%	0	957	90%	0	962	92%	1

Table 14-86.1: A530 Griffiths Road/A559 Manchester Road junction 2039 and 2051 future baseline and AP2 revised scheme (proposed layout) junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline (existing layout)**			**2039 with the AP2 revised scheme (proposed layout)**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme (proposed layout)**		
A599 Manchester Road (east)	891	47%	0	780	61%	9	803	42%	0	793	62%	9
A530 Griffiths Road	266	87%	2	206	86%	6	271	89%	2	213	89%	6
A599 Manchester Road (west)	633	62%	0	605	35%	5	683	70%	0	726	40%	6
17:00–18:00	**2039 future baseline (existing layout)**			**2039 with the AP2 revised scheme (proposed layout)**			**2051 future baseline (existing layout)**			**2051 with the AP2 revised scheme (proposed layout)**		
A599 Manchester Road (east)	841	44%	0	884	87%	14	838	44%	0	960	94%	15
A530 Griffiths Road	296	89%	2	312	84%	8	318	90%	2	357	97%	9
A599 Manchester Road (west)	892	84%	0	864	59%	10	957	90%	0	904	62%	10

12.4.65 The conclusions drawn in paragraph 14.4.62 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in 2039, based on the existing layout, 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.

The assessment shows that in 2051, based on the existing layout, in the AM and PM peak hours the junction operates close to capacity in both the future baseline and with the AP2 revised scheme.

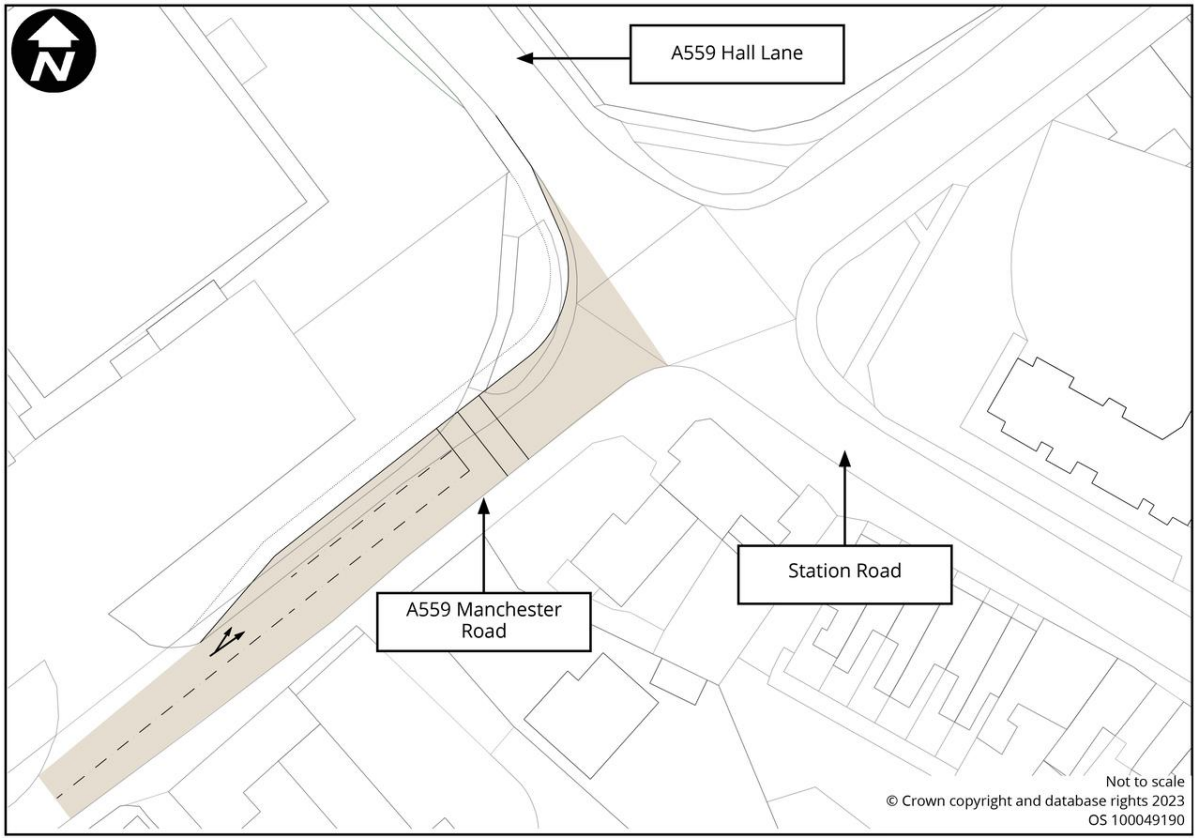
With the proposed layout, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the VoC will increase from 44% in the 2039 future baseline to 87% with the AP2 revised scheme in 2039 on the A599 Manchester Road (east) approach, with a corresponding change in queue length from no queue in the future baseline to 14 PCU. 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 changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour.

The change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will increase from 90% in the 2051 future baseline to 97% with the AP2 revised scheme in 2051 on the A530 Griffiths Road approach, with a corresponding change in queue length from two PCU in the future baseline to nine PCU. 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 changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour."

A559 Manchester Road/A559 Hall Lane/Station Road

12.4.66 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. Figure 14-10.1 shows the junction layout introduced as part of the AP2 revised scheme.

Figure 14-10.1: Junction layout diagram (A559 Manchester Road/A559 Hall Lane/Station Road)



12.4.67 Table 14-87: A 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 14-87.1 summarises the performance of the junction as a result of the AP2 revised scheme with the proposed permanent junction layout introduced.

12.4.68 Table 14-87 in the SES1 and AP1 ES TA replaced Table 14-87 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 14-87 and Table 14-87.1 below replace Table 14-87 in the SES1 and AP1 ES TA.

Table 14-87: A559 Manchester Road/A559 Hall Lane/Station Road junction 2039 and 2051 future baseline and AP2 revised scheme (existing layout) junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme (existing layout)**			**2051 future baseline**			**2051 with the AP2 revised scheme (existing layout)**		
A559 Hall Lane	393	73%	8	393	73%	8	394	73%	8	401	75%	8
A559 Manchester Road (east)	626	76%	11	617	76%	11	551	71%	10	544	70%	10
Station Road	163	82%	4	167	84%	4	176	89%	4	175	88%	4
A559 Manchester Road (west)	634	82%	11	639	83%	11	639	101%	11	638	101%	11
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme (existing layout)**			**2051 future baseline**			**2051 with the AP2 revised scheme (existing layout)**		
A559 Hall Lane	360	80%	7	371	82%	8	354	79%	7	371	82%	8
A559 Manchester Road (east)	534	66%	9	544	67%	10	531	67%	9	543	66%	10
Station Road	290	98%	7	276	93%	7	293	99%	7	287	97%	7
A559 Manchester Road (west)	764	106%	13	759	105%	13	790	110%	13	785	109%	13

Table 14-87.1: A559 Manchester Road/A559 Hall Lane/Station Road junction 2039 and 2051 future baseline and AP2 revised scheme (proposed layout) junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme (proposed layout)**			**2051 future baseline**			**2051 with the AP2 revised scheme (proposed layout)**		
A559 Hall Lane	393	73%	8	277	73%	6	394	73%	8	275	72%	6
A559 Manchester Road (east)	626	76%	11	570	67%	9	551	71%	10	545	65%	9
Station Road	163	82%	4	217	73%	5	176	89%	4	237	80%	5
A559 Manchester Road (west)	634	82%	11	616	46%	10	639	101%	11	758	68%	12

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	**2039 future baseline**			**2039 with the AP2 revised scheme (proposed layout)**			**2051 future baseline**			**2051 with the AP2 revised scheme (proposed layout)**		
A559 Hall Lane	360	80%	7	388	84%	7	354	79%	7	404	88%	7
A559 Manchester Road (east)	534	66%	9	549	70%	9	531	67%	9	574	73%	9
Station Road	290	98%	7	224	85%	5	293	99%	7	249	95%	5
A559 Manchester Road (west)	764	106%	13	979	75%	16	790	110%	13	1,046	79%	17

12.4.69 The conclusions drawn in paragraph 11.4.64 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that in 2039, 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.

The assessment shows that in 2051, based on the existing layout, in the AM and PM peak hours the junction operates over capacity in both the future baseline with the AP2 revised scheme.

With the proposed layout, the change in traffic due to operation of the AP2 revised scheme in 2039 of the AP2 revised scheme will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will decrease from 106% in the 2039 future baseline to 75% with the AP2 revised scheme in 2039 on the A559 Manchester Road (west) approach, with a corresponding change in queue length from 13 PCU in the future baseline to 16 PCU. 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 the future baseline and close to capacity with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline.

The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 101% in the 2051 future baseline to 68% with the AP2 revised scheme in 2051 on the A559 Manchester Road (west) approach 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 operation of the AP2 revised scheme will decrease the VoC from 110% in the 2051 future baseline to 79% with the AP2 revised scheme in 2051 on the A559 Manchester Road (west) approach, with a corresponding change in queue length from 13 PCU in the future baseline to 17 PCU. The assessment shows that in the AM peak hour the junction operates over capacity in the future baseline and within 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. The changes in traffic will have a beneficial impact on the operation of the junction."

A556 Chester Road/A556 Shurlach Road/A559 Manchester Road

12.4.70 Table 14-88 in the SES1 and AP1 ES TA replaced Table 14-88 in the main TA and summarised the results of changes in performance of the junction as a result of the AP1 revised scheme. Table 14.88 below replaces Table 14-88 in the SES1 and AP1 ES TA.

Table 14-88: A556 Chester Road/A556 Shurlach Road/A559 Manchester Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	DoS	Queue, PCU	Flow, PCU/hr	DoS	Queue, PCU	Flow, PCU/hr	DoS	Queue, PCU	Flow, PCU/hr	DoS	Queue, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A556 Shurlach Road (north) (nearside) (ahead)	1,097	55%	1	1,153	58%	1	1,290	65%	1	1,268	64%	1
A556 Shurlach Road (north) (offside) (ahead)	1,226	62%	1	1,246	63%	1	1,440	72%	1	1,361	68%	1
A556 Shurlach Road (south) (nearside) (left and ahead)	904	87%	22	949	89%	24	1,031	95%	31	1,035	95%	31
A556 Shurlach Road (south) (offside) (ahead)	893	87%	22	935	90%	24	1,016	95%	31	1,019	95%	31
A559 Manchester Road (nearside) (ahead)	351	82%	10	356	88%	12	358	94%	14	359	94%	14
A559 Manchester Road (offside) (ahead)	353	83%	10	357	88%	12	358	94%	14	360	94%	14
A556 Shurlach Road (internal past A556 (north) entry)	124	25%	3	139	37%	4	91	32%	2	109	37%	3
A556 Shurlach Road (internal past A556 (south) entry) (nearside)	213	30%	4	218	31%	4	241	36%	5	232	34%	5
A556 Shurlach Road (internal past A556 (south) entry) (offside)	229	31%	4	225	32%	4	255	37%	5	238	35%	5
A556 Shurlach Road (internal past A559 Manchester Road entry) (nearside)	847	65%	2	878	66%	2	1,013	75%	3	997	74%	2
A556 Shurlach Road (internal past A559 Manchester Road entry) (offside)	893	64%	1	935	66%	1	1,016	70%	1	1,019	71%	1

Approach	Flow, PCU/hr	DoS	Queue, PCU	Flow, PCU/hr	DoS	Queue, PCU	Flow, PCU/hr	DoS	Queue, PCU	Flow, PCU/hr	DoS	Queue, PCU
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A556 Shurlach Road (north) (nearside) (ahead)	1,088	55%	1	1,130	57%	1	1,277	64%	1	1,247	63%	1
A556 Shurlach Road (north) (offside) (ahead)	1,246	63%	1	1,227	62%	1	1,471	74%	1	1,356	68%	1
A556 Shurlach Road (south) (nearside) (left and ahead)	621	67%	13	612	66%	12	615	66%	12	615	67%	13
A556 Shurlach Road (south) (offside) (ahead)	623	68%	13	616	67%	13	637	69%	13	625	70%	13
A559 Manchester Road (nearside) (ahead)	318	59%	7	350	65%	8	305	57%	7	346	62%	8
A559 Manchester Road (offside) (ahead)	322	60%	8	351	65%	8	315	58%	7	350	62%	8
A556 Shurlach Road (internal past A556 north) entry)	132	25%	3	122	25%	3	61	13%	0	85	19%	2
A556 Shurlach Road (internal past A556 (south) entry) (nearside)	308	37%	6	318	38%	6	393	47%	8	385	45%	7
A556 Shurlach Road (internal past A556 (south) entry) (offside)	327	38%	6	328	38%	6	417	49%	8	394	45%	7
A556 Shurlach Road (internal past A559 Manchester Road entry) (nearside)	607	51%	1	617	52%	2	696	58%	3	661	56%	3

12.4.71 The conclusions drawn in paragraph 11.4.66 of the SES1 and AP1 ES TA are replaced by:

"The change in traffic due to the operation of the AP2 revised scheme will increase the DoS from 82% in the 2039 future baseline to 88% with the AP2 revised scheme in 2039 on the A559 Manchester Road (nearside) (ahead) approach in the AM peak hour, with a corresponding change in queue length from 10 PCU in the future baseline to 12 PCU. The assessment shows that for this junction, the change in traffic due to the operation in 2039 of the AP2 revised scheme will not result in any substantial changes in DoS and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak, the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in DoS and queue lengths in the AM or PM peak hours. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak, the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction."

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

12.4.72 Table 14-88.1 of 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 14-88.1 below replaces Table 14-88.1 in SES1 and AP1 ES TA.

Table 14-88.1: A54 New High Street/A54 Winsford Bypass/A5018 Wharton Road/New Road/Weaver Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A5018 Wharton Road	1,011	84%	2	976	81%	2	1,092	97%	7	1,024	87%	3
Market Place*	-	-	-	-	-	-	-	-	-	-	-	-
A54 Winsford-Bypass	877	65%	1	803	59%	1	950	76%	1	887	67%	1
Weaver Street	185	20%	0	162	18%	0	202	22%	0	189	21%	0
A54 New High Street	1,781	84%	1	1,768	83%	1	1,828	88%	1	1,818	87%	1
New Road	195	69%	1	196	67%	1	202	76%	2	208	76%	2
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A5018 Wharton Road	1,161	78%	1	1,323	95%	5	1,402	103%	10	1,403	106%	10
Market Place*	-	-	-	-	-	-	-	-	-	-	-	-
A54 Winsford-Bypass	1,073	102%	10	967	104%	10	892	111%	9	948	114%	9
Weaver Street	157	19%	0	204	25%	0	209	25%	0	262	31%	0
A54 New High Street	1,489	68%	0	1,515	71%	0	1,542	72%	0	1,574	75%	1
New Road	245	58%	1	253	64%	1	351	89%	3	344	94%	4

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

12.4.73 The conclusions drawn in paragraphs 11.4.68 to 11.4.69 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 78% in the 2039 future baseline to 95% with the AP2 revised scheme in 2039 on the A5018 Wharton Road approach. Queue length will increase from one PCU in the future baseline to five PCU with the AP2 revised scheme. 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 over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline.

The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 97% in the 2051 future baseline to 87% with the AP2 revised scheme in 2051 on the A5018 Wharton Road approach in the AM peak hour, with a corresponding change in queue length from seven PCU in the future baseline to three PCU. In the PM peak hour, the VoC will increase from 89% in the 2051 future baseline to 94% with the AP2 revised scheme in 2051 on the New Road approach, with a corresponding change in queue length from three PCU in the future baseline to four PCU. 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 changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline."

Dene Drive/The Drumber

12.4.74 Table 14-88.2 of 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 14-88.2 below replaces Table 14-88.2 in the SES1 and AP1 ES TA.

Table 14-88.2: Dene Drive/The Drumber junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Dene Drive (north)	120	27%	2	120	27%	2	146	33%	3	148	33%	3
The Drumber	349	31%	6	277	25%	5	378	34%	7	307	27%	5
Dene Drive (south)	598	70%	9	574	67%	9	607	74%	9	595	72%	9
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Dene Drive (north)	311	53%	5	285	48%	5	340	58%	5	297	50%	5
The Drumber	524	73%	10	530	74%	10	571	80%	10	571	80%	10
Dene Drive (south)	288	29%	3	308	31%	3	291	32%	3	305	33%	3

12.4.75 The conclusions drawn in paragraphs 11.4.71 to 11.4.72 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction.

The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction."

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

12.4.76 Table 14-88.3 of 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 14-88.3 below replaces Table 14-88.3 in the SES1 and AP1 ES TA.

Table 14-88.3: A54 Middlewich Road/A54 Winsford-Bypass/B5355 Station Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A54 Middlewich Road	615	43%	0	580	39%	0	627	46%	0	633	44%	0
A54 Winsford-Bypass	665	44%	0	643	43%	0	686	45%	0	638	43%	0
B5355 Station Road	372	35%	0	303	28%	0	480	45%	0	357	33%	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A54 Middlewich Road	996	71%	0	1,077	71%	0	1,051	68%	0	1,139	74%	0
A54 Winsford-Bypass	434	33%	0	541	42%	0	431	35%	0	509	41%	0
B5355 Station Road	374	31%	0	198	17%	0	193	16%	0	126	11%	0

12.4.77 The conclusions drawn in paragraphs 11.4.74 and 11.4.75 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have negligible impact on the operation of the junction.

The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have negligible impact on the operation of the junction."

A559 Manchester Road/Fryer Road

12.4.78 Table 14-88.4 of 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 14-88.4 below replaces Table 14-88.4 in the SES1 and AP1 ES TA.

Table 14-88.4: A559 Manchester Road/Fryer Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A559 Manchester Road (east)	591	42%	0	590	42%	0	599	46%	0	569	41%	0
A559 Manchester Road (west)	369	19%	0	359	18%	0	345	18%	0	347	18%	0
Fryer Road	206	38%	0	264	57%	0	226	41%	0	300	65%	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A559 Manchester Road (east)	660	81%	1	656	83%	1	729	87%	1	743	92%	1
A559 Manchester Road (west)	628	32%	0	691	35%	0	609	31%	0	707	36%	0
Fryer Road	115	25%	0	102	23%	0	124	27%	0	109	32%	0

12.4.79 The conclusions drawn in paragraphs 11.477 to 11.4.78 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction.

The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will increase from 87% in the 2051 future baseline to 92% with the AP2 revised scheme in 2051 on the A559 Manchester Road (east) approach, with no change in corresponding queue length. 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 changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour."

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

12.4.80 Table 14-88.5 of 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 14-88.5 below replaces Table 14-88.5 in the SES1 and AP1 ES TA.

Table 14-88.5: A559 Chester Way/A559 Station Road/B5075 New Warrington Road/B5082 Station Road/Leicester Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B5075 New Warrington Road	525	37%	0	543	39%	0	546	39%	0	578	45%	0
A559 Chester Way (east)	472	48%	5	473	48%	5	464	47%	5	472	48%	5
B5082 Station Road	825	97%	5	826	97%	5	822	98%	5	819	98%	5
A559 Station Road*	-	-	-	-	-	-	-	-	-	-	-	-
A559 Chester Way (west)	846	37%	8	850	37%	8	873	38%	8	895	39%	8
Leicester Street	187	14%	2	187	14%	2	218	17%	2	222	17%	2
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B5075 New Warrington Road	974	92%	3	944	96%	5	1,011	101%	9	960	104%	9
A559 Chester Way (east)	933	94%	10	864	87%	9	990	100%	10	961	97%	10
B5082 Station Road	449	101%	7	468	100%	7	396	101%	7	417	101%	7
A559 Station Road*	-	-	-	-	-	-	-	-	-	-	-	-
A559 Chester Way (west)	991	43%	9	1,033	45%	10	1,039	45%	10	1,059	46%	10
Leicester Street	501	38%	6	526	40%	6	578	44%	7	588	45%	7

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

12.4.81 The conclusions drawn in paragraphs 11.4.80 to 11.4.81 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM peak hour. However, in the PM peak hour the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 92% in the 2039 future baseline to 96% with the AP2 revised scheme in 2039 on the B5075 New Warrington Road. Queue length will increase from three PCU in the future baseline to five PCU with the AP2 revised scheme. 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 changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline.

The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM peak hour. However, in the PM peak hour the maximum VoC will increase from 101% in the 2051 future baseline to 104% with the AP2 revised scheme in 2051 on the B5075 New Warrington Road approach, with no change in corresponding queue length. 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 changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour, which is, in any case, predicted to operate over its capacity in the future baseline."

A533 Booth Lane/St Annes Avenue

12.4.82 Table 14-88.6 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.6: A533 Booth Lane/St Annes Avenue junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A533 Booth Lane (north)	96	7%	0	115	8%	0	100	7%	0	108	7%	0
A533 Booth Lane (south)	678	36%	0	712	38%	0	697	37%	0	741	40%	0
St Annes Avenue	188	45%	0	196	49%	0	264	66%	1	220	56%	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A533 Booth Lane (north)	181	10%	0	162	9%	0	166	9%	0	178	12%	0
A533 Booth Lane (south)	623	34%	0	564	31%	0	668	36%	0	639	35%	0
St Annes Avenue	308	72%	1	431	87%	1	333	82%	1	402	86%	1

12.4.83 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour the maximum VoC will increase from 72% in the future baseline to 87% with the AP2 revised scheme in 2039 on the St Annes Avenue approach, with no change in corresponding queue length. 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. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour.

12.4.84 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will increase from 82% in the future baseline to 86% with the AP2 revised scheme in 2039 on the St Annes Avenue approach, with no change in corresponding queue length. 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 within capacity in the future baseline and close to capacity with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour.

London Road/Hartford Road

12.4.85 Table 14-88.7 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.7: London Road/Hartford Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
London Road (north)	404	17%	0	302	13%	0	401	17%	0	303	13%	0
London Road (south)	901	45%	0	912	46%	0	925	47%	0	964	49%	0
Hartford Road	519	85%	4	523	85%	4	561	94%	6	566	96%	8
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
London Road (north)	445	18%	0	445	18%	0	450	18%	0	450	18%	0
London Road (south)	688	36%	0	701	36%	0	681	35%	0	734	38%	0
Hartford Road	194	24%	0	180	23%	0	206	26%	0	164	21%	0

12.4.86 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM and PM peak hours. 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 with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of this junction.

12.4.87 The change in traffic due to the operation of the AP2 revised scheme will increase the maximum VoC from 94% in the future baseline to 96% with the AP2 revised scheme in 2051 on the Hartford Road approach in the AM peak hour, with a corresponding change in queue length from six PCU in the future baseline to eight PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the 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 changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

A533 London Road/A5509 Chester Way

12.4.88 Table 14-88.8 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.8: A533 London Road/A5509 Chester Way junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A533 London Road (north)*	-	-	-	-	-	-	-	-	-	-	-	-
A5509 Chester Way (east)	2,006	75%	15	1,997	75%	15	2,080	78%	15	2,050	77%	14
A533 London Road (south)	1,113	87%	16	1,124	88%	16	1,153	91%	17	1,186	93%	17
A5509 Chester Way (west)*	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A533 London Road (north)*	-	-	-	-	-	-	-	-	-	-	-	-
A5509 Chester Way (east)	2,913	95%	23	2,869	94%	23	3,039	99%	24	3,007	98%	24
A533 London Road (south)	1,023	94%	18	1,033	95%	19	1,043	96%	19	1,050	96%	19
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.*

12.4.89 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM and PM peak hours the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction.

12.4.90 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 91% in the 2051 future baseline to 93% with the AP2 revised scheme in 2051 on the A533 London Road (south) approach in the AM peak hour, with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. 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 changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

A559 Chester Way/Crum Hill

12.4.91 Table 14-88.9 summarises the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.9: A559 Chester Way/Crum Hill junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Crum Hill	85	19%	1	85	19%	1	93	21%	1	93	21%	1
A559 Chester Way (east)	1,152	46%	9	1,145	46%	9	1,191	48%	10	1,171	47%	9
A559 Chester Way (west)	1,603	96%	19	1,608	96%	19	1,615	96%	19	1,640	98%	20
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Crum Hill	207	47%	3	197	44%	3	223	50%	3	206	46%	3
A559 Chester Way (east)	1,927	78%	16	1,892	76%	15	2,020	81%	16	1,997	80%	16
A559 Chester Way (west)	1,582	94%	19	1,616	96%	19	1,660	99%	20	1,683	100%	20

12.4.92 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will increase from 94% in the 2039 future baseline to 96% with the AP2 revised scheme in 2039 on the A559 Chester Way (west) approach, with no change in corresponding queue length. 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 changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour.

12.4.93 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 96% in the 2051 future baseline to 98% with the AP2 revised scheme in 2051 on the A559 Chester Way (west) approach in the AM peak hour, with a corresponding change in queue length from 19 PCU in the future baseline to 20 PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the 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. The changes in traffic will have an adverse impact on the operation on the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

A533 Booth Lane/Long Lane South

12.4.94 Table 14-88.10 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.10: A533 Booth Lane/Long Lane South junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A533 Booth Lane (north)	273	29%	0	268	30%	0	352	34%	0	275	30%	0
A533 Booth Lane (south)	281	15%	0	286	15%	0	299	15%	0	304	16%	0
Long Lane South	430	53%	1	441	58%	1	447	56%	1	455	62%	1
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A533 Booth Lane (north)	477	69%	0	538	70%	0	486	73%	1	521	74%	0
A533 Booth Lane (south)	530	28%	0	460	24%	0	562	29%	0	520	27%	0
Long Lane South	211	30%	0	210	28%	0	244	35%	1	240	34%	0

12.4.95 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 and 2051 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction.

A556 Shurlach Road/Gadbrook Road

12.4.96 Table 14-88.11 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.11: A556 Shurlach Road/Gadbrook Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Gadbrook Road (north)	296	110%	9	296	110%	9	297	110%	9	296	110%	9
A556 Shurlach Road (east)	1,748	95%	33	1,764	99%	34	1,784	97%	34	1,776	98%	34
Gadbrook Road (south)	141	50%	5	125	44%	4	115	41%	4	114	40%	4
A556 Shurlach Road (west)	2,195	86%	42	2,258	88%	43	2,325	91%	44	2,334	91%	44
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Gadbrook Road (north)	426	106%	12	426	106%	12	426	106%	12	426	106%	12
A556 Shurlach Road (east)	1,724	66%	38	1,718	66%	38	1,715	64%	37	1,710	64%	37
Gadbrook Road (south)	336	100%	12	335	100%	12	349	104%	12	348	103%	12
A556 Shurlach Road (west)	1,289	71%	28	1,263	69%	27	1,331	89%	30	1,335	87%	30

12.4.97 The change in traffic due to operation of the AP2 revised scheme will not increase the maximum VoC between the 2039 future baseline and the AP2 revised scheme in the AM or PM peak hours. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 95% in the 2039 future baseline to 99% with the AP2 revised scheme in 2039 on the A556 Shurlach Road (east) approach. Queue length will increase from 33 PCU in the future baseline to 34 PCU with the AP2 revised scheme. The model shows that for this junction, the change in traffic due to operation in 2039 of the AP2 revised scheme will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction, which is, in any case, predicted to operate over its capacity in the future baseline.

12.4.98 The model shows that for this junction, the change in traffic due to operation in 2051 of the AP2 revised scheme will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will decrease the VoC from 89% in the 2051 future baseline to 87% with the AP2 revised scheme in 2051 on the A556 Shurlach Road (west) approach. There will be no change in queue lengths. 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. The changes in traffic will have a negligible impact on the operation of the junction, which is, however, predicted to operate over its capacity in the future baseline.

A556 Shurlach Road/A530 King Street

12.4.99 Table 14-88.12 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.12: A556 Shurlach Road/A530 King Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A530 King Street (north)	818	102%	9	765	103%	9	794	105%	9	756	105%	9
A556 Shurlach Road (east)	1,648	86%	2	1,440	88%	3	1,831	94%	3	1,575	96%	5
A530 King Street (south)	815	86%	3	1,193	100%	10	865	94%	5	1,140	102%	10
A556 Shurlach Road (west)	1,679	97%	4	1,717	100%	9	1,740	103%	9	1,742	102%	9
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A530 King Street (north)	947	100%	9	932	93%	4	922	103%	9	941	100%	9
A556 Shurlach Road (east)	1,912	102%	10	1,676	103%	11	1,940	104%	10	1,659	105%	11
A530 King Street (south)	767	107%	9	938	110%	9	780	110%	9	950	112%	9
A556 Shurlach Road (west)	1,357	90%	2	1,323	85%	2	1,443	96%	5	1,429	92%	3

12.4.100 The change in traffic due to operation of the AP2 revised scheme will not substantially increase the maximum VoC between the 2039 future baseline and the AP2 revised scheme in the AM peak hour. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 86% in the 2039 future baseline to 100% with the AP2 revised scheme in 2039 on the A530 King Street (south) approach. Queue length will increase from three PCU in the future baseline to 10 PCU with the AP2 revised scheme. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 107% in the 2039 future baseline to 110% with the AP2 revised scheme in 2039 on the A530 King Street (south) approach. There will be no change in queue lengths. 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. The changes in traffic will have an adverse impact on the operation of the junction, which is, however, predicted to operate over its capacity in the future baseline.

12.4.101 The change in traffic due to operation of the AP2 revised scheme will not substantially increase the maximum VoC between the 2051 future baseline and the AP2 revised scheme in the AM peak hour. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 94% in the 2051 future baseline to 102% with the AP2 revised scheme in 2051 on the A530 King Street (south) approach. Queue length will increase from five PCU in the future baseline to 10 PCU with the AP2 revised scheme. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 110% in the 2051 future baseline to 112% with the AP2 revised scheme in 2051 on the A530 King Street (south) approach. There will be no change in queue lengths. 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. The changes in traffic will have an adverse impact on the operation of the junction, which is, however, predicted to operate over its capacity in the future baseline.

A54 Middlewich Road/B5355 Station Road

12.4.102 Table 14-88.13 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.13: A54 Middlewich Road/B5355 Station Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A54 Middlewich Road	615	43%	0	580	39%	0	627	46%	0	633	44%	0
A54 Winsford-Bypass	665	44%	0	643	43%	0	686	45%	0	638	43%	0
B5355 Station Road	372	35%	0	303	28%	0	480	45%	0	357	33%	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A54 Middlewich Road	996	71%	0	1,077	71%	0	1,051	68%	0	1,139	74%	0
A54 Winsford-Bypass	434	33%	0	541	42%	0	431	35%	0	509	41%	0
B5355 Station Road	374	31%	0	198	17%	0	193	16%	0	126	11%	0

12.4.103 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 and 2051 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction.

A533 Kingsmead/St Georges Way/Monarch Drive

12.4.104 Table 14-88.14 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.14: A533 Kingsmead/St Georges Way/Monarch Drive junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A533 Kingsmead (north)	713	62%	0	724	63%	0	730	64%	0	721	64%	0
St George's Way	20	3%	0	20	3%	0	22	4%	0	20	3%	0
A533 Kingsmead (south)	993	86%	0	998	86%	0	1,009	87%	0	1,034	90%	0
Monarch Drive	158	27%	0	158	27%	0	173	30%	0	177	32%	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A533 Kingsmead (north)	591	53%	0	570	52%	0	659	60%	0	642	59%	0
St George's Way	35	5%	0	38	5%	0	38	6%	0	38	6%	0
A533 Kingsmead (south)	819	75%	0	821	75%	0	802	74%	0	808	75%	0
Monarch Drive	249	37%	0	251	38%	0	270	41%	0	270	41%	0

12.4.105 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates within capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction.

12.4.106 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 87% in the 2051 future baseline to 90% with the AP2 revised scheme in 2051 on the A533 Kingsmead (south) approach in the AM peak hour, with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the 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. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

A530 Nantwich Road/Brynlow Drive

12.4.107 Table 14-88.15 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.15: A530 Nantwich Road/Brynlow Drive junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A530 Nantwich Road (north)	478	25%	0	486	25%	0	527	27%	0	520	27%	0
Brynlow Drive	284	51%	1	318	63%	1	284	55%	1	334	72%	2
A530 Nantwich Road (south)	513	76%	0	604	91%	1	551	84%	1	619	100%	2
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A530 Nantwich Road (north)	512	26%	0	409	21%	0	580	30%	0	393	20%	0
Brynlow Drive	198	36%	0	260	44%	0	236	47%	1	316	54%	1
A530 Nantwich Road (south)	685	64%	0	780	102%	2	756	75%	0	803	102%	2

12.4.108 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 76% in the 2039 future baseline to 91% with the AP2 revised scheme in 2039 on the A530 Nantwich Road (south) approach in the AM peak hour, with a corresponding change in queue length from zero PCU in the future baseline to one PCU. In the PM peak hour, the maximum VoC will increase from 64% in the 2039 future baseline to 102% with the AP2 revised scheme in 2039 on the A530 Nantwich Road (south) approach with a corresponding change in queue length from zero PCU in the future baseline to two PCU. 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 well within capacity in the future baseline and over capacity with the AP2 revised scheme, The changes in traffic will have an adverse impact on the operation of the junction.

12.4.109 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 84% in the 2051 future baseline to 100% with the AP2 revised scheme in 2051 on the A530 Nantwich Road (south) approach in the AM hour with a corresponding change in queue length from one PCU in the future baseline to two PCU. In the PM peak hour, the maximum VoC will increase from 75% in the 2051 future baseline to 102% with the AP2 revised scheme in 2051 on the A530 Nantwich Road (south) approach with a corresponding change in queue length from no queue in the future baseline to two PCU. 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 within capacity in the future baseline and over capacity with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction.

A54 Chester Road/Newton Bank

12.4.110 Table 14-88.16 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.16: A54 Chester Road/A530 Newton Bank junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A54 Chester Road (west)	1,373	70%	0	1,255	64%	0	1,421	73%	0	1,331	68%	0
A530 Newton Bank	1,204	58%	4	1,155	55%	5	1,194	101%	4	1,193	57%	5
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A54 Chester Road (west)	1,232	63%	0	992	51%	0	1,189	61%	0	992	51%	0
A530 Newton Bank	1,243	100%	4	1,131	52%	1	1,268	101%	5	1,168	53%	1

12.4.111 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will decrease from 100% in the 2039 future baseline to 52% with the AP2 revised scheme in 2039 on the A530 Newton Bank approach with a corresponding change in queue length from four PCU in the future baseline to one PCU. 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 the future baseline and well within capacity with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour.

12.4.112 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 101% in the 2051 future baseline to 57% with the AP2 revised scheme in 2051 on the A530 Newton Bank approach in the AM peak hour with a corresponding change in queue length from four PCU in the future baseline to five PCU. In the PM peak hour, the maximum VoC will decrease from 101% in the 2051 future baseline to 53% with the AP2 revised scheme in 2051 on the A530 Newton Bank approach with a corresponding change in queue length from five PCU in the future baseline to one PCU. The assessment shows that in the AM and PM peak hours the junction operates over capacity in the future baseline and well within capacity with the AP2 revised scheme. The changes in traffic will have beneficial impact on the operation of the junction.

A54 Holmes Chapel Road/Brereton Lane

12.4.113 Table 14-88.17 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.17: A54 Holmes Chapel Road/Brereton Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A54 Holmes Chapel Road (east)	1,200	90%	0	1,221	92%	0	1,284	97%	0	1,270	96%	0
Brereton Lane	18	45%	1	18	45%	1	19	54%	1	19	52%	1
A54 Holmes Chapel Road (west)	1,076	81%	0	1,061	80%	0	1,065	80%	0	1,061	80%	0
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A54 Holmes Chapel Road (east)	795	60%	0	715	54%	0	911	69%	0	769	58%	0
Brereton Lane	227	103%	6	214	89%	3	208	107%	5	245	107%	6
A54 Holmes Chapel Road (west)	489	37%	0	630	47%	0	481	36%	0	510	38%	0

12.4.114 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 90% in the 2039 future baseline to 92% with the AP2 revised scheme in 2039 on the A54 Holmes Chapel Road (east) approach in the AM peak hour with no change in corresponding queue length. In the PM peak hour, the maximum VoC will decrease from 103% in the 2039 future baseline to 89% with the AP2 revised scheme in 2039 on the Brereton Lane approach with a corresponding change in queue length from six PCU in the future baseline to three PCU. 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 the future baseline and close to capacity with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour.

12.4.115 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM and PM peak hours. The assessment shows that in the AM peak hour the junction operations 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 changes in traffic will have a negligible impact on the operation of the junction.

A530 King Street/A530 Croxton Lane/B5309 King Street

12.4.116 Table 14-88.18 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.18: A530 King Street/A530 Croxton Lane/B5309 King Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A530 King Street	902	99%	2	869	100%	2	895	105%	2	914	103%	2
B5309 King Street	620	47%	0	644	49%	0	697	52%	0	679	51%	0
A530 Croxton Lane	295	43%	0	265	39%	0	299	45%	1	305	47%	1
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A530 King Street	589	106%	4	727	101%	3	671	109%	3	722	102%	2
B5309 King Street	942	71%	0	882	66%	0	1,013	76%	0	940	71%	0
A530 Croxton Lane	355	73%	3	325	64%	2	372	101%	6	351	78%	3

12.4.117 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will decrease from 106% in the 2039 future baseline to 101% with the AP2 revised scheme in 2039 on the A530 King Street approach with a corresponding change in queue length from four PCU in the future baseline to three PCU. 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. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour.

12.4.118 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 105% in the 2051 future baseline to 103% with the AP2 revised scheme in 2051 on the A530 King Street approach in the AM peak hour with no corresponding change in queue length. In the PM peak hour, the maximum VoC will decrease from 109% in the 2051 future baseline to 102% with the AP2 revised scheme in 2051 on the A530 King Street approach with a corresponding change in queue length from three PCU in the future baseline to two PCU. 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. The changes in traffic will have a beneficial impact on the operation of the junction.

A533 London Road/A533 Kingsmead

12.4.119 Table 14-88.19 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.19: A533 London Road/A533 Kingsmead junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A533 London Road	958	62%	11	962	62%	11	1,032	67%	12	1,035	67%	12
London Road	420	89%	6	426	90%	6	433	91%	6	442	93%	6
A533 Kingsmead	966	85%	9	972	89%	9	984	91%	9	1,008	94%	9
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A533 London Road	1,281	68%	14	1,246	66%	13	1,392	74%	15	1,365	73%	15
London Road	158	54%	3	166	57%	3	169	58%	3	175	59%	3
A533 Kingsmead	810	59%	6	817	59%	6	817	60%	6	821	60%	6

12.4.120 The change in traffic due to operation of the AP2 revised scheme will not substantially increase the maximum VoC between the 2039 future baseline and the AP2 revised scheme in the AM peak hours. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 85% in the 2039 future baseline to 89% with the AP2 revised scheme in 2039 on the A533 Kingsmead approach. There will be no change in queue lengths. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM Peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the 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 changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

12.4.121 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 91% in the 2051 future baseline to 94% with the AP2 revised scheme in 2051 on the A533 Kingsmead approach in the AM peak hour with no change in corresponding queue length. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the 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 changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

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

12.4.122 Table 14-88.20 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.20: B5082 Station Road/B5062 Middlewich Road/Manchester Road/Victoria Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Manchester Road	202	27%	3	220	29%	3	205	28%	3	228	30%	3
B5082 Middlewich Road	866	92%	10	877	94%	10	899	96%	10	924	99%	11
Victoria Road	451	60%	6	454	62%	6	443	59%	6	452	62%	6
B5082 Station Road	200	22%	2	214	23%	2	174	19%	2	217	23%	2
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Manchester Road	312	38%	4	303	37%	4	328	40%	4	316	39%	4
B5082 Middlewich Road	803	86%	9	821	88%	9	748	80%	9	799	85%	9
Victoria Road	226	39%	3	236	41%	3	194	34%	3	230	41%	3
B5082 Station Road	437	47%	5	563	61%	6	463	50%	5	574	62%	7

12.4.123 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 92% in the 2039 future baseline to 94% with the AP2 revised scheme in 2039 on the B5082 Middlewich Road approach with no change in corresponding queue length. In the PM peak hour, the maximum VoC will increase from 86% in the 2039 future baseline to 88% with the AP2 revised scheme in 2039 on the B5082 Middlewich Road approach with no corresponding change in queue length. 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 traffic will have an adverse impact on the operation of the junction.

12.4.124 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 96% in the 2051 future baseline to 99% with the AP2 revised scheme in 2051 on the B5082 Middlewich Road approach with a corresponding change in queue length from 10 PCU in the future baseline to 11 PCU. In the PM peak hour, the maximum VoC will increase from 80% in the 2051 future baseline to 85% with the AP2 revised scheme in 2051 on the B5082 Middlewich Road approach with no corresponding change in queue length. 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 within capacity in the future baseline and close to capacity with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction.

B5075 Ollershaw Lane/B5075 New Warrington Road/Chapel Street

12.4.125 Table 14-88.21 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.21: B5075 Ollershaw Lane/B5075 New Warrington Road/Chapel Street junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B5075 Ollershaw Lane	509	27%	0	514	27%	0	562	29%	0	587	31%	0
Chapel Street	196	39%	0	204	40%	0	177	38%	0	186	40%	0
B5075 New Warrington Road	778	98%	2	767	95%	1	797	104%	3	759	99%	2
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B5075 Ollershaw Lane	463	23%	0	493	25%	0	537	27%	0	541	27%	0
Chapel Street	525	101%	5	493	101%	5	523	105%	5	508	107%	5
B5075 New Warrington Road	640	57%	0	547	43%	0	621	52%	0	533	43%	0

12.4.126 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 98% in the 2039 future baseline to 95% with the AP2 revised scheme in 2039 on the B5075 New Warrington Road approach in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to one PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the 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 changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

12.4.127 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 104% in the 2051 future baseline to 99% with the AP2 revised scheme in 2039 on the B5075 New Warrington Road approach in the AM peak hour with a corresponding change in queue length from three PCU in the future baseline to two PCU. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 105% in the future baseline to 107% with the AP2 revised scheme in 2051 on the Chapel Street approach. However, the changes in traffic flow are small and unlikely to result in substantial additional delays or queues. The assessment shows that in the AM peak hour the junction operates over 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. The changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

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

12.4.128 Table 14-88.22 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.22: A559 Marston Lane/A559 Hall Lane/B5391 Church Street/Wincham Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B5391 Church Street	377	82%	5	376	82%	5	357	77%	5	353	77%	5
A559 Hall Lane	452	65%	6	468	68%	6	485	73%	6	484	73%	6
Wincham Lane	235	53%	3	234	52%	3	279	66%	4	242	55%	3
A559 Marston Lane	187	29%	2	166	27%	2	194	33%	2	171	29%	2
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B5391 Church Street	141	46%	2	156	51%	2	185	60%	3	214	70%	3
A559 Hall Lane	506	70%	6	541	75%	7	533	72%	7	612	83%	8
Wincham Lane	582	101%	7	568	98%	7	618	107%	7	633	109%	7
A559 Marston Lane	162	29%	2	137	26%	2	116	21%	1	118	22%	1

12.4.129 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will decrease from 101% in the 2039 future baseline to 98% with the AP2 revised scheme in 2039 on the Wincham Lane approach. There will be no change in queue lengths. The assessment shows that this 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 the future baseline and close to capacity with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and a beneficial impact on the operation of the junction in the PM peak hour.

12.4.130 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will increase from 107% in the 2051 future baseline to 109% with the AP2 revised scheme in 2051 on the Wincham Lane Approach. There will be no change in queue lengths. 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 over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour.

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

12.4.131 Table 14-88.23 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.23: B5391 Church Street/B5391 Pickmere Lane/Linnards Lane/Earles Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B5391 Pickmere Lane	549	28%	0	551	28%	0	619	31%	0	617	31%	0
Linnards Lane	180	57%	1	203	66%	1	217	77%	1	229	83%	2
B5391 Church Street	224	11%	0	213	11%	0	153	8%	0	181	9%	0
Earles Lane	430	71%	0	443	72%	0	501	79%	0	461	74%	0
B5391 Church Street (north) (internal)	563	47%	0	573	49%	0	622	57%	0	622	58%	0
B5391 Church Street (south) (internal)	650	92%	1	652	93%	1	651	97%	2	638	97%	2
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B5391 Pickmere Lane	437	22%	0	448	23%	0	520	27%	0	500	26%	0
Linnards Lane	113	26%	0	119	27%	0	162	41%	0	179	40%	0
B5391 Church Street	484	24%	0	510	26%	0	506	25%	0	533	27%	0
Earles Lane	174	34%	0	179	36%	0	193	39%	0	177	36%	0
B5391 Church Street (north) (internal)	440	62%	0	476	68%	0	547	77%	1	565	77%	1
B5391 Church Street (south) (internal)	654	59%	0	686	64%	0	695	70%	0	707	70%	0

12.4.132 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM and PM peak hours. 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 will have a negligible impact on the operation of the junction.

12.4.133 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM and PM peak hours. 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 within capacity in both the future baseline and with the AP2 revised scheme. The change in traffic will have a negligible impact on the operation of the junction.

B5074 Swanlow Lane/Townfields Road/Townfields Drive

12.4.134 Table 14-88.24 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.24: B5074 Swanlow Lane/Townfields Road/Townfields Drive junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Townfields Road	360	52%	8	295	42%	7	396	64%	9	347	50%	8
B5074 Swanlow Lane (south)	506	95%	10	552	95%	10	437	98%	9	487	96%	10
Townfields Drive	127	26%	3	123	23%	3	163	33%	4	159	30%	4
B5074 Swanlow Lane (north)	445	52%	9	419	49%	8	519	65%	11	468	55%	9
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
Townfields Road	436	55%	9	400	50%	8	448	57%	9	399	50%	8
B5074 Swanlow Lane (south)	398	99%	9	433	99%	9	394	100%	8	431	100%	9
Townfields Drive	142	33%	3	140	32%	3	168	37%	3	180	37%	4
B5074 Swanlow Lane (north)	461	69%	10	427	61%	9	476	72%	10	441	63%	9

12.4.135 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM and PM peak hours. 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 will have a negligible impact on the operation of the junction.

12.4.136 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 98% in the 2051 future baseline to 96% with the AP2 revised scheme in 2051 on the B5074 Swanlow Lane (south) approach with a corresponding change in queue length from nine PCU in the future baseline to 10 PCU. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the 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 changes in traffic will have a beneficial impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

A54 Chester Road/A530 Croxton Lane

12.4.137 Table 14-88.25 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.25: A54 Chester Road/A530 Croxton Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A54 Chester Road (north)	895	93%	1	750	84%	0	934	97%	2	839	94%	1
A530 Croxton Lane	582	77%	1	591	73%	1	608	81%	1	581	74%	1
A54 Chester Road (south)	1,032	101%	2	947	92%	0	1,032	101%	2	1,011	98%	1
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A54 Chester Road (north)	895	96%	2	742	83%	0	895	97%	2	750	84%	0
A530 Croxton Lane	441	58%	0	352	42%	0	410	54%	0	337	41%	0
A54 Chester Road (south)	1,037	101%	2	936	90%	0	1,033	101%	2	971	94%	0

12.4.138 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 101% in the 2039 future baseline to 92% with the AP2 revised scheme in 2039 on the A54 Chester Road (south) approach in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to zero PCU. In the PM peak hour, the maximum VoC will decrease from 101% in the 2039 future baseline to 90% with the AP2 revised scheme in 2039 on the A54 Chester Road (south) approach, with a corresponding change in queue length from two PCU in the future baseline to zero PCU. The assessment shows that in the AM and PM peak hours the junction operates over capacity in the future baseline and close to capacity with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction.

12.4.139 The change in traffic due to operation of the AP2 revised scheme will decrease the maximum VoC from 101% in the 2051 future baseline to 98% with the AP2 revised scheme in 2039 on the A54 Chester Road (south) approach in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to one PCU. In the PM peak hour, the maximum VoC will decrease from 101% in the 2051 future baseline to 94% with the AP2 revised scheme in 2039 on the A54 Chester Road (south) approach, with a corresponding change in queue length from two PCU in the future baseline to zero PCU. The assessment shows that in the AM and PM peak hours the junction operates over capacity in the future baseline and close to capacity with the AP2 revised scheme. The changes in traffic will have a beneficial impact on the operation of the junction.

A54 Holmes Chapel Road/B5309 Centurion Way/Pochin Way

12.4.140 Table 14-88.26 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.26: A54 Holmes Chapel Road/B5309 Centurion Way/Pochin Way Lane junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B5309 Centurion Way	804	97%	7	794	97%	6	789	89%	3	800	99%	8
A54 Holmes Chapel Road (east)	1,143	93%	4	1,150	94%	4	1,209	92%	4	1,193	99%	8
Pochin Way	626	48%	0	596	48%	0	681	53%	1	641	51%	0
A54 Holmes Chapel Road (west)	1,110	59%	1	1,152	59%	1	1,031	57%	1	1,164	62%	1
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
B5309 Centurion Way	552	45%	0	572	52%	1	597	49%	0	621	52%	1
A54 Holmes Chapel Road (east)	862	61%	1	793	55%	0	928	70%	1	836	61%	1
Pochin Way	972	69%	1	1,080	76%	1	1,091	83%	2	1,059	77%	1
A54 Holmes Chapel Road (west)	829	53%	1	844	53%	1	843	60%	1	889	55%	1

12.4.141 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM peak hour the junction operates 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. The changes in traffic will have a negligible impact on the operation of the junction.

12.4.142 The change in traffic due to operation of the AP2 revised scheme will not substantially increase the maximum VoC between the 2051 future baseline and the AP2 revised scheme in the AM peak hour. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will increase the VoC from 89% in the 2051 future baseline to 99% with the AP2 revised scheme in 2051 on B5309 Centurion Way approach. Queue length will increase from three PCU in the future baseline to eight PCU with the AP2 revised scheme. The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the PM peak hour. The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates within capacity in the future baseline and with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction in the AM peak hour and a negligible impact on the operation of the junction in the PM peak hour.

A533 Bostock Road/London Road

12.4.143 Table 14-88.27 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.27: A533 Bostock Road/London Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A533 Bostock Road (south)	495	37%	0	450	34%	0	477	36%	0	431	32%	0
A533 Bostock Road (west)	160	36%	0	185	49%	0	173	46%	0	211	69%	1
London Road	433	59%	0	563	66%	0	604	84%	1	771	89%	1
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A533 Bostock Road (south)	368	28%	0	464	35%	0	345	26%	0	534	40%	0
A533 Bostock Road (west)	322	70%	1	308	78%	1	328	71%	1	314	90%	2
London Road	194	15%	0	282	21%	0	222	17%	0	363	27%	0

12.4.144 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in the AM peak hour and within capacity with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction.

12.4.145 The change in traffic due to operation of the AP2 revised scheme will increase the maximum VoC from 84% in the 2051 future baseline to 89% with the AP2 revised scheme in 2051 on the London Road approach in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the maximum VoC will increase from 71% in the 2051 future baseline to 90% with the AP2 revised scheme in 2051 on the A533 Bostock Road (west) approach, with a corresponding change in queue length from one PCU in the future baseline to two PCU. 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 well within capacity in the future baseline and close to capacity with the AP2 revised scheme. The changes in traffic will have an adverse impact on the operation of the junction.

A533 Town Bridge/A533 Dane Street/Weaver Way

12.4.146 Table 14-88.28 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.28: A533 Town Bridge/A533 Dane Street/Weaver Way junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A559 Watling Street*	-	-	-	-	-	-	-	-	-	-	-	-
A533 Dane Street	651	74%	11	655	75%	11	669	76%	11	699	80%	12
Watling Street**	-	-	-	-	-	-	-	-	-	-	-	-
A533 Town Bridge	1,794	103%	21	1,798	103%	21	1,803	103%	21	1,803	103%	21
Weaver Way*	-	-	-	-	-	-	-	-	-	-	-	-
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A559 Watling Street*	-	-	-	-	-	-	-	-	-	-	-	-
A533 Dane Street	576	68%	10	585	69%	11	626	74%	11	635	75%	11
Watling Street**	-	-	-	-	-	-	-	-	-	-	-	-
A533 Town Bridge	1,376	97%	21	1,402	99%	22	1,399	99%	22	1,435	101%	22
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.*

12.4.147 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will increase from 97% in the 2039 future baseline to 99% with the AP2 revised scheme in 2039 on the A533 Town Bridge approach, with a corresponding change in queue length from 21 PCU in the future baseline to 22 PCU. The assessment shows that in the AM peak hour the junction operates over 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 changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour, which is, however, predicted to operate over its capacity in the future baseline.

12.4.148 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2051 will not result in substantial changes in VoC and queue lengths in the AM peak hour. In the PM peak hour, the maximum VoC will increase from 99% in the 2051 future baseline to 101% with the AP2 revised scheme in 2051 on the A533 Town Bridge approach, with no change in corresponding queue length. The assessment shows that in the AM peak hour the junction operates over 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. The changes in traffic will have a negligible impact on the operation of the junction in the AM peak hour and an adverse impact on the operation of the junction in the PM peak hour, which is, however, predicted to operate over its capacity in the future baseline.

A556 Chester Road/B5569 Plumley Moor Road

12.4.149 Table 14-88.29 summaries the performance of the junction as a result of the AP2 revised scheme in both 2039 and 2051.

Table 14-88.29: A556 Chester Road/B5569 Plumley Moor Road junction 2039 and 2051 future baseline and AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A556 Chester Road (north)	1,358	57%	16	1,351	57%	16	1,420	60%	17	1,417	60%	17
B5569 Plumley Moor Road (east)	140	53%	3	140	53%	3	129	49%	2	133	50%	2
A556 Chester Road (south)	1,836	91%	19	1,824	90%	19	1,977	98%	20	1,931	96%	20
B5569 Plumley Moor Road (west)	201	103%	3	201	103%	3	203	104%	3	202	104%	3
17:00–18:00	**2039 future baseline**			**2039 with the AP2 revised scheme**			**2051 future baseline**			**2051 with the AP2 revised scheme**		
A556 Chester Road (north)	1,720	79%	28	1,780	82%	28	1,776	92%	28	1,803	93%	28
B5569 Plumley Moor Road (east)	128	46%	3	103	37%	2	129	27%	5	115	24%	5
A556 Chester Road (south)	1,408	76%	20	1,398	76%	20	1,513	93%	24	1,451	89%	24
B5569 Plumley Moor Road (west)	356	105%	7	359	106%	7	299	113%	6	301	114%	6

12.4.150 The assessment shows that for this junction, the change in traffic due to operation of the AP2 revised scheme in 2039 will not result in substantial changes in VoC and queue lengths in the AM or PM peak hours. The assessment shows that in the AM and PM peak hours the junction operates over capacity in both the future baseline and with the AP2 revised scheme. The changes in traffic will have a negligible impact on the operation of the junction.

12.4.151 The change in traffic due to operation of the AP2 revised scheme will not substantially decrease the maximum VoC between the 2051 future baseline and the AP2 revised scheme in the AM or PM peak hours. However, in the AM peak hour, the change in traffic due to operation of the AP2 revised scheme will decrease the VoC from 98% in the 2051 future baseline to 96% with the AP2 revised scheme in 2051 on the A556 Chester Road (south) approach. There will be no change in queue lengths. In the PM peak hour, the change in traffic due to operation of the AP2 revised scheme will decrease the VoC from 93% in the 2051 future baseline to 89% with the AP2 revised scheme in 2051 on the A556 Chester Road (south) approach. There will be no change in queue lengths. 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. The changes in traffic will have a beneficial impact on the operation of the junction.

Accidents and safety

12.4.152 The impacts on accidents and safety during operation are reported in Section 14.3 of the main TA and Section 11.4 of the SES1 and AP1 ES TA.

12.4.153 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.

12.4.154 Whilst there are locations in the MA02 area where there are substantial forecast increases in traffic flows due to the operation of the AP2 revised scheme, these will not affect locations with known safety concerns and, consequently, no unacceptable impacts on accident and safety risks are expected. This represents no change to the conclusions of the analysis of accidents of safety for the original scheme reported in Section 14.3 of the main TA and Section 11.4 of the SES1 and AP1 ES TA.

12.4.155 New highway links and junctions will be constructed to current standards and/or in keeping with the existing infrastructure. The AP2 revised scheme is unlikely to create any new safety concerns.

Parking and loading

12.4.156 The impacts on parking and loading during operation are reported in Section 14.3 of the main TA and Section 11.4 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

12.4.157 The impacts on local bus services during operation are reported in Section 14.3 of the main TA and Section 11.4 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Rail network

12.4.158 The impacts on the rail network during operation are reported in Section 14.3 of the main TA and Section 11.4 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Public transport interchanges

12.4.159 The impacts on public transport interchanges during operation are reported in Section 14.3 of the main TA and Section 11.4 of 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

12.4.160 The impacts on pedestrians, cyclists and equestrians during operation are reported in Section 14.3 of the main TA and Section 11.4 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Waterways and canals

12.4.161 The impacts on waterways and canals during operation are reported in Section 14.3 of the main TA and Section 11.4 of 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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