In Parliament – Session 2022 - 2023

HS2

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Appendix TR-002-00001

Traffic and transport

Transport Assessment Part 2 Addendum

MA01: Hough to Walley's Green

S97

In Parliament – Session 2022 - 2023

HS2

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Appendix TR-002-00001

Traffic and transport

Transport Assessment Part 2 Addendum
MA01: Hough to Walley's Green

S97

Department for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

High Speed Two (HS2) Limited
Two Snowhill
Snow Hill Queensway
Birmingham B4 6GA

Telephone: 08081 434 434

General email enquiries: HS2enquiries@hs2.org.uk

Website: www.hs2.org.uk

A report prepared for High Speed Two (HS2) Limited:

ARUP+ ERM | FOSTER + PARTNERS | JACOBS
RAMBOLL | TYPSA | COSTAIN

MWJV
Mott MacDonald | WSP

High Speed Two (HS2) Limited has actively considered the needs of blind and partially sighted people in accessing this document. The text will be made available in full on the HS2 website. The text may be freely downloaded and translated by individuals or organisations for conversion into other accessible formats. If you have other needs in this regard please contact High Speed Two (HS2) Limited.

recycle

Printed in Great Britain on paper containing 100% recycled fibre.

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)

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

Contents

Tables

5 Hough to Walley's Green (MA01)

5.1 Introduction

5.1.1 A number of changes to the original scheme reported in Section 5.2 of this report mean that Section 6 of the main Transport Assessment (main TA) and Section 5.3 of the Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement Transport Assessment (SES1 and AP1 ES TA) are generally replaced by Section 5.3 in this document. Where there is no replacement, the text in the main TA and the SES1 and AP1 ES TA (the AP1 revised scheme) remains valid.

5.1.2 The terms used in this report to differentiate between the original scheme assessed as part of the main Environmental Statement (ES) and subsequent changes are set out in the Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement Transport Assessment (SES2 and AP2 ES TA) Part 1 (see SES2 and AP2 ES Volume 5, Appendix: TR-001-00000).

5.1.3 This section provides an overview of the existing and forecast future baseline conditions for the section of the AP2 revised scheme that will pass through the Hough to Walley's Green (MA01) community area. It describes the transport infrastructure and operations that could potentially be affected by the construction or operation of the AP2 revised scheme. It also sets out the SES2 changes and AP2 amendments relevant to traffic and transport in MA01.

5.2 SES2 changes and AP2 amendments for MA01

5.2.1 The original scheme is described in Section 13.1 of the main TA and the SES1 changes and AP1 amendments are described in Section 5.2 of the SES1 and AP1 ES TA.

5.2.2 The SES2 changes and AP2 amendments relevant to traffic and transport in MA01 are listed as follows:

- additional land temporarily required for modifications to the B5076 Bradfield Road and Parkers Road junction (AP2-001-001);
- additional land permanently required for modifications to the Warmingham Road and Hall Lane junction (AP2-001-002); and
- additional land temporarily required for modifications to the A534 Old Mill Road and Congleton Road junction (AP2-001-003).

5.3 Existing and future baseline

Study area

5.3.1 The study area is reported in Section 6.1 of the main TA and Section 5.3 of the SES1 and AP1 ES TA.

5.3.2 Since the main TA and the SES1 and AP1 ES TA there have been two committed or recently completed substantial highway schemes in the study area that have been taken into account in the future baseline scenario for the AP2 revised scheme. These are:

- M6 junction 17 Sandbach improvement scheme – this scheme is associated with the nearby Capricorn Business Park development and involves replacing the existing roundabout to the western side of the M6 junction 17 to provide access to the development. This scheme has now been incorporated into the A500 Crewe Area Wide Transport model for the AP2 revised scheme in the 2031, 2039 and 2051 future baseline scenarios; and
- A530/Wistaston Green Road improvement scheme – this scheme was completed in 2021 and involved signalising the three-arm priority-controlled junction. This scheme has now been incorporated into the A500 Crewe Area Wide Transport model for the AP2 revised scheme in the 2031, 2039 and 2051 future baseline scenarios.

Local land uses

5.3.3 Local land uses are reported in Section 6.2 of the main TA and Section 5.3 of the SES1 and AP1 ES TA.

5.3.4 Based on a review of recently consented, committed development, there is one additional committed development that has been included in the future baseline for the AP2 revised scheme. This is the Capricorn Business Park development, an employment and commercial site on land bounded by Old Mill Road and the M6 junction 17 northbound slip road, Sandbach (MA01/148 as set out in Planning data, SES2 and AP2 ES Volume 5, Appendix: CT-004-00000).

Baseline surveys

Traffic surveys

5.3.5 Traffic surveys are reported in Section 6.3 of the main TA and Section 5.3 of the SES1 and AP1 ES TA. The year of collection for this baseline data at each junction is 2017 or 2018, as set out in the main TA.

5.3.6 Since the main TA and the SES1 and AP1 ES TA, further traffic information has become available and has been used in the development of updated baseline and future baseline models for the SES2 scheme and AP2 revised scheme in the MA01 area. This includes

Trafficmaster journey time data from the Department for Transport (DfT), as set out in the Background Information and Data (BID)[1] report BID TR-004-00001 SES2 and AP2 ES.

Non-motorised user surveys

5.3.7 Non-motorised user surveys are reported in Section 6.3 of the main TA and Section 5.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Accident data

5.3.8 Accident data is reported in Section 6.3 of the main TA and Section 5.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Highway network

Strategic and primary 'A' road network

5.3.9 The strategic and primary 'A' road network are reported in Section 6.4 of the main TA and Section 5.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Local road network

5.3.10 The local road network is reported in Section 6.4 of the main TA and Section 5.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Growth in traffic

5.3.11 Growth in traffic is reported in Section 6.4 of the main TA and Section 5.3 of the SES1 and AP1 ES TA.

5.3.12 Table 6-1 in the SES1 and AP1 ES TA replaced Table 6-1 in the main TA and summarised the overall growth factors for links within MA01, calculated using the total link flows for each future year. Table 6-1 below replaces Table 6-1 in the SES1 and AP1 ES TA. Differences in growth factors compared to the SES1 and AP1 ES TA are due to changes to baseline demand, changes to growth assumptions in light of additional committed and planned developments, and the change in the future baseline forecast years from 2030 to 2031 and 2038 to 2039.

[1] High Speed Two Ltd (2023), High Speed Rail (Crewe – Manchester), *Background Information and Data accompanying Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement, Transport Assessment policy and data*, BID TR-004-00001 SES2 and AP2 ES. Available online at: https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-2-and-additional-provision-2-environmental-statement.

Table 6-1: MA01 traffic growth summary

Period years	AM peak hour	PM peak hour
2018 – 2031	16%	13%
2018 – 2039	24%	21%
2018 – 2051	33%	31%

5.3.13 In the assessment of the AP2 revised scheme, construction traffic associated with HS2 Phase 2a is included in the future baseline in addition to these growth rates. However, the assessment considers both the additional impact of the AP2 revised scheme and the combined impact together with Phase 2a.

Baseline traffic flows

5.3.14 Baseline traffic flows are reported in Section 6.4 of the main TA and Section 5.3 of the SES1 and AP1 ES TA.

5.3.15 Table 6-2 in the SES1 and AP1 ES TA replaced Table 6-2 in the main TA and summarised the 2018 baseline traffic flows derived from the A500 Crewe Area Wide Transport model for strategic, primary 'A' roads and local roads for the MA01 area for the weekday AM (08:00–09:00) and weekday PM (17:00–18:00) peak hours. Table 6-2 below replaces Table 6-2 in the SES1 and AP1 ES TA. Due to the simplified way in which the road network is represented in the strategic transport models, the use of some local roads may not be precisely reflected in the baseline traffic flows. However, this is not expected to change the conclusions of the assessment.

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

Table 6-2: MA01 strategic and local road network 2018 AM and PM peak hour baseline flows (vehicles)

Location	Direction	2018 baseline AM peak hour (08:00-09:00) - all vehicles	2018 baseline AM peak hour (08:00-09:00) - Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00-18:00) - all vehicles	2018 baseline PM peak hour (17:00-18:00) - HGV
Annions Lane (between A51 London Road and B5071 Main Road)	EB	23	0	36	0
	WB	56	0	11	0
Wybunbury Lane (between Wybunbury Lane and B5071 Stock Lane)	EB	0	0	1	0
	WB	11	0	10	0
Back Lane (between Casey Lane and Newcastle Road)	NB	83	0	47	0
	SB	54	0	144	0
	EB	330	12	347	1

Location	Direction	2018 baseline AM peak hour (08:00-09:00) - all vehicles	2018 baseline AM peak hour (08:00-09:00) - Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00-18:00) - all vehicles	2018 baseline PM peak hour (17:00-18:00) - HGV
Newcastle Road (between Chorlton Lane and A531 Newcastle Road)	WB	377	9	413	3
Newcastle Road (between Casey Lane and Chorlton Lane)	EB	316	11	323	1
	WB	358	8	418	3
Main Road east (between Newcastle Road and Main Road west)	NB	91	0	25	0
	SB	36	0	14	0
Casey Lane (between Back Lane and Weston Lane)	NB	63	10	27	2
	SB	64	13	61	2
A531 Newcastle Road (between Main Road and A500 Shavington Bypass)	EB	312	11	185	1
	WB	240	10	398	3
A500 Shavington Bypass (between A51 Newcastle Road and B5071 Jack Mills Way)	EB	1,137	76	977	49
	WB	998	75	1,423	45
A51 Nantwich Bypass (between A51 Newcastle Road and A534 Crewe Road)	NB	871	76	863	37
	SB	604	60	814	42
Cemetery Road (between Cemetery Road north and Main Road)	EB	56	1	8	0
	WB	109	1	108	0
Cemetery Road (between Whites Lane and Mere Road)	EB	67	0	19	0
	WB	68	0	17	0
Eastern Road (between Rope Hall Lane and Rope Lane)	EB	4	2	8	0
	WB	15	0	35	2
A500 Shavington Bypass (between A5020 David Whitby Way and A500 Newcastle Road)	EB	859	79	1,066	58
	WB	1,069	87	966	65
A500 Newcastle Road (between A500 Shavington Bypass and M6 junction 16)	EB	1,183	123	1,301	58
	WB	1,341	99	1,362	68
A500 Shavington Bypass (between B5071 Jack Mills Way and A5020 David Whitby Way)	EB	1,329	78	1,109	57
	WB	1,079	88	1,564	50
A5020 David Whitby Way (between A500 Shavington Bypass and B5472 Weston Road)	NB	758	35	340	31
	SB	298	36	896	17
A51 Nantwich Bypass (between A534 Crewe Road and A530 Middlewich Road)	NB	870	65	783	40
	SB	638	63	812	34
Barthomley Road (between Radway Green Road and B5077 Butterton Lane)	NB	101	1	27	1
	SB	37	0	83	1
	NB	896	41	811	14

Location	Direction	2018 baseline AM peak hour (08:00-09:00) - all vehicles	2018 baseline AM peak hour (08:00-09:00) - Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00-18:00) - all vehicles	2018 baseline PM peak hour (17:00-18:00) - HGV
A530 Middlewich Road (between A51 Nantwich Bypass and Colleys Lane)	SB	755	24	674	7
A532 Weston Road (between A5020 David Whitby Way and Western Road Service Road (southern access))	EB	392	53	1,270	19
	WB	1,256	59	380	30
Ernest Street (between Manor Way and Neville Street)	NB	65	1	23	0
	SB	11	0	15	0
Chambers Street (between Catherine Street and A534 Nantwich Road)	SB	22	0	22	0
Weston Road Service Road (between Weston Road south access and Weston Road north access)	EB	100	5	13	2
	WB	15	1	63	0
A532 Weston Road (between Western Road Service Road (northern access) and A534 Crewe Road)	NB	702	24	588	8
	SB	496	21	648	13
Cotterill Street (between A534 Nantwich Road and Hope Street)	NB	4	0	2	0
	SB	3	0	4	0
Hope Street (between A5078 Edleston Road and Cotterill Street)	EB	13	0	21	0
	WB	31	0	13	0
Hope Street (between Lord Street and A5019 Mill Street)	EB	7	0	12	0
	WB	7	0	6	0
A534 Crewe Road (between A532 Weston Road and Gateway)	EB	835	23	459	6
	WB	515	25	609	12
A534 Crewe Road (between Gateway and Electra Way)	EB	599	24	486	6
	WB	706	25	408	15
Union Street (between A5078 Edleston Road and Lord Street)	EB	140	7	146	3
	WB	4	0	80	2
Union Street (between Lord Street and A5019 Mill Street)	EB	140	7	153	3
	WB	6	0	82	2
A530 Middlewich Road (between Colleys Lane and Wistaston Green Road)	NB	1,035	38	791	12
	SB	825	32	677	7
A534 Crewe Green Road (between Electra Way and A5020 University Way)	EB	461	22	553	6
	WB	778	24	397	15
A532 Macon Way (between A534 Crewe Road and Hungerford Road)	NB	417	12	700	3
	SB	679	13	509	5
	NB	515	18	474	7

Location	Direction	2018 baseline AM peak hour (08:00-09:00) - all vehicles	2018 baseline AM peak hour (08:00-09:00) - Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00-18:00) - all vehicles	2018 baseline PM peak hour (17:00-18:00) - HGV
A5020 University Way (between A534 Crewe Green Road and A532 Weston Road)	SB	473	20	633	11
A530 Middlewich Road (between Wistaston Green Road and A532 Coppenhall Lane)	NB	1,133	39	730	15
	SB	941	33	1,098	7
A5078 Oak Street (between A5078 Edleston Road and Cross Street)	EB	252	3	116	1
	WB	303	4	461	1
Wistaston Road (between Flag Lane and Walthall Street)	EB	33	3	35	2
	WB	179	5	207	3
A5019 Vernon Way (between A5019 Mill Street and Lyon Street)	NB	597	2	402	1
	SB	316	3	740	1
A5078 Dunwoody Way (between Flag Lane and A5078 Wistaston Road)	EB	406	10	288	3
	WB	261	13	518	4
Forge Street/Prince Albert Street (between Chester Street and Lyon Street)	NB	5	0	22	0
	SB	190	0	31	0
A532 Coppenhall Lane (between A530 Middlewich Road and Sunnybank Road)	EB	357	13	545	7
	WB	587	18	402	5
A5019 Vernon Way (between Lyon Street and A532 Earle Street)	NB	519	4	729	1
	SB	607	6	650	0
Sydney Road (between Hungerford Road and Shakespeare Drive)	NB	423	10	556	1
	SB	523	10	545	4
A532 Manchester Bridge (between William Street and Hungerford Road)	EB	1,050	17	1,029	7
	WB	761	20	1,060	12
A532 Earle Street (between A5019 Vernon Way and William Street)	EB	860	12	885	6
	WB	751	18	918	11
A5078 Dunwoody Way (between The Four Eagles PH access and Flag Lane)	EB	345	8	363	3
	WB	292	11	499	3
Coleridge Way (between Hungerford Road and Wordsworth Drive)	NB	35	2	57	2
	SB	39	0	17	0
Shakespeare Drive (between Sydney Road and Laureston Avenue)	EB	4	1	5	0
	WB	11	0	8	0
Laureston Avenue (between Shakespeare Drive and Wordsworth Drive)	NB	11	0	8	0
	SB	4	1	5	0
Sydney Road (between Shakespeare Drive and Lansdowne Road)	NB	323	9	372	1
	SB	388	10	368	3

Location	Direction	2018 baseline AM peak hour (08:00-09:00) - all vehicles	2018 baseline AM peak hour (08:00-09:00) - Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00-18:00) - all vehicles	2018 baseline PM peak hour (17:00-18:00) - HGV
Wordsworth Drive (between Tennyson Avenue and Kipling Way)	EB	7	0	5	0
	WB	8	0	5	0
Wordsworth Drive (between Kipling Way and Laureston Avenue)	EB	5	0	5	0
	WB	10	0	7	0
Wordsworth Drive (between Coleridge Way and Tennyson Avenue)	EB	11	0	8	0
	WB	10	0	8	0
A532 Vernon Way (between A532 Earle Street and A532 West Street)	NB	429	7	724	13
	SB	677	11	585	14
Coleridge Way (between Lansdowne Road and Wordsworth Drive)	NB	27	2	50	2
	SB	32	0	11	0
A532 Coppenhall Lane (between Sunnybank Road and Victoria Avenue)	EB	386	17	811	11
	WB	841	20	481	11
A530 Middlewich Road (between A532 Coppenhall Lane and Pyms Lane)	NB	851	25	604	8
	SB	751	19	809	4
A532 West Street (between Broad Street and A532 Vernon Way)	EB	271	5	358	3
	WB	304	4	285	3
A5078 Dunwoody Way (between A532 West Street and Joseph Reddrop Way)	NB	296	9	579	8
	SB	375	8	448	8
B5076 Vernon Way (between A532 West Street and Badger Avenue)	NB	308	4	636	11
	SB	582	7	421	12
A532 West Street (between Ford Lane and Broad Street)	EB	387	8	329	7
	WB	309	8	206	7
Lansdowne Road (between Coleridge Way and Pelican Close)	NB	5	2	6	2
	SB	14	0	5	0
A532 West Street (between Goddard Street and Ford Lane)	EB	315	7	409	6
	WB	311	7	205	5
A532 West Street (between Darlington Avenue and Frank Webb Avenue)	EB	436	6	575	5
	WB	645	11	741	4
Lansdowne Road (between Lansdowne Road and Sydney Road)	EB	12	2	12	2
	WB	52	0	32	0
A532 West Street (between Underwood Lane and Goddard Street)	EB	319	7	452	6
	WB	472	8	332	6
A532 West Street (between A5078 Dunwoody Way and Underwood Lane)	EB	336	5	409	4
	WB	214	4	265	3

Location	Direction	2018 baseline AM peak hour (08:00-09:00) - all vehicles	2018 baseline AM peak hour (08:00-09:00) - Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00-18:00) - all vehicles	2018 baseline PM peak hour (17:00-18:00) - HGV
B5076 Middlewich Road (between B5076 Vernon Way and Henry Street)	EB	322	0	606	10
	WB	490	2	377	12
A534 Haslington Bypass (between Sydney Road and Clay Lane)	NB	764	30	842	10
	SB	725	28	715	18
B5076 Middlewich Street (between Henry Street and Elm Drive)	NB	192	3	741	11
	SB	705	5	452	13
Sydney Road (between Herbert Street and Maw Green Road)	NB	279	12	347	3
	SB	385	9	373	3
Elm Drive (between B5076 Middlewich Street and Coronation Street)	EB	15	0	35	10
	WB	16	0	6	0
Elm Drive (between Coronation Street and Sycamore Avenue)	NB	15	0	35	10
	SB	16	0	6	0
B5076 Middlewich Road (between Elm Drive and Stamp Avenue)	NB	143	3	635	1
	SB	594	5	401	13
Elm Drive (between Sycamore Avenue and Lime Tree Avenue)	NB	7	2	16	12
	SB	14	2	3	2
Stamp Avenue (between Greenway and B5076 Middlewich Street)	EB	35	0	16	0
	WB	17	0	13	0
B5076 Middlewich Street (between Stamp Avenue and Lime Tree Avenue)	NB	259	3	521	2
	SB	522	5	158	13
Lime Tree Avenue (between B5076 Middlewich Street and Sycamore Avenue)	EB	70	1	40	0
	WB	36	1	27	0
Lime Tree Avenue (between Sycamore Avenue and Acer Avenue)	EB	69	0	36	0
	WB	33	0	24	0
Greenway (between Stamp Avenue and B5076 Middlewich Street)	NB	20	1	32	0
	SB	12	0	7	0
Lime Tree Avenue (between Prunus Road and Elm Drive)	EB	48	1	21	0
	WB	41	1	28	0
Elm Drive (between Lime Tree Avenue and Remer Street)	NB	94	4	186	12
	SB	197	6	166	4
Maw Green Road (between Sydney Road and Maw Lane)	EB	110	6	152	4
	WB	245	10	111	3
Lime Tree Avenue (between Acer Avenue and Prunus Road)	EB	47	0	20	0
	WB	39	0	27	0

Location	Direction	2018 baseline AM peak hour (08:00-09:00) - all vehicles	2018 baseline AM peak hour (08:00-09:00) - Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00-18:00) - all vehicles	2018 baseline PM peak hour (17:00-18:00) - HGV
B5076 Middlewich Street (between Lime Tree Avenue and Remer Street)	NB	193	4	487	2
	SB	490	5	137	13
Clay Lane (between Newtons Lane and Maw Lane)	EB	26	0	93	0
	WB	59	1	16	0
A530 Middlewich Road (between Pyms Lane and Middlewich Road)	NB	908	25	743	10
	SB	683	21	646	4
Acer Avenue (between Remer Street and Lime Tree Avenue)	NB	28	0	20	0
	SB	0	0	1	0
Remer Street (between Acer Avenue and Groby Road)	EB	361	9	453	7
	WB	416	15	379	14
Groby Road (between Remer Street and Stoneley Road)	NB	121	5	211	0
	SB	264	7	191	0
Remer Street (between B5076 Middlewich Street and Acer Avenue)	EB	339	9	436	7
	WB	421	15	381	14
Selworthy Drive (between B5076 Bradfield Road and Underwood Lane)	NB	129	0	192	0
	SB	29	1	123	0
B5076 Middlewich Street (between Broad Street and Remer Street)	EB	827	12	561	8
	WB	613	17	856	3
Newtons Lane (between Clay Lane and Nesfield Drive)	EB	22	0	87	0
	WB	48	1	12	0
Underwood Lane (between Cliffe Road and Newbury Avenue)	EB	45	3	195	4
	WB	177	3	104	4
B5076 North Street (between Broughton Road and Broad Street)	EB	899	18	592	9
	WB	485	24	784	4
Newtons Lane (between Nesfield Drive and Crewe Road)	EB	77	0	89	0
	WB	97	1	55	0
Underwood Lane (between Newbury Avenue and Pear Tree Avenue)	NB	43	3	187	4
	SB	170	3	103	4
Underwood Lane (between Pear Tree Avenue and B5076 Bradfield Road)	NB	42	3	183	4
	SB	168	3	103	4
B5076 Bradfield Road (between Underwood Lane and Broughton Road)	EB	498	17	577	9
	WB	542	22	648	3
B5076 Bradfield Road (between Selworthy Drive and Mablins Lane)	EB	278	14	438	10
	WB	423	19	360	6

Location	Direction	2018 baseline AM peak hour (08:00-09:00) - all vehicles	2018 baseline AM peak hour (08:00-09:00) - Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00-18:00) - all vehicles	2018 baseline PM peak hour (17:00-18:00) - HGV
B5076 Bradfield Road (between Mablins Lane and Cliffe Road)	EB	434	23	577	16
	WB	487	32	567	10
B5076 Bradfield Road (between Cliffe Road and Underwood Lane)	EB	461	18	405	13
	WB	380	23	556	7
B5076 Bradfield Road (between Parkers Road and Selworthy Drive)	EB	299	12	552	6
	WB	502	16	447	4
Stoneley Road (between B5076 Broad Street and Waldron's Lane)	NB	7	0	22	0
	SB	28	1	16	0
A530 Middlewich Road (between Middlewich Road and Smithy Lane)	NB	833	24	715	10
	SB	660	20	560	4
A534 Haslington Bypass (between Clay Lane and Crewe Road)	NB	799	35	846	14
	SB	876	37	858	22
Broughton Road (between Maplins Moss Place and Parkers Road)	NB	53	2	64	1
	SB	86	2	45	0
Stoneley Road (between Waldron's Lane and Groby Road)	EB	8	1	6	0
	WB	11	0	4	0
B5076 Bradfield Road (between Parkers Road and B5076 Flowers Lane)	EB	570	30	972	14
	WB	849	28	605	11
Parkers Road (between B5076 Bradfield Road and Higher Croft Drive)	EB	250	17	493	9
	WB	440	12	162	7
Parkers Road (between Higher Croft Drive and Parkfield)	EB	255	16	473	10
	WB	249	10	163	7
Parkers Road (between Parkfield and Mablins Lane)	EB	324	14	404	10
	WB	248	12	286	7
Parkers Road (between Mablins Lane and Broughton Road)	EB	336	8	428	5
	WB	354	3	242	4
Waldrons Lane (between Stoneley Road and Warmingham Road)	NB	18	0	26	0
	SB	35	1	22	0
Groby Road (between Stoneley Road and Warmingham Road)	NB	120	3	221	0
	SB	260	2	184	0
Warmingham Road (between Broughton Road and Waldron's Lane)	EB	304	5	322	6
	WB	396	5	270	3
Warmingham Road (between Waldron's Lane and Groby Road)	EB	303	5	338	6
	WB	412	5	283	3

Location	Direction	2018 baseline AM peak hour (08:00-09:00) - all vehicles	2018 baseline AM peak hour (08:00-09:00) - Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00-18:00) - all vehicles	2018 baseline PM peak hour (17:00-18:00) - HGV
A530 Middlewich Road (between Smithy Lane and B5076 Flowers Lane)	NB	588	15	598	14
	SB	367	16	428	6
A534 Wheelock Bypass (between Crewe Road and Mill Lane)	NB	842	35	684	14
	SB	664	37	871	22
A530 Middlewich Road (between Eardswick Lane and Brookhouse Lane)	NB	543	12	628	6
	SB	533	21	509	4
A534 Wheelock Bypass (between Mill Lane and A533 Old Mill Road)	NB	918	36	710	14
	SB	700	38	896	22
A533 The Hill (between Hassall Road and Heath Road)	EB	347	6	210	2
	WB	301	5	482	4
Manor Road (between Dubthorn Lane and School Lane)	EB	33	1	54	1
	WB	48	3	36	1
Heath Road (between A533 The Hill and Manor Road)	EB	45	1	59	0
	WB	91	0	65	0
A534 Old Mill Road (between Brookhouse Road and A533 The Hill)	NB	962	42	885	18
	SB	662	39	760	24
Heath Road (between Manor Road and School Lane)	EB	41	0	56	0
	WB	81	0	60	0
A533 The Hill (between A534 Old Mill Road and Hassall Road)	EB	398	7	501	4
	WB	492	6	566	7
School Lane (between Manor Road and Heath Road)	NB	44	3	27	1
	SB	28	1	48	1
High Street (between Hightown and A534 Old Mill Road)	WB	198	3	251	4
Bradwall Road (between Hightown and Chapel Street)	NB	165	0	282	0
	SB	164	3	373	5
Chapel Street (between A533 Middlewich Road and Bradwall Road)	WB	8	1	93	0
Church Lane (between Heath Road and Reynolds Lane)	NB	101	4	95	1
	SB	116	1	129	1
Bradwall Road (between Chapel Street and Elworth Street)	NB	164	0	186	0
	SB	154	4	371	6
Moss Lane (between B5079 Salt Line Way and Plant Lane)	NB	32	0	55	0
	SB	18	0	45	1

Location	Direction	2018 baseline AM peak hour (08:00-09:00) - all vehicles	2018 baseline AM peak hour (08:00-09:00) - Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00-18:00) - all vehicles	2018 baseline PM peak hour (17:00-18:00) - HGV
B5074 Over Road/B5074 Swanlow Lane (between Cross Lane and Moor Lane)	NB	365	23	515	3
	SB	497	18	478	5

5.3.17 Table 6-3 in the SES1 and AP1 ES TA replaced Table 6-3 in the main TA and summarised the 2018 baseline Annual Average Daily Traffic (AADT) flows derived from the A500 Crewe Area Wide Transport model for strategic, primary 'A' roads and local roads for the MA01 area. Table 6-3 below replaces Table 6-3 of the SES1 and AP1 ES TA.

Table 6-3: MA01 strategic and local road network 2018 AADT baseline flows (vehicles)

Location	Direction	AADT - all vehicles	AADT - HGV
Annions Lane (between A51 London Road and B5071 Main Road)	EB	325	0
	WB	371	0
Wybunbury Lane (between Wybunbury Lane and B5071 Stock Lane)	EB	7	0
	WB	117	0
Back Lane (between Casey Lane and Newcastle Road)	NB	719	0
	SB	1,104	0
Newcastle Road (between Chorlton Lane and A531 Newcastle Road)	EB	3,749	75
	WB	4,375	66
Newcastle Road (between Casey Lane and Chorlton Lane)	EB	3,541	65
	WB	4,303	61
Main Road east (between Newcastle Road and Main Road west)	NB	635	0
	SB	277	0
Casey Lane (between Back Lane and Weston Lane)	NB	494	62
	SB	689	82
A531 Newcastle Road (between Main Road and A500 Shavington Bypass)	EB	2,750	61
	WB	3,542	71
A500 Shavington Bypass (between A51 Newcastle Road and B5071 Jack Mills Way)	EB	11,696	690
	WB	13,429	661
A51 Nantwich Bypass (between A51 Newcastle Road and A534 Crewe Road)	NB	9,604	623
	SB	7,864	565
Cemetery Road (between Cemetery Road north and Main Road)	EB	352	4
	WB	1,203	6
Cemetery Road (between Whites Lane and Mere Road)	EB	477	0
	WB	466	3

Location	Direction	AADT - all vehicles	AADT - HGV
Eastern Road (between Rope Hall Lane and Rope Lane)	EB	65	11
	WB	278	11
A500 Shavington Bypass (between A5020 David Whitby Way and A500 Newcastle Road)	EB	10,673	757
	WB	11,266	839
A500 Newcastle Road (between A500 Shavington Bypass and M6 junction 16)	EB	13,762	1,000
	WB	14,972	928
A500 Shavington Bypass (between B5071 Jack Mills Way and A5020 David Whitby Way)	EB	13,490	746
	WB	14,662	761
A5020 David Whitby Way (between A500 Shavington Bypass and B5472 Weston Road)	NB	6,060	363
	SB	6,639	296
A51 Nantwich Bypass (between A534 Crewe Road and A530 Middlewich Road)	NB	9,153	583
	SB	8,038	532
Barthomley Road (between Radway Green Road and B5077 Butterton Lane)	NB	705	12
	SB	667	6
A530 Middlewich Road (between A51 Nantwich Bypass and Colleys Lane)	NB	9,445	305
	SB	7,911	174
A532 Weston Road (between A5020 David Whitby Way and Western Road Service Road (southern access))	EB	9,246	398
	WB	9,015	491
Ernest Street (between Manor Way and Neville Street)	NB	488	4
	SB	141	4
Chambers Street (between Catherine Street and A534 Nantwich Road)	SB	245	1
Weston Road Service Road (between Weston Road south access and Weston Road north access)	EB	616	36
	WB	436	3
A532 Weston Road (between Western Road Service Road (northern access) and A534 Crewe Road)	NB	7,138	179
	SB	6,344	188
Cotterill Street (between A534 Nantwich Road and Hope Street)	NB	28	0
	SB	41	0
Hope Street (between A5078 Edleston Road and Cotterill Street)	EB	189	0
	WB	244	0
Hope Street (between Lord Street and A5019 Mill Street)	EB	107	0
	WB	72	0
A534 Crewe Road (between A532 Weston Road and Gateway)	EB	7,146	158
	WB	6,226	206
A534 Crewe Road (between Gateway and Electra Way)	EB	6,004	166
	WB	6,156	226
Union Street (between A5078 Edleston Road and Lord Street)	EB	1,582	54
	WB	466	13
Union Street (between Lord Street and A5019 Mill Street)	EB	1,621	55

Location	Direction	AADT - all vehicles	AADT - HGV
	WB	489	14
A530 Middlewich Road (between Colleys Lane and Wistaston Green Road)	NB	10,105	278
	SB	8,312	214
A534 Crewe Green Road (between Electra Way and A5020 University Way)	EB	5,617	158
	WB	6,483	218
A532 Macon Way (between A534 Crewe Road and Hungerford Road)	NB	6,204	81
	SB	6,572	97
A5020 University Way (between A534 Crewe Green Road and A532 Weston Road)	NB	5,474	141
	SB	6,133	173
A530 Middlewich Road (between Wistaston Green Road and A532 Coppenhall Lane)	NB	10,300	298
	SB	11,301	223
A5078 Oak Street (between A5078 Edleston Road and Cross Street)	EB	2,034	21
	WB	4,244	29
Wistaston Road (between Flag Lane and Walthall Street)	EB	375	29
	WB	2,141	43
A5019 Vernon Way (between A5019 Mill Street and Lyon Street)	NB	5,520	17
	SB	5,870	21
A5078 Dunwoody Way (between Flag Lane and A5078 Wistaston Road)	EB	3,836	71
	WB	4,329	91
Forge Street/Prince Albert Street (between Chester Street and Lyon Street)	NB	148	2
	SB	1,215	3
A532 Coppenhall Lane (between A530 Middlewich Road and Sunnybank Road)	EB	5,005	108
	WB	5,466	125
A5019 Vernon Way (between Lyon Street and A532 Earle Street)	NB	6,925	26
	SB	6,959	38
Sydney Road (between Hungerford Road and Shakespeare Drive)	NB	5,427	58
	SB	5,915	78
A532 Manchester Bridge (between William Street and Hungerford Road)	EB	11,510	136
	WB	10,102	177
A532 Earle Street (between A5019 Vernon Way and William Street)	EB	9,667	101
	WB	9,252	160
A5078 Dunwoody Way (between The Four Eagles PH access and Flag Lane)	EB	3,919	57
	WB	4,392	74
Coleridge Way (between Hungerford Road and Wordsworth Drive)	NB	508	22
	SB	307	0
Shakespeare Drive (between Sydney Road and Laureston Avenue)	EB	47	6
	WB	106	4
Laureston Avenue (between Shakespeare Drive and Wordsworth Drive)	NB	106	4
	SB	47	6

Location	Direction	AADT - all vehicles	AADT - HGV
Sydney Road (between Shakespeare Drive and Lansdowne Road)	NB	3,853	56
	SB	4,185	72
Wordsworth Drive (between Tennyson Avenue and Kipling Way)	EB	63	0
	WB	74	0
Wordsworth Drive (between Kipling Way and Laureston Avenue)	EB	53	1
	WB	93	1
Wordsworth Drive (between Coleridge Way and Tennyson Avenue)	EB	107	0
	WB	100	0
A532 Vernon Way (between A532 Earle Street and A532 West Street)	NB	6,403	109
	SB	6,987	140
Coleridge Way (between Lansdowne Road and Wordsworth Drive)	NB	429	22
	SB	235	0
A532 Coppenhall Lane (between Sunnybank Road and Victoria Avenue)	EB	6,652	159
	WB	7,307	168
A530 Middlewich Road (between A532 Coppenhall Lane and Pyms Lane)	NB	8,043	187
	SB	8,640	129
A532 West Street (between Broad Street and A532 Vernon Way)	EB	3,492	45
	WB	3,258	39
A5078 Dunwoody Way (between A532 West Street and Joseph Reddrop Way)	NB	4,859	94
	SB	4,559	83
B5076 Vernon Way (between A532 West Street and Badger Avenue)	NB	5,245	85
	SB	5,548	107
A532 West Street (between Ford Lane and Broad Street)	EB	3,959	86
	WB	2,847	79
Lansdowne Road (between Coleridge Way and Pelican Close)	NB	59	22
	SB	104	0
A532 West Street (between Goddard Street and Ford Lane)	EB	4,019	74
	WB	2,851	69
A532 West Street (between Darlington Avenue and Frank Webb Avenue)	EB	5,604	63
	WB	7,679	80
Lansdowne Road (between Lansdowne Road and Sydney Road)	EB	129	26
	WB	464	3
A532 West Street (between Underwood Lane and Goddard Street)	EB	4,277	75
	WB	4,443	76
A532 West Street (between A5078 Dunwoody Way and Underwood Lane)	EB	4,128	48
	WB	2,654	39
B5076 Middlewich Road (between B5076 Vernon Way and Henry Street)	EB	5,154	55
	WB	4,797	77
	NB	8,895	219

Location	Direction	AADT - all vehicles	AADT - HGV
A534 Haslington Bypass (between Sydney Road and Clay Lane)	SB	7,973	257
B5076 Middlewich Street (between Henry Street and Elm Drive)	NB	5,196	81
	SB	6,398	102
Sydney Road (between Herbert Street and Maw Green Road)	NB	3,473	78
	SB	4,196	71
Elm Drive (between B5076 Middlewich Street and Coronation Street)	EB	281	57
	WB	124	1
Elm Drive (between Coronation Street and Sycamore Avenue)	NB	281	57
	SB	124	1
B5076 Middlewich Road (between Elm Drive and Stamp Avenue)	NB	4,334	25
	SB	5,506	100
Elm Drive (between Sycamore Avenue and Lime Tree Avenue)	NB	126	79
	SB	92	23
Stamp Avenue (between Greenway and B5076 Middlewich Street)	EB	283	3
	WB	162	2
B5076 Middlewich Street (between Stamp Avenue and Lime Tree Avenue)	NB	4,333	28
	SB	3,745	101
Lime Tree Avenue (between B5076 Middlewich Street and Sycamore Avenue)	EB	607	4
	WB	347	6
Lime Tree Avenue (between Sycamore Avenue and Acer Avenue)	EB	579	3
	WB	316	2
Greenway (between Stamp Avenue and B5076 Middlewich Street)	NB	290	6
	SB	107	3
Lime Tree Avenue (between Prunus Road and Elm Drive)	EB	380	5
	WB	384	5
Elm Drive (between Lime Tree Avenue and Remer Street)	NB	1,560	94
	SB	2,005	56
Maw Green Road (between Sydney Road and Maw Lane)	EB	1,455	54
	WB	1,965	70
Lime Tree Avenue (between Acer Avenue and Prunus Road)	EB	369	3
	WB	362	4
B5076 Middlewich Street (between Lime Tree Avenue and Remer Street)	NB	3,782	29
	SB	3,453	101
Clay Lane (between Newtons Lane and Maw Lane)	EB	659	4
	WB	415	6
A530 Middlewich Road (between Pyms Lane and Middlewich Road)	NB	9,134	195
	SB	7,359	136
Acer Avenue (between Remer Street and Lime Tree Avenue)	NB	262	2

Location	Direction	AADT - all vehicles	AADT - HGV
	SB	5	1
Remer Street (between Acer Avenue and Groby Road)	EB	4,508	89
	WB	4,396	157
Groby Road (between Remer Street and Stoneley Road)	NB	1,841	30
	SB	2,517	38
Remer Street (between B5076 Middlewich Street and Acer Avenue)	EB	4,298	90
	WB	4,442	159
Selworthy Drive (between B5076 Bradfield Road and Underwood Lane)	NB	1,780	3
	SB	847	6
B5076 Middlewich Street (between Broad Street and Remer Street)	EB	7,675	115
	WB	8,147	111
Newtons Lane (between Clay Lane and Nesfield Drive)	EB	606	3
	WB	331	6
Underwood Lane (between Cliffe Road and Newbury Avenue)	EB	1,333	38
	WB	1,550	42
B5076 North Street (between Broughton Road and Broad Street)	EB	8,245	149
	WB	7,046	151
Newtons Lane (between Nesfield Drive and Crewe Road)	EB	922	3
	WB	835	6
Underwood Lane (between Newbury Avenue and Pear Tree Avenue)	NB	1,279	36
	SB	1,506	39
Underwood Lane (between Pear Tree Avenue and B5076 Bradfield Road)	NB	1,254	37
	SB	1,495	39
B5076 Bradfield Road (between Underwood Lane and Broughton Road)	EB	5,955	142
	WB	6,595	133
B5076 Bradfield Road (between Selworthy Drive and Mablins Lane)	EB	3,977	128
	WB	4,333	134
B5076 Bradfield Road (between Mablins Lane and Cliffe Road)	EB	5,607	215
	WB	5,845	230
B5076 Bradfield Road (between Cliffe Road and Underwood Lane)	EB	4,794	173
	WB	5,192	163
B5076 Bradfield Road (between Parkers Road and Selworthy Drive)	EB	4,730	100
	WB	5,257	111
Stoneley Road (between B5076 Broad Street and Waldron's Lane)	NB	160	2
	SB	244	5
A530 Middlewich Road (between Middlewich Road and Smithy Lane)	NB	8,565	186
	SB	6,750	128
A534 Haslington Bypass (between Clay Lane and Crewe Road)	NB	9,111	270
	SB	9,603	327

Location	Direction	AADT - all vehicles	AADT - HGV
Broughton Road (between Maplins Moss Place and Parkers Road)	NB	645	20
	SB	723	12
Stoneley Road (between Waldron's Lane and Groby Road)	EB	75	5
	WB	82	2
B5076 Bradfield Road (between Parkers Road and B5076 Flowers Lane)	EB	8,562	244
	WB	8,042	213
Parkers Road (between B5076 Bradfield Road and Higher Croft Drive)	EB	4,126	146
	WB	3,322	104
Parkers Road (between Higher Croft Drive and Parkfield)	EB	4,044	141
	WB	2,278	92
Parkers Road (between Parkfield and Mablins Lane)	EB	4,036	133
	WB	2,956	102
Parkers Road (between Mablins Lane and Broughton Road)	EB	4,234	72
	WB	3,297	39
Waldrons Lane (between Stoneley Road and Warmingham Road)	NB	242	4
	SB	318	10
Groby Road (between Stoneley Road and Warmingham Road)	NB	1,892	18
	SB	2,457	11
Warmingham Road (between Broughton Road and Waldron's Lane)	EB	3,466	61
	WB	3,679	44
B5076 Flowers Lane (between A530 Middlewich Road and B5076 Bradfield Road)	EB	4,488	101
	WB	4,152	68
Warmingham Road (between Waldron's Lane and Groby Road)	EB	3,551	58
	WB	3,841	47
A530 Middlewich Road (between Smithy Lane and B5076 Flowers Lane)	NB	6,568	159
	SB	4,405	122
A534 Wheelock Bypass (between Crewe Road and Mill Lane)	NB	8,445	272
	SB	8,510	327
A530 Middlewich Road (between Eardswick Lane and Brookhouse Lane)	NB	6,493	100
	SB	5,769	137
A534 Wheelock Bypass (between Mill Lane and A533 Old Mill Road)	NB	9,005	279
	SB	8,850	332
A533 The Hill (between Hassall Road and Heath Road)	EB	3,077	41
	WB	4,346	52
Manor Road (between Dubthorn Lane and School Lane)	EB	481	8
	WB	464	22
Heath Road (between A533 The Hill and Manor Road)	EB	579	4
	WB	862	4
	NB	10,226	329

Location	Direction	AADT - all vehicles	AADT - HGV
A534 Old Mill Road (between Brookhouse Road and A533 The Hill)	SB	7,882	348
Heath Road (between Manor Road and School Lane)	EB	540	4
	WB	781	4
A533 The Hill (between A534 Old Mill Road and Hassall Road)	EB	4,982	59
	WB	5,867	68
School Lane (between Manor Road and Heath Road)	NB	392	22
	SB	425	8
High Street (between Hightown and A534 Old Mill Road)	WB	2,491	39
Bradwall Road (between Hightown and Chapel Street)	NB	2,478	2
	SB	2,984	47
Chapel Street (between A533 Middlewich Road and Bradwall Road)	WB	565	6
Church Lane (between Heath Road and Reynolds Lane)	NB	1,086	28
	SB	1,361	14
Bradwall Road (between Chapel Street and Elworth Street)	NB	1,940	4
	SB	2,917	56
Moss Lane (between B5079 Salt Line Way and Plant Lane)	NB	481	1
	SB	351	3
B5074 Over Road/B5074 Swanlow Lane (between Cross Lane and Moor Lane)	NB	4,785	144
	SB	5,308	123

Future baseline traffic flows

5.3.18 Table 6-4 to Table 6-6 in the SES1 and AP1 ES TA replaced Table 6-4 to Table 6-6 in the main TA and summarised the 2030, 2038 and 2051 future baseline traffic flows for the weekday AM peak hour (08:00–09:00), weekday PM peak hour (17:00–18:00) and AADT.

5.3.19 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. These revised traffic forecasts are referred to as the 'future baseline' traffic flows in the remainder of this report. Table 6-4 to Table 6-6 replace Table 6-4 to Table 6-6 of the SES1 and AP1 ES TA and include the change in assessment years.

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

Table 6-4: MA01 strategic and local road network future baseline flows AM peak hour 08:00-09:00

Location*	Direction	AM peak hour 2031 - all vehicles	AM peak hour 2031 - HGV	AM peak hour 2039 - all vehicles	AM peak hour 2039 - HGV	AM peak hour 2051 - all vehicles	AM peak hour 2051 - HGV
Annions Lane (between A51 London Road and B5071 Main Road)	EB	32	0	81	0	81	0
	WB	88	0	95	0	95	0
Wybunbury Lane (between Wybunbury Lane and B5071 Stock Lane)	EB	0	0	0	0	0	0
	WB	29	0	34	0	34	0
Back Lane (between Casey Lane and Newcastle Road)	NB	82	0	82	0	82	0
	SB	53	0	48	0	48	0
Newcastle Road (between Casey Lane realignment and A531 Newcastle Road)	EB	402	16	427	17	427	17
	WB	428	11	513	11	513	11
Newcastle Road (between Back Lane and Casey Lane realignment)	EB	377	19	445	20	445	20
	WB	411	22	455	22	455	22
Main Road east (between Newcastle Road and Main Road west)	NB	167	0	229	0	229	0
	SB	72	0	73	0	73	0
A531 Newcastle Road (between Main Road and A500 Shavington Bypass)	EB	491	16	392	16	392	16
	WB	308	12	306	13	306	13
A500 Shavington Bypass (between A51 Newcastle Road and B5071 Jack Mills Way)	EB	1,440	76	1,282	49	1,282	49
	WB	1,161	76	1,257	69	1,257	69
A51 Nantwich Bypass (between A51 Newcastle Road and A534 Crewe Road)	NB	912	53	949	43	949	43
	SB	685	66	609	42	609	42
Casey Lane realignment (between Newcastle Road and Weston Lane)	NB	151	6	207	6	207	6
	SB	162	12	139	12	139	12
Cemetery Road (between Cemetery Road north and Main Road)	EB	26	1	57	1	57	1
	WB	105	1	112	1	112	1
Cemetery Road (between Whites Lane and Mere Road)	EB	47	0	84	0	84	0
	WB	72	0	97	1	97	1
Eastern Road (between Rope Hall Lane and Rope Lane)	EB	8	2	51	2	51	2
	WB	10	0	16	0	16	0
A500 Shavington Bypass (between A5020 David Whitby Way and A500 Newcastle Road)	EB	1,078	78	1,107	54	1,107	54
	WB	1,471	86	1,752	81	1,752	81
A500 Newcastle Road (between A500 Shavington Bypass and M6 junction 16)	EB	1,640	128	1,664	105	1,664	105
	WB	1,864	93	2,199	88	2,199	88
A500 Shavington Bypass (between B5071 Jack Mills Way and A5020 David Whitby Way)	EB	1,728	78	1,717	50	1,717	50
	WB	1,533	89	1,887	82	1,887	82
	NB	981	35	883	30	883	30

Location*	Direction	AM peak hour 2031 - all vehicles	AM peak hour 2031 - HGV	AM peak hour 2039 - all vehicles	AM peak hour 2039 - HGV	AM peak hour 2051 - all vehicles	AM peak hour 2051 - HGV
A5020 David Whitby Way (between A500 Shavington Bypass and B5472 Weston Road)	SB	394	38	429	37	429	37
A51 Nantwich Bypass (between A534 Crewe Road and A530 Middlewich Road)	NB	934	42	1,022	30	1,022	30
	SB	642	68	725	45	725	45
Barthomley Road (between Radway Green Road and B5077 Butterton Lane)	NB	108	0	115	1	115	1
	SB	66	0	64	0	64	0
A530 Middlewich Road (between A51 Nantwich Bypass and Colleys Lane)	NB	1,205	39	1,286	39	1,286	39
	SB	750	23	725	24	725	24
A532 Weston Road (between A5020 David Whitby Way and Western Road Service Road (southern access))	EB	253	52	299	53	299	53
	WB	1,248	59	1,380	58	1,380	58
Ernest Street (between Manor Way and Neville Street)	NB	139	2	283	3	283	3
	SB	12	0	16	1	16	1
Chambers Street (between Catherine Street and A534 Nantwich Road)	SB	23	0	24	0	24	0
Weston Road Service Road (between Weston Road south access and Weston Road north access)	EB	151	5	261	5	261	5
	WB	17	1	20	1	20	1
A532 Weston Road (between Western Road Service Road (northern access) and A534 Crewe Road)	NB	644	24	622	24	622	24
	SB	406	20	599	20	599	20
Cotterill Street (between A534 Nantwich Road and Hope Street)	NB	4	0	4	0	4	0
	SB	5	0	5	0	5	0
Hope Street (between A5078 Edleston Road and Cotterill Street)	EB	19	0	52	0	52	0
	WB	33	0	39	0	39	0
Hope Street (between Lord Street and A5019 Mill Street)	EB	16	0	36	0	36	0
	WB	12	0	19	0	19	0
A534 Crewe Road (between A532 Weston Road and Gateway)	EB	817	25	724	25	724	25
	WB	597	26	708	25	708	25
A534 Crewe Road (between Gateway and Electra Way)	EB	588	27	497	27	497	27
	WB	836	26	952	26	952	26
Union Street (between A5078 Edleston Road and Lord Street)	EB	168	8	141	5	141	5
	WB	4	0	4	0	4	0
Union Street (between Lord Street and A5019 Mill Street)	EB	168	8	140	5	140	5
	WB	6	0	6	0	6	0

Location*	Direction	AM peak hour 2031 - all vehicles	AM peak hour 2031 - HGV	AM peak hour 2039 - all vehicles	AM peak hour 2039 - HGV	AM peak hour 2051 - all vehicles	AM peak hour 2051 - HGV
A530 Middlewich Road (between Colleys Lane and Wistaston Green Road)	NB	1,320	36	1,394	36	1,394	36
	SB	820	30	778	31	778	31
A534 Crewe Green Road (between Electra Way and A5020 University Way)	EB	530	24	442	24	442	24
	WB	1,099	26	1,217	26	1,217	26
A532 Macon Way (between A534 Crewe Road and Hungerford Road)	NB	342	12	296	12	296	12
	SB	576	14	644	21	644	21
A5020 University Way (between A534 Crewe Green Road and A532 Weston Road)	NB	761	15	729	10	729	10
	SB	684	21	784	18	784	18
A530 Middlewich Road (between Wistaston Green Road and A532 Coppenhall Lane)	NB	1,403	37	1,462	37	1,462	37
	SB	904	32	855	32	855	32
A5078 Oak Street (between A5078 Edleston Road and Cross Street)	EB	236	2	214	2	214	2
	WB	338	3	348	2	348	2
Wistaston Road (between Flag Lane and Walthall Street)	EB	30	3	23	3	23	3
	WB	188	5	207	5	207	5
A5019 Vernon Way (between A5019 Mill Street and Lyon Street)	NB	683	3	785	3	785	3
	SB	440	3	513	1	513	1
A5078 Dunwoody Way (between Flag Lane and A5078 Wistaston Road)	EB	435	9	422	9	422	9
	WB	437	14	491	15	491	15
Forge Street/Prince Albert Street (between Chester Street and Lyon Street)	NB	6	0	6	0	6	0
	SB	132	0	123	0	123	0
A532 Coppenhall Lane (between A530 Middlewich Road and Sunnybank Road)	EB	717	13	847	15	847	15
	WB	674	18	710	18	710	18
A5019 Vernon Way (between Lyon Street and A532 Earle Street)	NB	585	5	667	5	667	5
	SB	772	7	839	5	839	5
Sydney Road (between Hungerford Road and Shakespeare Drive)	NB	761	10	664	8	664	8
	SB	839	11	967	10	967	10
A532 Manchester Bridge (between William Street and Hungerford Road)	EB	1,118	18	1,280	26	1,280	26
	WB	853	21	907	20	907	20
A532 Earle Street (between A5019 Vernon Way and William Street)	EB	1,115	13	1,169	21	1,169	21
	WB	879	18	957	19	957	19
A5078 Dunwoody Way (between The Four Eagles PH access and Flag Lane)	EB	368	7	349	7	349	7
	WB	466	12	521	12	521	12
Coleridge Way (between Hungerford Road and Wordsworth Drive)	NB	29	2	22	2	22	2
	SB	103	0	111	0	111	0

Location*	Direction	AM peak hour 2031 - all vehicles	AM peak hour 2031 - HGV	AM peak hour 2039 - all vehicles	AM peak hour 2039 - HGV	AM peak hour 2051 - all vehicles	AM peak hour 2051 - HGV
Shakespeare Drive (between Sydney Road and Laureston Avenue)	EB	5	1	6	1	6	1
	WB	75	0	82	0	82	0
Laureston Avenue (between Shakespeare Drive and Wordsworth Drive)	NB	75	0	82	0	82	0
	SB	5	1	6	1	6	1
Sydney Road (between Shakespeare Drive and Lansdowne Road)	NB	705	10	607	8	607	8
	SB	815	10	952	9	952	9
Wordsworth Drive (between Tennyson Avenue and Kipling Way)	EB	8	0	8	0	8	0
	WB	71	0	76	0	76	0
Wordsworth Drive (between Kipling Way and Laureston Avenue)	EB	6	0	7	0	7	0
	WB	73	0	79	0	79	0
Wordsworth Drive (between Coleridge Way and Tennyson Avenue)	EB	12	0	13	0	13	0
	WB	72	0	78	0	78	0
A532 Vernon Way (between A532 Earle Street and A532 West Street)	NB	429	7	515	7	515	7
	SB	718	11	749	11	749	11
Coleridge Way (between Lansdowne Road and Wordsworth Drive)	NB	20	2	13	2	13	2
	SB	34	0	37	0	37	0
A532 Coppenhall Lane (between Sunnybank Road and Victoria Avenue)	EB	744	17	861	18	861	18
	WB	765	22	789	21	789	21
A530 Middlewich Road (between A532 Coppenhall Lane and Pyms Lane)	NB	842	24	876	24	876	24
	SB	733	19	779	21	779	21
A532 West Street (between Broad Street and A532 Vernon Way)	EB	340	6	342	6	342	6
	WB	285	4	287	4	287	4
A5078 Dunwoody Way (between A532 West Street and Joseph Reddrop Way)	NB	463	10	512	11	512	11
	SB	362	7	332	7	332	7
B5076 Vernon Way (between A532 West Street and Badger Avenue)	NB	347	4	403	4	403	4
	SB	576	7	576	6	576	6
A532 West Street (between Ford Lane and Broad Street)	EB	448	9	460	9	460	9
	WB	289	7	293	7	293	7
Lansdowne Road (between Coleridge Way and Pelican Close)	NB	8	2	9	2	9	2
	SB	16	0	17	0	17	0
A532 West Street (between Goddard Street and Ford Lane)	EB	583	7	612	6	612	6
	WB	280	7	285	7	285	7
A532 West Street (between Darlington Avenue and Frank Webb Avenue)	EB	751	6	807	5	807	5
	WB	705	12	731	12	731	12

Location*	Direction	AM peak hour 2031 - all vehicles	AM peak hour 2031 - HGV	AM peak hour 2039 - all vehicles	AM peak hour 2039 - HGV	AM peak hour 2051 - all vehicles	AM peak hour 2051 - HGV
Lansdowne Road (between Lansdowne Road and Sydney Road)	EB	15	2	17	2	17	2
	WB	66	0	77	0	77	0
A532 West Street (between Underwood Lane and Goddard Street)	EB	608	7	656	7	656	7
	WB	498	8	533	8	533	8
A532 West Street (between A5078 Dunwoody Way and Underwood Lane)	EB	553	3	610	3	610	3
	WB	252	4	255	4	255	4
B5076 Middlewich Road (between B5076 Vernon Way and Henry Street)	EB	265	0	339	0	339	0
	WB	491	2	503	2	503	2
A534 Haslington Bypass (between Sydney Road and Clay Lane)	NB	864	27	881	24	881	24
	SB	942	30	1,282	29	1,282	29
B5076 Middlewich Street (between Henry Street and Elm Drive)	NB	225	4	354	3	354	3
	SB	620	5	684	5	684	5
Sydney Road (between Herbert Street and Maw Green Road)	NB	634	12	522	10	522	10
	SB	770	9	886	9	886	9
Elm Drive (between B5076 Middlewich Street and Coronation Street)	EB	30	0	144	0	144	0
	WB	19	0	20	0	20	0
Elm Drive (between Coronation Street and Sycamore Avenue)	NB	30	0	144	0	144	0
	SB	19	0	20	0	20	0
B5076 Middlewich Road (between Elm Drive and Stamp Avenue)	NB	171	3	184	3	184	3
	SB	500	4	561	5	561	5
Elm Drive (between Sycamore Avenue and Lime Tree Avenue)	NB	24	2	137	2	137	2
	SB	15	2	16	2	16	2
Greenway (between Stamp Avenue and B5076 Middlewich Street)	NB	32	0	22	0	22	0
	SB	15	0	80	0	80	0
Stamp Avenue (between Greenway and B5076 Middlewich Street)	EB	48	1	114	1	114	1
	WB	53	0	44	0	44	0
B5076 Middlewich Street (between Stamp Avenue and Lime Tree Avenue)	NB	242	4	259	4	259	4
	SB	392	5	376	5	376	5
Lime Tree Avenue (between B5076 Middlewich Street and Sycamore Avenue)	EB	80	1	83	1	83	1
	WB	53	1	51	1	51	1
A530 Middlewich Road (between Pyms Lane and Middlewich Road)	NB	828	22	832	22	832	22
	SB	788	19	790	21	790	21
Lime Tree Avenue (between Sycamore Avenue and Acer Avenue)	EB	79	0	82	0	82	0
	WB	47	0	48	0	48	0
	EB	81	1	86	1	86	1

Location*	Direction	AM peak hour 2031 - all vehicles	AM peak hour 2031 - HGV	AM peak hour 2039 - all vehicles	AM peak hour 2039 - HGV	AM peak hour 2051 - all vehicles	AM peak hour 2051 - HGV
Lime Tree Avenue (between Prunus Road and Elm Drive)	WB	54	1	59	1	59	1
Elm Drive (between Lime Tree Avenue and Remer Street)	NB	239	4	272	4	272	4
	SB	339	6	386	7	386	7
Maw Green Road (between Sydney Road and Maw Lane)	EB	66	5	74	5	74	5
	WB	382	10	458	12	458	12
Lime Tree Avenue (between Acer Avenue and Prunus Road)	EB	79	0	83	1	83	1
	WB	50	1	55	1	55	1
B5076 Middlewich Street (between Lime Tree Avenue and Remer Street)	NB	169	5	179	4	179	4
	SB	346	5	328	5	328	5
Clay Lane (between Newtons Lane and Maw Lane)	EB	20	0	26	0	26	0
	WB	67	1	152	2	152	2
Groby Road (between Remer Street and Stoneley Road)	NB	1,082	4	1,083	2	1,083	2
	SB	539	4	698	5	698	5
Acer Avenue (between Remer Street and Lime Tree Avenue)	NB	3	0	6	0	6	0
	SB	0	0	1	0	1	0
Remer Street (between Acer Avenue and Groby Road)	EB	973	10	1,015	9	1,015	9
	WB	496	16	519	17	519	17
Remer Street (between B5076 Middlewich Street and Acer Avenue)	EB	973	10	1,016	9	1,016	9
	WB	499	17	526	17	526	17
Selworthy Drive (between B5076 Bradfield Road and Underwood Lane)	NB	113	1	151	1	151	1
	SB	54	1	62	1	62	1
B5076 Middlewich Street (between Broad Street and Remer Street)	EB	1,317	12	1,343	11	1,343	11
	WB	666	19	703	19	703	19
Newtons Lane (between Clay Lane and Nesfield Drive)	EB	16	0	21	0	21	0
	WB	57	1	140	2	140	2
Underwood Lane (between Cliffe Road and Newbury Avenue)	EB	81	3	105	3	105	3
	WB	194	3	210	3	210	3
Newtons Lane (between Nesfield Drive and Crewe Road)	EB	76	0	126	0	126	0
	WB	107	1	171	2	171	2
Underwood Lane (between Newbury Avenue and Pear Tree Avenue)	NB	79	3	103	3	103	3
	SB	188	2	204	3	204	3
B5076 North Street (between Broughton Road and Broad Street)	EB	714	17	703	15	703	15
	WB	607	24	623	25	623	25
	NB	79	3	103	3	103	3

Location*	Direction	AM peak hour 2031 - all vehicles	AM peak hour 2031 - HGV	AM peak hour 2039 - all vehicles	AM peak hour 2039 - HGV	AM peak hour 2051 - all vehicles	AM peak hour 2051 - HGV
Underwood Lane (between Pear Tree Avenue and B5076 Bradfield Road)	SB	187	2	202	3	202	3
B5076 Bradfield Road (between Underwood Lane and Broughton Road)	EB	544	16	614	15	614	15
	WB	700	21	736	22	736	22
Stoneley Road (between B5076 Broad Street and Waldron's Lane)	NB	9	0	14	0	14	0
	SB	18	0	16	0	16	0
B5076 Bradfield Road (between Selworthy Drive and Mablins Lane)	EB	293	12	298	11	298	11
	WB	569	19	590	19	590	19
B5076 Bradfield Road (between Mablins Lane and Cliffe Road)	EB	520	22	528	20	528	20
	WB	665	34	699	35	699	35
B5076 Bradfield Road (between Cliffe Road and Underwood Lane)	EB	471	17	518	16	518	16
	WB	519	23	540	23	540	23
B5076 Bradfield Road (between Parkers Road and Selworthy Drive)	EB	360	11	377	10	377	10
	WB	660	16	715	16	715	16
A530 Middlewich Road (between Middlewich Road and Smithy Lane)	NB	624	21	637	21	637	21
	SB	649	18	677	20	677	20
A534 Haslington Bypass (between Clay Lane and Crewe Road)	NB	909	32	950	29	950	29
	SB	1,125	40	1,407	40	1,407	40
Broughton Road (between Maplins Moss Place and Parkers Road)	NB	56	2	51	3	51	3
	SB	55	2	61	2	61	2
Stoneley Road (between Waldron's Lane and Groby Road)	EB	18	1	66	1	66	1
	WB	14	1	6	0	6	0
B5076 Bradfield Road (between Parkers Road and B5076 Flowers Lane)	EB	674	26	716	24	716	24
	WB	995	28	1,010	28	1,010	28
Parkers Road (between B5076 Bradfield Road and Higher Croft Drive)	EB	327	15	365	14	365	14
	WB	455	12	448	12	448	12
Parkers Road (between Higher Croft Drive and Parkfield)	EB	459	14	530	13	530	13
	WB	305	10	315	10	315	10
Parkers Road (between Parkfield and Mablins Lane)	EB	536	12	615	12	615	12
	WB	304	12	316	14	316	14
Parkers Road (between Mablins Lane and Broughton Road)	EB	497	7	588	7	588	7
	WB	399	3	415	4	415	4
Waldrons Lane (between Stoneley Road and Warmingham Road)	NB	28	1	22	0	22	0
	SB	38	1	85	1	85	1
	NB	248	3	251	2	251	2

Location*	Direction	AM peak hour 2031 - all vehicles	AM peak hour 2031 - HGV	AM peak hour 2039 - all vehicles	AM peak hour 2039 - HGV	AM peak hour 2051 - all vehicles	AM peak hour 2051 - HGV
Groby Road (between Stoneley Road and Warmingham Road)	SB	595	2	729	3	729	3
Warmingham Road (between Broughton Road and Waldron's Lane)	EB	488	4	572	4	572	4
	WB	423	5	440	5	440	5
B5076 Flowers Lane (between A530 Middlewich Road and B5076 Bradfield Road)	EB	366	9	390	8	390	8
	WB	458	13	491	13	491	13
A530 Middlewich Road (between Smithy Lane and B5076 Flowers Lane)	NB	566	16	569	18	569	18
	SB	613	23	630	24	630	24
Warmingham Road (between Waldron's Lane and Groby Road)	EB	480	3	517	3	517	3
	WB	425	5	449	5	449	5
A534 Wheelock Bypass (between Crewe Road and Mill Lane)	NB	934	32	946	29	946	29
	SB	733	39	825	39	825	39
A530 Middlewich Road (between B5076 Flowers Lane and Eardswick Lane)	NB	950	26	984	27	984	27
	SB	905	29	945	29	945	29
A530 Middlewich Road (between Eardswick Lane and Brookhouse Lane)	NB	479	13	467	14	467	14
	SB	617	20	656	20	656	20
A534 Wheelock Bypass (between Mill Lane and A533 Old Mill Road)	NB	1,040	33	1,052	30	1,052	30
	SB	786	40	881	40	881	40
A533 The Hill (between Hassall Road and Heath Road)	EB	391	2	386	1	386	1
	WB	287	4	279	4	279	4
Manor Road (between Dubthorn Lane and School Lane)	EB	18	0	57	1	57	1
	WB	101	3	105	3	105	3
Heath Road (between A533 The Hill and Manor Road)	EB	140	1	136	1	136	1
	WB	107	0	102	0	102	0
A534 Old Mill Road (between Brookhouse Road and A533 The Hill)	NB	1,133	34	1,123	31	1,123	31
	SB	739	41	800	41	800	41
Heath Road (between Manor Road and School Lane)	EB	134	1	128	1	128	1
	WB	99	0	94	0	94	0
A533 The Hill (between A534 Old Mill Road and Hassall Road)	EB	456	3	455	2	455	2
	WB	524	4	509	4	509	4
School Lane (between Manor Road and Heath Road)	NB	98	3	104	3	104	3
	SB	14	0	52	1	52	1
High Street (between Hightown and A534 Old Mill Road)	WB	202	2	210	2	210	2
Bradwall Road (between Hightown and Chapel Street)	NB	161	0	178	0	178	0
	SB	169	3	189	3	189	3

Location*	Direction	AM peak hour 2031 - all vehicles	AM peak hour 2031 - HGV	AM peak hour 2039 - all vehicles	AM peak hour 2039 - HGV	AM peak hour 2051 - all vehicles	AM peak hour 2051 - HGV
Chapel Street (between A533 Middlewich Road and Bradwall Road)	WB	6	1	6	1	6	1
Church Lane (between Heath Road and Reynolds Lane)	NB	255	4	255	4	255	4
	SB	121	1	155	2	155	2
Bradwall Road (between Chapel Street and Elworth Street)	NB	156	0	171	0	171	0
	SB	152	4	168	4	168	4
Moss Lane (between B5079 Salt Line Way and Plant Lane)	NB	47	0	50	0	50	0
	SB	28	0	29	0	29	0
B5074 Over Road/B5074 Swanlow Lane (between Cross Lane and Moor Lane)	NB	467	23	516	23	526	22
	SB	555	17	605	20	519	12

* *Casey Lane (between Back Lane and Weston Lane) is closed in the future baseline as a result of HS2 Phase 2a and is therefore not reported in the future baseline.*

Table 6-5: MA01 strategic and local road network future baseline flows PM peak hour 17:00-18:00

Location*	Direction	PM peak hour 2031 - all vehicles	PM peak hour 2031 - HGV	PM peak hour 2039 - all vehicles	PM peak hour 2039 - HGV	PM peak hour 2051 - all vehicles	PM peak hour 2051 - HGV
Annions Lane (between A51 London Road and B5071 Main Road)	EB	36	0	36	0	36	0
	WB	30	0	44	0	44	0
Wybunbury Lane (between Wybunbury Lane and B5071 Stock Lane)	EB	2	0	2	0	2	0
	WB	23	0	59	0	59	0
Back Lane (between Casey Lane and Newcastle Road)	NB	41	0	49	0	49	0
	SB	69	0	61	0	61	0
Newcastle Road (between Casey Lane realignment and A531 Newcastle Road)	EB	433	3	514	4	514	4
	WB	567	3	589	4	589	4
Newcastle Road (between Back Lane and Casey Lane realignment)	EB	365	3	392	3	392	3
	WB	522	4	592	4	592	4
Main Road east (between Newcastle Road and Main Road west)	NB	24	0	26	0	26	0
	SB	23	0	34	0	34	0
A531 Newcastle Road (between Main Road and A500 Shavington Bypass)	EB	239	2	158	2	158	2
	WB	559	3	505	3	505	3
A500 Shavington Bypass (between A51 Newcastle Road and B5071 Jack Mills Way)	EB	1,161	46	1,327	31	1,327	31
	WB	1,676	44	1,659	40	1,659	40
A51 Nantwich Bypass (between A51 Newcastle Road and A534 Crewe Road)	NB	978	35	986	32	986	32
	SB	895	37	984	24	984	24

Location*	Direction	PM peak hour 2031 - all vehicles	PM peak hour 2031 - HGV	PM peak hour 2039 - all vehicles	PM peak hour 2039 - HGV	PM peak hour 2051 - all vehicles	PM peak hour 2051 - HGV
Casey Lane realignment (between Newcastle Road and Weston Lane)	NB	155	0	141	1	141	1
	SB	149	2	234	2	234	2
Cemetery Road (between Cemetery Road north and Main Road)	EB	17	0	25	0	25	0
	WB	98	0	98	0	98	0
Cemetery Road (between Whites Lane and Mere Road)	EB	48	0	57	0	57	0
	WB	19	0	23	0	23	0
Eastern Road (between Rope Hall Lane and Rope Lane)	EB	12	0	18	0	18	0
	WB	51	2	68	2	68	2
A500 Shavington Bypass (between A5020 David Whitby Way and A500 Newcastle Road)	EB	1,361	53	1,382	38	1,382	38
	WB	1,187	66	1,187	64	1,187	64
A500 Newcastle Road (between A500 Shavington Bypass and M6 junction 16)	EB	1,807	55	1,898	40	1,898	40
	WB	1,953	72	2,033	69	2,033	69
A500 Shavington Bypass (between B5071 Jack Mills Way and A5020 David Whitby Way)	EB	1,526	54	1,777	39	1,777	39
	WB	1,789	50	1,810	47	1,810	47
A5020 David Whitby Way (between A500 Shavington Bypass and B5472 Weston Road)	NB	604	32	775	31	775	31
	SB	1,041	14	1,002	13	1,002	13
A51 Nantwich Bypass (between A534 Crewe Road and A530 Middlewich Road)	NB	905	35	1,024	31	1,024	31
	SB	887	32	1,045	20	1,045	20
Barthomley Road (between Radway Green Road and B5077 Butterton Lane)	NB	32	0	30	0	30	0
	SB	104	0	122	0	122	0
A530 Middlewich Road (between A51 Nantwich Bypass and Colleys Lane)	NB	846	8	880	8	880	8
	SB	648	7	588	7	588	7
A532 Weston Road (between A5020 David Whitby Way and Western Road Service Road (southern access))	EB	1,225	18	1,075	17	1,075	17
	WB	287	30	254	29	254	29
Ernest Street (between Manor Way and Neville Street)	NB	23	0	25	0	25	0
	SB	16	0	39	0	39	0
Chambers Street (between Catherine Street and A534 Nantwich Road)	SB	42	0	66	0	66	0
Weston Road Service Road (between Weston Road south access and Weston Road north access)	EB	31	2	87	2	87	2
	WB	66	0	151	0	151	0
A532 Weston Road (between Western Road Service Road (northern access) and A534 Crewe Road)	NB	684	8	1,123	8	1,123	8
	SB	592	13	410	12	410	12
Cotterill Street (between A534 Nantwich Road and Hope Street)	NB	3	0	3	0	3	0
	SB	54	0	108	0	108	0
	EB	64	0	109	0	109	0

Location*	Direction	PM peak hour 2031 - all vehicles	PM peak hour 2031 - HGV	PM peak hour 2039 - all vehicles	PM peak hour 2039 - HGV	PM peak hour 2051 - all vehicles	PM peak hour 2051 - HGV
Hope Street (between A5078 Edleston Road and Cotterill Street)	WB	36	0	54	0	54	0
Hope Street (between Lord Street and A5019 Mill Street)	EB	14	0	17	0	17	0
	WB	36	0	67	0	67	0
A534 Crewe Road (between A532 Weston Road and Gateway)	EB	699	6	1,291	7	1,291	7
	WB	581	16	523	15	523	15
A534 Crewe Road (between Gateway and Electra Way)	EB	803	7	1,413	7	1,413	7
	WB	401	19	331	19	331	19
Union Street (between A5078 Edleston Road and Lord Street)	EB	15	0	13	0	13	0
	WB	18	3	41	2	41	2
Union Street (between Lord Street and A5019 Mill Street)	EB	22	0	20	0	20	0
	WB	20	3	42	2	42	2
A530 Middlewich Road (between Colleys Lane and Wistaston Green Road)	NB	868	10	905	10	905	10
	SB	756	7	771	7	771	7
A534 Crewe Green Road (between Electra Way and A5020 University Way)	EB	917	8	1,513	8	1,513	8
	WB	339	18	272	17	272	17
A532 Macon Way (between A534 Crewe Road and Hungerford Road)	NB	700	5	864	5	864	5
	SB	574	7	683	7	683	7
A5020 University Way (between A534 Crewe Green Road and A532 Weston Road)	NB	913	7	1,063	6	1,063	6
	SB	944	8	982	8	982	8
A530 Middlewich Road (between Wistaston Green Road and A532 Coppenhall Lane)	NB	789	14	803	14	803	14
	SB	1,159	7	1,182	7	1,182	7
A5078 Oak Street (between A5078 Edleston Road and Cross Street)	EB	42	1	44	1	44	1
	WB	547	1	535	1	535	1
Wistaston Road (between Flag Lane and Walthall Street)	EB	39	2	41	2	41	2
	WB	243	3	256	3	256	3
A5019 Vernon Way (between A5019 Mill Street and Lyon Street)	NB	425	1	500	1	500	1
	SB	842	1	915	1	915	1
A5078 Dunwoody Way (between Flag Lane and A5078 Wistaston Road)	EB	239	3	250	3	250	3
	WB	579	4	616	4	616	4
Forge Street/Prince Albert Street (between Chester Street and Lyon Street)	NB	51	0	88	0	88	0
	SB	22	0	30	0	30	0
A532 Coppenhall Lane (between A530 Middlewich Road and Sunnybank Road)	EB	743	7	717	7	717	7
	WB	563	6	557	6	557	6
A5019 Vernon Way (between Lyon Street and A532 Earle Street)	NB	729	1	764	1	764	1
	SB	765	0	811	0	811	0
	NB	807	2	884	2	884	2

Location*	Direction	PM peak hour 2031 - all vehicles	PM peak hour 2031 - HGV	PM peak hour 2039 - all vehicles	PM peak hour 2039 - HGV	PM peak hour 2051 - all vehicles	PM peak hour 2051 - HGV
Sydney Road (between Hungerford Road and Shakespeare Drive)	SB	447	2	204	2	204	2
A532 Manchester Bridge (between William Street and Hungerford Road)	EB	1,074	10	846	9	846	9
	WB	1,240	14	1,415	13	1,415	13
A532 Earle Street (between A5019 Vernon Way and William Street)	EB	904	9	812	9	812	9
	WB	1,072	12	1,135	12	1,135	12
A5078 Dunwoody Way (between The Four Eagles PH access and Flag Lane)	EB	288	3	295	3	295	3
	WB	530	3	564	3	564	3
Coleridge Way (between Hungerford Road and Wordsworth Drive)	NB	178	2	222	2	222	2
	SB	246	0	241	0	241	0
Shakespeare Drive (between Sydney Road and Laureston Avenue)	EB	120	0	147	0	147	0
	WB	216	0	212	0	212	0
Laureston Avenue (between Shakespeare Drive and Wordsworth Drive)	NB	216	0	212	0	212	0
	SB	120	0	147	0	147	0
Sydney Road (between Shakespeare Drive and Lansdowne Road)	NB	782	2	885	2	885	2
	SB	522	2	284	2	284	2
Wordsworth Drive (between Tennyson Avenue and Kipling Way)	EB	123	0	149	0	149	0
	WB	216	0	210	0	210	0
Wordsworth Drive (between Kipling Way and Laureston Avenue)	EB	121	0	148	0	148	0
	WB	216	0	211	0	211	0
Wordsworth Drive (between Coleridge Way and Tennyson Avenue)	EB	127	0	154	0	154	0
	WB	219	0	214	0	214	0
A532 Vernon Way (between A532 Earle Street and A532 West Street)	NB	661	13	643	13	643	13
	SB	611	15	496	15	496	15
Coleridge Way (between Lansdowne Road and Wordsworth Drive)	NB	53	2	70	2	70	2
	SB	29	0	29	0	29	0
A532 Coppenhall Lane (between Sunnybank Road and Victoria Avenue)	EB	911	10	890	10	890	10
	WB	581	8	579	8	579	8
A530 Middlewich Road (between A532 Coppenhall Lane and Pyms Lane)	NB	676	9	732	9	732	9
	SB	891	5	918	5	918	5
A532 West Street (between Broad Street and A532 Vernon Way)	EB	304	3	265	3	265	3
	WB	315	3	336	3	336	3
A5078 Dunwoody Way (between A532 West Street and Joseph Reddrop Way)	NB	579	6	622	6	622	6
	SB	365	6	381	6	381	6
B5076 Vernon Way (between A532 West Street and Badger Avenue)	NB	553	11	532	11	532	11
	SB	511	13	453	13	453	13
A532 West Street (between Ford Lane and Broad Street)	EB	279	7	231	7	231	7
	WB	203	7	210	6	210	6

Location*	Direction	PM peak hour 2031 - all vehicles	PM peak hour 2031 - HGV	PM peak hour 2039 - all vehicles	PM peak hour 2039 - HGV	PM peak hour 2051 - all vehicles	PM peak hour 2051 - HGV
Lansdowne Road (between Coleridge Way and Pelican Close)	NB	13	2	24	2	24	2
	SB	18	0	20	0	20	0
A532 West Street (between Goddard Street and Ford Lane)	EB	393	6	399	6	399	6
	WB	179	5	197	5	197	5
A532 West Street (between Darlington Avenue and Frank Webb Avenue)	EB	675	4	667	4	667	4
	WB	727	3	723	4	723	4
Lansdowne Road (between Lansdowne Road and Sydney Road)	EB	16	2	28	2	28	2
	WB	51	0	51	0	51	0
A532 West Street (between Underwood Lane and Goddard Street)	EB	430	6	425	7	425	7
	WB	358	6	402	6	402	6
A532 West Street (between A5078 Dunwoody Way and Underwood Lane)	EB	525	4	532	4	532	4
	WB	275	3	290	3	290	3
B5076 Middlewich Road (between B5076 Vernon Way and Henry Street)	EB	462	10	412	10	412	10
	WB	495	12	506	12	506	12
A534 Haslington Bypass (between Sydney Road and Clay Lane)	NB	1,042	9	1,128	8	1,128	8
	SB	1,016	19	1,032	19	1,032	19
B5076 Middlewich Street (between Henry Street and Elm Drive)	NB	641	11	667	11	667	11
	SB	609	13	598	13	598	13
Sydney Road (between Herbert Street and Maw Green Road)	NB	706	4	795	4	795	4
	SB	525	2	291	2	291	2
Elm Drive (between B5076 Middlewich Street and Coronation Street)	EB	36	10	40	10	40	10
	WB	9	0	16	0	16	0
Elm Drive (between Coronation Street and Sycamore Avenue)	NB	36	10	40	10	40	10
	SB	9	0	16	0	16	0
B5076 Middlewich Road (between Elm Drive and Stamp Avenue)	NB	534	1	551	2	551	2
	SB	535	13	516	13	516	13
Elm Drive (between Sycamore Avenue and Lime Tree Avenue)	NB	15	12	18	12	18	12
	SB	4	2	8	2	8	2
Greenway (between Stamp Avenue and B5076 Middlewich Street)	NB	39	0	80	0	80	0
	SB	8	0	6	0	6	0
Stamp Avenue (between Greenway and B5076 Middlewich Street)	EB	21	0	19	0	19	0
	WB	43	0	82	0	82	0
B5076 Middlewich Street (between Stamp Avenue and Lime Tree Avenue)	NB	404	2	387	2	387	2
	SB	301	13	287	13	287	13
Lime Tree Avenue (between B5076 Middlewich Street and Sycamore Avenue)	EB	56	0	70	0	70	0
	WB	34	0	37	0	37	0
	NB	868	9	927	9	927	9

Location*	Direction	PM peak hour 2031 - all vehicles	PM peak hour 2031 - HGV	PM peak hour 2039 - all vehicles	PM peak hour 2039 - HGV	PM peak hour 2051 - all vehicles	PM peak hour 2051 - HGV
A530 Middlewich Road (between Pyms Lane and Middlewich Road)	SB	695	5	718	5	718	5
Lime Tree Avenue (between Sycamore Avenue and Acer Avenue)	EB	53	0	68	0	68	0
	WB	32	0	34	0	34	0
Lime Tree Avenue (between Prunus Road and Elm Drive)	EB	55	0	70	0	70	0
	WB	37	0	41	0	41	0
Elm Drive (between Lime Tree Avenue and Remer Street)	NB	256	12	399	12	399	12
	SB	220	3	198	3	198	3
Maw Green Road (between Sydney Road and Maw Lane)	EB	401	4	855	5	855	5
	WB	52	2	61	3	61	3
Lime Tree Avenue (between Acer Avenue and Prunus Road)	EB	54	0	68	0	68	0
	WB	35	0	39	0	39	0
B5076 Middlewich Street (between Lime Tree Avenue and Remer Street)	NB	351	2	321	2	321	2
	SB	270	13	254	13	254	13
Clay Lane (between Newtons Lane and Maw Lane)	EB	248	1	405	1	405	1
	WB	21	0	18	0	18	0
Groby Road (between Remer Street and Stoneley Road)	NB	397	1	513	1	513	1
	SB	808	0	758	0	758	0
Acer Avenue (between Remer Street and Lime Tree Avenue)	NB	3	0	4	0	4	0
	SB	1	0	1	0	1	0
Remer Street (between Acer Avenue and Groby Road)	EB	469	5	621	6	621	6
	WB	740	14	765	14	765	14
Remer Street (between B5076 Middlewich Street and Acer Avenue)	EB	470	5	621	6	621	6
	WB	742	14	769	14	769	14
Selworthy Drive (between B5076 Bradfield Road and Underwood Lane)	NB	385	1	416	2	416	2
	SB	132	0	113	1	113	1
B5076 Middlewich Street (between Broad Street and Remer Street)	EB	729	7	864	7	864	7
	WB	1,082	4	1,078	4	1,078	4
Newtons Lane (between Clay Lane and Nesfield Drive)	EB	243	1	399	1	399	1
	WB	17	0	14	0	14	0
Underwood Lane (between Cliffe Road and Newbury Avenue)	EB	183	4	188	4	188	4
	WB	100	4	105	4	105	4
Newtons Lane (between Nesfield Drive and Crewe Road)	EB	245	1	403	1	403	1
	WB	59	0	56	0	56	0
Underwood Lane (between Newbury Avenue and Pear Tree Avenue)	NB	175	4	179	4	179	4
	SB	99	4	104	4	104	4
B5076 North Street (between Broughton Road and Broad Street)	EB	629	6	629	6	629	6
	WB	966	6	1,016	6	1,016	6
Underwood Lane (between Pear Tree Avenue and B5076 Bradfield Road)	NB	170	4	174	4	174	4
	SB	99	4	104	4	104	4

Location*	Direction	PM peak hour 2031 - all vehicles	PM peak hour 2031 - HGV	PM peak hour 2039 - all vehicles	PM peak hour 2039 - HGV	PM peak hour 2051 - all vehicles	PM peak hour 2051 - HGV
B5076 Bradfield Road (between Underwood Lane and Broughton Road)	EB	616	6	613	6	613	6
	WB	829	5	871	5	871	5
Stoneley Road (between B5076 Broad Street and Waldron's Lane)	NB	24	0	28	0	28	0
	SB	11	0	16	0	16	0
B5076 Bradfield Road (between Selworthy Drive and Mablins Lane)	EB	452	8	483	8	483	8
	WB	403	6	400	5	400	5
B5076 Bradfield Road (between Mablins Lane and Cliffe Road)	EB	563	13	588	13	588	13
	WB	643	12	681	11	681	11
B5076 Bradfield Road (between Cliffe Road and Underwood Lane)	EB	457	9	450	9	450	9
	WB	741	9	778	8	778	8
B5076 Bradfield Road (between Parkers Road and Selworthy Drive)	EB	468	5	468	5	468	5
	WB	573	5	587	5	587	5
A530 Middlewich Road (between Middlewich Road and Smithy Lane)	NB	770	9	845	9	845	9
	SB	521	4	542	4	542	4
A534 Haslington Bypass (between Clay Lane and Crewe Road)	NB	1,068	13	1,134	12	1,134	12
	SB	1,088	22	1,105	22	1,105	22
Broughton Road (between Maplins Moss Place and Parkers Road)	NB	34	1	30	1	30	1
	SB	34	0	39	0	39	0
Stoneley Road (between Waldron's Lane and Groby Road)	EB	0	0	0	0	0	0
	WB	48	1	174	1	174	1
B5076 Bradfield Road (between Parkers Road and B5076 Flowers Lane)	EB	859	9	892	9	892	9
	WB	721	13	765	12	765	12
Parkers Road (between B5076 Bradfield Road and Higher Croft Drive)	EB	493	6	526	6	526	6
	WB	182	8	219	8	219	8
Parkers Road (between Higher Croft Drive and Parkfield)	EB	505	6	545	6	545	6
	WB	268	8	385	8	385	8
Parkers Road (between Parkfield and Mablins Lane)	EB	435	6	473	7	473	7
	WB	411	8	538	8	538	8
Parkers Road (between Mablins Lane and Broughton Road)	EB	434	2	478	3	478	3
	WB	283	3	369	3	369	3
Waldrons Lane (between Stoneley Road and Warmingham Road)	NB	75	1	208	1	208	1
	SB	14	0	18	0	18	0
Groby Road (between Stoneley Road and Warmingham Road)	NB	548	0	560	0	560	0
	SB	141	0	138	0	138	0
Warmingham Road (between Broughton Road and Waldron's Lane)	EB	325	4	368	4	368	4
	WB	336	2	441	2	441	2
B5076 Flowers Lane (between A530 Middlewich Road and B5076 Bradfield Road)	EB	251	2	213	1	213	1
	WB	459	4	452	3	452	3

Location*	Direction	PM peak hour 2031 - all vehicles	PM peak hour 2031 - HGV	PM peak hour 2039 - all vehicles	PM peak hour 2039 - HGV	PM peak hour 2051 - all vehicles	PM peak hour 2051 - HGV
A530 Middlewich Road (between Smithy Lane and B5076 Flowers Lane)	NB	784	14	856	15	856	15
	SB	401	7	444	8	444	8
Warmingham Road (between Waldron's Lane and Groby Road)	EB	348	4	398	5	398	5
	WB	298	2	281	2	281	2
A534 Wheelock Bypass (between Crewe Road and Mill Lane)	NB	897	13	973	13	973	13
	SB	867	22	861	22	861	22
A530 Middlewich Road (between B5076 Flowers Lane and Eardswick Lane)	NB	1,208	18	1,269	18	1,269	18
	SB	617	9	618	9	618	9
A530 Middlewich Road (between Eardswick Lane and Brookhouse Lane)	NB	747	7	759	6	759	6
	SB	461	4	460	5	460	5
A534 Wheelock Bypass (between Mill Lane and A533 Old Mill Road)	NB	970	13	1,025	13	1,025	13
	SB	892	22	889	23	889	23
A533 The Hill (between Hassall Road and Heath Road)	EB	253	0	257	0	257	0
	WB	522	2	523	2	523	2
Manor Road (between Dubthorn Lane and School Lane)	EB	70	1	80	1	80	1
	WB	47	1	60	1	60	1
Heath Road (between A533 The Hill and Manor Road)	EB	102	0	102	0	102	0
	WB	170	0	154	0	154	0
A534 Old Mill Road (between Brookhouse Road and A533 The Hill)	NB	1,097	15	1,151	15	1,151	15
	SB	736	23	738	24	738	24
Heath Road (between Manor Road and School Lane)	EB	92	0	92	0	92	0
	WB	165	0	149	0	149	0
A533 The Hill (between A534 Old Mill Road and Hassall Road)	EB	568	2	592	2	592	2
	WB	609	3	630	3	630	3
School Lane (between Manor Road and Heath Road)	NB	42	1	55	1	55	1
	SB	67	1	76	1	76	1
High Street (between Hightown and A534 Old Mill Road)	WB	283	0	253	0	253	0
Bradwall Road (between Hightown and Chapel Street)	NB	412	0	426	0	426	0
	SB	403	4	435	4	435	4
Chapel Street (between A533 Middlewich Road and Bradwall Road)	WB	170	1	165	0	165	0
Church Lane (between Heath Road and Reynolds Lane)	NB	158	1	172	1	172	1
	SB	256	1	245	2	245	2
Bradwall Road (between Chapel Street and Elworth Street)	NB	234	0	244	0	244	0
	SB	396	5	426	5	426	5
Moss Lane (between B5079 Salt Line Way and Plant Lane)	NB	88	0	95	0	95	0
	SB	54	1	57	1	57	1
	NB	510	3	536	3	552	2

Location*	Direction	PM peak hour 2031 - all vehicles	PM peak hour 2031 - HGV	PM peak hour 2039 - all vehicles	PM peak hour 2039 - HGV	PM peak hour 2051 - all vehicles	PM peak hour 2051 - HGV
B5074 Over Road/B5074 Swanlow Lane (between Cross Lane and Moor Lane)	SB	574	5	593	5	520	3

* *Casey Lane (between Back Lane and Weston Lane) is closed in the future baseline as a result of HS2 Phase 2a and is therefore not reported in the future baseline.*

Table 6-6: MA01 strategic and local road network future baseline flows AADT

Location*	Direction	AADT 2031	AADT 2039	AADT 2051
Annions Lane (between A51 London Road and B5071 Main Road)	EB	379	646	646
	WB	648	765	765
Wybunbury Lane (between Wybunbury Lane and B5071 Stock Lane)	EB	10	10	10
	WB	290	517	517
Back Lane (between Casey Lane and Newcastle Road)	NB	680	724	724
	SB	677	607	607
Newcastle Road (between Casey Lane realignment and A531 Newcastle Road)	EB	4,625	5,216	5,216
	WB	5,517	6,104	6,104
Newcastle Road (between Back Lane and Casey Lane realignment)	EB	4,108	4,635	4,635
	WB	5,168	5,801	5,801
Main Road east (between Newcastle Road and Main Road west)	NB	1,051	1,407	1,407
	SB	526	590	590
A531 Newcastle Road (between Main Road and A500 Shavington Bypass)	EB	4,029	3,033	3,033
	WB	4,817	4,502	4,502
A500 Shavington Bypass (between A51 Newcastle Road and B5071 Jack Mills Way)	EB	14,392	14,456	14,456
	WB	15,739	16,171	16,171
A51 Nantwich Bypass (between A51 Newcastle Road and A534 Crewe Road)	NB	10,473	10,718	10,718
	SB	8,758	8,838	8,838
Casey Lane realignment (between Newcastle Road and Weston Lane)	NB	1,693	1,929	1,929
	SB	1,725	2,071	2,071
Cemetery Road (between Cemetery Road north and Main Road)	EB	240	449	449
	WB	1,123	1,160	1,160
Cemetery Road (between Whites Lane and Mere Road)	EB	530	777	777
	WB	500	664	664
Eastern Road (between Rope Hall Lane and Rope Lane)	EB	108	379	379
	WB	340	470	470
A500 Shavington Bypass (between A5020 David Whitby Way and A500 Newcastle Road)	EB	13,523	13,802	13,802
	WB	14,706	16,251	16,251
A500 Newcastle Road (between A500 Shavington Bypass and M6 junction 16)	EB	19,101	19,740	19,740
	WB	21,141	23,431	23,431
A500 Shavington Bypass (between B5071 Jack Mills Way and A5020 David Whitby Way)	EB	18,011	19,355	19,355
	WB	18,411	20,468	20,468

Location*	Direction	AADT 2031	AADT 2039	AADT 2051
A5020 David Whitby Way (between A500 Shavington Bypass and B5472 Weston Road)	NB	8,761	9,178	9,178
	SB	7,977	7,957	7,957
A51 Nantwich Bypass (between A534 Crewe Road and A530 Middlewich Road)	NB	10,182	11,331	11,331
	SB	8,481	9,820	9,820
Barthomley Road (between Radway Green Road and B5077 Butterton Lane)	NB	769	799	799
	SB	943	1,030	1,030
A530 Middlewich Road (between A51 Nantwich Bypass and Colleys Lane)	NB	11,341	11,980	11,980
	SB	7,736	7,265	7,265
A532 Weston Road (between A5020 David Whitby Way and Western Road Service Road (southern access))	EB	8,237	7,652	7,652
	WB	8,455	8,988	8,988
Ernest Street (between Manor Way and Neville Street)	NB	890	1,692	1,692
	SB	155	304	304
Chambers Street (between Catherine Street and A534 Nantwich Road)	SB	361	502	502
Weston Road Service Road (between Weston Road south access and Weston Road north access)	EB	999	1,917	1,917
	WB	464	954	954
A532 Weston Road (between Western Road Service Road (northern access) and A534 Crewe Road)	NB	7,361	9,689	9,689
	SB	5,540	5,579	5,579
Cotterill Street (between A534 Nantwich Road and Hope Street)	NB	38	40	40
	SB	325	634	634
Hope Street (between A5078 Edleston Road and Cotterill Street)	EB	464	899	899
	WB	384	517	517
Hope Street (between Lord Street and A5019 Mill Street)	EB	166	292	292
	WB	269	476	476
A534 Crewe Road (between A532 Weston Road and Gateway)	EB	8,389	11,190	11,190
	WB	6,525	6,813	6,813
A534 Crewe Road (between Gateway and Electra Way)	EB	7,711	10,623	10,623
	WB	6,829	7,074	7,074
Union Street (between A5078 Edleston Road and Lord Street)	EB	1,006	849	849
	WB	124	254	254
Union Street (between Lord Street and A5019 Mill Street)	EB	1,044	881	881
	WB	145	268	268
A530 Middlewich Road (between Colleys Lane and Wistaston Green Road)	NB	12,096	12,710	12,710
	SB	8,723	8,580	8,580
A534 Crewe Green Road (between Electra Way and A5020 University Way)	EB	8,032	10,883	10,883
	WB	7,923	8,193	8,193
A532 Macon Way (between A534 Crewe Road and Hungerford Road)	NB	5,792	6,454	6,454
	SB	6,368	7,349	7,349
A5020 University Way (between A534 Crewe Green Road and A532 Weston Road)	NB	9,280	9,941	9,941
	SB	9,030	9,790	9,790
A530 Middlewich Road (between Wistaston Green Road and A532 Coppenhall Lane)	NB	12,108	12,509	12,509
	SB	11,438	11,296	11,296
	EB	1,530	1,420	1,420

Location*	Direction	AADT 2031	AADT 2039	AADT 2051
A5078 Oak Street (between A5078 Edleston Road and Cross Street)	WB	4,913	4,901	4,901
Wistaston Road (between Flag Lane and Walthall Street)	EB	384	355	355
	WB	2,392	2,568	2,568
A5019 Vernon Way (between A5019 Mill Street and Lyon Street)	NB	6,122	7,105	7,105
	SB	7,116	7,933	7,933
A5078 Dunwoody Way (between Flag Lane and A5078 Wistaston Road)	EB	3,720	3,714	3,714
	WB	5,638	6,136	6,136
Forge Street/Prince Albert Street (between Chester Street and Lyon Street)	NB	318	525	525
	SB	844	839	839
A532 Coppenhall Lane (between A530 Middlewich Road and Sunnybank Road)	EB	8,084	8,655	8,655
	WB	6,846	7,009	7,009
A5019 Vernon Way (between Lyon Street and A532 Earle Street)	NB	7,286	7,927	7,927
	SB	8,515	9,134	9,134
Sydney Road (between Hungerford Road and Shakespeare Drive)	NB	8,687	8,585	8,585
	SB	7,102	6,448	6,448
A532 Manchester Bridge (between William Street and Hungerford Road)	EB	12,136	11,750	11,750
	WB	11,613	12,887	12,887
A532 Earle Street (between A5019 Vernon Way and William Street)	EB	11,169	10,952	10,952
	WB	10,814	11,595	11,595
A5078 Dunwoody Way (between The Four Eagles PH access and Flag Lane)	EB	3,631	3,566	3,566
	WB	5,516	6,011	6,011
Coleridge Way (between Hungerford Road and Wordsworth Drive)	NB	1,155	1,363	1,363
	SB	1,938	1,954	1,954
Shakespeare Drive (between Sydney Road and Laureston Avenue)	EB	699	855	855
	WB	1,618	1,632	1,632
Laureston Avenue (between Shakespeare Drive and Wordsworth Drive)	NB	1,618	1,632	1,632
	SB	699	855	855
Sydney Road (between Shakespeare Drive and Lansdowne Road)	NB	8,243	8,281	8,281
	SB	7,393	6,811	6,811
Wordsworth Drive (between Tennyson Avenue and Kipling Way)	EB	728	878	878
	WB	1,592	1,594	1,594
Wordsworth Drive (between Kipling Way and Laureston Avenue)	EB	710	862	862
	WB	1,608	1,615	1,615
Wordsworth Drive (between Coleridge Way and Tennyson Avenue)	EB	777	932	932
	WB	1,620	1,624	1,624
A532 Vernon Way (between A532 Earle Street and A532 West Street)	NB	6,050	6,424	6,424
	SB	7,355	6,884	6,884
Coleridge Way (between Lansdowne Road and Wordsworth Drive)	NB	409	466	466
	SB	349	365	365
A532 Coppenhall Lane (between Sunnybank Road and Victoria Avenue)	EB	9,175	9,699	9,699
	WB	7,450	7,567	7,567
	NB	8,397	8,893	8,893

Location*	Direction	AADT 2031	AADT 2039	AADT 2051
A530 Middlewich Road (between A532 Coppenhall Lane and Pyms Lane)	SB	9,005	9,406	9,406
A532 West Street (between Broad Street and A532 Vernon Way)	EB	3,561	3,361	3,361
	WB	3,323	3,456	3,456
A5078 Dunwoody Way (between A532 West Street and Joseph Reddrop Way)	NB	5,779	6,284	6,284
	SB	4,024	3,951	3,951
B5076 Vernon Way (between A532 West Street and Badger Avenue)	NB	4,999	5,182	5,182
	SB	6,021	5,690	5,690
A532 West Street (between Ford Lane and Broad Street)	EB	4,016	3,817	3,817
	WB	2,721	2,785	2,785
Lansdowne Road (between Coleridge Way and Pelican Close)	NB	115	179	179
	SB	189	207	207
A532 West Street (between Goddard Street and Ford Lane)	EB	5,397	5,585	5,585
	WB	2,532	2,665	2,665
A532 West Street (between Darlington Avenue and Frank Webb Avenue)	EB	7,892	8,157	8,157
	WB	7,933	8,054	8,054
Lansdowne Road (between Lansdowne Road and Sydney Road)	EB	172	250	250
	WB	647	709	709
A532 West Street (between Underwood Lane and Goddard Street)	EB	5,738	5,979	5,979
	WB	4,732	5,172	5,172
A532 West Street (between A5078 Dunwoody Way and Underwood Lane)	EB	5,968	6,319	6,319
	WB	2,917	3,020	3,020
B5076 Middlewich Road (between B5076 Vernon Way and Henry Street)	EB	4,039	4,163	4,163
	WB	5,466	5,588	5,588
A534 Haslington Bypass (between Sydney Road and Clay Lane)	NB	10,564	11,137	11,137
	SB	10,847	12,802	12,802
B5076 Middlewich Street (between Henry Street and Elm Drive)	NB	4,821	5,672	5,672
	SB	6,806	7,095	7,095
Sydney Road (between Herbert Street and Maw Green Road)	NB	7,425	7,305	7,305
	SB	7,157	6,488	6,488
Elm Drive (between B5076 Middlewich Street and Coronation Street)	EB	367	1,014	1,014
	WB	157	202	202
Elm Drive (between Coronation Street and Sycamore Avenue)	NB	367	1,014	1,014
	SB	157	202	202
B5076 Middlewich Road (between Elm Drive and Stamp Avenue)	NB	3,921	4,094	4,094
	SB	5,735	5,964	5,964
Elm Drive (between Sycamore Avenue and Lime Tree Avenue)	NB	213	849	849
	SB	104	133	133
Greenway (between Stamp Avenue and B5076 Middlewich Street)	NB	390	573	573
	SB	123	473	473
Stamp Avenue (between Greenway and B5076 Middlewich Street)	EB	384	732	732
	WB	535	700	700
	NB	3,586	3,584	3,584

Location*	Direction	AADT 2031	AADT 2039	AADT 2051
B5076 Middlewich Street (between Stamp Avenue and Lime Tree Avenue)	SB	3,834	3,664	3,664
Lime Tree Avenue (between B5076 Middlewich Street and Sycamore Avenue)	EB	752	851	851
	WB	482	488	488
A530 Middlewich Road (between Pyms Lane and Middlewich Road)	NB	9,393	9,746	9,746
	SB	8,209	8,347	8,347
Lime Tree Avenue (between Sycamore Avenue and Acer Avenue)	EB	729	827	827
	WB	439	459	459
Lime Tree Avenue (between Prunus Road and Elm Drive)	EB	752	858	858
	WB	502	552	552
Elm Drive (between Lime Tree Avenue and Remer Street)	NB	2,745	3,723	3,723
	SB	3,090	3,227	3,227
Maw Green Road (between Sydney Road and Maw Lane)	EB	2,602	5,187	5,187
	WB	2,386	2,850	2,850
Lime Tree Avenue (between Acer Avenue and Prunus Road)	EB	735	839	839
	WB	470	519	519
B5076 Middlewich Street (between Lime Tree Avenue and Remer Street)	NB	2,893	2,776	2,776
	SB	3,411	3,220	3,220
Clay Lane (between Newtons Lane and Maw Lane)	EB	1,497	2,404	2,404
	WB	487	933	933
Groby Road (between Remer Street and Stoneley Road)	NB	8,155	8,810	8,810
	SB	7,472	8,065	8,065
Acer Avenue (between Remer Street and Lime Tree Avenue)	NB	31	60	60
	SB	6	11	11
Remer Street (between Acer Avenue and Groby Road)	EB	7,961	9,039	9,039
	WB	6,854	7,126	7,126
Remer Street (between B5076 Middlewich Street and Acer Avenue)	EB	7,966	9,050	9,050
	WB	6,886	7,186	7,186
Selworthy Drive (between B5076 Bradfield Road and Underwood Lane)	NB	2,771	3,152	3,152
	SB	1,033	972	972
B5076 Middlewich Street (between Broad Street and Remer Street)	EB	11,300	12,194	12,194
	WB	9,702	9,886	9,886
Newtons Lane (between Clay Lane and Nesfield Drive)	EB	1,442	2,345	2,345
	WB	408	847	847
Underwood Lane (between Cliffe Road and Newbury Avenue)	EB	1,465	1,625	1,625
	WB	1,627	1,741	1,741
Newtons Lane (between Nesfield Drive and Crewe Road)	EB	1,789	2,940	2,940
	WB	917	1,253	1,253
Underwood Lane (between Newbury Avenue and Pear Tree Avenue)	NB	1,409	1,567	1,567
	SB	1,586	1,700	1,700
B5076 North Street (between Broughton Road and Broad Street)	EB	7,429	7,374	7,374
	WB	8,730	9,101	9,101
	NB	1,385	1,535	1,535

Location*	Direction	AADT 2031	AADT 2039	AADT 2051
Underwood Lane (between Pear Tree Avenue and B5076 Bradfield Road)	SB	1,580	1,689	1,689
B5076 Bradfield Road (between Underwood Lane and Broughton Road)	EB	6,430	6,799	6,799
	WB	8,474	8,906	8,906
Stoneley Road (between B5076 Broad Street and Waldron's Lane)	NB	184	232	232
	SB	162	178	178
B5076 Bradfield Road (between Selworthy Drive and Mablins Lane)	EB	4,132	4,334	4,334
	WB	5,374	5,475	5,475
B5076 Bradfield Road (between Mablins Lane and Cliffe Road)	EB	5,997	6,186	6,186
	WB	7,241	7,644	7,644
B5076 Bradfield Road (between Cliffe Road and Underwood Lane)	EB	5,138	5,356	5,356
	WB	6,987	7,310	7,310
B5076 Bradfield Road (between Parkers Road and Selworthy Drive)	EB	4,593	4,681	4,681
	WB	6,825	7,201	7,201
A530 Middlewich Road (between Middlewich Road and Smithy Lane)	NB	7,724	8,217	8,217
	SB	6,475	6,746	6,746
A534 Haslington Bypass (between Clay Lane and Crewe Road)	NB	10,960	11,554	11,554
	SB	12,254	13,893	13,893
Broughton Road (between Maplins Moss Place and Parkers Road)	NB	497	448	448
	SB	488	552	552
Stoneley Road (between Waldron's Lane and Groby Road)	EB	101	365	365
	WB	346	1,005	1,005
B5076 Bradfield Road (between Parkers Road and B5076 Flowers Lane)	EB	8,503	8,914	8,914
	WB	9,488	9,822	9,822
Parkers Road (between B5076 Bradfield Road and Higher Croft Drive)	EB	4,550	4,943	4,943
	WB	3,515	3,683	3,683
Parkers Road (between Higher Croft Drive and Parkfield)	EB	5,343	5,953	5,953
	WB	3,171	3,879	3,879
Parkers Road (between Parkfield and Mablins Lane)	EB	5,377	6,019	6,019
	WB	3,964	4,743	4,743
Parkers Road (between Mablins Lane and Broughton Road)	EB	5,155	5,900	5,900
	WB	3,770	4,338	4,338
Waldrons Lane (between Stoneley Road and Warmingham Road)	NB	570	1,280	1,280
	SB	286	565	565
Groby Road (between Stoneley Road and Warmingham Road)	NB	4,426	4,511	4,511
	SB	4,053	4,772	4,772
Warmingham Road (between Broughton Road and Waldron's Lane)	EB	4,494	5,192	5,192
	WB	4,196	4,879	4,879
B5076 Flowers Lane (between A530 Middlewich Road and B5076 Bradfield Road)	EB	3,407	3,332	3,332
	WB	5,077	5,217	5,217
A530 Middlewich Road (between Smithy Lane and B5076 Flowers Lane)	NB	7,489	7,907	7,907
	SB	5,608	5,940	5,940
	EB	4,583	5,060	5,060

Location*	Direction	AADT 2031	AADT 2039	AADT 2051
Warmingham Road (between Waldron's Lane and Groby Road)	WB	4,001	4,032	4,032
A534 Wheelock Bypass (between Crewe Road and Mill Lane)	NB	10,138	10,632	10,632
	SB	8,865	9,341	9,341
A530 Middlewich Road (between B5076 Flowers Lane and Eardswick Lane)	NB	11,966	12,491	12,491
	SB	8,415	8,640	8,640
A530 Middlewich Road (between Eardswick Lane and Brookhouse Lane)	NB	6,803	6,803	6,803
	SB	5,962	6,173	6,173
A534 Wheelock Bypass (between Mill Lane and A533 Old Mill Road)	NB	11,128	11,506	11,506
	SB	9,299	9,801	9,801
A533 The Hill (between Hassall Road and Heath Road)	EB	3,560	3,553	3,553
	WB	4,489	4,454	4,454
Manor Road (between Dubthorn Lane and School Lane)	EB	491	759	759
	WB	816	914	914
Heath Road (between A533 The Hill and Manor Road)	EB	1,335	1,318	1,318
	WB	1,542	1,420	1,420
A534 Old Mill Road (between Brookhouse Road and A533 The Hill)	NB	12,348	12,593	12,593
	SB	8,167	8,516	8,516
Heath Road (between Manor Road and School Lane)	EB	1,248	1,217	1,217
	WB	1,467	1,344	1,344
A533 The Hill (between A534 Old Mill Road and Hassall Road)	EB	5,677	5,805	5,805
	WB	6,280	6,313	6,313
School Lane (between Manor Road and Heath Road)	NB	773	879	879
	SB	450	715	715
High Street (between Hightown and A534 Old Mill Road)	WB	2,689	2,567	2,567
Bradwall Road (between Hightown and Chapel Street)	NB	3,188	3,358	3,358
	SB	3,182	3,468	3,468
Chapel Street (between A533 Middlewich Road and Bradwall Road)	WB	980	959	959
Church Lane (between Heath Road and Reynolds Lane)	NB	2,285	2,358	2,358
	SB	2,098	2,222	2,222
Bradwall Road (between Chapel Street and Elworth Street)	NB	2,165	2,302	2,302
	SB	3,045	3,301	3,301
Moss Lane (between B5079 Salt Line Way and Plant Lane)	NB	753	806	806
	SB	457	478	478
B5074 Over Road/B5074 Swanlow Lane (between Cross Lane and Moor Lane)	NB	5,320	5,728	5,871
	SB	6,146	6,526	5,656

** Casey Lane (between Back Lane and Weston Lane) is closed in the future baseline as a result of HS2 Phase 2a and is therefore not reported in the future baseline.*

Junction operation

5.3.21 Junction operation is reported in Section 6.4 of the main TA and Section 5.3 of the SES1 and AP1 ES TA.

5.3.22 The operation of the key junctions has been assessed using the existing and future baseline traffic flows. The results are summarised in the following tables where they differ from or are in addition to the main TA and SES1 and AP1 ES TA. Where there are changes to infrastructure compared to the main TA and SES1 and AP1 ES TA, these are highlighted. Where no updates to junction operation are provided, junction operation is as described in Section 5.3 of the SES1 and AP1 ES TA.

5.3.23 Where a junction will be affected by construction of the AP2 revised scheme, future baseline results are included for 2031. Where a junction will be affected by the operation of the AP2 revised scheme, which is primarily due to changes in traffic as a result of infrastructure changes or changes in demand associated with the AP2 revised scheme, results are included for 2039 and 2051. Junctions affected by both construction and operation include results for all three assessment years.

5.3.24 The results are presented in the same order as presented in the main TA and SES1 and AP1 ES TA. Junctions that were not reported in the main TA or SES1 and AP1 ES TA are provided at the end of the junction performance section after the Forge Mill Lane/Dragons Lane/Tetton Lane/White Hall Lane junction (paragraph 5.3.181).

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

M6 junction 16/A500 Newcastle Road/B5078 Radway Green Road/A500 (Barthomley Interchange)

5.3.26 Table 6-7 in the SES1 and AP1 ES TA replaced Table 6-7 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-7 below replaces Table 6-7 of the SES1 and AP1 ES TA.

Table 6-7: 2018 baseline performance at M6 junction 16/A500 Newcastle Road/B5078 Radway Green Road/A500 (Barthomley Interchange) junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5078 Radway Green Road	428	90%	4
M6 junction 16 southbound off-slip	782	43%	6
Circulatory at M6 junction 16 southbound off-slip	1,578	63%	11
A500 (east)	1,759	74%	9
Circulatory at A500 (east)	642	72%	7
M6 junction 16 northbound off-slip	703	46%	6
Circulatory at M6 junction 16 northbound off-slip	1,693	61%	11
A500 Newcastle Road	1,353	75%	11
Circulatory at A500 Newcastle Road	915	36%	6
	2018 PM peak hour (17:00–18:00) baseline results		
B5078 Radway Green Road	281	53%	1

Approach	Flow, PCU/hr	VoC	Q, PCU
M6 junction 16 southbound off-slip	772	37%	6
Circulatory at M6 junction 16 southbound off-slip	1,552	70%	11
A500 (east)	1,589	79%	10
Circulatory at A500 (east)	672	47%	7
M6 junction 16 northbound off-slip	701	46%	6
Circulatory at M6 junction 16 northbound off-slip	1,743	62%	11
A500 Newcastle Road	1,399	77%	11
Circulatory at A500 Newcastle Road	969	39%	7

5.3.27 The conclusions drawn in paragraph 5.3.31 of the SES1 and AP1 ES TA, are replaced by:

"In the 2018 baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 90% on the B5078 Radway Green Road approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 79% on the A500 (east) approach with an associated queue length of 10 PCU."

5.3.28 Table 6-8 of the SES1 and AP1 ES TA replaced Table 6-8 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-8 below replaces Table 6-8 of the SES1 and AP1 ES TA.

Table 6-8: Future baseline performance at M6 junction 16/A500 Newcastle Road/B5078 Radway Green Road/A500 (Barthomley Interchange) junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5078 Radway Green Road	168	107%	5
M6 junction 16 southbound off-slip	1,328	73%	11
Circulatory at M6 junction 16 southbound off-slip	1,445	58%	10
A500 (east)	2,279	99%	12
Circulatory at A500 (east)	744	73%	8
M6 junction 16 northbound off-slip	769	50%	7
Circulatory at M6 junction 16 northbound off-slip	2,409	86%	15
A500 Newcastle Road	1,819	100%	14
Circulatory at A500 Newcastle Road	1,179	47%	8
	2031 PM peak hour (17:00–18:00)		
B5078 Radway Green Road	180	109%	5
M6 junction 16 southbound off-slip	1,441	69%	11
Circulatory at M6 junction 16 southbound off-slip	1,777	80%	13
A500 (east)	1,951	100%	12
Circulatory at A500 (east)	1,153	83%	10
M6 junction 16 northbound off-slip	856	56%	8
Circulatory at M6 junction 16 northbound off-slip	2,504	90%	16
A500 Newcastle Road	1,910	105%	14

Approach	Flow, PCU/hr	VoC	Q, PCU
Circulatory at A500 Newcastle Road	1,280	51%	8

5.3.29 The conclusions drawn in paragraph 5.3.33 of the SES1 and AP1 ES TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum VoC of 107% on the B5078 Radway Green Road approach in the AM peak hour with an associated queue length of five PCU. In the PM peak hour, the maximum VoC of 109% is on the B5078 Radway Green Road approach with an associated queue length of five PCU."

M6 junction 17/A534 Congleton Road

5.3.30 Table 6-9 in the SES1 and AP1 ES TA replaced Table 6-9 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-9 below replaces Table 6-9 of the SES1 and AP1 ES TA.

Table 6-9: 2018 baseline performance at M6 junction 17/A534 Congleton Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
M6 southbound off-slip (junction 17)	177	32%	2
A534 Congleton Road (east)	619	103%	7
A534 Congleton Road (east) (left slip)	162	15%	0
M6 northbound off-slip (junction 17) (roundabout entry)	229	25%	0
M6 northbound off-slip (junction 17) (left slip)	119	17%	0
A534 Old Mill Road (west)	731	53%	0
A534 Old Mill Road (motorway overbridge eastbound)	960	81%	8
A534 Old Mill Road (motorway overbridge westbound)	777	47%	0
	2018 PM peak hour (17:00–18:00) baseline results		
M6 southbound off-slip (junction 17)	318	67%	5
A534 Congleton Road (east)	663	92%	8
A534 Congleton Road (east) (left slip)	271	23%	0
M6 northbound off-slip (junction 17) (roundabout entry)	384	55%	3
M6 northbound off-slip (junction 17) (left slip)	163	27%	1
A534 Old Mill Road (west)	651	55%	1
A534 Old Mill Road (motorway overbridge eastbound)	1,034	69%	10
A534 Old Mill Road (motorway overbridge westbound)	981	60%	1

5.3.31 The conclusions drawn in paragraph 5.3.35 of the SES1 and AP1 ES TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 103% on the A534 Congleton Road (east) approach with an associated queue length of seven PCU. In the PM peak hour, the assessment shows

that this junction is close to capacity in the 2018 baseline with a maximum VoC of 92% on the A534 Congleton Road (east) approach with an associated queue length of eight PCU."

5.3.32 Table 6-10 of the SES1 and AP1 ES TA replaced Table 6-10 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-10 below replaces Table 6-10 of the SES1 and AP1 ES TA.

Table 6-10: Future baseline performance at M6 junction 17/A534 Congleton Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
M6 southbound off-slip (junction 17)	373	67%	4
A534 Congleton Road (east)	602	100%	7
A534 Congleton Road (east) (left slip)	273	26%	0
M6 northbound off-slip (junction 17) (roundabout entry)	430	35%	0
Capricorn Business Park Access	67	8%	0
A534 Old Mill Road (west)	1,471	54%	0
A534 Old Mill Road (motorway overbridge eastbound)	1,089	91%	9
A534 Old Mill Road (motorway overbridge westbound)	973	56%	0
	2031 PM peak hour (17:00–18:00)		
M6 southbound off-slip (junction 17)	440	98%	7
A534 Congleton Road (east)	666	93%	8
A534 Congleton Road (east) (left slip)	441	40%	0
M6 northbound off-slip (junction 17) (roundabout entry)	720	63%	3
Capricorn Business Park Access	113	19%	0
A534 Old Mill Road (west)	1,282	60%	1
A534 Old Mill Road (motorway overbridge eastbound)	1,147	77%	10
A534 Old Mill Road (motorway overbridge westbound)	1,107	64%	0

5.3.33 The conclusions drawn in paragraph 5.3.37 of the SES1 and AP1 ES TA are replaced by:

"In the 2031 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 100% on the A534 Congleton Road (east) approach with an associated queue length of seven PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 98% on the M6 southbound off-slip (junction 17) approach with an associated queue length of seven PCU."

A500 Shavington Bypass/A51 Newcastle Road/A51 Nantwich Bypass/Cheerbrook Road/Newcastle Road (Cheerbrook Roundabout)

5.3.34 Table 6-11 in the SES1 and AP1 ES TA replaced Table 6-11 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-11 below replaces Table 6-11 of the SES1 and AP1 ES TA.

Table 6-11: 2018 baseline performance at A500 Shavington Bypass/A51 Newcastle Road/A51 Nantwich Bypass/Cheerbrook Road/Newcastle Road (Cheerbrook Roundabout) junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A51 Nantwich Bypass	687	51%	0
Cheerbrook Road	279	31%	0
A500 Shavington Bypass	1,104	58%	0
Newcastle Road	450	48%	1
A51 Newcastle Road	949	72%	1
	2018 PM peak hour (17:00–18:00) baseline results		
A51 Nantwich Bypass	883	54%	0
Cheerbrook Road	121	14%	0
A500 Shavington Bypass	1,506	82%	1
Newcastle Road	276	41%	0
A51 Newcastle Road	613	47%	0

5.3.35 The conclusions drawn in paragraph 5.3.39 of the SES1 and AP1 ES TA, are replaced by:

"In the 2018 baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 82% on the A500 Shavington Bypass approach with an associated queue length of one PCU."

5.3.36 Table 6-12 of the SES1 and AP1 ES TA replaced Table 6-12 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-12 below replaces Table 6-12 of the SES1 and AP1 ES TA.

Table 6-12: Future baseline performance at A500 Shavington Bypass/A51 Newcastle Road/A51 Nantwich Bypass/Cheerbrooke Road/ Newcastle Road (Cheerbrook Roundabout) junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A51 Nantwich Bypass	776	70%	1
Cheerbrook Road	303	44%	1
A500 Shavington Bypass	1,269	67%	0
Newcastle Road	346	43%	0
A51 Newcastle Road	1,143	90%	3

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 PM peak hour (17:00–18:00)		
A51 Nantwich Bypass	958	65%	1
Cheerbrook Road	150	20%	0
A500 Shavington Bypass	1,762	99%	6
Newcastle Road	233	47%	1
A51 Newcastle Road	733	63%	1

5.3.37 The conclusions drawn in paragraph 5.3.41 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 90% on the A51 Newcastle Road approach with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 99% is on the A500 Shavington Bypass approach with an associated queue length of six PCU."

A500 Newcastle Road/A500 Shavington Bypass/A531 Newcastle Road/B5472 Weston Road (Meremoor Moss Roundabout)

5.3.38 Table 6-13 in the SES1 and AP1 ES TA replaced Table 6-13 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-13 below replaces Table 6-13 of the SES1 and AP1 ES TA.

Table 6-13: 2018 baseline performance at A500 Newcastle Road/A500 Shavington Bypass/A531 Newcastle Road/B5472 Weston Road (Meremoor Moss Roundabout) junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5472 Weston Road	328	30%	0
A500 Newcastle Road	1481	66%	0
A531 Newcastle Road	328	72%	1
A500 Shavington Bypass	968	54%	0
	2018 PM peak hour (17:00–18:00) baseline results		
B5472 Weston Road	403	39%	0
A500 Newcastle Road	1476	70%	0
A531 Newcastle Road	189	39%	0
A500 Shavington Bypass	1,161	62%	0

5.3.39 The conclusions drawn in paragraph 5.3.43 of the SES1 and AP1 ES TA remain unchanged.

5.3.40 Table 6-14 of the SES1 and AP1 ES TA replaced Table 6-14 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-14 below replaces Table 6-14 of the SES1 and AP1 ES TA.

Table 6-14: Future baseline performance at A500 Newcastle Road/A500 Shavington Bypass/A531 Newcastle Road/B5472 Weston Road (Meremoor Moss Roundabout) junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5472 Weston Road	416	54%	1
A500 Newcastle Road	1,998	60%	0
A531 Newcastle Road	515	74%	2
A500 Shavington Bypass	1,188	78%	1
	2031 PM peak hour (17:00–18:00)		
B5472 Weston Road	545	73%	2
A500 Newcastle Road	2,080	65%	0
A531 Newcastle Road	246	33%	0
A500 Shavington Bypass	1,454	91%	3

5.3.41 The conclusions drawn in paragraph 5.3.45 of the SES1 and AP1 ES TA are replaced by:

"In the 2031 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 78% on the A500 Shavington Bypass approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 91% on the A500 Shavington Bypass approach with an associated queue length of three PCU."

A51 Nantwich Bypass/A534 Crewe Road/B5338 Crewe Road/Park Road

5.3.42 Table 6-15 in the SES1 and AP1 ES TA replaced Table 6-15 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-15 below replaces Table 6-15 of the SES1 and AP1 ES TA.

Table 6-15: 2018 baseline performance at A51 Nantwich Bypass/A534 Crewe Road/B5338 Crewe Road/Park Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A51 Nantwich Bypass (north)	724	44%	0
A534 Crewe Road	616	42%	0
Park Road	64	13%	0
A51 Nantwich Bypass (south)	977	81%	1
B5338 Crewe Road	469	74%	1
	2018 PM peak hour (17:00–18:00) baseline results		
A51 Nantwich Bypass (north)	870	50%	0
A534 Crewe Road	516	40%	0
Park Road	95	19%	0
A51 Nantwich Bypass (south)	927	77%	1

Approach	Flow, PCU/hr	VoC	Q, PCU
B5338 Crewe Road	395	57%	1

5.3.43 The conclusions drawn in paragraph 5.3.47 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 81% on the A51 Nantwich Bypass (south) approach in the AM peak hour with an associated queue length of one PCU. In the PM peak hour, the maximum VoC of 77% is on the A51 Nantwich Bypass (south) approach with an associated queue length of one PCU."

5.3.44 Table 6-16 of the SES1 and AP1 ES TA replaced Table 6-16 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-16 below replaces Table 6-16 of the SES1 and AP1 ES TA.

Table 6-16: Future baseline performance at A51 Nantwich Bypass/A534 Crewe Road/B5338 Crewe Road/Park Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A51 Nantwich Bypass (north)	735	48%	0
A534 Crewe Road	700	49%	0
Park Road	117	25%	0
A51 Nantwich Bypass (south)	988	82%	2
B5338 Crewe Road	554	91%	3
	2031 PM peak hour (17:00–18:00)		
A51 Nantwich Bypass (north)	944	57%	0
A534 Crewe Road	753	62%	1
Park Road	140	37%	0
A51 Nantwich Bypass (south)	1,041	87%	2
B5338 Crewe Road	427	70%	1

5.3.45 The conclusions drawn in paragraph 5.3.49 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 91% on the B5338 Crewe Road approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 87% is on the A51 Nantwich Bypass (south) approach with an associated queue length of two PCU."

A500 Shavington Bypass/B5071 Jack Mills Way

5.3.46 Table 6-17 in the SES1 and AP1 ES TA replaced Table 6-17 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-17 below replaces Table 6-17 of the SES1 and AP1 ES TA.

Table 6-17: 2018 baseline performance at A500 Shavington Bypass/B5071 Jack Mills Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5071 Jack Mills Way	505	41%	0
A500 Shavington Bypass (east)	1,201	53%	0
B5071	143	13%	0
A500 Shavington Bypass (west)	1,244	59%	0
	2018 PM peak hour (17:00–18:00) baseline results		
B5071 Jack Mills Way	484	36%	0
A500 Shavington Bypass (east)	1,657	76%	0
B5071	101	14%	0
A500 Shavington Bypass (west)	1,058	50%	0

5.3.47 The conclusions drawn in paragraph 5.3.51 of the SES1 and AP1 ES TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC 76% on the A500 Shavington Bypass (east) approach with no queue."

5.3.48 Table 6-18 of the SES1 and AP1 ES TA replaced Table 6-18 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-18 below replaces Table 6-18 of the SES1 and AP1 ES TA.

Table 6-18: Future baseline performance at A500 Shavington Bypass/B5071 Jack Mills Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5071 Jack Mills Way	676	71%	1
A500 Shavington Bypass (east)	1,661	75%	0
B5071	257	37%	0
A500 Shavington Bypass (west)	1,550	95%	3
	2031 PM peak hour (17:00–18:00)		
B5071 Jack Mills Way	836	73%	1
A500 Shavington Bypass (east)	1,884	94%	2
B5071	188	44%	1
A500 Shavington Bypass (west)	1,241	68%	0

5.3.49 The conclusions drawn in paragraph 5.3.53 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 95% on the A500 Shavington Bypass (west) approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 94% is on the A500 Shavington Bypass (east) approach with an associated queue length of two PCU."

A500 Shavington Bypass/A5020 David Whitby Way

5.3.50 Table 6-19 in the SES1 and AP1 SE TA replaced Table 6-19 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-19 below replaces Table 6-19 of the SES1 and AP1 ES TA.

Table 6-19: 2018 baseline performance at A500 Shavington Bypass/A5020 David Whitby Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5020 David Whitby Way	348	27%	0
A500 Shavington Bypass (east)	1,191	60%	0
A500 Shavington Bypass (west)	1,441	72%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A5020 David Whitby Way	933	70%	1
A500 Shavington Bypass (east)	1,068	68%	1
A500 Shavington Bypass (west)	1,203	53%	0

5.3.51 The conclusions drawn in paragraph 5.3.55 of the SES1 and AP1 ES TA remain unchanged.

5.3.52 Table 6-20 of the SES1 and AP1 ES TA replaced Table 6-20 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-20 below replaces Table 6-20 of the SES1 and AP1 ES TA.

Table 6-20: Future baseline performance at A500 Shavington Bypass/A5020 David Whitby Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A5020 David Whitby Way	447	41%	0
A500 Shavington Bypass (east)	1,594	85%	1
A500 Shavington Bypass (west)	1,842	94%	2
	2031 PM peak hour (17:00–18:00)		
A5020 David Whitby Way	1,076	91%	3
A500 Shavington Bypass (east)	1,294	83%	1
A500 Shavington Bypass (west)	1,623	71%	0

5.3.53 The conclusions drawn in paragraph 5.3.57 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 94% on the A500 Shavington Bypass (west) approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 91% is on the A5020 David Whitby Way approach with an associated queue length of three PCU."

A530 Middlewich Road/A51 Nantwich Bypass/B5334 Middlewich Road (Alvaston Roundabout)

5.3.54 Table 6-21 in the SES1 and AP1 ES TA replaced Table 6-21 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-21 below replaces Table 6-21 of the SES1 and AP1 ES TA.

Table 6-21: 2018 baseline performance at A530 Middlewich Road/A51 Nantwich Bypass/B5334 Middlewich Road (Alvaston Roundabout) junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Alvaston Business Park Approach	19	2%	0
A530 Middlewich Road	792	106%	7
A51 Nantwich Bypass (east)	962	80%	2
B5334 Middlewich Road	607	41%	0
A51 Nantwich Bypass (west)	963	59%	1
	2018 PM peak hour (17:00–18:00) baseline results		
Alvaston Business Park Approach	118	13%	0
A530 Middlewich Road	696	104%	7
A51 Nantwich Bypass (east)	850	71%	1
B5334 Middlewich Road	699	43%	0
A51 Nantwich Bypass (west)	953	59%	0

5.3.55 The conclusions drawn in paragraph 5.3.59 of the SES1 and AP1 ES TA are replaced by:

"This junction operates over capacity in the 2018 baseline with a maximum VoC of 106% on the A530 Middlewich Road approach in the AM peak hour with an associated queue length of seven PCU. In the PM peak hour, the maximum VoC of 104% is on the A530 Middlewich Road approach with an associated queue length of seven PCU."

5.3.56 Table 6-22 of the SES1 and AP1 ES TA replaced Table 6-22 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-22 below replaces Table 6-22 of the SES1 and AP1 ES TA.

Table 6-22: Future baseline performance at A530 Middlewich Road/A51 Nantwich Bypass/B5334 Middlewich Road (Alvaston Roundabout) junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Alvaston Business Park Approach	22	4%	0
A530 Middlewich Road	787	106%	7
A51 Nantwich Bypass (east)	995	83%	2
B5334 Middlewich Road	674	46%	0
A51 Nantwich Bypass (west)	1,212	76%	1
	2031 PM peak hour (17:00–18:00)		
Alvaston Business Park Approach	131	17%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
A530 Middlewich Road	669	106%	7
A51 Nantwich Bypass (east)	966	81%	1
B5334 Middlewich Road	662	41%	0
A51 Nantwich Bypass (west)	1,084	68%	1

5.3.57 The conclusions drawn in paragraph 5.3.61 of the SES1 and AP1 ES TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum VoC of 106% on the A530 Middlewich Road approach in the AM peak hour with an associated queue length of seven PCU. In the PM peak hour, the maximum VoC of 106% is on the A530 Middlewich Road approach with an associated queue length of seven PCU."

A532 Weston Road/A5020 University Way/A5020 David Whitby Way/B5472 Weston Road/Savoy Road

5.3.58 Table 6-23 in the SES1 and AP1 ES TA replaced Table 6-23 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-23 below replaces Table 6-23 of the SES1 and AP1 ES TA.

Table 6-23: 2018 baseline performance at A532 Weston Road/A5020 University Way/A5020 David Whitby Way/B5472 Weston Road/Savoy Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5020 University Way	522	29%	0
B5472 Weston Road	1,023	85%	1
A5020 David Whitby Way	803	74%	1
Savoy Road	53	19%	0
A532 Weston Road	464	27%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A5020 University Way	657	69%	1
B5472 Weston Road	459	38%	0
A5020 David Whitby Way	384	21%	0
Savoy Road	129	18%	0
A532 Weston Road	1,316	75%	1

5.3.59 The conclusions drawn in paragraph 5.3.63 of the SES1 and AP1 ES TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 85% on the B5472 Weston Road approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 75% on the A532 Weston Road approach with an associated queue length of one PCU."

5.3.60 Table 6-24 of the SES1 and AP1 ES TA replaced Table 6-24 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-24 below replaces Table 6-24 of the SES1 and AP1 ES TA.

Table 6-24: Future baseline performance at A532 Weston Road/A5020 University Way/A5020 David Whitby Way/B5472 Weston Road/Savoy Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A5020 University Way	732	37%	0
B5472 Weston Road	1,107	92%	2
A5020 David Whitby Way	1,038	96%	5
Savoy Road	54	26%	0
A532 Weston Road	323	22%	0
	2031 PM peak hour (17:00–18:00)		
A5020 University Way	939	99%	8
B5472 Weston Road	607	52%	1
A5020 David Whitby Way	647	38%	0
Savoy Road	129	25%	0
A532 Weston Road	1,271	102%	10

5.3.61 The conclusions drawn in paragraph 5.3.65 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 96% on the A5020 David Whitby Way approach in the AM peak hour with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2031 future baseline with a maximum VoC of 102% on the A532 Weston Road approach with an associated queue length of 10 PCU."

Valley Road/Wistaston Green Road

5.3.62 Table 6-25 in the SES1 and AP1 ES TA replaced Table 6-25 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-25 below replaces Table 6-25 of the SES1 and AP1 ES TA.

Table 6-25: 2018 baseline performance at Valley Road/Wistaston Green Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Wistaston Green Road	414	54%	0
Valley Road (north)	244	26%	0
Valley Road (south)	740	69%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Wistaston Green Road	713	80%	1
Valley Road (north)	583	82%	1
Valley Road (south)	585	65%	0

5.3.63 The conclusions drawn in paragraph 5.3.67 of the SES1 and AP1 ES TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 82% on the Valley Road (north) approach with an associated queue length of one PCU."

5.3.64 Table 6-26 of the SES1 and AP1 ES TA replaced Table 6-26 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-26 below replaces Table 6-26 of the SES1 and AP1 ES TA.

Table 6-26: Future baseline performance at Valley Road/Wistaston Green Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Wistaston Green Road	392	53%	0
Valley Road (north)	286	32%	0
Valley Road (south)	744	70%	0
	2031 PM peak hour (17:00–18:00)		
Wistaston Green Road	747	85%	1
Valley Road (north)	648	93%	3
Valley Road (south)	652	73%	0

5.3.65 The conclusions drawn in paragraph 5.3.69 of the SES1 and AP1 ES TA are replaced by:

"In the 2031 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 93% on the Valley Road (north) approach with an associated queue length of three PCU."

Wistaston Green Road/Capesthorne Road

5.3.66 Table 6-27 in the SES1 and AP1 ES TA replaced Table 6-27 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-27 below replaces Table 6-27 of the SES1 and AP1 ES TA.

Table 6-27: 2018 baseline performance at Wistaston Green Road/Capesthorne Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Capesthorne Road	277	44%	0
Wistaston Green Road (east)	311	28%	0
Wistaston Green Road (west)	890	55%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Capesthorne Road	441	91%	3
Wistaston Green Road (east)	541	37%	0
Wistaston Green Road (west)	934	57%	0

5.3.67 The conclusions drawn in paragraph 5.3.71 of the SES1 and AP1 ES TA remain unchanged.

5.3.68 Table 6-28 of the SES1 and AP1 ES TA replaced Table 6-28 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-28 below replaces Table 6-28 of the SES1 and AP1 ES TA.

Table 6-28: Future baseline performance at Wistaston Green Road/Capesthorne Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Capesthorne Road	291	45%	0
Wistaston Green Road (east)	284	22%	0
Wistaston Green Road (west)	966	61%	0
	2031 PM peak hour (17:00–18:00)		
Capesthorne Road	441	94%	4
Wistaston Green Road (east)	578	39%	0
Wistaston Green Road (west)	961	59%	0

5.3.69 The conclusions drawn in paragraph 5.3.73 of the SES1 and AP1 ES TA are replaced by:

"In the 2031 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 94% on the Capesthorne Road approach with an associated queue length of four PCU."

A534 Crewe Road/A534 Nantwich Road/A532 Weston Road/A532 Macon Way/Tommy's Lane

5.3.70 Table 6-29 in the SES1 and AP1 ES TA replaced Table 6-29 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-29 below replaces Table 6-29 of the SES1 and AP1 ES TA.

Table 6-29: 2018 baseline performance at A534 Crewe Road/A534 Nantwich Road/A532 Weston Road/A532 Macon Way/Tommy's Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A532 Macon Way	696	80%	6
A534 Crewe Road	552	49%	5
A532 Weston Road	735	51%	7
A534 Nantwich Road	877	65%	6
Tommy's Lane	66	6%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A532 Macon Way	622	70%	5
A534 Crewe Road	636	48%	6
A532 Weston Road	689	34%	6
A534 Nantwich Road	749	54%	6

Approach	Flow, PCU/hr	VoC	Q, PCU
Tommy's Lane	74	6%	0

5.3.71 The conclusions drawn in paragraph 5.3.75 of the SES1 and AP1 ES TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates within capacity with a maximum VoC of 80% on the A532 Macon Way approach in the AM peak hour, with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline."

5.3.72 Table 6-30 of the SES1 and AP1 ES TA replaced Table 6-30 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-30 below replaces Table 6-30 of the SES1 and AP1 ES TA.

Table 6-30: Future baseline performance at A534 Crewe Road/A534 Nantwich Road/A532 Weston Road/A532 Macon Way/Tommy's Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A532 Macon Way	566	65%	5
A534 Crewe Road	635	56%	6
A532 Weston Road	678	47%	6
A534 Nantwich Road	847	62%	6
Tommy's Lane	68	6%	0
	2031 PM peak hour (17:00–18:00)		
A532 Macon Way	692	78%	6
A534 Crewe Road	613	46%	6
A532 Weston Road	819	41%	7
A534 Nantwich Road	860	62%	6
Tommy's Lane	76	8%	0

5.3.73 The conclusions drawn in paragraph 5.3.77 of the SES1 and AP1 ES TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2031 future baseline with a maximum VoC of 78% on A532 Macon Way approach with an associated queue length of six PCU."

A534/A534 Crewe Green Road/A5020 University Way (Crewe Green Roundabout)

5.3.74 Table 6-31 in the SES1 and AP1 ES TA replaced Table 6-31 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-31 below replaces Table 6-31 of the SES1 and AP1 ES TA.

Table 6-31: 2018 baseline performance at A534/A534 Crewe Green Road/A5020 University Way/B5077 Crewe Road/Sydney Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Sydney Road	734	13%	0
A534	767	37%	5
B5077 Crewe Road	771	90%	9
A5020 University Way	542	22%	5
A534 Crewe Green Road	500	51%	7
	2018 PM peak hour (17:00–18:00) baseline results		
Sydney Road	879	16%	0
A534	751	102%	9
B5077 Crewe Road	511	80%	6
A5020 University Way	492	20%	4
A534 Crewe Green Road	626	37%	7

5.3.75 The conclusions drawn in paragraph 5.3.79 of the SES1 and AP1 ES TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 90% on the B5077 Crewe Road approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2018 baseline with a maximum of 102% on the A534 approach with an associated queue length of nine PCU."

5.3.76 Table 6-32 in the SES1 and AP1 ES TA replaced Table 6-32 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-32 below replaces Table 6-32 of the SES1 and AP1 ES TA.

Table 6-32: 2018 baseline performance at Sydney Road/Hungerford Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Sydney Road (north)	541	55%	5
Sydney Road (south)	804	57%	7
Hungerford Road	469	66%	6
	2018 PM peak hour (17:00–18:00) baseline results		
Sydney Road (north)	558	83%	6
Sydney Road (south)	752	77%	8
Hungerford Road	667	57%	7

5.3.77 The conclusions drawn in paragraph 5.3.81 of the SES1 and AP1 ES TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 83% on the Sydney Road (north) approach with an associated queue length of six PCU."

5.3.78 Table 6-33 of the SES1 and AP1 ES TA replaced Table 6-33 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-33 below replaces Table 6-33 of the SES1 and AP1 ES TA.

Table 6-33: Future baseline performance at A534/A534 Crewe Green Road/A5020 University Way (Crewe Green Roundabout) junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Sydney Road	859	83%	2
A534	988	47%	0
B5077 Crewe Road	898	95%	6
A5020 University Way	786	64%	1
A534 Crewe Green Road	574	27%	0
Hungerford Road	676	55%	1
	2031 PM peak hour (17:00–18:00)		
Sydney Road	457	106%	8
A534	1,058	50%	1
B5077 Crewe Road	484	42%	0
A5020 University Way	937	33%	0
A534 Crewe Green Road	1,002	49%	1
Hungerford Road	569	100%	8

5.3.79 The conclusions drawn in paragraph 5.3.83 of the SES1 and AP1 ES TA are replaced by:

"In the 2031 future baseline the assessment shows that this junction operates close to capacity with a maximum VoC of 95% on the B5077 Crewe Road approach in the AM peak hour with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2031 future baseline with a maximum VoC of 106% on the Sydney Road approach with an associated queue length of eight PCU."

A532 Earle Street/A532 Manchester Bridge/William Street/Grand Junction Way

5.3.80 Table 6-34 in the SES1 and AP1 ES TA replaced Table 6-34 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-34 below replaces Table 6-34 of the SES1 and AP1 ES TA.

Table 6-34: 2018 baseline performance at A532 Earle Street/A532 Manchester Bridge/William Street/Grand Junction Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
William Street	583	73%	1
A532 Manchester Bridge	795	36%	0
Grand Junction Way	21	2%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
A532 Earle Street	883	40%	0
	2018 PM peak hour (17:00–18:00) baseline results		
William Street	382	53%	0
A532 Manchester Bridge	1,094	49%	0
Grand Junction Way	17	2%	0
A532 Earle Street	909	45%	0

5.3.81 The conclusions drawn in the paragraph 5.3.85 of the SES1 and AP1 ES TA remain unchanged.

5.3.82 Table 6-35 of the SES1 and AP1 ES TA replaced Table 6-35 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-35 below replaces Table 6-35 of the SES1 and AP1 ES TA.

Table 6-35: Future baseline performance at A532 Earle Street/A532 Manchester Bridge/William Street/Grand Junction Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
William Street	550	77%	1
A532 Manchester Bridge	887	42%	0
Grand Junction Way	24	2%	0
A532 Earle Street	1,141	53%	0
	2031 PM peak hour (17:00–18:00)		
William Street	485	68%	1
A532 Manchester Bridge	1,279	59%	0
Grand Junction Way	19	2%	0
A532 Earle Street	931	48%	0

5.3.83 The conclusions drawn in paragraph 5.3.87 of the SES1 and AP1 ES TA are replaced by:

"In the 2031 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 77% on the William Street approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline."

A532 Vernon Way/A532 Earle Street/A5019 Vernon Way/Earle Street

5.3.84 Table 6-36 in the SES1 and AP1 ES TA replaced Table 6-36 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-36 below replaces Table 6-36 of the SES1 and AP1 ES TA.

Table 6-36: 2018 baseline performance at A532 Vernon Way/A532 Earle Street/A5019 Vernon Way/Earle Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A532 Vernon Way	697	42%	0
A532 Earle Street	806	67%	0
A5019 Vernon Way	528	31%	0
Earle Street	215	18%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A532 Vernon Way	616	36%	0
A532 Earle Street	977	81%	1
A5019 Vernon Way	742	44%	0
Earle Street	288	24%	0

5.3.85 The conclusions drawn in paragraph 5.3.89 of the SES1 and AP1 ES TA are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 81% on the A532 Earle Street approach with an associated queue length of one PCU."

5.3.86 Table 6-37 of the SES1 and AP1 ES TA replaced Table 6-37 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-37 below replaces Table 6-37 of the SES1 and AP1 ES TA.

Table 6-37: Future baseline performance at A532 Vernon Way/A532 Earle Street/A5019 Vernon Way/Earle Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A532 Vernon Way	738	53%	0
A532 Earle Street	939	78%	1
A5019 Vernon Way	596	35%	0
Earle Street	457	38%	0
	2031 PM peak hour (17:00–18:00)		
A532 Vernon Way	643	39%	0
A532 Earle Street	1,135	95%	2
A5019 Vernon Way	742	47%	0
Earle Street	318	27%	0

5.3.87 The conclusions drawn in paragraph 5.3.91 of the SES1 and AP1 ES TA are replaced by:

"In the 2031 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 78% on the A532 Earle Street approach with an associated queue length of one PCU. In the PM peak hour, the assessment

shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 95% on the A532 Earle Street approach with an associated queue length of two PCU."

A532 West Street/A5078 Dunwoody Way/Bessemer Way

5.3.88 Table 6-38 in the SES1 and AP1 ES TA replaced Table 6-38 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-38 below replaces Table 6-38 of the SES1 and AP1 ES TA.

Table 6-38: 2018 baseline performance at A532 West Street/A5078 Dunwoody Way/Bessemer Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A532 West Street (east)	222	73%	8
A5078 Dunwoody Way	298	24%	5
Bessemer Way	51	44%	2
A532 West Street (west)	644	79%	15
	2018 PM peak hour (17:00–18:00) baseline results		
A532 West Street (east)	273	82%	9
A5078 Dunwoody Way	636	55%	11
Bessemer Way	32	28%	1
A532 West Street (west)	665	88%	16

5.3.89 The conclusions drawn in paragraph 5.3.93 of the SES1 and AP1 ES TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 79% on the A532 West Street (west) approach with an associated queue length of 15 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 88% on the A532 West Street (west) approach with an associated queue length of 16 PCU."

5.3.90 Table 6-39 of the SES1 and AP1 ES TA replaced Table 6-39 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-39 below replaces Table 6-39 of the SES1 and AP1 ES TA.

Table 6-39: Future baseline performance at A532 West Street/A5078 Dunwoody Way/Bessemer Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A532 West Street (east)	260	86%	9
A5078 Dunwoody Way	463	38%	8
Bessemer Way	52	45%	2
A532 West Street (west)	739	97%	17
	2031 PM peak hour (17:00–18:00)		
A532 West Street (east)	283	86%	10

Approach	Flow, PCU/hr	VoC	Q, PCU
A5078 Dunwoody Way	626	54%	11
Bessemer Way	33	29%	1
A532 West Street (west)	678	93%	17

5.3.91 The conclusions drawn in paragraph 5.3.95 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 97% on the A532 West Street (west) approach in the AM peak hour with an associated queue length of 17 PCU. In the PM peak hour, the maximum VoC of 93% is on the A532 West Street (west) approach with an associated queue length of 17 PCU."

Badger Avenue/Broad Street

5.3.92 Table 6-40 in the SES1 and AP1 ES TA replaced Table 6-40 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-40 below replaces Table 6-40 of the SES1 and AP1 ES TA.

Table 6-40: 2018 baseline performance at Badger Avenue/Broad Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Broad Street (north)	640	93%	9
Badger Avenue (east)	240	29%	3
Broad Street (south)	338	47%	5
Badger Avenue (west)	269	52%	5
	2018 PM peak hour (17:00–18:00) baseline results		
Broad Street (north)	557	80%	8
Badger Avenue (east)	390	49%	5
Broad Street (south)	326	47%	5
Badger Avenue (west)	288	52%	5

5.3.93 The conclusions drawn in paragraph 5.3.97 of the SES1 and AP1 ES TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates close to capacity in the AM Peak hour with a maximum VoC of 93% on the Broad Street (north) approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 80% on the Broad Street (north) approach with an associated queue length of eight PCU."

5.3.94 Table 6-41 of the SES1 and AP1 ES TA replaced Table 6-41 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-41 below replaces table 6-41 of the SES1 and AP1 ES TA.

Table 6-41: Future baseline performance at Badger Avenue/Broad Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Broad Street (north)	628	96%	9
Badger Avenue (east)	282	38%	4
Broad Street (south)	388	54%	6
Badger Avenue (west)	391	92%	7
	2031 PM peak hour (17:00–18:00)		
Broad Street (north)	568	94%	9
Badger Avenue (east)	439	65%	6
Broad Street (south)	369	53%	6
Badger Avenue (west)	353	63%	6

5.3.95 The conclusions drawn in paragraph 5.3.99 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 96% on the Broad Street (north) approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 94% is on the Broad Street (north) approach with an associated queue length of nine PCU."

Badger Avenue/Underwood Lane

5.3.96 Table 6-42 in the SES1 and AP1 ES TA replaced Table 6-42 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-42 below replaces Table 6-42 of the SES1 and AP1 ES TA.

Table 6-42: 2018 baseline performance at Badger Avenue/Underwood Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Underwood Lane (north)	260	45%	4
Badger Avenue (east)	524	83%	6
Underwood Lane (south)	461	88%	6
Badger Avenue (west)	301	34%	3
	2018 PM peak hour (17:00–18:00) baseline results		
Underwood Lane (north)	274	50%	4
Badger Avenue (east)	540	75%	6
Underwood Lane (south)	469	96%	7
Badger Avenue (west)	277	33%	3

5.3.97 The conclusions drawn in paragraph 5.3.101 of the SES1 and AP1 ES TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates close to capacity with a maximum VoC of 88% on the Underwood Lane (south) approach in the AM peak hour with

an associated queue length of six PCU. In the PM peak hour, the maximum VoC of 96% is on the Underwood Lane (south) approach with an associated queue length of seven PCU."

5.3.98 Table 6-43 of the SES1 and AP1 ES TA replaced Table 6-43 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-43 below replaces Table 6-43 of the SES1 and AP1 ES TA.

Table 6-43: Future baseline performance at Badger Avenue/Underwood Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Underwood Lane (north)	271	47%	4
Badger Avenue (east)	564	92%	6
Underwood Lane (south)	496	97%	7
Badger Avenue (west)	375	43%	4
	2031 PM peak hour (17:00–18:00)		
Underwood Lane (north)	353	62%	5
Badger Avenue (east)	585	95%	6
Underwood Lane (south)	477	99%	7
Badger Avenue (west)	476	56%	5

5.3.99 The conclusions drawn in paragraph 5.3.103 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 97% on the Underwood Lane (south) approach with an associated queue length of seven PCU. In the PM peak hour, the maximum VoC of 99% is on the Underwood Lane (south) approach with an associated queue length of seven PCU."

Broad Street/Davenport Street/McLaren Street

5.3.100 Table 6-44 in the SES1 and AP1 ES TA replaced Table 6-44 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-44 below replaces Table 6-44 of the SES1 and AP1 ES TA.

Table 6-44: 2018 baseline performance at Broad Street/Davenport Street/McLaren Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Broad Street (north)	448	30%	0
Davenport Street*	-	-	-
Broad Street (south)	369	23%	0
McLaren Street	472	65%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Broad Street (north)	333	22%	0
Davenport Street*	-	-	-
Broad Street (south)	447	28%	0
McLaren Street	414	56%	0

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

5.3.101 The conclusions drawn in paragraph 5.3.105 of the SES1 and AP1 ES TA remain unchanged.

5.3.102 Table 6-45 of the SES1 and AP1 ES TA replaced Table 6-45 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-45 below replaces Table 6-45 of the SES1 and AP1 ES TA.

Table 6-45: Future baseline performance at Broad Street/Davenport Street/McLaren Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Broad Street (north)	381	28%	0
Davenport Street*	-	-	-
Broad Street (south)	718	44%	0
McLaren Street	600	95%	3
	2031 PM peak hour (17:00–18:00)		
Broad Street (north)	463	34%	0
Davenport Street*	-	-	-
Broad Street (south)	631	39%	0
McLaren Street	447	69%	1

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

5.3.103 The conclusions drawn in paragraph 5.3.107 of the SES1 and AP1 ES TA are replaced by:

"In the 2031 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 95% on the McLaren Street approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline."

Sydney Road/Maw Green Road/Remer Street/Elm Drive/Groby Road

Sydney Road/Maw Green Road

5.3.104 Table 6-47 of the SES1 and AP1 ES TA replaced Table 6-47 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-46 below replaces Table 6-47 of the SES1 and AP1 ES TA.

Table 6-46: Future baseline performance at Sydney Road/Maw Green Road junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Sydney Road (north) (ahead)	1,140	-	-
Sydney Road (north) (left)	57	-	-
Maw Green Road (left)	42	2.03	16
Maw Green Road (right)	323	2.14	117
Sydney Road (south) (ahead and right)	889	0.02	0
	2031 PM peak hour (17:00–18:00)		
Sydney Road (north) (ahead)	1,030	-	-
Sydney Road (north) (left)	21	-	-
Maw Green Road (left)	12	0.03	0
Maw Green Road (right)	45	0.26	0
Sydney Road (south) (ahead and right)	1,051	0.06	0

5.3.105 The conclusions drawn in paragraph 5.3.101 of the SES1 and AP1 ES TA are replaced by:

"In the 2031 future baseline the assessment shows that the junction operates over capacity in the AM peak hour with a maximum RFC of 2.14 on the Maw Green Road (right) approach with an associated queue length of 117 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline."

Remer Street/Sydney Road/Elm Drive

5.3.106 Table 6-49 of the SES1 and AP1 ES TA replaced Table 6-49 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-47 below replaces Table 6-49 of the SES1 and AP1 ES TA.

Table 6-47: Future baseline performance at Remer Street/Sydney Road/Elm Drive junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Remer Street (ahead and right)	1,423	0.67	4
Sydney Road (ahead)	1,359	-	-
Sydney Road (left)	55	-	-
Elm Drive (left)	210	N/A*	116
Elm Drive (right)	4	N/A*	2
	2031 PM peak hour (17:00–18:00)		
Remer Street (ahead and right)	1,298	0.38	1
Sydney Road (ahead)	1,177	-	-
Sydney Road (left)	15	-	-
Elm Drive (left)	117	1.44	22
Elm Drive (right)	51	1.39	10

** This RFC is not reported due to the model reaching its upper limit. The reported queue length provides only an indication of the level of queuing likely to be experienced at this junction as in practice some drivers may choose to modify their route or the timing of their journey to avoid the congestion.*

5.3.107 The conclusions drawn in paragraph 5.3.105 of the SES1 and AP1 ES TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum RFC on both the Elm Drive (left) and the Elm Drive (right) approaches in the AM peak hour which are in excess of the upper limit of the software and are not reported. The RFC on the Remer Street (ahead and right) approach is 0.67 in the AM peak hour with an associated queue length of four PCU. In the PM peak hour, the maximum RFC of 1.44 is on the Elm Drive (left) approach with an associated queue length of 22 PCU."

Remer Street/Groby Road

5.3.108 Table 6-51 of the SES1 and AP1 ES TA replaced Table 6-51 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-48 below replaces Table 6-51 of the SES1 and AP1 ES TA.

Table 6-48: Future baseline performance at Remer Street/Groby Road junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Remer Street (north) (ahead)	885	-	-
Remer Street (north) (left)	312	-	-
Groby Road (left and right)	612	N/A*	699
Remer Street (south) (ahead and right)	1,197	2.00	613
	2031 PM peak hour (17:00–18:00)		
Remer Street (north) (ahead)	632	-	-
Remer Street (north) (left)	26	-	-
Groby Road (left and right)	798	2.01	383
Remer Street (south) (ahead and right)	941	0.25	0

** This RFC is not reported due to the model reaching its upper limit. The reported queue length provides only an indication of the level of queuing likely to be experienced at this junction as in practice some drivers may choose to modify their route or the timing of their journey to avoid the congestion.*

5.3.109 The conclusions drawn in paragraph 5.3.119 of the SES1 and AP1 ES TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum RFC on the Groby Road (left and right) approach in the AM peak hour which is in excess of the upper limit of the software and is not reported. The RFC on the Remer Street (south) (ahead and right) approach is 2.00 in the AM peak hour with an associated queue length of 613 PCU. This will result in queuing that will exceed the length of the right turn lane which will impact on neighbouring junctions. However due to limitations of the modelling software this is not reflected in the 2031 future baseline results presented at the Sydney Road/Maw Green Road junction or Remer Street/Sydney Road/Elm Drive junction. In the PM peak hour, the maximum RFC of 2.01 is on the Groby Road (left and right) approach with a queue length of 383 PCU."

Remer Street/Groby Road/Sydney Road/Elm Drive/Maw Green Road

5.3.110 Table 6-52 of the SES1 and AP1 ES TA replaced Table 6-52 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-49 below replaces Table 6-52 of the SES1 and AP1 ES TA.

Table 6-49: Future baseline performance at Remer Street/Groby Road/Sydney Road/Elm Drive/Maw Green Road junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Groby Road	612	0.77	3
Maw Green Road	365	0.95	10
Sydney Road	889	0.99	18
Elm Drive	215	0.36	1
Remer Street	1,197	1.50	289

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 PM peak hour (17:00–18:00)		
Groby Road	798	1.08	41
Maw Green Road	57	0.11	0
Sydney Road	1,051	0.98	19
Elm Drive	168	0.28	0
Remer Street	658	0.66	2

5.3.111 The conclusions drawn in paragraph 5.3.121 of the SES1 and AP1 ES TA are replaced by:

"This junction operates over capacity in the 2031 future baseline with a maximum RFC of 1.50 on the Remer Street approach in the AM peak hour with an associated queue length of 289 PCU. In the PM peak hour, the maximum RFC of 1.08 is on the Groby Road approach with an associated queue length of 41 PCU."

B5076 Middlewich Street/B5076 North Street/Broad Street/Stoneley Road

5.3.112 Table 6-53 in the SES1 and AP1 ES TA replaced Table 6-53 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-50 below replaces Table 6-53 of the SES1 and AP1 ES TA.

Table 6-50: 2018 baseline performance at B5076 Middlewich Street/B5076 North Street/Broad Street/Stoneley Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Stoneley Road	26	4%	0
Broad Street (north)*	-	-	-
B5076 Middlewich Street	639	53%	0
Greenway	22	3%	0
Broad Street (south)	217	20%	0
B5076 North Street	930	72%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Stoneley Road	14	2%	0
Broad Street (north)*	-	-	-
B5076 Middlewich Street	875	69%	0
Greenway	33	6%	0
Broad Street (south)	204	23%	0
B5076 North Street	615	47%	0

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

5.3.113 The conclusions drawn in paragraph 5.3.123 of the SES1 and AP1 ES TA remain unchanged.

5.3.114 Table 6-54 of the SES1 and AP1 ES TA replaced Table 6-54 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-51 below replaces Table 6-54 of the SES1 and AP1 ES TA.

Table 6-51: Future baseline performance at B5076 Middlewich Street/B5076 North Street/Broad Street/Stoneley Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Stoneley Road	220	47%	1
Broad Street (north)	-	-	-
B5076 Middlewich Street	696	41%	0
Greenway	32	3%	0
Broad Street (south)	643	40%	0
B5076 North Street	742	93%	3
	2031 PM peak hour (17:00–18:00)		
Stoneley Road	7	1%	0
Broad Street (north)	-	-	-
B5076 Middlewich Street	1,105	65%	0
Greenway	40	4%	0
Broad Street (south)	472	36%	0
B5076 North Street	647	65%	0

5.3.115 The conclusions drawn in paragraph 5.3.125 of the SES1 and AP1 ES TA are replaced by:

"In the 2031 future baseline the assessment shows that this junction operates close to capacity In the AM peak hour with a maximum VoC of 93% on the B5076 North Street approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is within well within capacity in the 2031 future baseline."

B5076 Bradfield Road/B5076 North Street/Broughton Road

5.3.116 Table 6-55 in the SES1 and AP1 ES TA replaced Table 6-55 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-52 below replaces Table 6-55 of the SES1 and AP1 ES TA.

Table 6-52: 2018 baseline performance at B5076 Bradfield Road/B5076 North Street/Broughton Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Broughton Road	143	17%	0
B5076 North Street	590	37%	0
B5076 Bradfield Road	525	31%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Broughton Road	75	9%	0
B5076 North Street	712	45%	0
B5076 Bradfield Road	598	35%	0

5.3.117 The conclusions drawn in paragraph 5.3.127 of the SES1 and AP1 ES TA remain unchanged.

5.3.118 Table 6-56 of the SES1 and AP1 ES TA replaced Table 6-56 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-53 below replaces Table 6-56 of the SES1 and AP1 ES TA.

Table 6-53: Future baseline performance at B5076 Bradfield Road/B5076 North Street/Broughton Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Broughton Road	156	18%	0
B5076 North Street	740	46%	0
B5076 Bradfield Road	570	34%	0
	2031 PM peak hour (17:00–18:00)		
Broughton Road	78	9%	0
B5076 North Street	887	55%	0
B5076 Bradfield Road	634	38%	0

5.3.119 The conclusions drawn in paragraph 5.3.129 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031 future baseline."

B5076 Bradfield Road/Mablins Lane

5.3.120 Table 6-57 in the SES1 and AP1 ES TA replaced Table 6-57 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-54 below replaces Table 6-57 of the SES1 and AP1 ES TA.

Table 6-54: 2018 baseline performance at B5076 Bradfield Road/Mablins Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Mablins Lane	256	33%	0
B5076 Bradfield Road (east)	534	34%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
B5076 Bradfield Road (west)	299	18%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Mablins Lane	165	20%	0
B5076 Bradfield Road (east)	591	41%	0
B5076 Bradfield Road (west)	459	27%	0

5.3.121 The conclusions drawn in paragraph 5.3.131 of the SES1 and AP1 ES TA remain unchanged.

5.3.122 Table 6-58 of the SES1 and AP1 ES TA replaced Table 6-58 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-55 below replaces Table 6-58 of the SES1 and AP1 ES TA.

Table 6-55: Future baseline performance at B5076 Bradfield Road/Mablins Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Mablins Lane	337	44%	0
B5076 Bradfield Road (east)	716	46%	0
B5076 Bradfield Road (west)	311	18%	0
	2031 PM peak hour (17:00–18:00)		
Mablins Lane	243	27%	0
B5076 Bradfield Road (east)	670	47%	0
B5076 Bradfield Road (west)	470	28%	0

5.3.123 The conclusions drawn in paragraph 5.3.133 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031 future baseline."

B5076 Bradfield Road/Parkers Road

5.3.124 Table 6-59 in the SES1 and AP1 ES TA replaced Table 6-59 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-56 below replaces Table 6-59 of the SES1 and AP1 ES TA.

Table 6-56: 2018 baseline performance at B5076 Bradfield Road/Parkers Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Parkers Road	432	102%	5
B5076 Bradfield Road (south)	500	53%	4
B5076 Bradfield Road (north)	616	81%	9
	2018 PM peak hour (17:00–18:00) baseline results		
Parkers Road	265	46%	5
B5076 Bradfield Road (south)	472	39%	4
B5076 Bradfield Road (north)	1,009	82%	15

5.3.125 The conclusions drawn in paragraph 5.3.135 of the SES1 and AP1 ES TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 102% on the Parkers Road approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 82% on the B5076 Bradfield Road (north) approach with an associated queue length of 15 PCU."

5.3.126 Table 6-60 in the SES1 and AP1 ES TA replaced Table 6-60 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-57 below replaces Table 6-60 of the SES1 and AP1 ES TA.

Table 6-57: Future baseline performance at B5076 Bradfield Road/Parkers Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Parkers Road	427	100%	5
B5076 Bradfield Road (south)	651	65%	6
B5076 Bradfield Road (north)	715	93%	10
	2031 PM peak hour (17:00–18:00)		
Parkers Road	274	47%	5
B5076 Bradfield Road (south)	594	50%	5
B5076 Bradfield Road (north)	887	72%	13

5.3.127 The conclusions drawn in paragraph 5.3.137 of the SES1 and AP1 ES TA are replaced by:

"In the 2031 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 100% on the Parkers Road approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline."

B5076 Flowers Lane/B5076 Bradfield Road/Minshull New Road/Smithy Lane

5.3.128 Table 6-61 in the SES1 and AP1 ES TA replaced Table 6-61 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-58 below replaces Table 6-61 of the SES1 and AP1 ES TA.

Table 6-58: 2018 baseline performance at B5076 Flowers Lane/B5076 Bradfield Road/Minshull New Road/Smithy Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5076 Flowers Lane	509	65%	0
B5076 Bradfield Road	894	104%	6
Minshull New Road	141	25%	0
Smithy Lane	368	45%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
B5076 Flowers Lane	337	61%	1
B5076 Bradfield Road	631	62%	0
Minshull New Road	512	71%	1
Smithy Lane	547	88%	2

5.3.129 The conclusions drawn in paragraph 5.3.139 of the SES1 and AP1 ES TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 104% on the B5076 Bradfield Road approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 88% on the Smithy Lane approach with an associated queue length of two PCU."

5.3.130 Table 6-62 of the SES1 and AP1 ES TA replaced Table 6-62 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-59 below replaces Table 6-62 of the SES1 and AP1 ES TA.

Table 6-59: Future baseline performance at B5076 Flowers Lane/B5076 Bradfield Road/Minshull New Road/Smithy Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5076 Flowers Lane	380	44%	0
B5076 Bradfield Road	1,041	99%	1
Minshull New Road	42	10%	0
Smithy Lane	375	47%	0
	2031 PM peak hour (17:00–18:00)		
B5076 Flowers Lane	257	35%	0
B5076 Bradfield Road	752	69%	0
Minshull New Road	120	20%	0
Smithy Lane	594	74%	1

5.3.131 The conclusions drawn in paragraph 5.3.141 of the SES1 and AP1 ES TA are replaced by:

"In the 2031 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 99% on the B5076 Bradfield Road approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline."

A534/Crewe Road

5.3.132 Table 6-63 in the SES1 and AP1 ES TA replaced Table 6-63 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-60 below replaces Table 6-63 of the SES1 and AP1 ES TA.

Table 6-60: 2018 baseline performance at A534/Crewe Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Crewe Road (north)	332	28%	0
A534 Wheelock Bypass	718	60%	0
Crewe Road (south)	495	41%	0
A534 Haslington Bypass	856	71%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Crewe Road (north)	390	33%	0
A534 Wheelock Bypass	914	76%	1
Crewe Road (south)	420	35%	0
A534 Haslington Bypass	886	74%	1

5.3.133 The conclusions drawn in paragraph 5.3.143 of the SES1 and AP1 ES TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 76% on the A534 Wheelock Bypass approach with an associated queue length of one PCU."

5.3.134 Table 6-64 of the SES1 and AP1 ES TA replaced Table 6-64 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-61 below replaces Table 6-64 of the SES1 and AP1 ES TA.

Table 6-61: Future baseline performance at A534/Crewe Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Crewe Road (north)	470	39%	0
A534 Wheelock Bypass	790	66%	0
Crewe Road (south)	541	45%	0
A534 Haslington Bypass	962	80%	1
	2031 PM peak hour (17:00–18:00)		
Crewe Road (north)	471	41%	0
A534 Wheelock Bypass	910	76%	1
Crewe Road (south)	603	50%	0
A534 Haslington Bypass	1,110	93%	2

5.3.135 The conclusions drawn in paragraph 5.3.145 of the SES1 and AP1 ES TA are replaced by:

"In the 2031 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 80% on the A534 Haslington Bypass approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 93% on the A534 Haslington Bypass approach with an associated queue length of two PCU."

Warmingham Road/Waldrons Lane

5.3.136 Table 6-65 in the SES1 and AP1 ES TA replaced Table 6-65 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-62 below replaces Table 6-65 of the SES1 and AP1 ES TA.

Table 6-62: 2018 baseline performance at Warmingham Road/Waldrons Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Warmingham Road (north)	422	26%	0
Waldrons Lane	19	2%	0
Warmingham Road (south)	314	19%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Warmingham Road (north)	292	18%	0
Waldrons Lane	26	4%	0
Warmingham Road (south)	335	20%	0

5.3.137 The conclusions drawn in paragraph 5.3.147 of the SES1 and AP1 ES TA remain unchanged.

5.3.138 Table 6-66 of the SES1 and AP1 ES TA replaced Table 6-66 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-63 below replaces Table 6-66 of the SES1 and AP1 ES TA.

Table 6-63: Future baseline performance at Warmingham Road/Waldrons Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Warmingham Road (north)	435	27%	0
Waldrons Lane	29	4%	0
Warmingham Road (south)	498	30%	0
	2031 PM peak hour (17:00–18:00)		
Warmingham Road (north)	306	19%	0
Waldrons Lane	77	9%	0
Warmingham Road (south)	335	20%	0

5.3.139 The conclusions drawn in paragraph 5.3.149 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031 future baseline."

Warmingham Road/Groby Road

5.3.140 Table 6-67 in the SES1 and AP1 ES TA replaced Table 6-67 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-64 below replaces Table 6-67 of the SES1 and AP1 ES TA.

Table 6-64: 2018 baseline performance at Warmingham Road/Groby Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Warmingham Road (north)	603	37%	0
Groby Road	125	9%	0
Warmingham Road (south)	312	20%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Warmingham Road (north)	426	26%	0
Groby Road	225	16%	0
Warmingham Road (south)	352	21%	0

5.3.141 The conclusions drawn in paragraph 5.3.151 of the SES1 and AP1 ES TA remain unchanged.

5.3.142 Table 6-68 of the SES1 and AP1 ES TA replaced Table 6-68 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-65 below replaces Table 6-68 of the SES1 and AP1 ES TA.

Table 6-65: Future baseline performance at Warmingham Road/Groby Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Warmingham Road (north)	879	54%	0
Groby Road	253	21%	0
Warmingham Road (ahead and right)	488	35%	0
	2031 PM peak hour (17:00–18:00)		
Warmingham Road (north)	380	23%	0
Groby Road	558	69%	2
Warmingham Road (ahead and right)	360	22%	0

5.3.143 The conclusions drawn in paragraph 5.3.153 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031 future baseline."

A530 Middlewich Road/B5076 Flowers Lane/Eardswick Lane

5.3.144 Table 6-69 in the SES1 and AP1 ES TA replaced Table 6-69 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-66 below replaces Table 6-69 of the SES1 and AP1 ES TA.

Table 6-66: 2018 baseline performance at A530 Middlewich Road/B5076 Flowers Lane/Eardswick Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A530 Middlewich Road (north)	564	86%	13
B5076 Flowers Lane	328	99%	9
A530 Middlewich Road (south)	612	98%	14
Eardswick Lane	336	100%	10
	2018 PM peak hour (17:00–18:00) baseline results		
A530 Middlewich Road (north)	523	68%	13
B5076 Flowers Lane	446	102%	13
A530 Middlewich Road (south)	628	100%	16
Eardswick Lane	257	92%	9

5.3.145 The conclusions drawn in paragraph 5.3.155 of SES1 and AP1 ES TA are replaced with:

"This junction operates over capacity in the 2018 baseline with a maximum VoC of 100% on the Eardswick Lane approach in the AM peak hour with an associated queue length of 10 PCU. In the PM peak hour, the maximum VoC of 102% is on the B5076 Flowers Lane approach with an associated queue length of 13 PCU."

5.3.146 In the future baseline the A530 Middlewich Road/B5076 Flowers Lane/Eardswick Lane priority controlled (give way) staggered crossroads junction will be modified to create two new junctions:

- A530 Middlewich Road/Eardswick Lane signal-controlled T-junction; and
- A530 Middlewich Road/B5076 Flowers Lane priority (give-way) controlled roundabout junction.

5.3.147 Table 6-67 and Table 6-68 below replace Table 6-70 in the SES1 and AP1 ES TA.

5.3.148 The conclusions drawn in paragraph 5.3.157 in the SES1 and AP1 ES TA are replaced by paragraphs 5.3.150 and 5.3.152 below.

A530 Middlewich Road/Eardswick Lane

5.3.149 In the future baseline this junction is a three-arm signal-controlled T-junction with no controlled pedestrian crossing facilities. The operation of the junction has been assessed using SATURN software. The future year baseline performance and the results for the AM and PM peak hours are shown in Table 6-67. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 6-67: Future baseline performance at A530 Middlewich Road/Eardswick Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A530 Middlewich Road (north)	648	48%	5
A530 Middlewich Road (south)	992	85%	7
Eardswick Lane	310	103%	6
	2031 PM peak hour (17:00–18:00)		
A530 Middlewich Road (north)	475	32%	3
A530 Middlewich Road (south)	1,254	98%	7
Eardswick Lane	165	97%	4

5.3.150 In the 2031 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 103% on the Eardswick Lane approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 98% on the A530 Middlewich Road (south) approach with an associated queue length of four PCU.

A530 Middlewich Road/B5076 Flowers Lane

5.3.151 In the future baseline this junction is a three arm priority (give-way) controlled roundabout junction with no controlled pedestrian crossing facilities. The operation of the junction has been assessed using SATURN software. The future year baseline performance and the results for the AM and PM peak hours are shown in Table 6-68. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 6-68: Future baseline performance at A530 Middlewich Road/B5076 Flowers Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A530 Middlewich Road (north)	950	58%	0
B5076 Flowers Lane	478	65%	1
A530 Middlewich Road (south)	592	43%	0
	2031 PM peak hour (17:00–18:00)		
A530 Middlewich Road (north)	640	39%	0
B5076 Flowers Lane	472	56%	0
A530 Middlewich Road (south)	817	61%	0

5.3.152 The assessment shows that this junction operates well within capacity in the 2031 future baseline.

Warmingham Road/Hall Lane

5.3.153 Table 6-71 in the SES1 and AP1 ES TA replaced Table 6-71 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-69 below replaces Table 6-71 of the SES1 and AP1 ES TA.

Table 6-69: 2018 baseline performance at Warmingham Road/Hall Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Warmingham Road (North) (Left and Ahead)	336	20%	0
Hall Lane	583	39%	0
Warmingham Road (South) (Ahead and Right)	354	26%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Warmingham Road (North) (Left and Ahead)	276	17%	0
Hall Lane	400	25%	0
Warmingham Road (South) (Ahead and Right)	546	37%	0

5.3.154 The conclusions drawn in paragraph 5.3.159 of the SES1 and AP1 ES TA remain unchanged.

5.3.155 Table 6-72 of the SES1 and AP1 ES TA replaced Table 6-72 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-70 below replaces Table 6-72 of the SES1 and AP1 ES TA.

Table 6-70: Future baseline performance at Warmingham Road/Hall Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Warmingham Road (North) (Left and Ahead)	512	31%	0
Hall Lane	619	45%	1
Warmingham Road (South) (Ahead and Right)	577	45%	0
	2031 PM peak hour (17:00–18:00)		
Warmingham Road (North) (Left and Ahead)	242	15%	0
Hall Lane	462	31%	0
Warmingham Road (South) (Ahead and Right)	875	57%	0

5.3.156 The conclusions drawn in paragraph 5.3.161 of the SES1 and AP1 ES TA are replaced with:

"The assessment shows that this junction operates well within capacity in the 2031 future baseline."

A534/A533 Old Mill Road

5.3.157 Table 6-73 in the SES1 and AP1 ES TA replaced Table 6-73 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-71 below replaces Table 6-73 of the SES1 and AP1 ES TA.

Table 6-71: 2018 baseline performance at A534/A533 Old Mill Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Brookhouse Road	68	7%	0
A533 Old Mill Road (east)	718	72%	0
A534 Wheelock Bypass	972	81%	1
A533 Old Mill Road (west)	596	50%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Brookhouse Road	195	20%	0
A533 Old Mill Road (east)	805	95%	3
A534 Wheelock Bypass	741	62%	0
A533 Old Mill Road (west)	933	78%	1

5.3.158 The conclusions drawn in paragraph 5.3.163 of the SES1 and AP1 ES TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 81% on the A534 Wheelock Bypass approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 95% on the A533 Old Mill Road (east) approach with an associated queue length of three PCU'.'

5.3.159 Table 6-74 of the SES1 and AP1 ES TA replaced Table 6-74 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-72 below replaces Table 6-74 of the SES1 and AP1 ES TA.

Table 6-72: Future baseline performance at A534/A533 Old Mill Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Brookhouse Road	69	8%	0
A533 Old Mill Road (east)	798	81%	1
A534 Wheelock Bypass	1,090	91%	1
A533 Old Mill Road (west)	683	57%	1
	2031 PM peak hour (17:00–18:00)		
Brookhouse Road	198	26%	0
A533 Old Mill Road (east)	779	94%	3
A534 Wheelock Bypass	1,004	84%	1
A533 Old Mill Road (west)	1,014	85%	2

5.3.160 The conclusions drawn in paragraph 5.3.165 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 91% on the A534 Wheelock Bypass approach in the AM peak hour with an associated queue length of one PCU. In the PM peak hour, the maximum VoC of 94% is on the A533 Old Mill Road (east) approach with an associated queue length of three PCU".

Brookhouse Lane/Eardswick Lane/Cross Lane

5.3.161 Table 6-75 in SES1 and AP1 ES TA replaced Table 6-75 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-73 below replaces Table 6-75 of the SES1 and AP1 ES TA.

Table 6-73: 2018 baseline performance at Brookhouse Lane/Eardswick Lane/Cross Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Brookhouse Lane	398	71%	1
Eardswick Lane	377	23%	0
Cross Lane	862	54%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Brookhouse Lane	264	46%	0
Eardswick Lane	414	25%	0
Cross Lane	643	40%	0

5.3.162 The conclusions drawn in paragraph 5.3.167 of the SES1 and AP1 ES TA remain unchanged.

5.3.163 Table 6-76 of the SES1 and AP1 ES TA replaced Table 6-76 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-74 below replaces Table 6-76 of the SES1 and AP1 ES TA.

Table 6-74: Future baseline performance at Brookhouse Lane/Eardswick Lane/Cross Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Brookhouse Lane	409	78%	1
Eardswick Lane	492	30%	0
Cross Lane	983	62%	0
	2031 PM peak hour (17:00–18:00)		
Brookhouse Lane	263	45%	0
Eardswick Lane	486	30%	0
Cross Lane	570	36%	0

5.3.164 The conclusions drawn in paragraph 5.3.169 of the SES1 and AP1 ES TA are replaced by:

"In the 2031 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 78% on the Brookhouse Lane approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline."

A533 London Road/B5079 Station Road

5.3.165 Table 6-77 in the SES1 and AP1 ES TA replaced Table 6-77 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-75 below replaces Table 6-77 of the SES1 and AP1 ES TA.

Table 6-75: 2018 baseline performance at A533 London Road/B5079 Station Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 London Road (north)	600	59%	7
A533 London Road (south)	431	68%	8
B5079 Station Road	266	61%	6
	2018 PM peak hour (17:00–18:00) baseline results		
A533 London Road (north)	707	68%	9
A533 London Road (south)	431	68%	8
B5079 Station Road	258	59%	6

5.3.166 The conclusions drawn in paragraph 5.3.171 of the SES1 and AP1 ES TA remain unchanged.

5.3.167 Table 6-78 of the SES1 and AP1 ES TA replaced Table 6-78 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-76 below replaces Table 6-78 of the SES1 and AP1 ES TA.

Table 6-76: Future baseline performance at A533 London Road/B5079 Station Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A533 London Road (north)	763	67%	9
A533 London Road (south)	471	74%	9
B5079 Station Road	314	72%	7
	2031 PM peak hour (17:00–18:00)		
A533 London Road (north)	871	77%	11
A533 London Road (south)	495	78%	9
B5079 Station Road	355	82%	8

5.3.168 The conclusions drawn in paragraph 5.3.173 of the SES1 and AP1 ES TA are replaced by:

"In the 2031 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2031 future baseline with a maximum VoC of 82% on the B5079 Station Road approach with an associated queue length of eight PCU."

A534 Congleton Road/A534 Old Mill Road/Congleton Road

5.3.169 Table 6-79 in the SES1 and AP1 ES TA replaced Table 6-79 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-77 below replaces Table 6-79 of the SES1 and AP1 ES TA.

Table 6-77: 2018 baseline performance at A534 Congleton Road/A534 Old Mill Road/Congleton Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A534 Congleton Road	844	50%	0
A534 Old Mill Road	833	49%	0
A534 Old Mill Road (left turn slip)	55	5%	0
Congleton Road	601	67%	2
	2018 PM peak hour (17:00–18:00) baseline results		
A534 Congleton Road	1,037	61%	0
A534 Old Mill Road	544	32%	0
A534 Old Mill Road (left turn slip)	6	1%	0
Congleton Road	468	44%	0

5.3.170 The conclusions drawn in paragraph 5.3.175 of the SES1 and AP1 ES TA remain unchanged.

5.3.171 Table 6-80 of the SES1 and AP1 ES TA replaced Table 6-80 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-78 below replaces Table 6-80 of the SES1 and AP1 ES TA.

Table 6-78: Future baseline performance at A534 Congleton Road/A534 Old Mill Road/Congleton Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A534 Congleton Road	936	55%	0
A534 Old Mill Road	958	56%	0
A534 Old Mill Road (left turn slip)	110	11%	0
Congleton Road	728	96%	8
	2031 PM peak hour (17:00–18:00)		
A534 Congleton Road	1,061	62%	0
A534 Old Mill Road	733	43%	0
A534 Old Mill Road (left turn slip)	48	5%	0
Congleton Road	620	70%	1

5.3.172 The conclusions drawn in paragraph 5.3.177 of the SES1 and AP1 ES TA are replaced by:

"In the 2031 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 96% on the Congleton Road approach with an associated queue length of eight PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline."

A533 London Road/Moss Lane

5.3.173 Table 6-81 in the SES1 and AP1 ES TA replaced Table 6-81 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-79 below replaces Table 6-81 of the SES1 and AP1 ES TA.

Table 6-79: 2018 baseline performance at A533 London Road/Moss Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 London Road (north)	576	35%	0
A533 London Road (south)	701	42%	0
Moss Lane	75	16%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A533 London Road (north)	657	40%	0
A533 London Road (south)	692	41%	0
Moss Lane	154	34%	0

5.3.174 The conclusions drawn in paragraph 5.3.179 of the SES1 and AP1 ES TA remain unchanged.

5.3.175 Table 6-82 of the SES1 and AP1 ES TA replaced Table 6-82 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-80 below replaces Table 6-82 of the SES1 and AP1 ES TA.

Table 6-80: Future baseline performance at A533 London Road/Moss Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A533 London Road (north)	709	43%	0
A533 London Road (south)	791	47%	0
Moss Lane	133	34%	0
	2031 PM peak hour (17:00–18:00)		
A533 London Road (north)	829	51%	0
A533 London Road (south)	861	51%	0
Moss Lane	201	53%	1

5.3.176 The conclusions drawn in paragraph 5.3.181 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031 future baseline."

Forge Mill Lane/Dragons Lane/Tetton Lane/White Hall Lane

5.3.177 Table 6-83 in the SES1 and AP1 ES TA replaced Table 6-83 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-81 below replaces Table 6-83 of the SES1 and AP1 ES TA.

Table 6-81: 2018 baseline performance at Forge Mill Lane/Dragons Lane/Tetton Lane/White Hall Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Tetton Lane*	-	-	-
Dragons Lane	138	8%	0
White Hall Lane	326	29%	0
Forge Mill Lane	462	31%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Tetton Lane*	-	-	-
Dragons Lane	119	7%	0
White Hall Lane	391	35%	0
Forge Mill Lane	359	24%	0

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

5.3.178 The conclusions drawn in paragraph 5.3.183 of the SES1 and AP1 ES TA remain unchanged.

5.3.179 Table 6-84 of the SES1 and AP1 ES TA replaced Table 6-84 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 6-82 below replaces Table 6-84 of the SES1 and AP1 ES TA.

Table 6-82: Future baseline performance at Forge Mill Lane/Dragons Lane/Tetton Lane/White Hall Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2032 AM peak hour (08:00–09:00)		
Tetton Lane*	-	-	-
Dragons Lane	139	9%	0
White Hall Lane	419	39%	0
Forge Mill Lane	642	43%	0
	2032 PM peak hour (17:00–18:00)		
Tetton Lane*	-	-	-
Dragons Lane	137	8%	0
White Hall Lane	667	62%	0
Forge Mill Lane	347	23%	0

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

5.3.180 The conclusions drawn in paragraph 5.3.185 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031 future baseline".

A534 Nantwich Road/A5019 Mill Street/B5071 South Street

5.3.181 This junction is a four-arm signal-controlled crossroads with signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 6-83.

Table 6-83: 2018 baseline performance at A534 Nantwich Road/A5019 Mill Street/B5071 South Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5019 Mill Street	485	80%	12
A534 Nantwich Road (east)	475	57%	8
B5071 South Street	593	91%	14
A534 Nantwich Road (west)	426	89%	9
	2018 PM peak hour (17:00–18:00) baseline results		
A5019 Mill Street	695	101%	13
A534 Nantwich Road (east)	546	74%	10
B5071 South Street	309	56%	7
A534 Nantwich Road (west)	217	60%	5

5.3.182 In the 2018 baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 91% on the B5071 South Street approach with an associated queue length of 14 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2018 baseline with a maximum VoC of 101% on the A5019 Mill Street approach with an associated queue length of 13 PCU.

5.3.183 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 6-84. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 6-84: Future baseline performance at A534 Nantwich Road/A5019 Mill Street/B5071 South Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A5019 Mill Street	506	98%	12
A534 Nantwich Road (east)	463	54%	8
B5071 South Street	609	96%	14
A534 Nantwich Road (west)	447	94%	10
	2031 PM peak hour (17:00–18:00)		
A5019 Mill Street	413	103%	10
A534 Nantwich Road (east)	601	60%	10
B5071 South Street	296	81%	7
A534 Nantwich Road (west)	351	75%	8

5.3.184 In the 2031 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 98% on the A5019 Mill Street approach with an associated queue length of 12 PCU. In the PM peak hour, the assessment

shows that this junction is over capacity in the 2031 future baseline with a maximum VoC of 103% on the A5019 Mill Street approach with an associated queue length of 10 PCU.

A532 West Street/Victoria Avenue

5.3.185 This junction is a three-arm signal-controlled T-junction with signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 6-85.

Table 6-85: 2018 baseline performance at A532 West Street/Victoria Avenue junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A532 West Street (east)	791	61%	8
Victoria Avenue	504	103%	6
A532 West Street (west)	412	31%	3
	2018 PM peak hour (17:00–18:00) baseline results		
A532 West Street (east)	693	61%	10
Victoria Avenue	345	66%	4
A532 West Street (west)	841	82%	7

5.3.186 In the 2018 baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 103% on the Victoria Avenue approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 82% on the A532 West Street (west) approach with an associated queue length of seven PCU.

5.3.187 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 6-86. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 6-86: Future baseline performance at A532 West Avenue/Victoria Avenue junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A532 West Street (east)	968	76%	10
Victoria Avenue	303	104%	4
A532 West Street (west)	773	59%	5
	2031 PM peak hour (17:00–18:00)		
A532 West Street (east)	858	77%	12
Victoria Avenue	313	65%	4
A532 West Street (west)	940	68%	6

5.3.188 In the 2031 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 104% on the Victoria Avenue approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2031 future baseline with a maximum VoC of 77% on the A532 West Street (east) approach with an associated queue length of 12 PCU.

B5071/Crewe Road

5.3.189 This junction is a four-arm signal-controlled junction with signal-controlled pedestrian crossing facilities. One arm provides access to a business premises and is not represented within the strategic traffic model. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 6-87.

Table 6-87: 2018 Baseline performance at B5071/Crew Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Crewe Road (north)	160	36%	2
B5071	121	40%	2
Crewe Road (south)	461	34%	4
	2018 PM peak hour (17:00–18:00) baseline results		
Crewe Road (north)	194	34%	3
B5071	189	62%	4
Crewe Road (south)	419	30%	4

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

5.3.191 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 6-88. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 6-88: Future baseline performance at B5071/Crewe Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00) baseline results		
Crewe Road (north)	230	53%	3
B5071	179	50%	3
Crewe Road (south)	597	44%	5
	2031 PM peak hour (17:00–18:00) baseline results		
Crewe Road (north)	305	53%	5
B5071	164	86%	3
Crewe Road (south)	411	29%	4

5.3.192 In the 2031 future baseline, the assessment shows that the junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 86% on the B5071 approach with an associated queue length of three PCU.

A532 Weston Road/Weston Service Road south

5.3.193 This junction is a four-arm signal-controlled crossroads, with signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 6-89.

Table 6-89: 2018 baseline performance at A542 Weston Road/Weston Road Service Road south junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A532 Weston Road (north)	407	29%	7
Weston Road Service Road	61	12%	1
A532 Weston Road (south)	1,342	85%	14
JTi Access (left)	4	1%	0
JTi Access (ahead and right)	7	3%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A532 Weston Road (north)	1,000	57%	15
Weston Road Service Road	333	38%	6
A532 Weston Road (south)	427	40%	5
JTi Access (left)	9	1%	0
JTi Access (ahead and right)	7	4%	0

5.3.194 In the 2018 baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 85% on the A532 Weston Road (south) approach with an associated queue length of 14 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline.

5.3.195 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 6-90. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 6-90: Future baseline performance at A542 Weston Road/Weston Road Service Road south junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00) baseline results		
A532 Weston Road (north)	280	20%	5
Weston Road Service Road	41	8%	1
A532 Weston Road (south)	1,334	85%	14
JTi Access (left)	4	1%	0
JTi Access (ahead and right)	8	3%	0
	2031 PM peak hour (17:00–18:00) baseline results		
A532 Weston Road (north)	997	56%	15
Weston Road Service Road	291	33%	5
A532 Weston Road (south)	332	31%	4
JTi Access (left)	11	1%	0
JTi Access (ahead and right)	6	3%	0

5.3.196 In the 2031 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 85% on the A532 Weston Road (south) approach with an associated queue length of 14 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline.

A530 Middlewich Road/Wistaston Green Road

5.3.197 This junction is a three-arm signal-controlled T-junction with signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 6-91.

Table 6-91: 2018 baseline performance at A530 Middlewich Road/Wistaston Green Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A530 Middlewich Road	992	59%	0
Wistaston Green Road	196	109%	5
A530 Nantwich Road	1,093	64%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A530 Middlewich Road	1,127	69%	0
Wistaston Green Road	162	43%	0
A530 Nantwich Road	822	48%	0

5.3.198 In the 2018 baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 109% on the Wistaston Green Road approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline.

5.3.199 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 6-92. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 6-92: Future baseline performance at A530 Middlewich Road/Wistaston Green Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00) baseline results		
A530 Middlewich Road	952	92%	12
Wistaston Green Road	185	107%	4
A530 Nantwich Road	1,377	86%	8
	2031 PM peak hour (17:00–18:00) baseline results		
A530 Middlewich Road	1,189	84%	16
Wistaston Green Road	174	53%	4
A530 Nantwich Road	897	53%	5

5.3.200 In the 2031 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 107% on the Wistaston Green Road approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2031 future baseline with a maximum VoC of 84% on the A530 Middlewich Road approach with an associated queue length of 16 PCU.

A532 West Street/Minshull New Road

5.3.201 This junction is a three-arm priority controlled (give way) T-junction with no controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 6-93.

Table 6-93: 2018 baseline performance at A532 West Street/Minshull New Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Minshull New Road	372	56%	0
A532 West Street (east)	687	42%	0
A532 West Street (west)	538	33%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Minshull New Road	354	77%	1
A532 West Street (east)	795	61%	0
A532 West Street (west)	672	41%	0

5.3.202 In the 2018 baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 77% on the Minshull New Road approach with an associated queue length of one PCU.

5.3.203 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 6-94. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 6-94: Future baseline performance at A532 West Street/Minshull New Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00) baseline results		
Minshull New Road	380	91%	3
A532 West Street (east)	838	54%	0
A532 West Street (west)	876	53%	0
	2031 PM peak hour (17:00–18:00) baseline results		
Minshull New Road	323	97%	5
A532 West Street (east)	863	67%	0
A532 West Street (west)	842	51%	0

5.3.204 The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 91% on the Minshull New Road approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 97% is on the Minshull New Road approach with an associated queue length of five PCU.

B5079 Hind Heath Road/Crewe Road

5.3.205 This junction is a three-arm signal-controlled T-junction with signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 6-95.

Table 6-95: 2018 baseline performance at B5079 Hind Heath Road/Crewe Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Crewe Road (north)	307	22%	0
Crewe Road (south)	380	23%	0
B5079 Hind Heath Road	324	44%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Crewe Road (north)	410	28%	0
Crewe Road (south)	422	26%	0
B5079 Hind Heath Road	384	51%	0

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

5.3.207 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 6-96. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 6-96: Future baseline performance at B5079 Hind Heath Road/Crewe Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00) baseline results		
Crewe Road (north)	442	31%	0
Crewe Road (south)	394	24%	0
B5079 Hind Heath Road	490	70%	1
	2031 PM peak hour (17:00–18:00) baseline results		
Crewe Road (north)	481	34%	0
Crewe Road (south)	517	32%	0
B5079 Hind Heath Road	495	67%	0

5.3.208 The assessment shows that this junction operates well within capacity in the 2031 future baseline.

A533 The Hill/A534 Old Mill Road/High Street

5.3.209 This junction is a four-arm signal-controlled junction with signal-controlled pedestrian crossing facilities. The High Street is a one-way exit arm from the junction and is therefore not reported in the results. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 6-97.

Table 6-97: 2018 baseline performance at A533 The Hill/A534 Old Mill Road/High Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 The Hill	504	107%	9
A533 Old Mill Road (south)	1,012	71%	12
A534 Old Mill Road (north)	655	48%	10
	2018 PM peak hour (17:00–18:00) baseline results		
A533 The Hill	585	87%	12
A533 Old Mill Road (south)	860	56%	13
A534 Old Mill Road (north)	695	66%	14

5.3.210 In the 2018 baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 107% on the A533 The Hill approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 87% on the A533 The Hill approach with an associated queue length of 12 PCU.

5.3.211 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 6-98. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 6-98: Future baseline performance at A533 The Hill / A534 Old Mill Road / High Street

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00) baseline results		
A533 The Hill	533	109%	9
A533 Old Mill Road (south)	1,181	83%	13
A534 Old Mill Road (north)	752	54%	11
	2031 PM peak hour (17:00–18:00) baseline results		
A533 The Hill	624	100%	12
A533 Old Mill Road (south)	1,063	69%	15
A534 Old Mill Road (north)	713	67%	14

5.3.212 This junction operates over capacity in the 2031 future baseline with a maximum VoC of 109% on the A533 The Hill approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 100% is on the A533 The Hill approach with an associated queue length of 12 PCU.

A533 Middlewich Road/A533 Old Mill Road/Crewe Road/Hightown

5.3.213 This junction is a four-arm priority controlled (give way) roundabout with no controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 6-99.

Table 6-99: 2018 baseline performance at A533 Middlewich Road/A533 Old Mill Road/Crewe Road/Hightown junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 Middlewich Road	302	25%	0
Hightown	464	51%	0
A533 Old Mill Road	554	46%	0
Crewe Road	300	37%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A533 Middlewich Road	369	31%	0
Hightown	727	89%	2
A533 Old Mill Road	652	54%	0
Crewe Road	293	38%	0

5.3.214 In the 2018 baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 89% on the Hightown approach with an associated queue length of two PCU.

5.3.215 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 6-100. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 6-100: Future baseline performance at A533 Middlewich Road/A533 Old Mill Road/Crewe Road/Hightown junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00) baseline results		
A533 Middlewich Road	271	23%	0
Hightown	508	59%	0
A533 Old Mill Road	584	49%	0
Crewe Road	446	53%	0
	2031 PM peak hour (17:00–18:00) baseline results		
A533 Middlewich Road	373	31%	0
Hightown	753	95%	3
A533 Old Mill Road	775	65%	0
Crewe Road	371	48%	0

5.3.216 In the 2031 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 95% on the Hightown approach with an associated queue length of three PCU.

A534 Nantwich Road/A5078 Edleston Road/Edward Street

5.3.217 This junction is a four-arm staggered crossroads with signal-controlled pedestrian crossing facilities. Edward Street is a one-way exit arm from the junction and is therefore not

reported in the results. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 6-101.

Table 6-101: 2018 baseline performance at A534 Nantwich Road/A5078 Edleston Road/Edward Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5078 Edleston Road	152	59%	3
A534 Nantwich Road (east)	511	27%	3
A534 Nantwich Road (west)	501	55%	5
	2018 PM peak hour (17:00–18:00) baseline results		
A5078 Edleston Road	307	74%	5
A534 Nantwich Road (east)	427	24%	4
A534 Nantwich Road (west)	286	39%	4

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

5.3.219 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 6-102. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 6-102: Future baseline performance at A534 Nantwich Road/A5078 Edleston Road/Edward Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A5078 Edleston Road	159	62%	3
A534 Nantwich Road (east)	532	29%	3
A534 Nantwich Road (west)	573	63%	6
	2031 PM peak hour (17:00–18:00)		
A5078 Edleston Road	372	90%	6
A534 Nantwich Road (east)	541	33%	5
A534 Nantwich Road (west)	383	53%	5

5.3.220 In the 2031 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2031 future baseline with a maximum VoC of 90% on the A5078 Edleston Road approach with an associated queue length of six PCU.

A530 Middlewich Road/Marshfield Bank/A532 Coppenhall Lane

5.3.221 This junction is a four-arm priority controlled (give-way) roundabout with no controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 6-103.

Table 6-103: 2018 baseline performance at A530 Middlewich Road/Marshfield Bank/A532 Coppenhall Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A530 Middlewich Road (north)	778	65%	1
Marshfield Bank	112	9%	0
A532 Coppenhall Lane	627	52%	0
A530 Middlewich Road (south)	1,194	60%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A530 Middlewich Road (north)	881	73%	0
Marshfield Bank	365	32%	0
A532 Coppenhall Lane	409	34%	0
A530 Middlewich Road (south)	762	36%	0

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

5.3.223 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 6-104. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 6-104: Future baseline performance at A530 Middlewich Road/Marshfield Bank/A532 Coppenhall Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A530 Middlewich Road (north)	767	64%	1
Marshfield Bank	131	13%	0
A532 Coppenhall Lane	714	59%	0
A530 Middlewich Road (south)	1,462	77%	1
	2031 PM peak hour (17:00–18:00)		
A530 Middlewich Road (north)	975	81%	1
Marshfield Bank	404	42%	0
A532 Coppenhall Lane	574	48%	0
A530 Middlewich Road (south)	821	41%	0

5.3.224 The assessment shows that this junction operates within capacity in the 2031 future baseline with a maximum VoC of 77% on the A530 Middlewich Road (south) approach in the AM peak hour with an associated queue length of one PCU. In the PM peak hour, the maximum VoC of 81% is on the A530 Middlewich Road (north) approach with an associated queue length of one PCU.

A533 Middlewich Road/Platt Avenue

5.3.225 This junction is a three-arm junction with signal-controlled pedestrian crossing facilities. The operation of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 6-105.

Table 6-105: 2018 baseline performance at A533 Middlewich Road/Platt Avenue junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Platt Avenue	440	90%	2
A533 Middlewich Road (east)	508	30%	0
A533 Middlewich Road (west)	920	54%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Platt Avenue	429	92%	3
A533 Middlewich Road (east)	523	31%	0
A533 Middlewich Road (west)	985	58%	0

5.3.226 The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 90% on the Platt Avenue approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 92% is on the Platt Avenue approach with an associated queue length of three PCU.

5.3.227 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 6-106. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 6-106: Future baseline performance at A533 Middlewich Road/Platt Avenue junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Platt Avenue	440	90%	2
A533 Middlewich Road (east)	508	30%	0
A533 Middlewich Road (west)	920	54%	0
	2031 PM peak hour (17:00–18:00)		
Platt Avenue	429	92%	3
A533 Middlewich Road (east)	523	31%	0
A533 Middlewich Road (west)	985	58%	0

5.3.228 The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 90% on the Platt Avenue approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 92% is on the Platt Avenue approach with an associated queue length of three PCU.

Accidents and safety

5.3.229 Accidents and safety are reported in Section 6.4 of the main TA and Section 5.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

5.3.230 No issues have been identified for the operation of the future baseline network as a result of changes to the highway network or travel demands, and the accident and safety records for the existing baseline are assumed to provide a relevant basis for assessment.

Parking and loading

5.3.231 Parking and loading are reported in Section 6.4 of the main TA and Section 5.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Public transport

Rail network

5.3.232 The rail network is reported in Section 6.5 of the main TA and Section 5.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Local bus network

5.3.233 Local bus services are reported in Section 6.5 of the main TA and Section 5.3 of the SES1 and AP1 ES TA.

5.3.234 Since the main TA and the SES1 and AP1 ES TA there have been minor changes to local bus services and routes. However, since it is not possible to forecast how services may change in the future, it has been assumed that bus services for the future years of assessment will be the same as those reported in the main TA.

Public transport interchanges

5.3.235 Public transport interchanges are reported in Section 6.5 of the main TA and Section 5.3 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

Pedestrian facilities

5.3.236 Pedestrian facilities are reported in Section 6.6 of the main TA and Section 5.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Cycle facilities

5.3.237 Cycle facilities are reported in Section 6.6 of the main TA and Section 5.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Equestrian facilities

5.3.238 Equestrian facilities are reported in Section 6.6 of the main TA and Section 5.3 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

5.3.239 Waterways and canals are reported in Section 6.7 of the main TA and Section 5.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Air transport

5.3.240 Air transport is reported in Section 6.8 of the main TA and Section 5.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

hs2.org.uk

High Speed Two (HS2) Limited
Two Snowhill
Snow Hill Queensway
Birmingham B4 6GA
Freephone: 08081 434 434
Minicom: 08081 456 472
Email: HS2enquiries@hs2.org.uk