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-002-00002

Traffic and transport

Transport Assessment Part 2 Addendum

MA02: Wimboldsley to Lostock Gralam

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Department for Transport

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6.1 Introduction

6.1.1 A number of changes to the original scheme reported in Section 6.2 of this report mean that Section 7 of the main Transport Assessment (main TA) and Section 6.3 of the Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement TA (SES1 and AP1 ES TA) are generally replaced by Section 6.3 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.

6.1.2 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 Addendum (see SES2 and AP2 ES Volume 5, Appendix: TR-001-00000).

6.1.3 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 Wimboldsley to Lostock Gralam (MA02) 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 MA02.

6.2 SES2 changes and AP2 amendments for Wimboldsley to Lostock Gralam (MA02)

6.2.1 The original scheme is described in Section 14.1 of the main TA and the SES1 changes and AP1 amendments are described in Section 6.2 of the SES1 and AP1 ES TA.

6.2.2 The SES2 changes and AP2 amendments relevant to traffic and transport in MA02 are listed as follows:

- additional land temporarily required for modifications to the A54 St Michael's Way, A533 Leadsmithy Street and A54 Kinderton Street junction (AP2-002-001);
- additional land temporarily required for modifications to the A530 King Street, A530 Croxton Lane and B5309 King Street junction (AP2-002-002);
- additional land permanently required for modifications to the A559 Manchester Road, A559 Hall Lane and Station Road junction (AP2-002-003); and
- additional land temporarily required for modifications to the A559 Manchester Road and Stubbs Lane junction (AP2-002-005).

6.3 Existing and future baseline

Study area

6.3.1 The study area is reported in Section 7.1 of the main TA and Section 6.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Local land uses

6.3.2 Local land uses are reported in Section 7.2 of the main TA and Section 6.3 of the SES1 and AP1 ES TA.

6.3.3 Based on a review of recently consented, committed development, there are no additional committed developments to be included in the future baseline for the AP2 revised scheme.

Baseline surveys

Traffic surveys

6.3.4 Traffic surveys are reported in Section 7.3 of the main TA and Section 6.3 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.

6.3.5 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 MA02 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 TR-004-00001 SES2 and AP2 ES.

Non-motorised user surveys

6.3.6 Non-motorised user surveys are reported in Section 7.3 of the main TA and Section 6.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Accident data

6.3.7 Accident data are reported in Section 7.3 of the main TA and Section 6.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

[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

Highway network

Strategic and primary 'A' road network

6.3.8 The strategic and primary 'A' road network are reported in Section 7.4 of the main TA and Section 6.3 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

6.3.9 The local road network is reported in Section 7.4 of the main TA and Section 6.3 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

6.3.10 Growth in traffic is reported in Section 7.4 of the main TA and Section 6.3 of the SES1 and AP1 ES TA.

6.3.11 Table 7-1 in the SES1 and AP1 ES TA replaced Table 7-1 in the main TA and summarised the overall growth factors across the Winsford (and Middlewich) to M6 model and Northwich Town Centre model (both Cheshire West and Cheshire) for links within MA02, calculated using the total link flows for each future year. Table 7-1 below replaces Table 7-1 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 and the change in the future baseline forecast years from 2030 to 2031 and 2038 to 2039.

Table 7-1: MA02 traffic growth summary

Period years	AM peak hour	PM peak hour
2018 – 2031	21%	21%
2018 – 2039	26%	28%
2018 – 2051	36%	38%

Baseline traffic flows

6.3.12 Baseline traffic flows are reported in Section 7.4 of the main TA and Section 6.3 of the SES1 and AP1 ES TA.

6.3.13 Table 7-2 in the SES1 and AP1 ES TA replaced Table 7-2 in the main TA and summarised the 2018 baseline traffic flows derived from the Northwich Town Centre model and the Winsford (and Middlewich) to M6 model for strategic, primary 'A' roads and local roads for the MA02 area for the weekday AM (08:00–09:00) and weekday PM (17:00–18:00) peak hours. Table 7-2 below replaces Table 7-2 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.

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

Table 7-2: MA02 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
B5074 Swanlow Lane (between New Lane and Moors Lane)	NB	378	24	526	3
	SB	541	17	518	5
A530 Nantwich Road (between Brookhouse Lane and Clive Green Lane)	NB	916	27	1,040	21
	SB	663	26	621	6
Swanlow Drive (between B5074 Swanlow Lane and Darnhall School Lane)	EB	22	1	18	1
	WB	54	1	38	1
Darnhall School Lane (between B5074 Swanlow Lane and Glebe Green Drive)	NB	97	1	40	1
	SB	37	1	47	1
B5074 Swanlow Lane (between Moors Lane and Swanlow Drive)	NB	443	24	541	3
	SB	548	17	585	5
Darnhall School Lane (between Glebe Green Drive and B5074 Swanlow Lane)	NB	3	1	5	1
	SB	42	1	129	1
Swanlow Drive (between Darnhall School Lane and B5074 Swanlow Lane)	EB	111	1	39	1
	WB	50	1	94	1
Chadwick Road (between Sutton Lane and Warmingham Lane)	NB	22	1	19	1
	SB	8	1	28	1
Durham Drive/Glebe Green Drive (between Darnhall School Lane and Townsfields Drive)	NB	148	2	143	2
	SB	36	2	37	2
Clive Green Lane/Clive Lane (between A530 Nantwich Road and A54 Middlewich Road)	EB	202	19	274	3
	WB	431	23	376	18
Durham Drive/Dover Drive/Mount Pleasant Drive (between Townsfields Drive and Denbigh Drive)	NB	109	2	150	2
	SB	117	2	80	2
Townfields Drive (between B5074 Swanlow Lane and Durham Drive)	EB	134	0	76	0
	WB	13	0	41	0
Long Lane South (between Sutton Lane and Elm Road)	EB	8	0	14	0
	WB	12	0	10	0
Sutton Lane (between Long Lane South and Hayhurst Avenue)	NB	43	0	41	0
	SB	27	0	64	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
Mount Pleasant Drive (between Denbigh Drive and Woodford Lane West)	EB	65	0	85	0
	WB	157	0	106	0
Cledford Lane (between Bradwall Road and Jones Lane)	EB	1	0	18	0
	WB	2	0	100	0
Long Lane (between Sutton Lane and Hayhurst Avenue)	NB	14	1	8	1
	SB	2	1	10	1
Woodford Lane West (between Mount Pleasant Drive and A54 Oakmere Road)	NB	50	0	88	0
	SB	184	2	118	2
Elm Road (between Long Lane South and A533 Booth Lane)	EB	36	5	14	1
	WB	9	1	30	1
A530 Nantwich Road (between Clive Green Lane and Brynlow Drive)	NB	527	9	589	3
	SB	618	10	448	4
Denbigh Drive (between Mount Pleasant Drive and Swanlow Lane)	EB	41	2	26	2
	WB	41	2	63	2
Dene Drive (between Townfields Road and Queensway)	NB	390	1	214	1
	SB	192	1	379	1
Sutton Lane (between Rutland Drive and St Annes Avenue)	NB	71	0	46	0
	SB	33	0	95	0
Beeston Drive (between Denbigh Drive and Handley Hill)	NB	74	11	47	2
	SB	48	2	134	10
Brynlow Drive (between Long Lane and A530 Nantwich Road)	EB	161	9	141	3
	WB	181	11	122	4
Hayhurst Avenue (between Eaton Drive and Long Lane)	EB	219	9	112	3
	WB	161	11	176	4
Hayhurst Avenue (between Long Lane and Sutton Lane)	EB	212	7	96	2
	WB	139	9	140	2
St Annes Avenue (between Sutton Lane and A533 Booth Lane)	EB	189	2	275	0
	WB	185	16	249	1
Sutton Lane (between St Annes Avenue and St Ann's Road)	NB	331	17	228	2
	SB	224	6	346	1
Beeston Drive (between Handley Hill and B5074 Swanlow Lane)	EB	75	11	47	2
	WB	48	2	135	10
Long Lane/Manor Lane (between Hayhurst Avenue and St Anns Road)	NB	9	0	8	0
	SB	13	0	30	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
Sutton Lane (between St Ann's Road and A533 Lewin Street)	NB	259	5	85	2
	SB	61	6	89	1
St Ann's Road (between Sutton Lane and Manor Lane)	NB	121	12	174	0
	SB	213	0	289	0
A533 Lewin Street (between St Annes Avenue and Sutton Lane)	NB	512	17	411	4
	SB	237	14	356	17
A530 Nantwich Road (between Brynlow Drive and Glastonbury Drive)	NB	396	0	497	0
	SB	468	0	377	0
Coalpit Lane (between Clive Green Lane and Birch Lane)	NB	8	0	6	0
	SB	114	0	162	0
St Ann's Road (between Manor Lane and King Edward Street)	NB	137	12	195	0
	SB	216	0	327	1
Station Road (between B5355 Crook Lane and Rilshaw Lane)	EB	74	6	149	10
	WB	122	6	80	10
Station Road (between Kingsway and B5355 Crook Lane)	EB	183	8	179	10
	WB	180	6	173	10
Dingle Lane/Weaver Street (between The Drumber and A54 Winsford Bypass)	NB	41	0	417	0
	SB	39	0	46	0
Station Road (between A54 Winsford Bypass and Kingsway)	EB	184	8	199	10
	WB	207	6	176	10
A54 Middlewich Road (between Clive Lane and A54 Winsford Bypass)	EB	671	22	483	6
	WB	558	8	828	2
Dene Drive (between A54 High Street and The Drumber)	NB	141	3	211	5
	SB	135	4	259	1
Station Road (between Rilshaw Lane and B5355 Crook Lane)	EB	118	2	56	2
	WB	28	2	44	2
St Ann's Road (between King Edward Street and A530 Nantwich Road)	NB	188	12	200	0
	SB	244	0	343	1
A533 Lewin Street (between Sutton Lane and Hightown)	NB	756	23	619	6
	SB	404	18	595	18
B5355 Station Road (between A54 Middlewich Road and B5355 Crook Lane)	EB	164	14	65	3
	WB	34	3	154	2
Dingle Lane (between A54 High Street and The Drumber)	NB	420	5	427	1
	SB	554	3	45	10

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
Queen Street (between St Anns Road and Hightown)	EB	17	0	29	0
	WB	14	0	34	0
B5355 Crook Lane (between B5355 Station Road and Birch Avenue)	NB	84	1	145	0
	SB	123	12	45	1
Hightown (between A533 Leadsmithy Street and Queen Street)	EB	17	0	29	0
A530 Nantwich Road (between Glastonbury Drive and St Ann's Road)	EB	497	0	568	0
	WB	511	0	483	0
B5355 Crook Lane (between B5355 Station Road and Bradbury Road)	NB	83	1	133	0
	SB	113	12	44	1
A54 St Michael's Way (between The Bull Ring and A533 Leadsmithy Street)	EB	883	53	740	31
	WB	720	47	746	18
A530 Nantwich Road (between St Ann's Road and A530 Newton Bank)	NB	588	12	724	0
A54 Kinderton Street (between A533 Leadsmithy Street and King Street)	EB	1,089	81	797	23
	WB	601	57	495	27
A54 St Michael's Way (between A54 Chester Road and The Bull Ring)	EB	897	51	760	29
	WB	653	45	609	16
A530 Nantwich Road (between A530 Newton Bank and A54 St Michael's Way)	WB	1,237	45	1,189	18
A530 Newton Bank (between A530 Nantwich Road and A54 Chester Road)	NB	1,168	57	1,139	17
Brereton Lane (between Cledford Lane and A54 Holmes Chapel Road)	NB	28	1	32	0
	SB	18	1	143	0
A54 Chester Road (between A530 Newton Bank and A54 St Michael's Way)	EB	1,341	51	1,275	29
A54 Middlewich Road (between Clive Lane and A533 Northwich Road)	NB	362	34	357	19
	SB	404	35	422	7
Nixon Drive (between Basford Way and Saxon Crossway)	EB	139	2	94	2
	WB	115	2	160	2
	EB	1,117	51	1,071	29

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
A54 Chester Road (between A530 Croxton Lane and A530 Newton Bank)	WB	936	57	935	17
Wharton Road (between A5018 Wharton Park Road and B5355 Crook Lane)	EB	79	4	146	4
	WB	206	4	145	4
Nixon Drive (between Abbotts Way and Basford Way)	EB	105	2	76	2
	WB	96	2	118	2
A54 Holmes Chapel Road (between King Street and B5309 Centurion Way)	EB	964	82	673	24
	WB	524	56	376	28
Nixon Drive (between B5074 Delamere Street and Abbotts Way)	EB	39	2	129	2
	WB	79	2	32	2
Nixon Drive (between Saxon Crossway and Grange Lane)	EB	99	2	84	2
	WB	54	2	42	2
B5355 Crook Lane (between Bradbury Road and B5355 Wharton Road)	NB	150	5	142	4
	SB	96	4	99	5
King Street (between A54 Kinderton Street and B5309 Centurion Way)	NB	178	1	242	1
	SB	138	1	67	1
A54 Chester Road (between Coal Pit Lane and A530 Croxton Lane)	EB	725	51	695	26
	WB	750	47	679	17
Coalpit Lane (between Birch Lane and A54 Chester Road)	NB	27	0	15	0
	SB	6	0	4	0
A54 Middlewich Road realignment (between A533 Northwich Road diversion and Birch Lane)	EB	361	34	356	19
	WB	404	35	422	7
A54 Middlewich Road (between Clive Lane and Birch Lane)	EB	361	34	356	19
	WB	404	35	422	7
Birch Lane (between Coalpit Lane and A54 Middlewich Road)	NB	113	0	162	0
	SB	8	0	6	0
A54 Middlewich Road realignment (between Birch Lane and Coalpit Lane)	EB	699	51	686	26
	WB	744	47	681	17
B5355 Crook Lane (between School Road and B5355 Wharton Road)	NB	145	5	131	4
	SB	98	4	152	5
	EB	493	50	388	26

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
B5309 Centurion Way (between A54 Holmes Chapel Road and B5081 Byley Road)	WB	626	56	562	29
Road One (between A54 Middlewich Road and A533 Bostock Road)	NB	244	21	439	20
	SB	273	25	177	3
A54 Holmes Chapel Road (between B5309 Centurion Way and Brereton Lane)	EB	791	98	774	57
	WB	611	94	471	51
B5309 Centurion Way (between White Park Close and B5081 Byley Road)	EB	393	22	236	24
	WB	467	50	544	21
B5355 Wharton Road (between Nat Lane and Bradbury Road)	NB	150	4	187	6
	SB	173	0	130	2
A533 Northwich Road (between A54 Chester Road and Bell Lane)	NB	340	13	302	10
	SB	339	17	336	7
A533 Northwich Road (between Bell Lane and A533 Bostock Road)	NB	454	13	461	10
	SB	347	17	376	7
A54 Holmes Chapel Road (between Brereton Lane and Poolford Lane)	EB	747	97	703	58
	WB	622	95	535	51
B5309 Centurion Way (between B5309 King Street and White Park Close)	NB	395	40	432	21
	SB	255	21	286	21
A54 Middlewich Road (between A54 Chester Road and Bramhall Drive)	EB	541	22	254	10
	WB	272	10	254	5
B5355 Wharton Road (between A5018 Wharton Park Road and Bradbury Road)	NB	215	8	196	10
	SB	152	6	211	5
B5308 Middlewich Road (A54 Chester Road and A50 Knutsford Road)	EB	350	23	482	5
	WB	318	4	291	2
A50 Knutsford Road (between A535 Macclesfield Road and B5308 Middlewich Road)	NB	784	9	489	5
	SB	724	45	1,019	11
A533 Northwich Road/Bostock Road (between London Road and Bell Lane)	EB	350	17	388	7
	WB	449	13	460	10
B5309 King Street (between B5309 Centurion Way and A530 Croxton Lane)	NB	497	36	651	29
	SB	318	29	332	20
	EB	116	17	149	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
A533 Bostock Road (between A5018 Bostock Road and London Road)	WB	172	14	89	11
A530 Croxton Lane (between A54 Chester Road and B5309 King Street)	NB	275	0	326	0
	SB	312	0	562	0
London Road (between A533 Bostock Road and Brick Kiln Lane)	NB	314	0	374	0
	SB	278	1	241	1
A533 Davenham Bypass (between A533 Bostock Road and Brick Kiln Lane)	NB	935	25	941	13
	SB	892	24	977	14
B5081 Byley Road (between Moss Lane and B5082 Holmes Chapel Road)	NB	240	1	188	1
	SB	133	2	553	3
B5081 Byley Road (between B5309 Centurion Way and Moss Lane)	NB	263	8	83	3
	SB	189	9	222	5
A533 Davenham Bypass (between Jack Lane and London Road)	NB	900	21	897	9
	SB	871	21	944	11
A530 King Street (between A530 Croxton Lane and Whatcroft Hall Lane)	NB	750	36	895	29
	SB	594	30	722	19
A533 Davenham Bypass (between London Road and A556 Shurlach Road)	NB	554	0	762	0
	SB	777	16	926	10
Hartford Road (between Mount Pleasant Road and Green Lane)	EB	14	0	39	2
	WB	232	0	94	1
Hartford Road (between A556 and Mount Pleasant Road)	NB	233	1	148	2
	SB	19	2	40	3
A530 King Street (between Whatcroft Hall Lane and Davenham Road)	NB	658	16	848	15
	SB	558	15	761	9
London Road (between Hartford Road and Church Street)	EB	351	6	264	4
	WB	662	24	374	12
Church Street/Shipbrook Road (between London Road and Shurlach Lane)	EB	190	0	18	0
	WB	42	0	191	0
A50 London Road (between B5082 Northwich Road and Booth Bed Lane)	NB	194	2	62	1
	SB	75	5	179	1
	NB	44	0	74	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
Booth Bed Lane (between Main Road and A50 London Road)	SB	42	1	44	0
London Road (between Green Lane and A556 Chester Road)	NB	871	23	372	12
	SB	389	8	464	5
Davenham Road (between Shurlach Lane and A530 King Street)	EB	188	0	22	0
	WB	76	0	199	0
A556 Shurlach Road off-slip (between A556 Shurlach Road and A533 Davenham Bypass)	SB	292	13	532	9
B5082 Holmes Chapel Road (between B5081 Byley Lane and Birches Lane)	EB	587	6	300	2
	WB	348	7	386	2
A533 London Road (between A556 Chester Road and A533 Kingsmead)	NB	1,099	17	1,052	8
	SB	1,324	13	1,124	7
A556 Shurlach Road (between A533 London Road and A556 off-slip to A533 Davenham Bypass)	EB	1,908	27	1,022	14
	WB	524	16	1,559	5
Crowders Lane (between B5082 Pennys Lane and A530 King Street)	EB	145	0	25	0
	WB	26	0	93	0
A530 King Street (between Davenham Road and Gadbrook Distribution Centre)	NB	607	17	744	15
	SB	515	15	766	9
A530 King Street (between Davenham Road and Gadbrook Distribution Centre)	NB	607	17	744	15
	SB	515	15	766	9
A556 Shurlach Road (between A556 off-slip to A533 Davenham Bypass and Shurlach Lane)	EB	1,908	27	1,022	14
	WB	817	29	2,091	14
Shurlach Lane (between Shipbrook Road and A556 Shurlach Road)	NB	7	0	19	2
	SB	6	1	6	1
London Road (between Dunham Road and Old Hall Road)	NB	236	4	217	5
	SB	150	4	331	5
Old Hall Road (between Clifton Drive and Fairfield Road)	EB	93	2	222	5
	WB	80	2	41	4
Old Hall Road (between Granville Road and Clifton Drive)	EB	96	5	225	8
	WB	83	5	44	7
Old Hall Road (between London Road and Granville Road)	EB	104	5	225	8
	WB	87	5	44	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
London Road (between Old Hall Road and Lime Avenue)	NB	311	4	162	6
	SB	243	4	457	7
A530 King Street (between Gadbrook Distribution Centre Access and A556 Shurlach Road)	NB	606	16	758	15
	SB	555	17	753	9
B5082 Pennys Lane (between A556 Shurlach Road and Crowders Lane)	EB	358	3	231	1
	WB	322	7	244	2
Kingsley Drive (between Old Hall Road and Langley Road)	NB	1	0	8	0
	SB	9	0	2	0
A556 Shurlach Road (between Shipbrook Road and Gadbrook Road)	EB	1,741	24	1,019	14
	WB	816	30	2,078	13
Shipbrook Road (between Gadbrook Road and A556 Shurlach Road)	NB	169	3	80	0
	SB	2	0	77	0
Birches Lane diversion (between A556 Shurlach Road and B5082 Holmes Chapel Road)	NB	0	0	48	0
	SB	83	3	44	1
A556 Shurlach Road (between Gadbrook Road and A530 King Street)	EB	1,255	25	1,217	14
	WB	1,416	32	1,656	14
Gadbrook Road (between East Avenue and A556 Shurlach Road)	NB	122	1	225	0
	SB	342	3	220	0
East Avenue (between Gadbrook Road and Grange Road)	NB	23	0	156	1
	SB	62	3	10	3
A556 Shurlach Road (between A530 King Street and B5082 Pennys Lane)	EB	1,518	33	1,386	22
	WB	1,335	42	1,728	16
East Avenue (between Grange Road and South Drive)	NB	28	0	157	1
	SB	62	3	10	3
West Avenue (between Gadbrook Road and Grange Road)	NB	27	0	57	1
	SB	8	0	12	0
Grange Road (between West Avenue and East Avenue)	EB	5	0	2	0
	WB	0	0	1	0
Gadbrook Road (between Shipbrook Road and East Avenue)	EB	305	2	61	1
	WB	98	8	89	3
Porter Drive (between Shipbrook Road and Marlowe Road)	NB	40	3	75	0
	SB	15	0	13	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
Shipbrook Road (between Porter Drive and Gadbrook Road)	EB	158	0	19	0
	WB	16	0	78	0
East Avenue (between South Drive and Central Road)	NB	40	0	216	1
	SB	104	3	46	3
West Avenue (between Grange Road and South Drive)	NB	22	0	55	1
	SB	8	0	10	0
Porter Drive/Porter Way/Greenway Drive (between Marlowe Road and Belmont Road)	NB	55	3	74	0
	SB	23	0	64	0
Central Road (between West Avenue and East Avenue)	NB	1	0	1	0
	SB	34	0	1	0
West Avenue (between South Drive and Central Road)	NB	31	0	55	1
	SB	6	0	10	0
A530 King Street (between A556 Shurlach Road and B5082 Middlewich Road)	NB	374	13	673	8
	SB	584	13	729	8
A556 Shurlach Road (between B5082 Pennys Lane and Birches Lane)	NB	1,161	30	1,155	21
	SB	1,013	35	1,489	15
East Avenue (between Central Road and North Drive)	NB	40	0	215	1
	SB	71	3	45	3
Greenway Drive (between Agecroft Road and Belmont Road)	EB	18	0	5	0
	WB	22	3	32	3
West Avenue (between Central Road and North Drive)	NB	53	0	84	1
	SB	36	0	31	0
North Drive (between West Avenue and East Avenue)	EB	17	0	3	0
	WB	0	0	78	1
B5082 Middlewich Road (between East Avenue and A530 Griffiths Road)	EB	467	11	448	3
	WB	385	8	502	4
East Avenue (between North Drive and B5082 Middlewich Road)	NB	139	0	197	1
	SB	68	3	160	4
Shipbrook Road (between Agecroft Road and Central Road)	NB	50	1	73	1
	SB	58	0	102	1
Central Road (between West Avenue and Shipbrook Road	EB	45	0	68	0
	WB	18	0	49	0
	NB	55	6	77	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
Belmont Road (between Greenway Drive and Malpas Road Roundabout)	SB	19	0	39	0
West Avenue (between North Drive and B5082 Middlewich Road)	NB	47	0	158	1
	SB	47	0	30	0
B5082 Middlewich Road (between Shipbrook Road and East Avenue)	EB	361	13	360	4
	WB	362	8	519	2
Shipbrook Road (between Central Road and B5082 Middlewich Road)	NB	62	1	125	1
	SB	105	1	165	1
A530 Griffiths Road (between A559 Manchester Road and B5082 Middlewich Road)	NB	229	6	286	5
	SB	358	3	409	5
Malpas Road (between Braemar Avenue and B5082 Middlewich Road)	NB	99	8	112	4
	SB	41	3	72	1
B5082 Middlewich Road (between Parkfield Road and Shipbrook Road)	EB	540	10	576	4
	WB	572	13	686	5
B5082 Middlewich Road (between Victoria Road and Parkfield Road)	EB	539	10	600	4
	WB	617	13	728	5
Brockhurst Street (between Percy Street and A559 Chester Way)	EB	62	0	1	0
	WB	76	1	148	0
Percy Street (between Whalley Road and A559 Chester Way)	NB	70	0	235	0
	SB	52	0	220	0
Applemarket Street (between Weaver Way and A559 Watling Street)	NB	218	1	138	0
	SB	104	2	229	0
Victoria Road (between Kingsway and B5082 Station Road)	EB	426	3	317	1
	WB	36	0	236	0
B5082 Station Road (between A559 Chester Way and Victoria Road)	EB	188	7	284	5
	WB	750	15	711	6
Whitton Street (between Station Road and A559 Chester Way)	EB	37	5	128	5
Whitton Street (between Old Warrington Road and Station Road)	EB	37	5	128	5
	WB	42	0	79	0
	NB	238	3	136	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
A50 Holmes Chapel Road (between Booth Bed Lane and B5081 Middlewich Road)	SB	117	6	223	1
A559 Chester Way (between B5082 Station Road and A559 Manchester Road)	EB	563	13	563	5
	WB	311	13	590	4
Birches Lane/Station Road (between A556 Shurlach Road and School Lane)	NB	125	3	176	2
	SB	0	0	0	0
A556 Shurlach Road (between Birches Lane and A559 Manchester Road)	NB	1,035	27	979	19
	SB	1,096	38	1,485	15
A559 Manchester Road (between A530 Griffiths Road and A559 Hall Lane)	EB	579	17	602	6
	WB	651	16	754	7
Station Road (between School Lane and A559 Manchester Road)	NB	92	3	154	2
	SB	0	0	0	0
A559 Hall Lane (between A559 Manchester Road and Townshend Road)	NB	325	7	448	3
	SB	425	2	341	1
School Lane (between Station Road and Stubbs Lane)	EB	34	0	21	0
A559 Manchester Road (between A559 Hall Lane and Stubbs Lane)	EB	502	13	374	5
	WB	382	14	479	5
Townshend Road (between A559 Hall Lane and Fryer Road)	NB	149	2	119	1
	SB	198	1	158	1
A559 Manchester Road (between Stubbs Lane and Fryer Road)	EB	421	13	413	4
	WB	311	14	330	5
A559 Manchester Road (between Fryer Road and A556 Shurlach Road)	EB	564	14	458	4
	WB	400	13	584	4
Fryer Road (between A559 Manchester Road and Townshend Road)	NB	151	1	332	1
	SB	205	2	123	1
A569 Hall Lane (between Townshend Road and Green Lane)	EB	362	4	324	3
	WB	311	8	470	4
A556 Chester Road (between A559 Manchester Road and Linnards Lane)	EB	1,250	39	1,089	23
	WB	1,115	49	1,720	20
	EB	268	4	305	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
A559 Hall Lane (between Green Lane and B5391 Church Street)	WB	298	8	446	4
A556 Chester Road (between A559 Manchester Road and Plumley Moor Road)	EB	1,687	82	1,249	48
	WB	1,323	100	1,824	38
Green Lane (between Linnards Lane and A569 Hall Lane)	NB	13	0	24	0
	SB	95	0	18	0
A569 Marston Lane (between B5391 Church Street and Earles Lane)	NB	159	9	239	0
	SB	203	5	209	8
B5391 Church Street (between Earles Lane and A559 Marston Lane)	NB	124	8	204	4
	SB	244	6	148	4
A50 Holmes Chapel Road (between B5081 Middlewich Road and Goughs Lane)	NB	492	3	862	2
	SB	703	8	890	4
Linnards Lane (between Green Lane and B5391 Church Street)	EB	191	9	137	4
	WB	104	8	90	2
Earles Lane (between A559 Marston Lane and B5391 Pickmere Lane)	EB	217	10	97	5
	WB	58	8	85	1
High Street/Church Street/Westage Lane (between A559 Warrington Road and Hield Lane)	EB	31	0	33	0
	WB	0	0	0	0

6.3.15 Table 7-3 in the SES1 and AP1 ES TA replaced Table 7-3 in the main TA and summarised the 2018 baseline Annual Average Daily Traffic (AADT) flows derived from the Northwich Town Centre model and the Winsford (and Middlewich) to M6 model for strategic, primary 'A' roads and local roads for the MA02 area. Table 7-3 below replaces Table 7-3 of the SES1 and AP1 ES TA.

Table 7-3: MA02 strategic and local road network 2018 AADT baseline flows (vehicles)

Location	Direction	AADT - all vehicles	AADT - HGV
B5074 Swanlow Lane (between New Lane and Moors Lane)	NB	4,918	146
	SB	5,767	122
A530 Nantwich Road (between Brookhouse Lane and Clive Green Lane)	NB	10,650	266
	SB	6,990	175
Swanlow Drive (between B5074 Swanlow Lane and Darnhall School Lane)	EB	218	11
	WB	499	11
	NB	746	11

Location	Direction	AADT - all vehicles	AADT - HGV
Darnhall School Lane (between B5074 Swanlow Lane and Glebe Green Drive)	SB	458	11
B5074 Swanlow Lane (between Moors Lane and Swanlow Drive)	NB	5,356	146
	SB	6,167	122
Darnhall School Lane (between Glebe Green Drive and B5074 Swanlow Lane)	NB	44	11
	SB	930	11
Swanlow Drive (between Darnhall School Lane and B5074 Swanlow Lane)	EB	817	11
	WB	783	11
Chadwick Road (between Sutton Lane and Warmingham Lane)	NB	223	11
	SB	199	11
Durham Drive/Glebe Green Drive (between Darnhall School Lane and Townsfields Drive)	NB	1,581	22
	SB	400	22
Clive Green Lane/Clive Lane (between A530 Nantwich Road and A54 Middlewich Road)	EB	2,588	120
	WB	4,396	226
Durham Drive/Dover Drive/Mount Pleasant Drive (between Townsfields Drive and Denbigh Drive)	NB	1,407	22
	SB	1,074	22
Townfields Drive (between B5074 Swanlow Lane and Durham Drive)	EB	1,143	0
	WB	295	0
Long Lane South (between Sutton Lane and Elm Road)	EB	118	0
	WB	122	1
Sutton Lane (between Long Lane South and Hayhurst Avenue)	NB	458	0
	SB	495	0
Mount Pleasant Drive (between Denbigh Drive and Woodford Lane West)	EB	815	0
	WB	1,431	0
Cledford Lane (between Bradwall Road and Jones Lane)	EB	105	0
	WB	550	0
Long Lane (between Sutton Lane and Hayhurst Avenue)	NB	114	11
	SB	62	11
Woodford Lane West (between Mount Pleasant Drive and A54 Oakmere Road)	NB	752	0
	SB	1,644	22
Elm Road (between Long Lane South and A533 Booth Lane)	EB	270	33
	WB	210	11
A530 Nantwich Road (between Clive Green Lane and Brynlow Drive)	NB	6,072	64
	SB	5,810	80
Denbigh Drive (between Mount Pleasant Drive and Swanlow Lane)	EB	362	22
	WB	564	22
Dene Drive (between Townfields Road and Queensway)	NB	3,293	11
	SB	3,101	11
Sutton Lane (between Rutland Drive and St Annes Avenue)	NB	640	0

Location	Direction	AADT - all vehicles	AADT - HGV
	SB	695	0
Beeston Drive (between Denbigh Drive and Handley Hill)	NB	659	73
	SB	989	63
Brynlow Drive (between Long Lane and A530 Nantwich Road)	EB	1,643	64
	WB	1,647	80
Hayhurst Avenue (between Eaton Drive and Long Lane)	EB	1,802	64
	WB	1,834	80
Hayhurst Avenue (between Long Lane and Sutton Lane)	EB	1,680	53
	WB	1,524	63
St Annes Avenue (between Sutton Lane and A533 Booth Lane)	EB	2,523	16
	WB	2,361	90
Sutton Lane (between St Annes Avenue and St Ann's Road)	NB	3,046	104
	SB	3,106	40
Beeston Drive (between Handley Hill and B5074 Swanlow Lane)	EB	665	73
	WB	996	63
Long Lane/Manor Lane (between Hayhurst Avenue and St Anns Road)	NB	96	2
	SB	233	7
Sutton Lane (between St Ann's Road and A533 Lewin Street)	NB	1,879	39
	SB	812	39
St Ann's Road (between Sutton Lane and Manor Lane)	NB	1,603	66
	SB	2,730	2
A533 Lewin Street (between St Annes Avenue and Sutton Lane)	NB	5,032	116
	SB	3,229	165
A530 Nantwich Road (between Brynlow Drive and Glastonbury Drive)	NB	4,865	0
	SB	4,598	0
Coalpit Lane (between Clive Green Lane and Birch Lane)	NB	76	0
	SB	1,505	0
St Ann's Road (between Manor Lane and King Edward Street)	NB	1,807	68
	SB	2,954	9
Station Road (between B5355 Crook Lane and Rilshaw Lane)	EB	1,210	85
	WB	1,103	87
Station Road (between Kingsway and B5355 Crook Lane)	EB	1,968	96
	WB	1,923	87
Dingle Lane/Weaver Street (between The Drumber and A54 Winsford Bypass)	NB	2,484	1
	SB	463	0
Station Road (between A54 Winsford Bypass and Kingsway)	EB	2,089	96
	WB	2,089	87
	EB	6,289	153

Location	Direction	AADT - all vehicles	AADT - HGV
A54 Middlewich Road (between Clive Lane and A54 Winsford Bypass)	WB	7,545	53
Dene Drive (between A54 High Street and The Drumber)	NB	1,916	44
	SB	2,145	26
Station Road (between Rilshaw Lane and B5355 Crook Lane)	EB	950	22
	WB	393	21
St Ann's Road (between King Edward Street and A530 Nantwich Road)	NB	2,109	68
	SB	3,192	9
A533 Lewin Street (between Sutton Lane and Hightown)	NB	7,491	157
	SB	5,436	197
B5355 Station Road (between A54 Middlewich Road and B5355 Crook Lane)	EB	1,250	93
	WB	1,020	24
Dingle Lane (between A54 High Street and The Drumber)	NB	4,612	33
	SB	3,275	73
Queen Street (between St Anns Road and Hightown)	EB	250	0
	WB	263	0
B5355 Crook Lane (between B5355 Station Road and Birch Avenue)	NB	1,244	3
	SB	917	72
Hightown (between A533 Leadsmithy Street and Queen Street)	EB	253	0
A530 Nantwich Road (between Glastonbury Drive and St Ann's Road)	EB	5,800	0
	WB	5,411	0
B5355 Crook Lane (between B5355 Station Road and Bradbury Road)	NB	1,175	3
	SB	858	72
A54 St Michael's Way (between The Bull Ring and A533 Leadsmithy Street)	EB	8,839	456
	WB	7,979	357
A530 Nantwich Road (between St Ann's Road and A530 Newton Bank)	NB	7,143	68
A54 Kinderton Street (between A533 Leadsmithy Street and King Street)	EB	10,273	566
	WB	5,971	459
A54 St Michael's Way (between A54 Chester Road and The Bull Ring)	EB	9,024	434
	WB	6,871	335
A530 Nantwich Road (between A530 Newton Bank and A54 St Michael's Way)	WB	13,210	344
A530 Newton Bank (between A530 Nantwich Road and A54 Chester Road)	NB	12,562	404
Brereton Lane (between Cledford Lane and A54 Holmes Chapel Road)	NB	328	7
	SB	873	6
A54 Chester Road (between A530 Newton Bank and A54 St Michael's Way)	EB	14,247	437
	NB	3,912	288

Location	Direction	AADT - all vehicles	AADT - HGV
A54 Middlewich Road (between Clive Lane and A533 Northwich Road)	SB	4,497	228
Nixon Drive (between Basford Way and Saxon Crossway)	EB	1,270	22
	WB	1,492	22
A54 Chester Road (between A530 Croxton Lane and A530 Newton Bank)	EB	11,913	438
	WB	10,186	404
Wharton Road (between A5018 Wharton Park Road and B5355 Crook Lane)	EB	1,223	43
	WB	1,912	43
Nixon Drive (between Abbotts Way and Basford Way)	EB	987	22
	WB	1,160	22
A54 Holmes Chapel Road (between King Street and B5309 Centurion Way)	EB	8,921	577
	WB	4,901	461
Nixon Drive (between B5074 Delamere Street and Abbotts Way)	EB	917	22
	WB	602	22
Nixon Drive (between Saxon Crossway and Grange Lane)	EB	997	22
	WB	521	22
B5355 Crook Lane (between Bradbury Road and B5355 Wharton Road)	NB	1,588	47
	SB	1,063	47
King Street (between A54 Kinderton Street and B5309 Centurion Way)	NB	2,283	11
	SB	1,118	11
A54 Chester Road (between Coal Pit Lane and A530 Croxton Lane)	EB	7,736	422
	WB	7,780	351
Coalpit Lane (between Birch Lane and A54 Chester Road)	NB	229	0
	SB	55	0
A54 Middlewich Road realignment (between A533 Northwich Road diversion and Birch Lane)	EB	3,907	288
	WB	4,497	228
A54 Middlewich Road (between Clive Lane and Birch Lane)	EB	3,907	288
	WB	4,497	228
Birch Lane (between Coalpit Lane and A54 Middlewich Road)	NB	1,493	0
	SB	76	0
A54 Middlewich Road realignment (between Birch Lane and Coalpit Lane)	EB	7,538	422
	WB	7,757	351
B5355 Crook Lane (between School Road and B5355 Wharton Road)	NB	1,506	47
	SB	1,358	47
B5309 Centurion Way (between A54 Holmes Chapel Road and B5081 Byley Road)	EB	4,796	416
	WB	6,470	462
Road One (between A54 Middlewich Road and A533 Bostock Road)	NB	3,716	222
	SB	2,450	154
	EB	8,520	849

Location	Direction	AADT - all vehicles	AADT - HGV
A54 Holmes Chapel Road (between B5309 Centurion Way and Brereton Lane)	WB	5,894	789
B5309 Centurion Way (between White Park Close and B5081 Byley Road)	EB	3,428	248
	WB	5,501	389
B5355 Wharton Road (between Nat Lane and Bradbury Road)	NB	1,832	50
	SB	1,651	9
A533 Northwich Road (between A54 Chester Road and Bell Lane)	NB	3,496	122
	SB	3,679	133
A533 Northwich Road (between Bell Lane and A533 Bostock Road)	NB	4,982	122
	SB	3,938	133
A54 Holmes Chapel Road (between Brereton Lane and Poolford Lane)	EB	7,896	842
	WB	6,303	791
B5309 Centurion Way (between B5309 King Street and White Park Close)	NB	4,499	333
	SB	2,948	232
A54 Middlewich Road (between A54 Chester Road and Bramhall Drive)	EB	4,330	175
	WB	2,867	85
B5355 Wharton Road (between A5018 Wharton Park Road and Bradbury Road)	NB	2,239	96
	SB	1,975	63
B5308 Middlewich Road (A54 Chester Road and A50 Knutsford Road)	EB	5,727	192
	WB	4,191	37
A50 Knutsford Road (between A535 Macclesfield Road and B5308 Middlewich Road)	NB	8,773	100
	SB	11,992	387
A533 Northwich Road/Bostock Road (between London Road and Bell Lane)	EB	4,015	133
	WB	4,946	122
B5309 King Street (between B5309 Centurion Way and A530 Croxton Lane)	NB	6,247	354
	SB	3,541	267
A533 Bostock Road (between A5018 Bostock Road and London Road)	EB	1,442	133
	WB	1,421	133
A530 Croxton Lane (between A54 Chester Road and B5309 King Street)	NB	3,273	0
	SB	4,756	0
London Road (between A533 Bostock Road and Brick Kiln Lane)	NB	3,746	0
	SB	2,825	11
A533 Davenham Bypass (between A533 Bostock Road and Brick Kiln Lane)	NB	10,214	209
	SB	10,175	205
B5081 Byley Road (between Moss Lane and B5082 Holmes Chapel Road)	NB	2,950	10
	SB	4,716	30
B5081 Byley Road (between B5309 Centurion Way and Moss Lane)	NB	1,888	62
	SB	2,235	79
A533 Davenham Bypass (between Jack Lane and London Road)	NB	9,786	163

Location	Direction	AADT - all vehicles	AADT - HGV
	SB	9,879	171
A530 King Street (between A530 Croxton Lane and Whatcroft Hall Lane)	NB	8,956	353
	SB	7,164	268
A533 Davenham Bypass (between London Road and A556 Shurlach Road)	NB	7,160	0
	SB	9,274	141
Hartford Road (between Mount Pleasant Road and Green Lane)	EB	289	13
	WB	1,774	4
Hartford Road (between A556 and Mount Pleasant Road)	NB	2,072	18
	SB	317	27
A530 King Street (between Whatcroft Hall Lane and Davenham Road)	NB	8,195	170
	SB	7,176	128
London Road (between Hartford Road and Church Street)	EB	3,351	56
	WB	5,644	195
Church Street/Shipbrook Road (between London Road and Shurlach Lane)	EB	1,133	3
	WB	1,269	1
A50 London Road (between B5082 Northwich Road and Booth Bed Lane)	NB	1,769	22
	SB	1,747	41
Booth Bed Lane (between Main Road and A50 London Road)	NB	811	4
	SB	594	9
London Road (between Green Lane and A556 Chester Road)	NB	6,778	194
	SB	4,641	73
Davenham Road (between Shurlach Lane and A530 King Street)	EB	1,144	0
	WB	1,498	0
A556 Shurlach Road off-slip (between A556 Shurlach Road and A533 Davenham Bypass)	SB	4,486	121
B5082 Holmes Chapel Road (between B5081 Byley Lane and Birches Lane)	EB	4,829	43
	WB	3,991	47
A533 London Road (between A556 Chester Road and A533 Kingsmead)	NB	11,712	135
	SB	13,331	109
A556 Shurlach Road (between A533 London Road and A556 off-slip to A533 Davenham Bypass)	EB	15,967	224
	WB	11,325	118
Crowders Lane (between B5082 Pennys Lane and A530 King Street)	EB	929	0
	WB	648	2
A530 King Street (between Davenham Road and Gadbrook Distribution Centre)	NB	7,352	172
	SB	6,967	128
A530 King Street (between Davenham Road and Gadbrook Distribution Centre)	NB	7,352	172
	SB	6,967	128
A556 Shurlach Road (between A556 off-slip to A533 Davenham Bypass and Shurlach Lane)	EB	15,968	224
	WB	15,811	238

Location	Direction	AADT - all vehicles	AADT - HGV
Shurlach Lane (between Shipbrook Road and A556 Shurlach Road)	NB	139	11
	SB	65	8
London Road (between Dunham Road and Old Hall Road)	NB	2,463	48
	SB	2,619	50
Old Hall Road (between Clifton Drive and Fairfield Road)	EB	1,715	38
	WB	657	34
Old Hall Road (between Granville Road and Clifton Drive)	EB	1,746	69
	WB	689	66
Old Hall Road (between London Road and Granville Road)	EB	1,788	69
	WB	716	66
London Road (between Old Hall Road and Lime Avenue)	NB	2,578	56
	SB	3,806	63
A530 King Street (between Gadbrook Distribution Centre Access and A556 Shurlach Road)	NB	7,426	168
	SB	7,121	138
B5082 Pennys Lane (between A556 Shurlach Road and Crowders Lane)	EB	3,210	22
	WB	3,084	45
Kingsley Drive (between Old Hall Road and Langley Road)	NB	47	0
	SB	58	0
A556 Shurlach Road (between Shipbrook Road and Gadbrook Road)	EB	15,040	207
	WB	15,737	236
Shipbrook Road (between Gadbrook Road and A556 Shurlach Road)	NB	1,360	17
	SB	432	0
Birches Lane diversion (between A556 Shurlach Road and B5082 Holmes Chapel Road)	NB	259	0
	SB	691	21
A556 Shurlach Road (between Gadbrook Road and A530 King Street)	EB	13,462	211
	WB	16,722	248
Gadbrook Road (between East Avenue and A556 Shurlach Road)	NB	1,884	7
	SB	3,063	17
East Avenue (between Gadbrook Road and Grange Road)	NB	973	5
	SB	392	34
A556 Shurlach Road (between A530 King Street and B5082 Pennys Lane)	EB	15,815	302
	WB	16,668	317
East Avenue (between Grange Road and South Drive)	NB	1,005	5
	SB	394	34
West Avenue (between Gadbrook Road and Grange Road)	NB	455	3
	SB	106	0
Grange Road (between West Avenue and East Avenue)	EB	37	0
	WB	7	0

Location	Direction	AADT - all vehicles	AADT - HGV
Gadbrook Road (between Shipbrook Road and East Avenue)	EB	2,000	14
	WB	1,020	65
Porter Drive (between Shipbrook Road and Marlowe Road)	NB	623	15
	SB	157	0
Shipbrook Road (between Porter Drive and Gadbrook Road)	EB	971	2
	WB	509	0
East Avenue (between South Drive and Central Road)	NB	1,389	4
	SB	816	35
West Avenue (between Grange Road and South Drive)	NB	419	3
	SB	101	0
Porter Drive/Porter Way/Greenway Drive (between Marlowe Road and Belmont Road)	NB	701	15
	SB	469	0
Central Road (between West Avenue and East Avenue)	NB	12	0
	SB	191	2
West Avenue (between South Drive and Central Road)	NB	470	3
	SB	88	0
A530 King Street (between A556 Shurlach Road and B5082 Middlewich Road)	NB	5,696	119
	SB	7,145	113
A556 Shurlach Road (between B5082 Pennys Lane and Birches Lane)	NB	12,605	280
	SB	13,617	272
East Avenue (between Central Road and North Drive)	NB	1,384	4
	SB	631	34
Greenway Drive (between Agecroft Road and Belmont Road)	EB	125	2
	WB	296	32
West Avenue (between Central Road and North Drive)	NB	744	4
	SB	365	1
North Drive (between West Avenue and East Avenue)	EB	106	2
	WB	423	3
B5082 Middlewich Road (between East Avenue and A530 Griffiths Road)	EB	4,983	76
	WB	4,831	65
East Avenue (between North Drive and B5082 Middlewich Road)	NB	1,828	6
	SB	1,242	40
Shipbrook Road (between Agecroft Road and Central Road)	NB	668	12
	SB	869	7
Central Road (between West Avenue and Shipbrook Roa	EB	615	2
	WB	365	0
Belmont Road (between Greenway Drive and Malpas Road Roundabout)	NB	714	47
	SB	311	2

Location	Direction	AADT - all vehicles	AADT - HGV
West Avenue (between North Drive and B5082 Middlewich Road)	NB	1,114	6
	SB	418	1
B5082 Middlewich Road (between Shipbrook Road and East Avenue)	EB	3,928	95
	WB	4,796	57
Shipbrook Road (between Central Road and B5082 Middlewich Road)	NB	1,012	11
	SB	1,474	8
A530 Griffiths Road (between A559 Manchester Road and B5082 Middlewich Road)	NB	2,805	59
	SB	4,178	43
Malpas Road (between Braemar Avenue and B5082 Middlewich Road)	NB	1,149	63
	SB	617	18
B5082 Middlewich Road (between Parkfield Road and Shipbrook Road)	EB	6,076	75
	WB	6,848	96
B5082 Middlewich Road (between Victoria Road and Parkfield Road)	EB	6,200	76
	WB	7,323	96
Brockhurst Street (between Percy Street and A559 Chester Way)	EB	344	2
	WB	1,218	7
Percy Street (between Whalley Road and A559 Chester Way)	NB	1,660	0
	SB	1,477	0
Applemarket Street (between Weaver Way and A559 Watling Street)	NB	1,942	9
	SB	1,810	9
Victoria Road (between Kingsway and B5082 Station Road)	EB	4,044	22
	WB	1,478	0
B5082 Station Road (between A559 Chester Way and Victoria Road)	EB	2,568	66
	WB	7,959	111
Whitton Street (between Station Road and A559 Chester Way)	EB	896	56
Whitton Street (between Old Warrington Road and Station Road)	EB	896	56
	WB	657	2
A50 Holmes Chapel Road (between Booth Bed Lane and B5081 Middlewich Road)	NB	2,579	26
	SB	2,341	50
A559 Chester Way (between B5082 Station Road and A559 Manchester Road)	EB	6,132	96
	WB	4,899	92
Birches Lane/Station Road (between A556 Shurlach Road and School Lane)	NB	1,638	29
	SB	0	0
A556 Shurlach Road (between Birches Lane and A559 Manchester Road)	NB	10,967	251
	SB	14,049	293
A559 Manchester Road (between A530 Griffiths Road and A559 Hall Lane)	EB	6,429	121
	WB	7,644	122
	NB	1,338	29

Location	Direction	AADT - all vehicles	AADT - HGV
Station Road (between School Lane and A559 Manchester Road)	SB	0	0
A559 Hall Lane (between A559 Manchester Road and Townshend Road)	NB	4,209	54
	SB	4,174	20
School Lane (between Station Road and Stubbs Lane)	EB	300	0
A559 Manchester Road (between A559 Hall Lane and Stubbs Lane)	EB	4,773	97
	WB	4,686	102
Townshend Road (between A559 Hall Lane and Fryer Road)	NB	1,459	19
	SB	1,939	11
A559 Manchester Road (between Stubbs Lane and Fryer Road)	EB	4,541	97
	WB	3,489	102
A559 Manchester Road (between Fryer Road and A556 Shurlach Road)	EB	5,566	95
	WB	5,350	91
Fryer Road (between A559 Manchester Road and Townshend Road)	NB	2,625	11
	SB	1,789	19
A569 Hall Lane (between Townshend Road and Green Lane)	EB	3,736	39
	WB	4,251	64
A556 Chester Road (between A559 Manchester Road and Linnards Lane)	EB	12,736	336
	WB	15,426	373
A559 Hall Lane (between Green Lane and B5391 Church Street)	EB	3,118	39
	WB	4,050	64
A556 Chester Road (between A559 Manchester Road and Plumley Moor Road)	EB	20,231	899
	WB	21,651	956
Green Lane (between Linnards Lane and A569 Hall Lane)	NB	201	0
	SB	618	0
A569 Marston Lane (between B5391 Church Street and Earles Lane)	NB	2,161	52
	SB	2,248	73
B5391 Church Street (between Earles Lane and A559 Marston Lane)	NB	1,783	61
	SB	2,136	55
A50 Holmes Chapel Road (between B5081 Middlewich Road and Goughs Lane)	NB	9,310	40
	SB	10,965	82
Linnards Lane (between Green Lane and B5391 Church Street)	EB	1,788	69
	WB	1,059	58
Earles Lane (between A559 Marston Lane and B5391 Pickmere Lane)	EB	1,714	77
	WB	777	48
High Street/Church Street/Westage Lane (between A559 Warrington Road and Hield Lane)	EB	345	0
	WB	0	0

Future baseline traffic flows

6.3.16 Table 7-4 to Table 7-6 in the SES1 and AP1 ES TA replaced Table 7-4 to Table 7-6 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.

6.3.17 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 7-4 to Table 7-6 replace Table 7-4 to Table 7-6 of the SES1 and AP1 ES TA and include the change in assessment years.

6.3.18 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 7-4: MA02 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
B5074 Swanlow Lane (between New Lane and Moors Lane)	NB	481	23	531	24	572	24
	SB	593	17	645	19	743	27
A530 Nantwich Road (between Brookhouse Lane and Clive Green Lane)	NB	903	31	920	32	973	31
	SB	641	26	705	24	742	18
Swanlow Drive (between B5074 Swanlow Lane and Darnhall School Lane)	EB	24	1	25	1	27	1
	WB	78	1	93	1	108	1
Darnhall School Lane (between B5074 Swanlow Lane and Glebe Green Drive)	NB	121	1	138	1	157	1
	SB	33	1	36	1	38	1
B5074 Swanlow Lane (between Moors Lane and Swanlow Drive)	NB	575	23	628	24	677	24
	SB	608	17	661	19	760	27
Middlewich Eastern Bypass (between A533 Booth Lane and Cledford Lane)	NB	421	15	450	15	497	16
	SB	129	1	154	1	181	4
Darnhall School Lane (between Glebe Green Drive and B5074 Swanlow Lane)	NB	4	1	4	1	5	1
	SB	180	1	270	1	389	1
Swanlow Drive (between Darnhall School Lane and B5074 Swanlow Lane)	EB	86	1	86	1	88	1
	WB	47	1	54	1	62	1
Chadwick Road (between Sutton Lane and Warmingham Lane)	NB	22	1	20	1	21	1
	SB	9	1	10	1	10	1
	NB	310	2	418	2	556	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
Durham Drive/Glebe Green Drive (between Darnhall School Lane and Townsfields Drive)	SB	33	2	35	2	37	2
Clive Green Lane/Clive Lane (between A530 Nantwich Road and A54 Middlewich Road)	EB	186	19	163	18	153	12
	WB	426	26	399	27	413	27
Durham Drive/Dover Drive/Mount Pleasant Drive (between Townsfields Drive and Denbigh Drive)	NB	257	2	370	2	476	2
	SB	97	2	100	2	112	2
Townfields Drive (between B5074 Swanlow Lane and Durham Drive)	EB	130	0	127	0	164	0
	WB	13	0	14	0	10	0
Long Lane South (between Sutton Lane and Elm Road)	EB	8	0	6	0	4	0
	WB	11	0	11	0	12	0
Sutton Lane (between Long Lane South and Hayhurst Avenue)	NB	41	0	43	0	47	0
	SB	30	0	31	0	33	0
Mount Pleasant Drive (between Denbigh Drive and Woodford Lane West)	EB	67	0	72	0	75	0
	WB	338	0	457	0	560	0
Cledford Lane (between Bradwall Road and Jones Lane)	EB	9	0	9	0	11	0
	WB	12	0	26	0	28	0
Long Lane (between Sutton Lane and Hayhurst Avenue)	NB	14	1	14	1	13	1
	SB	1	1	1	1	1	1
Woodford Lane West (between Mount Pleasant Drive and A54 Oakmere Road)	NB	56	0	59	0	61	0
	SB	370	2	489	2	593	2
Elm Road (between Long Lane South and A533 Booth Lane)	EB	37	5	38	5	40	5
	WB	9	1	9	1	10	1
A530 Nantwich Road (between Clive Green Lane and Brynlow Drive)	NB	484	10	497	9	537	9
	SB	638	11	712	10	757	9
Denbigh Drive (between Mount Pleasant Drive and Swanlow Lane)	EB	37	2	39	2	51	2
	WB	25	2	26	2	30	2
Dene Drive (between Townfields Road and Queensway)	NB	392	1	385	1	389	1
	SB	233	1	263	1	293	1
Sutton Lane (between Rutland Drive and St Annes Avenue)	NB	71	0	73	0	79	0
	SB	36	0	38	0	41	0
Beeston Drive (between Denbigh Drive and Handley Hill)	NB	78	11	82	12	98	12
	SB	35	2	36	2	41	2
Brynlow Drive (between Long Lane and A530 Nantwich Road)	EB	193	10	235	9	249	9
	WB	273	11	270	10	270	9

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
Hayhurst Avenue (between Eaton Drive and Long Lane)	EB	253	10	293	9	313	9
	WB	253	11	245	10	245	9
Hayhurst Avenue (between Long Lane and Sutton Lane)	EB	243	8	287	8	305	7
	WB	219	10	211	9	210	8
St Annes Avenue (between Sutton Lane and A533 Booth Lane)	EB	156	3	179	3	259	3
	WB	257	4	253	5	231	5
Sutton Lane (between St Annes Avenue and St Ann's Road)	NB	372	6	392	6	314	6
	SB	213	6	207	5	209	5
Beeston Drive (between Handley Hill and B5074 Swanlow Lane)	EB	79	11	83	12	99	12
	WB	35	2	36	2	41	2
Long Lane/Manor Lane (between Hayhurst Avenue and St Anns Road)	NB	9	0	5	0	7	0
	SB	21	0	21	0	23	0
Sutton Lane (between St Ann's Road and A533 Lewin Street)	NB	276	5	310	5	265	5
	SB	83	6	72	5	64	5
St Ann's Road (between Sutton Lane and Manor Lane)	NB	138	1	130	1	103	1
	SB	171	0	184	0	198	0
A533 Lewin Street (between St Annes Avenue and Sutton Lane)	NB	375	17	383	17	423	18
	SB	164	9	178	9	167	9
A530 Nantwich Road (between Brynlow Drive and Glastonbury Drive)	NB	319	0	296	0	325	0
	SB	394	0	476	0	525	0
Coalpit Lane (between Clive Green Lane and Birch Lane)	NB	40	0	41	0	44	0
	SB	197	0	215	0	202	0
St Ann's Road (between Manor Lane and King Edward Street)	NB	155	1	140	1	113	1
	SB	182	0	191	0	205	0
Station Road (between B5355 Crook Lane and Rilshaw Lane)	EB	86	6	89	6	175	6
	WB	51	6	51	6	54	6
Station Road (between Kingsway and B5355 Crook Lane)	EB	461	8	478	8	508	8
	WB	149	6	135	6	106	6
Dingle Lane/Weaver Street (between The Drumber and A54 Winsford Bypass)	NB	202	0	252	0	388	0
	SB	177	0	179	4	198	4
Station Road (between A54 Winsford Bypass and Kingsway)	EB	460	8	477	8	506	8
	WB	175	6	163	6	136	6
A54 Middlewich Road (between Clive Lane and A54 Winsford Bypass)	EB	822	23	845	23	874	23
	WB	574	8	601	8	613	7
Dene Drive (between A54 High Street and The Drumber)	NB	107	3	95	3	101	3
	SB	100	4	115	4	141	4

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
Station Road (between Rilshaw Lane and B5355 Crook Lane)	EB	219	2	230	2	334	2
	WB	39	2	40	2	48	2
St Ann's Road (between King Edward Street and A530 Nantwich Road)	NB	208	1	203	1	182	1
	SB	218	0	227	0	236	0
A533 Lewin Street (between Sutton Lane and Hightown)	NB	663	22	705	23	713	24
	SB	361	15	375	13	382	14
B5355 Station Road (between A54 Middlewich Road and B5355 Crook Lane)	EB	281	14	286	15	398	15
	WB	38	2	38	2	63	2
Dingle Lane (between A54 High Street and The Drumber)	NB	415	5	417	1	412	1
	SB	470	3	453	3	358	3
Queen Street (between St Anns Road and Hightown)	EB	27	0	22	0	22	0
	WB	13	0	13	0	19	0
B5355 Crook Lane (between B5355 Station Road and Birch Avenue)	NB	91	0	94	0	125	0
	SB	154	12	152	13	174	13
Hightown (between A533 Leadsmithy Street and Queen Street)	EB	27	0	22	0	22	0
A530 Nantwich Road (between Glastonbury Drive and St Ann's Road)	EB	429	0	410	0	447	0
	WB	448	0	533	0	588	0
B5355 Crook Lane (between B5355 Station Road and Bradbury Road)	NB	90	0	93	0	124	0
	SB	143	12	141	13	162	13
A54 St Michael's Way (between The Bull Ring and A533 Leadsmithy Street)	EB	948	63	951	55	933	55
	WB	694	54	718	55	712	57
A530 Nantwich Road (between St Ann's Road and A530 Newton Bank)	NB	561	1	536	1	552	1
A54 Kinderton Street (between A533 Leadsmithy Street and King Street)	EB	1,092	91	1,097	84	1,085	85
	WB	550	61	554	61	557	63
A54 St Michael's Way (between A54 Chester Road and The Bull Ring)	EB	964	61	968	53	951	53
	WB	630	52	651	53	637	55
A530 Nantwich Road (between A530 Newton Bank and A54 St Michael's Way)	WB	1,177	52	1,274	53	1,313	54
A530 Newton Bank (between A530 Nantwich Road and A54 Chester Road)	NB	1,148	53	1,127	54	1,116	56
Middlewich Eastern Bypass (between Cledford Lane and A54 Holmes Chapel Road)	EB	155	1	173	1	211	4
	WB	521	15	603	15	732	16
Brereton Lane (between Cledford Lane and A54 Holmes Chapel Road)	NB	16	1	16	1	17	1
	SB	7	1	22	1	23	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
A54 Chester Road (between A530 Newton Bank and A54 St Michael's Way)	EB	1,384	61	1,465	53	1,498	53
A54 Middlewich Road (between Clive Lane and A533 Northwich Road)	NB	468	34	490	35	478	35
	SB	460	34	484	35	512	35
Nixon Drive (between Basford Way and Saxon Crossway)	EB	133	2	137	2	153	2
	WB	104	2	108	2	155	2
A54 Chester Road (between A530 Croxton Lane and A530 Newton Bank)	EB	1,186	61	1,300	53	1,348	53
	WB	944	53	956	54	956	56
Wharton Road (between A5018 Wharton Park Road and B5355 Crook Lane)	EB	68	4	74	4	79	4
	WB	216	4	226	4	236	4
Nixon Drive (between Abbotts Way and Basford Way)	EB	101	2	105	2	119	2
	WB	90	2	93	2	139	2
A54 Holmes Chapel Road (between King Street and B5309 Centurion Way)	EB	1,009	93	988	86	915	88
	WB	481	61	519	61	535	63
Nixon Drive (between B5074 Delamere Street and Abbotts Way)	EB	35	2	39	2	44	2
	WB	75	2	82	2	123	2
Nixon Drive (between Saxon Crossway and Grange Lane)	EB	90	2	90	2	120	2
	WB	51	2	51	2	102	2
B5355 Crook Lane (between Bradbury Road and B5355 Wharton Road)	NB	162	5	170	5	208	4
	SB	100	4	98	4	116	4
King Street (between A54 Kinderton Street and B5309 Centurion Way)	NB	156	1	185	1	251	1
	SB	140	1	109	1	102	1
A54 Chester Road (between Coal Pit Lane and A530 Croxton Lane)	EB	748	61	789	53	836	54
	WB	757	43	764	44	772	45
Coalpit Lane (between Birch Lane and A54 Chester Road)	NB	26	0	30	0	30	0
	SB	7	0	7	0	7	0
A54 Middlewich Road realignment (between A533 Northwich Road diversion and Birch Lane)	EB	468	34	490	35	478	35
	WB	460	34	484	35	512	35
A54 Middlewich Road (between Clive Lane and Birch Lane)	EB	468	34	490	35	478	35
	WB	460	34	484	35	512	35
Birch Lane (between Coalpit Lane and A54 Middlewich Road)	NB	197	0	212	0	202	0
	SB	39	0	40	0	44	0
A54 Middlewich Road realignment (between Birch Lane and Coalpit Lane)	EB	722	61	761	53	807	54
	WB	751	43	759	44	766	45
B5355 Crook Lane (between School Road and B5355 Wharton Road)	NB	160	5	168	5	206	4
	SB	101	4	100	4	118	4

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
B5309 Centurion Way (between A54 Holmes Chapel Road and B5081 Byley Road)	EB	762	48	752	40	731	38
	WB	659	77	648	69	658	62
Road One (between A54 Middlewich Road and A533 Bostock Road)	NB	289	24	295	25	311	25
	SB	289	25	304	25	311	19
A54 Holmes Chapel Road (between B5309 Centurion Way and Brereton Lane)	EB	1,025	100	1,041	95	1,040	91
	WB	955	99	998	102	1,081	97
B5309 Centurion Way (between White Park Close and B5081 Byley Road)	EB	607	22	592	14	558	9
	WB	485	62	482	64	491	56
B5355 Wharton Road (between Nat Lane and Bradbury Road)	NB	147	4	148	4	193	4
	SB	160	0	167	0	185	1
A533 Northwich Road (between A54 Chester Road and Bell Lane)	NB	292	9	275	9	266	10
	SB	262	27	279	18	331	19
A533 Northwich Road (between Bell Lane and A533 Bostock Road)	NB	490	9	488	9	469	10
	SB	295	27	313	18	386	19
A54 Holmes Chapel Road (between Brereton Lane and Poolford Lane)	EB	957	99	971	94	966	90
	WB	1,009	100	1,069	102	1,156	97
B5309 Centurion Way (between B5309 King Street and White Park Close)	NB	441	52	430	53	428	46
	SB	498	22	475	14	428	8
A54 Middlewich Road (between A54 Chester Road and Bramhall Drive)	EB	453	22	476	23	479	28
	WB	338	15	373	23	375	26
B5355 Wharton Road (between A5018 Wharton Park Road and Bradbury Road)	NB	210	8	212	8	263	8
	SB	138	6	140	6	155	7
B5308 Middlewich Road (A54 Chester Road and A50 Knutsford Road)	EB	371	7	344	8	349	9
	WB	302	3	293	3	303	2
A50 Knutsford Road (between A535 Macclesfield Road and B5308 Middlewich Road)	NB	694	5	690	7	676	6
	SB	698	11	671	12	751	12
A533 Northwich Road/Bostock Road (between London Road and Bell Lane)	EB	298	27	316	18	389	19
	WB	485	9	483	9	464	10
B5309 King Street (between B5309 Centurion Way and A530 Croxton Lane)	NB	494	48	520	49	597	42
	SB	530	30	483	22	439	16
A533 Bostock Road (between A5018 Bostock Road and London Road)	EB	113	27	135	18	149	18
	WB	480	10	520	10	610	11
A530 Croxton Lane (between A54 Chester Road and B5309 King Street)	NB	284	0	296	0	298	0
	SB	351	0	428	0	440	0
	NB	196	0	206	0	204	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
London Road (between A533 Bostock Road and Brick Kiln Lane)	SB	382	1	429	1	597	1
A533 Davenham Bypass (between A533 Bostock Road and Brick Kiln Lane)	NB	1,192	25	1,252	24	1,296	21
	SB	913	24	932	25	1,037	15
B5081 Byley Road (between Moss Lane and B5082 Holmes Chapel Road)	NB	231	1	240	1	247	1
	SB	166	2	200	2	233	11
B5081 Byley Road (between B5309 Centurion Way and Moss Lane)	NB	274	18	277	9	281	9
	SB	238	6	254	6	272	9
A533 Davenham Bypass (between Jack Lane and London Road)	NB	1,147	21	1,205	20	1,247	17
	SB	867	21	879	22	979	12
A530 King Street (between A530 Croxton Lane and Whatcroft Hall Lane)	NB	761	48	786	49	854	41
	SB	845	30	861	22	861	18
A533 Davenham Bypass (between London Road and A556 Shurlach Road)	NB	563	0	575	0	579	0
	SB	686	17	699	18	786	8
Hartford Road (between Mount Pleasant Road and Green Lane)	EB	55	0	58	0	55	0
	WB	226	0	233	0	249	0
Hartford Road (between A556 and Mount Pleasant Road)	NB	227	1	233	1	249	1
	SB	217	3	222	3	224	3
A530 King Street (between Whatcroft Hall Lane and Davenham Road)	NB	975	15	989	16	1,050	18
	SB	744	15	777	15	796	26
London Road (between Hartford Road and Church Street)	EB	513	5	488	5	496	5
	WB	830	24	864	23	891	20
Church Street/Shipbrook Road (between London Road and Shurlach Lane)	EB	554	0	553	0	571	0
	WB	47	0	49	0	29	0
A50 London Road (between B5082 Northwich Road and Booth Bed Lane)	NB	116	1	122	1	136	1
	SB	76	2	85	1	89	1
Booth Bed Lane (between Main Road and A50 London Road)	NB	49	0	58	0	89	0
	SB	42	1	39	1	39	1
London Road (between Green Lane and A556 Chester Road)	NB	1,081	23	1,130	22	1,176	19
	SB	475	7	446	7	442	7
Davenham Road (between Shurlach Lane and A530 King Street)	EB	233	0	235	0	248	0
	WB	316	0	351	0	402	0
A556 Shurlach Road off-slip (between A556 Shurlach Road and A533 Davenham Bypass)	SB	250	14	251	14	292	4
B5082 Holmes Chapel Road (between B5081 Byley Lane and Birches Lane)	EB	665	4	687	4	745	3
	WB	419	7	429	7	445	7

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
A533 London Road (between A556 Chester Road and A533 Kingsmead)	NB	976	14	969	12	948	11
	SB	1,452	14	1,520	15	1,608	16
A556 Shurlach Road (between A533 London Road and A556 off-slip to A533 Davenham Bypass)	EB	2,128	26	2,231	27	2,365	27
	WB	572	16	585	16	636	17
Crowders Lane (between B5082 Pennys Lane and A530 King Street)	EB	217	0	263	0	353	0
	WB	130	0	162	0	211	0
A530 King Street (between Davenham Road and Gadbrook Distribution Centre)	NB	778	15	787	16	837	18
	SB	717	15	792	15	879	26
A530 King Street (between Davenham Road and Gadbrook Distribution Centre)	NB	778	15	787	16	837	18
	SB	717	15	792	15	879	26
A556 Shurlach Road (between A556 off-slip to A533 Davenham Bypass and Shurlach Lane)	EB	2,128	26	2,231	27	2,365	27
	WB	822	30	835	30	928	21
Shurlach Lane (between Shipbrook Road and A556 Shurlach Road)	NB	76	0	106	0	182	0
	SB	227	1	247	1	285	1
London Road (between Dunham Road and Old Hall Road)	NB	234	4	243	4	243	4
	SB	236	8	288	10	349	12
Old Hall Road (between Clifton Drive and Fairfield Road)	EB	110	2	115	2	124	2
	WB	83	2	14	2	14	2
Old Hall Road (between Granville Road and Clifton Drive)	EB	113	5	118	5	127	5
	WB	86	5	16	5	17	5
Old Hall Road (between London Road and Granville Road)	EB	125	5	131	5	141	5
	WB	95	5	24	5	25	5
London Road (between Old Hall Road and Lime Avenue)	NB	317	4	255	4	255	4
	SB	350	9	408	10	477	12
Shipbrook Road (between Gadbrook Road and A556 Shurlach Road)	NB	189	2	206	2	204	1
	SB	116	0	120	0	111	0
A530 King Street (between Gadbrook Distribution Centre Access and A556 Shurlach Road)	NB	779	15	788	15	834	17
	SB	756	17	832	17	917	27
B5082 Pennys Lane (between A556 Shurlach Road and Crowders Lane)	EB	311	1	288	1	234	1
	WB	289	7	266	7	214	7
Kingsley Drive (between Old Hall Road and Langley Road)	NB	2	0	75	0	80	0
	SB	14	0	15	0	16	0
A556 Shurlach Road (between Shipbrook Road and Gadbrook Road)	EB	2,055	25	2,145	24	2,272	26
	WB	974	31	976	31	1,032	22

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
A556 southbound on-slip (between Gadbrook Road and A556 Shurlach Road)	WB	43	0	45	0	85	1
Birches Lane diversion (between A556 Shurlach Road and B5082 Holmes Chapel Road)	NB	0	0	1	0	20	0
	SB	138	2	135	2	158	2
Gadbrook Road (between East Avenue and A556 Shurlach Road)	NB	158	1	159	1	171	0
	SB	284	3	291	2	292	2
A556 Shurlach Road (between Gadbrook Road and A530 King Street)	EB	1,546	26	1,632	25	1,690	26
	WB	1,667	33	1,688	34	1,737	24
East Avenue (between Gadbrook Road and Grange Road)	NB	30	0	31	0	34	0
	SB	46	3	56	3	73	3
A556 Shurlach Road (between A530 King Street and B5082 Pennys Lane)	EB	1,721	32	1,743	32	1,804	35
	WB	1,506	43	1,574	44	1,754	46
East Avenue (between Grange Road and South Drive)	NB	32	0	33	0	37	0
	SB	43	3	55	3	72	3
West Avenue (between Gadbrook Road and Grange Road)	NB	24	0	25	1	28	1
	SB	9	0	11	0	21	0
Grange Road (between West Avenue and East Avenue)	EB	5	0	3	0	3	0
	WB	0	0	0	0	0	0
Gadbrook Road (between Shipbrook Road and East Avenue)	EB	270	2	267	2	247	2
	WB	134	8	135	9	146	8
Porter Drive (between Shipbrook Road and Marlowe Road)	NB	39	2	42	2	43	1
	SB	43	0	47	0	42	0
Shipbrook Road (between Porter Drive and Gadbrook Road)	EB	191	0	205	0	212	0
	WB	65	0	63	0	63	0
East Avenue (between South Drive and Central Road)	NB	41	0	44	0	49	0
	SB	88	3	101	3	121	3
West Avenue (between Grange Road and South Drive)	NB	19	0	22	1	24	1
	SB	10	0	11	0	21	0
Porter Drive/Porter Way/Greenway Drive (between Marlowe Road and Belmont Road)	NB	40	2	44	2	45	1
	SB	36	0	40	0	34	0
Central Road (between West Avenue and East Avenue)	NB	1	0	1	0	1	0
	SB	24	0	27	0	25	0
West Avenue (between South Drive and Central Road)	NB	31	0	34	1	37	1
	SB	7	0	8	0	18	0
	NB	448	13	452	13	450	13

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 King Street (between A556 Shurlach Road and B5082 Middlewich Road)	SB	675	11	646	12	613	12
A556 Shurlach Road (between B5082 Pennys Lane and Birches Lane)	NB	1,401	30	1,448	30	1,566	33
	SB	1,223	37	1,313	38	1,543	39
East Avenue (between Central Road and North Drive)	NB	41	0	44	0	49	0
	SB	65	3	75	3	97	3
Greenway Drive (between Agecroft Road and Belmont Road)	EB	11	0	10	0	9	0
	WB	16	3	16	3	17	3
West Avenue (between Central Road and North Drive)	NB	50	0	57	1	63	1
	SB	30	0	31	0	41	0
North Drive (between West Avenue and East Avenue)	EB	8	0	3	0	3	0
	WB	0	0	0	0	0	0
B5082 Middlewich Road (between East Avenue and A530 Griffiths Road)	EB	452	10	457	10	472	10
	WB	398	8	408	8	432	8
East Avenue (between North Drive and B5082 Middlewich Road)	NB	143	0	151	0	165	0
	SB	71	3	88	3	111	3
Shipbrook Road (between Agecroft Road and Central Road)	NB	39	1	47	1	60	1
	SB	62	0	64	0	67	0
Central Road (between West Avenue and Shipbrook Road	EB	44	0	49	0	49	0
	WB	20	0	19	0	21	0
Belmont Road (between Greenway Drive and Malpas Road Roundabout)	NB	46	5	50	5	52	4
	SB	37	0	39	0	32	0
West Avenue (between North Drive and B5082 Middlewich Road)	NB	48	0	54	1	60	1
	SB	36	0	31	0	41	0
B5082 Middlewich Road (between Shipbrook Road and East Avenue)	EB	350	11	345	12	347	11
	WB	390	8	392	8	394	8
Shipbrook Road (between Central Road and B5082 Middlewich Road)	NB	52	1	59	1	72	1
	SB	108	0	115	0	118	0
A530 Griffiths Road (between A559 Manchester Road and B5082 Middlewich Road)	NB	255	6	273	6	283	6
	SB	429	3	418	3	406	3
Malpas Road (between Braemar Avenue and B5082 Middlewich Road)	NB	81	7	86	7	92	6
	SB	45	3	47	3	50	3
B5082 Middlewich Road (between Parkfield Road and Shipbrook Road)	EB	528	8	516	8	474	7
	WB	719	12	737	12	760	11
B5082 Middlewich Road (between Victoria Road and Parkfield Road)	EB	534	8	521	8	472	8
	WB	777	12	798	13	829	11

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
Brockhurst Street (between Percy Street and A559 Chester Way)	EB	66	0	60	0	52	0
	WB	78	1	82	1	85	1
Percy Street (between Whalley Road and A559 Chester Way)	NB	73	0	77	0	89	0
	SB	54	0	56	0	60	0
Applemarket Street (between Weaver Way and A559 Watling Street)	NB	222	1	228	1	236	1
	SB	116	2	121	2	130	2
Victoria Road (between Kingsway and B5082 Station Road)	EB	451	3	443	4	435	3
	WB	152	0	200	0	249	0
B5082 Station Road (between A559 Chester Way and Victoria Road)	EB	193	6	193	5	167	5
	WB	815	14	798	14	785	13
Whitton Street (between Station Road and A559 Chester Way)	EB	43	5	44	5	46	5
Whitton Street (between Old Warrington Road and Station Road)	EB	43	5	44	5	46	5
	WB	45	0	48	0	51	0
A50 Holmes Chapel Road (between Booth Bed Lane and B5081 Middlewich Road)	NB	165	1	180	1	224	1
	SB	118	2	123	2	128	2
A559 Chester Way (between B5082 Station Road and A559 Manchester Road)	EB	597	11	602	11	651	9
	WB	433	13	448	13	444	13
Birches Lane/Station Road (between A556 Shurlach Road and School Lane)	NB	222	3	225	3	240	4
	SB	0	0	0	0	65	0
A556 Shurlach Road (between Birches Lane and A559 Manchester Road)	NB	1,179	27	1,223	28	1,391	29
	SB	1,361	39	1,447	40	1,682	41
A559 Manchester Road (between A530 Griffiths Road and A559 Hall Lane)	EB	586	15	609	15	616	14
	WB	858	16	863	16	775	17
Station Road (between School Lane and A559 Manchester Road)	NB	159	3	158	3	169	4
	SB	0	0	0	0	66	0
A559 Hall Lane (between A559 Manchester Road and Townshend Road)	NB	425	6	445	6	490	8
	SB	397	2	386	3	388	3
School Lane (between Station Road and Stubbs Lane)	EB	64	0	67	0	72	0
A559 Manchester Road (between A559 Hall Lane and Stubbs Lane)	EB	442	11	449	12	364	10
	WB	583	13	602	14	528	14
Townshend Road (between A559 Hall Lane and Fryer Road)	NB	151	1	157	1	166	1
	SB	222	1	231	1	261	1
A559 Manchester Road (between Stubbs Lane and Fryer Road)	EB	345	12	350	12	328	10
	WB	461	13	473	14	449	14

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
A559 Manchester Road (between Fryer Road and A556 Shurlach Road)	EB	482	11	491	11	500	9
	WB	555	12	569	13	577	13
Fryer Road (between A559 Manchester Road and Townshend Road)	NB	153	1	157	1	179	1
	SB	195	1	203	1	223	1
A569 Hall Lane (between Townshend Road and Green Lane)	EB	317	3	302	4	300	4
	WB	416	7	434	7	497	9
A556 Chester Road (between A559 Manchester Road and Linnards Lane)	EB	1,328	38	1,395	38	1,632	38
	WB	1,547	51	1,663	52	1,968	53
A559 Hall Lane (between Green Lane and B5391 Church Street)	EB	213	3	193	4	279	4
	WB	457	7	439	7	469	9
A556 Chester Road (between A559 Manchester Road and Plumley Moor Road)	EB	1,666	75	1,832	77	1,958	78
	WB	1,243	62	1,291	61	1,349	59
Green Lane (between Linnards Lane and A569 Hall Lane)	NB	12	0	59	0	188	0
	SB	157	0	172	0	181	0
A569 Marston Lane (between B5391 Church Street and Earles Lane)	NB	157	8	174	8	191	9
	SB	184	5	178	5	185	6
B5391 Church Street (between Earles Lane and A559 Marston Lane)	NB	218	13	206	12	136	12
	SB	381	6	366	6	346	7
A50 Holmes Chapel Road (between B5081 Middlewich Road and Goughs Lane)	NB	429	2	432	2	469	2
	SB	738	4	763	4	835	13
Linnards Lane (between Green Lane and B5391 Church Street)	EB	432	11	469	11	474	11
	WB	133	8	167	9	203	9
Earles Lane (between A559 Marston Lane and B5391 Pickmere Lane)	EB	413	7	417	7	489	7
	WB	131	9	176	9	255	9
High Street/Church Street/Westage Lane (between A559 Warrington Road and Hield Lane)	EB	61	1	89	1	329	1
	WB	0	0	0	0	0	0

Table 7-5: MA02 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
B5074 Swanlow Lane (between New Lane and Moors Lane)	NB	519	3	546	3	644	3
	SB	613	5	634	5	679	5
	NB	1,081	21	1,165	22	1,255	22

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 Nantwich Road (between Brookhouse Lane and Clive Green Lane)	SB	682	7	729	7	792	7
Swanlow Drive (between B5074 Swanlow Lane and Darnhall School Lane)	EB	18	1	21	1	27	1
	WB	41	1	55	1	79	1
Darnhall School Lane (between B5074 Swanlow Lane and Glebe Green Drive)	NB	42	1	56	1	80	1
	SB	47	1	51	1	58	1
B5074 Swanlow Lane (between Moors Lane and Swanlow Drive)	NB	548	3	576	3	677	3
	SB	704	5	728	5	778	5
Middlewich Eastern Bypass (between A533 Booth Lane and Cledford Lane)	NB	120	0	155	0	183	0
	SB	459	9	567	10	618	19
Darnhall School Lane (between Glebe Green Drive and B5074 Swanlow Lane)	NB	7	1	7	1	8	1
	SB	189	1	214	1	301	1
Swanlow Drive (between Darnhall School Lane and B5074 Swanlow Lane)	EB	34	1	21	1	10	1
	WB	94	1	93	1	102	1
Chadwick Road (between Sutton Lane and Warmingham Lane)	NB	17	1	18	1	19	1
	SB	21	1	18	1	17	1
Durham Drive/Glebe Green Drive (between Darnhall School Lane and Townsfields Drive)	NB	208	2	247	2	356	2
	SB	43	2	48	2	55	2
Clive Green Lane/Clive Lane (between A530 Nantwich Road and A54 Middlewich Road)	EB	201	2	172	2	141	2
	WB	407	20	422	20	418	21
Durham Drive/Dover Drive/Mount Pleasant Drive (between Townsfields Drive and Denbigh Drive)	NB	200	2	222	2	308	2
	SB	123	2	134	2	144	2
Townfields Drive (between B5074 Swanlow Lane and Durham Drive)	EB	119	0	141	0	167	0
	WB	31	0	30	0	30	0
Long Lane South (between Sutton Lane and Elm Road)	EB	15	0	19	0	18	0
	WB	19	0	20	0	23	0
Sutton Lane (between Long Lane South and Hayhurst Avenue)	NB	40	0	42	0	26	0
	SB	48	0	48	0	43	0
Mount Pleasant Drive (between Denbigh Drive and Woodford Lane West)	EB	143	0	157	0	169	0
	WB	168	0	181	0	259	0
	EB	213	0	256	0	238	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
Cledford Lane (between Bradwall Road and Jones Lane)	WB	8	0	8	0	9	0
Long Lane (between Sutton Lane and Hayhurst Avenue)	NB	6	1	7	1	25	1
	SB	10	1	11	1	12	1
Woodford Lane West (between Mount Pleasant Drive and A54 Oakmere Road)	NB	149	0	163	0	175	0
	SB	179	2	193	2	261	2
Elm Road (between Long Lane South and A533 Booth Lane)	EB	14	1	15	1	16	1
	WB	23	1	24	1	25	1
A530 Nantwich Road (between Clive Green Lane and Brynlow Drive)	NB	620	2	682	2	755	2
	SB	566	6	646	6	735	6
Denbigh Drive (between Mount Pleasant Drive and Swanlow Lane)	EB	24	2	34	2	42	2
	WB	63	2	64	2	67	2
Dene Drive (between Townfields Road and Queensway)	NB	194	1	202	1	198	1
	SB	388	1	394	1	403	1
Sutton Lane (between Rutland Drive and St Annes Avenue)	NB	46	0	45	0	29	0
	SB	83	0	81	0	76	0
Beeston Drive (between Denbigh Drive and Handley Hill)	NB	40	2	42	2	45	2
	SB	131	9	126	9	125	9
Brynlow Drive (between Long Lane and A530 Nantwich Road)	EB	160	2	165	2	178	2
	WB	158	6	181	6	228	6
Hayhurst Avenue (between Eaton Drive and Long Lane)	EB	135	2	143	2	168	2
	WB	222	6	252	6	315	6
Hayhurst Avenue (between Long Lane and Sutton Lane)	EB	119	1	125	1	149	1
	WB	183	4	211	4	253	4
St Annes Avenue (between Sutton Lane and A533 Booth Lane)	EB	328	0	323	0	337	9
	WB	279	1	280	1	272	1
Sutton Lane (between St Annes Avenue and St Ann's Road)	NB	204	1	194	0	156	0
	SB	354	3	358	3	373	12
Beeston Drive (between Handley Hill and B5074 Swanlow Lane)	EB	40	2	42	2	45	2
	WB	132	9	127	9	126	9
Long Lane/Manor Lane (between Hayhurst Avenue and St Anns Road)	NB	7	0	8	0	8	0
	SB	34	1	35	1	38	1
Sutton Lane (between St Ann's Road and A533 Lewin Street)	NB	85	1	101	0	108	0
	SB	67	3	69	3	108	3
St Ann's Road (between Sutton Lane and Manor Lane)	NB	153	0	129	0	98	0
	SB	320	0	325	0	315	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
A533 Lewin Street (between St Annes Avenue and Sutton Lane)	NB	303	4	332	4	382	4
	SB	208	12	224	12	217	3
A530 Nantwich Road (between Brynlow Drive and Glastonbury Drive)	NB	513	0	569	0	656	0
	SB	460	0	516	0	586	0
Coalpit Lane (between Clive Green Lane and Birch Lane)	NB	49	0	43	0	36	0
	SB	162	0	169	0	182	0
St Ann's Road (between Manor Lane and King Edward Street)	NB	170	0	147	0	118	0
	SB	358	1	363	1	356	10
Station Road (between B5355 Crook Lane and Rilshaw Lane)	EB	479	10	489	10	482	10
	WB	13	9	13	9	15	10
Station Road (between Kingsway and B5355 Crook Lane)	EB	235	9	236	9	243	9
	WB	137	9	163	9	214	10
Dingle Lane/Weaver Street (between The Drumber and A54 Winsford Bypass)	NB	597	7	635	7	709	7
	SB	115	0	133	0	184	0
Station Road (between A54 Winsford Bypass and Kingsway)	EB	253	9	255	9	264	9
	WB	138	9	164	9	216	10
A54 Middlewich Road (between Clive Lane and A54 Winsford Bypass)	EB	581	5	608	5	623	5
	WB	919	3	987	3	1,042	3
Dene Drive (between A54 High Street and The Drumber)	NB	261	5	284	5	304	5
	SB	311	1	309	1	339	1
Station Road (between Rilshaw Lane and B5355 Crook Lane)	EB	460	2	477	2	473	2
	WB	53	2	63	2	71	2
St Ann's Road (between King Edward Street and A530 Nantwich Road)	NB	174	0	150	0	121	0
	SB	377	1	378	1	374	10
A533 Lewin Street (between Sutton Lane and Hightown)	NB	489	5	537	5	596	5
	SB	431	15	444	15	462	6
B5355 Station Road (between A54 Middlewich Road and B5355 Crook Lane)	EB	413	2	338	2	195	2
	WB	197	2	258	2	393	2
Dingle Lane (between A54 High Street and The Drumber)	NB	416	1	414	1	442	1
	SB	12	3	11	3	12	3
Queen Street (between St Anns Road and Hightown)	EB	30	0	27	0	34	0
	WB	33	0	34	0	37	0
B5355 Crook Lane (between B5355 Station Road and Birch Avenue)	NB	227	0	372	0	644	0
	SB	37	0	37	0	44	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
Hightown (between A533 Leadsmithy Street and Queen Street)	EB	30	0	27	0	34	0
A530 Nantwich Road (between Glastonbury Drive and St Ann's Road)	EB	582	0	641	0	726	0
	WB	562	0	621	0	688	0
B5355 Crook Lane (between B5355 Station Road and Bradbury Road)	NB	216	0	360	0	631	0
	SB	37	0	37	0	44	0
A54 St Michael's Way (between The Bull Ring and A533 Leadsmithy Street)	EB	804	30	788	30	740	21
	WB	911	18	903	18	907	19
A530 Nantwich Road (between St Ann's Road and A530 Newton Bank)	NB	722	0	746	0	805	0
A54 Kinderton Street (between A533 Leadsmithy Street and King Street)	EB	839	24	873	24	965	24
	WB	593	26	584	27	656	27
A54 St Michael's Way (between A54 Chester Road and The Bull Ring)	EB	825	28	809	28	761	19
	WB	776	16	763	17	760	17
A530 Nantwich Road (between A530 Newton Bank and A54 St Michael's Way)	WB	1,388	18	1,408	18	1,439	26
A530 Newton Bank (between A530 Nantwich Road and A54 Chester Road)	NB	1,214	17	1,210	17	1,235	18
Middlewich Eastern Bypass (between Cledford Lane and A54 Holmes Chapel Road)	EB	758	9	916	10	941	19
	WB	133	0	171	0	200	0
Brereton Lane (between Cledford Lane and A54 Holmes Chapel Road)	NB	183	0	224	0	205	0
	SB	9	0	9	0	10	0
A54 Chester Road (between A530 Newton Bank and A54 St Michael's Way)	EB	1,384	28	1,398	28	1,378	28
A54 Middlewich Road (between Clive Lane and A533 Northwich Road)	NB	542	18	579	18	612	18
	SB	579	8	645	8	712	8
Nixon Drive (between Basford Way and Saxon Crossway)	EB	109	2	111	2	119	2
	WB	155	2	160	2	183	2
A54 Chester Road (between A530 Croxton Lane and A530 Newton Bank)	EB	1,183	28	1,195	28	1,155	27
	WB	1,013	17	1,007	17	1,003	17
	EB	147	4	153	4	163	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
Wharton Road (between A5018 Wharton Park Road and B5355 Crook Lane)	WB	141	4	239	4	449	4
Nixon Drive (between Abbotts Way and Basford Way)	EB	92	2	93	2	101	2
	WB	114	2	118	2	139	2
A54 Holmes Chapel Road (between King Street and B5309 Centurion Way)	EB	766	24	766	24	782	24
	WB	659	28	664	28	744	29
Nixon Drive (between B5074 Delamere Street and Abbotts Way)	EB	144	2	145	2	140	2
	WB	28	2	28	2	29	2
Nixon Drive (between Saxon Crossway and Grange Lane)	EB	108	2	114	2	136	2
	WB	34	2	35	2	47	2
B5355 Crook Lane (between Bradbury Road and B5355 Wharton Road)	NB	207	4	330	4	579	4
	SB	81	4	66	4	73	4
King Street (between A54 Kinderton Street and B5309 Centurion Way)	NB	337	1	382	1	445	1
	SB	58	1	61	1	64	1
A54 Chester Road (between Coal Pit Lane and A530 Croxton Lane)	EB	871	25	887	25	907	26
	WB	696	17	688	17	681	17
Coalpit Lane (between Birch Lane and A54 Chester Road)	NB	17	0	34	0	54	0
	SB	4	0	4	0	5	0
A54 Middlewich Road realignment (between A533 Northwich Road diversion and Birch Lane)	EB	541	18	579	18	611	18
	WB	579	8	645	8	712	8
A54 Middlewich Road (between Clive Lane and Birch Lane)	EB	541	18	579	18	611	18
	WB	579	8	645	8	712	8
Birch Lane (between Coalpit Lane and A54 Middlewich Road)	NB	162	0	169	0	182	0
	SB	51	0	61	0	73	0
A54 Middlewich Road realignment (between Birch Lane and Coalpit Lane)	EB	866	25	867	26	868	26
	WB	700	17	692	17	685	17
B5355 Crook Lane (between School Road and B5355 Wharton Road)	NB	193	4	315	4	539	4
	SB	137	4	124	4	112	4
B5309 Centurion Way (between A54 Holmes Chapel Road and B5081 Byley Road)	EB	482	12	531	13	560	23
	WB	826	31	924	32	1,041	26
Road One (between A54 Middlewich Road and A533 Bostock Road)	NB	475	21	492	21	515	20
	SB	175	3	177	3	197	3
	EB	739	34	665	33	656	34

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
A54 Holmes Chapel Road (between B5309 Centurion Way and Brereton Lane)	WB	737	48	798	48	869	43
B5309 Centurion Way (between White Park Close and B5081 Byley Road)	EB	216	10	160	10	253	20
	WB	637	24	642	24	661	18
B5355 Wharton Road (between Nat Lane and Bradbury Road)	NB	215	6	245	6	267	6
	SB	107	1	92	1	73	1
A533 Northwich Road (between A54 Chester Road and Bell Lane)	NB	231	10	191	10	161	10
	SB	371	7	351	7	332	8
A533 Northwich Road (between Bell Lane and A533 Bostock Road)	NB	391	10	359	10	339	10
	SB	485	8	493	8	514	9
A54 Holmes Chapel Road (between Brereton Lane and Poolford Lane)	EB	638	28	588	27	554	26
	WB	656	50	727	51	850	45
B5309 Centurion Way (between B5309 King Street and White Park Close)	NB	479	24	479	24	491	18
	SB	220	7	164	7	254	17
A54 Middlewich Road (between A54 Chester Road and Bramhall Drive)	EB	186	9	176	9	167	8
	WB	244	20	264	21	332	10
B5355 Wharton Road (between A5018 Wharton Park Road and Bradbury Road)	NB	219	10	251	10	273	10
	SB	188	4	176	4	147	4
B5308 Middlewich Road (A54 Chester Road and A50 Knutsford Road)	EB	485	5	457	3	416	3
	WB	293	2	286	1	262	1
A50 Knutsford Road (between A535 Macclesfield Road and B5308 Middlewich Road)	NB	491	4	489	3	458	3
	SB	1,021	9	1,004	7	998	7
A533 Northwich Road/Bostock Road (between London Road and Bell Lane)	EB	496	8	505	8	527	9
	WB	389	10	356	10	336	10
B5309 King Street (between B5309 Centurion Way and A530 Croxton Lane)	NB	783	32	827	32	899	26
	SB	249	6	192	6	279	16
A533 Bostock Road (between A5018 Bostock Road and London Road)	EB	298	8	310	8	314	8
	WB	41	11	42	11	46	11
A530 Croxton Lane (between A54 Chester Road and B5309 King Street)	NB	322	0	359	0	375	0
	SB	438	0	495	0	474	0
London Road (between A533 Bostock Road and Brick Kiln Lane)	NB	350	0	316	0	300	0
	SB	199	1	195	1	223	1

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
A533 Davenham Bypass (between A533 Bostock Road and Brick Kiln Lane)	NB	1,217	17	1,288	17	1,352	16
	SB	1,293	13	1,332	13	1,350	12
B5081 Byley Road (between Moss Lane and B5082 Holmes Chapel Road)	NB	143	1	158	1	149	1
	SB	512	2	519	3	675	3
B5081 Byley Road (between B5309 Centurion Way and Moss Lane)	NB	228	2	331	2	436	3
	SB	314	5	428	6	376	6
A533 Davenham Bypass (between Jack Lane and London Road)	NB	1,157	13	1,225	12	1,287	11
	SB	1,250	10	1,290	10	1,319	9
A530 King Street (between A530 Croxton Lane and Whatcroft Hall Lane)	NB	1,109	32	1,139	32	1,208	26
	SB	628	6	578	6	640	16
A533 Davenham Bypass (between London Road and A556 Shurlach Road)	NB	851	0	886	0	943	0
	SB	1,158	9	1,230	9	1,256	8
Hartford Road (between Mount Pleasant Road and Green Lane)	EB	56	2	58	2	63	2
	WB	162	1	161	1	149	1
Hartford Road (between A556 and Mount Pleasant Road)	NB	255	3	287	3	294	3
	SB	57	3	59	3	64	3
A530 King Street (between Whatcroft Hall Lane and Davenham Road)	NB	843	9	779	9	711	11
	SB	1,015	8	990	8	914	7
London Road (between Hartford Road and Church Street)	EB	317	4	329	4	333	4
	WB	646	16	665	16	660	14
Church Street/Shipbrook Road (between London Road and Shurlach Lane)	EB	34	0	43	0	45	0
	WB	426	1	413	2	437	2
A50 London Road (between B5082 Northwich Road and Booth Bed Lane)	NB	60	1	67	1	75	1
	SB	176	1	278	1	403	1
Booth Bed Lane (between Main Road and A50 London Road)	NB	72	0	153	0	256	0
	SB	40	0	41	0	41	0
London Road (between Green Lane and A556 Chester Road)	NB	564	16	582	16	603	15
	SB	522	5	531	5	539	5
Davenham Road (between Shurlach Lane and A530 King Street)	EB	240	0	264	0	308	0
	WB	102	0	112	0	196	0
A556 Shurlach Road off-slip (between A556 Shurlach Road and A533 Davenham Bypass)	SB	836	9	871	9	936	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
B5082 Holmes Chapel Road (between B5081 Byley Lane and Birches Lane)	EB	499	2	574	2	693	3
	WB	514	1	525	1	588	1
A533 London Road (between A556 Chester Road and A533 Kingsmead)	NB	1,143	7	1,171	6	1,202	6
	SB	1,288	7	1,324	7	1,430	7
A556 Shurlach Road (between A533 London Road and A556 off-slip to A533 Davenham Bypass)	EB	1,337	19	1,341	19	1,346	18
	WB	1,711	4	1,712	3	1,674	3
Crowders Lane (between B5082 Pennys Lane and A530 King Street)	EB	105	0	91	0	136	0
	WB	93	0	103	0	198	0
A530 King Street (between Davenham Road and Gadbrook Distribution Centre)	NB	764	9	741	9	752	10
	SB	820	8	793	8	785	8
A530 King Street (between Davenham Road and Gadbrook Distribution Centre)	NB	764	9	741	9	752	10
	SB	820	8	793	8	785	8
A556 Shurlach Road (between A556 off-slip to A533 Davenham Bypass and Shurlach Lane)	EB	1,337	19	1,341	19	1,346	18
	WB	2,547	13	2,583	13	2,610	13
Shurlach Lane (between Shipbrook Road and A556 Shurlach Road)	NB	87	1	87	0	92	0
	SB	27	0	28	0	29	1
London Road (between Dunham Road and Old Hall Road)	NB	281	5	294	5	307	5
	SB	420	5	448	4	471	4
Old Hall Road (between Clifton Drive and Fairfield Road)	EB	234	5	244	5	260	5
	WB	44	4	55	4	58	4
Old Hall Road (between Granville Road and Clifton Drive)	EB	237	8	247	8	263	8
	WB	47	7	58	7	61	7
Old Hall Road (between London Road and Granville Road)	EB	237	8	247	8	263	8
	WB	47	7	58	7	61	7
London Road (between Old Hall Road and Lime Avenue)	NB	226	6	237	6	245	6
	SB	555	7	580	7	610	6
Shipbrook Road (between Gadbrook Road and A556 Shurlach Road)	NB	216	0	208	0	233	0
	SB	105	0	124	0	187	0
A530 King Street (between Gadbrook Distribution Centre Access and A556 Shurlach Road)	NB	773	9	751	9	763	10
	SB	804	8	777	8	766	8
B5082 Pennys Lane (between A556 Shurlach Road and Crowders Lane)	EB	213	1	213	1	206	1
	WB	205	1	205	1	197	1
	NB	11	0	12	0	13	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
Kingsley Drive (between Old Hall Road and Langley Road)	SB	8	0	8	0	9	0
A556 Shurlach Road (between Shipbrook Road and Gadbrook Road)	EB	1,226	19	1,257	19	1,300	18
	WB	2,497	12	2,537	13	2,568	13
A556 southbound on-slip (between Gadbrook Road and A556 Shurlach Road)	WB	595	0	635	0	696	0
Birches Lane diversion (between A556 Shurlach Road and B5082 Holmes Chapel Road)	NB	216	0	217	0	194	0
	SB	181	1	270	1	352	2
Gadbrook Road (between East Avenue and A556 Shurlach Road)	NB	318	1	324	1	285	0
	SB	424	0	424	0	424	0
A556 Shurlach Road (between Gadbrook Road and A530 King Street)	EB	1,287	19	1,325	19	1,412	18
	WB	1,685	12	1,700	13	1,691	13
East Avenue (between Gadbrook Road and Grange Road)	NB	108	0	107	0	76	0
	SB	96	3	96	3	99	3
A556 Shurlach Road (between A530 King Street and B5082 Pennys Lane)	EB	1,633	21	1,655	22	1,677	22
	WB	1,886	15	1,884	15	1,913	15
East Avenue (between Grange Road and South Drive)	NB	109	0	109	0	80	0
	SB	46	3	50	3	54	3
West Avenue (between Gadbrook Road and Grange Road)	NB	78	1	77	1	75	1
	SB	14	0	15	0	16	0
Grange Road (between West Avenue and East Avenue)	EB	54	0	50	0	51	0
	WB	2	0	2	0	2	0
Gadbrook Road (between Shipbrook Road and East Avenue)	EB	128	1	122	0	139	0
	WB	154	4	169	3	190	3
Porter Drive (between Shipbrook Road and Marlowe Road)	NB	194	0	181	0	145	0
	SB	39	0	49	0	54	0
Shipbrook Road (between Porter Drive and Gadbrook Road)	EB	22	0	28	0	89	0
	WB	97	0	107	0	167	0
East Avenue (between South Drive and Central Road)	NB	131	0	130	0	103	0
	SB	44	3	45	3	48	3
West Avenue (between Grange Road and South Drive)	NB	24	1	27	1	24	1
	SB	12	0	13	0	14	0
Porter Drive/Porter Way/Greenway Drive (between Marlowe Road and Belmont Road)	NB	170	0	156	0	119	0
	SB	66	0	78	0	85	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
Central Road (between West Avenue and East Avenue)	NB	1	0	1	0	1	0
	SB	2	0	1	0	2	0
West Avenue (between South Drive and Central Road)	NB	24	1	27	1	24	1
	SB	12	0	13	0	14	0
A530 King Street (between A556 Shurlach Road and B5082 Middlewich Road)	NB	610	8	620	8	629	8
	SB	802	8	820	8	782	8
A556 Shurlach Road (between B5082 Pennys Lane and Birches Lane)	NB	1,418	20	1,440	21	1,469	21
	SB	1,688	13	1,686	14	1,721	13
East Avenue (between Central Road and North Drive)	NB	131	0	129	0	102	0
	SB	42	3	43	3	46	3
Greenway Drive (between Agecroft Road and Belmont Road)	EB	5	0	5	0	6	0
	WB	9	3	9	3	11	3
West Avenue (between Central Road and North Drive)	NB	53	1	59	1	70	1
	SB	31	0	33	0	36	0
North Drive (between West Avenue and East Avenue)	EB	3	0	4	0	7	0
	WB	114	1	106	1	62	1
B5082 Middlewich Road (between East Avenue and A530 Griffiths Road)	EB	402	3	424	3	433	3
	WB	435	4	434	4	449	3
East Avenue (between North Drive and B5082 Middlewich Road)	NB	73	0	85	0	110	0
	SB	159	4	168	4	180	4
Shipbrook Road (between Agecroft Road and Central Road)	NB	68	1	83	1	94	1
	SB	82	1	87	1	94	1
Central Road (between West Avenue and Shipbrook Road	EB	75	0	78	0	83	0
	WB	54	0	56	0	51	0
Belmont Road (between Greenway Drive and Malpas Road Roundabout)	NB	172	3	158	3	121	3
	SB	64	0	76	0	81	0
West Avenue (between North Drive and B5082 Middlewich Road)	NB	162	2	159	2	122	1
	SB	29	0	31	0	34	0
B5082 Middlewich Road (between Shipbrook Road and East Avenue)	EB	460	4	474	5	476	5
	WB	475	2	462	2	441	2
Shipbrook Road (between Central Road and B5082 Middlewich Road)	NB	124	1	141	1	147	1
	SB	152	1	160	1	172	1
A530 Griffiths Road (between A559 Manchester Road and B5082 Middlewich Road)	NB	242	5	276	5	295	5
	SB	466	5	486	6	464	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
Malpas Road (between Braemar Avenue and B5082 Middlewich Road)	NB	191	4	176	4	139	4
	SB	81	1	85	1	87	1
B5082 Middlewich Road (between Parkfield Road and Shipbrook Road)	EB	764	4	779	4	783	4
	WB	740	5	724	4	665	4
B5082 Middlewich Road (between Victoria Road and Parkfield Road)	EB	792	4	812	4	818	4
	WB	786	5	770	4	714	4
Brockhurst Street (between Percy Street and A559 Chester Way)	EB	4	0	3	0	5	0
	WB	261	0	274	0	295	0
Percy Street (between Whalley Road and A559 Chester Way)	NB	141	0	148	0	165	0
	SB	231	0	242	0	256	0
Applemarket Street (between Weaver Way and A559 Watling Street)	NB	147	0	154	0	166	1
	SB	237	0	249	0	270	0
Victoria Road (between Kingsway and B5082 Station Road)	EB	247	1	224	0	192	0
	WB	444	1	464	1	446	1
B5082 Station Road (between A559 Chester Way and Victoria Road)	EB	395	5	430	5	456	5
	WB	469	5	415	5	374	4
Whitton Street (between Station Road and A559 Chester Way)	EB	139	5	118	5	106	5
Whitton Street (between Old Warrington Road and Station Road)	EB	139	5	118	5	106	5
	WB	51	0	58	0	45	0
A50 Holmes Chapel Road (between Booth Bed Lane and B5081 Middlewich Road)	NB	132	1	144	1	157	1
	SB	215	1	242	1	270	1
A559 Chester Way (between B5082 Station Road and A559 Manchester Road)	EB	916	4	957	4	959	4
	WB	848	4	916	4	972	4
Birches Lane/Station Road (between A556 Shurlach Road and School Lane)	NB	356	1	352	2	372	2
	SB	0	0	0	0	0	0
A556 Shurlach Road (between Birches Lane and A559 Manchester Road)	NB	1,061	18	1,088	19	1,098	18
	SB	1,653	15	1,739	15	1,879	15
A559 Manchester Road (between A530 Griffiths Road and A559 Hall Lane)	EB	734	5	756	4	781	5
	WB	830	7	829	7	827	7
Station Road (between School Lane and A559 Manchester Road)	NB	281	1	286	2	289	2
	SB	10	0	4	0	3	0
	NB	488	2	465	3	503	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
A559 Hall Lane (between A559 Manchester Road and Townshend Road)	SB	380	1	357	1	351	1
School Lane (between Station Road and Stubbs Lane)	EB	85	0	70	0	86	0
A559 Manchester Road (between A559 Hall Lane and Stubbs Lane)	EB	546	3	584	3	538	3
	WB	504	5	525	5	523	5
Townshend Road (between A559 Hall Lane and Fryer Road)	NB	118	1	111	1	105	1
	SB	179	1	203	1	220	1
A559 Manchester Road (between Stubbs Lane and Fryer Road)	EB	619	3	622	3	603	3
	WB	340	5	340	5	388	5
A559 Manchester Road (between Fryer Road and A556 Shurlach Road)	EB	663	3	657	2	637	2
	WB	629	4	652	4	721	4
Fryer Road (between A559 Manchester Road and Townshend Road)	NB	370	1	391	1	421	1
	SB	126	1	113	1	122	1
A569 Hall Lane (between Townshend Road and Green Lane)	EB	347	3	322	3	286	3
	WB	515	3	522	4	553	4
A556 Chester Road (between A559 Manchester Road and Linnards Lane)	EB	1,330	20	1,351	20	1,495	20
	WB	1,894	19	2,029	19	2,402	20
A559 Hall Lane (between Green Lane and B5391 Church Street)	EB	333	3	289	3	253	3
	WB	494	3	499	4	526	4
A556 Chester Road (between A559 Manchester Road and Plumley Moor Road)	EB	1,313	40	1,479	45	1,585	45
	WB	1,966	44	1,983	42	1,934	40
Green Lane (between Linnards Lane and A569 Hall Lane)	NB	23	0	30	0	44	0
	SB	16	0	41	0	50	0
A569 Marston Lane (between B5391 Church Street and Earles Lane)	NB	275	1	331	1	365	1
	SB	175	8	149	8	104	8
B5391 Church Street (between Earles Lane and A559 Marston Lane)	NB	444	4	476	5	500	4
	SB	130	4	137	3	180	3
A50 Holmes Chapel Road (between B5081 Middlewich Road and Goughs Lane)	NB	815	2	916	3	969	3
	SB	870	3	898	4	962	4
Linnards Lane (between Green Lane and B5391 Church Street)	EB	217	5	278	5	337	4
	WB	106	3	109	3	157	3
	EB	154	5	168	5	186	5

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
Earles Lane (between A559 Marston Lane and B5391 Pickmere Lane)	WB	224	3	296	4	359	4
High Street/Church Street/Westage Lane (between A559 Warrington Road and Hield Lane)	EB	76	0	96	1	119	1
	WB	0	0	0	0	26	0

Table 7-6: MA02 strategic and local road network future baseline flows AADT

Location	Direction	AADT 2031	AADT 2039	AADT 2051
B5074 Swanlow Lane (between New Lane and Moors Lane)	NB	5,445	5,861	6,617
	SB	6,563	6,961	7,744
A530 Nantwich Road (between Brookhouse Lane and Clive Green Lane)	NB	10,803	11,349	12,127
	SB	7,205	7,806	8,350
Swanlow Drive (between B5074 Swanlow Lane and Darnhall School Lane)	EB	228	254	293
	WB	653	806	1,021
Darnhall School Lane (between B5074 Swanlow Lane and Glebe Green Drive)	NB	890	1,057	1,294
	SB	437	472	525
B5074 Swanlow Lane (between Moors Lane and Swanlow Drive)	NB	6,113	6,558	7,373
	SB	7,139	7,558	8,373
Middlewich Eastern Bypass (between A533 Booth Lane and Cledford Lane)	NB	2,953	3,299	3,708
	SB	3,193	3,915	4,346
Darnhall School Lane (between Glebe Green Drive and B5074 Swanlow Lane)	NB	59	60	74
	SB	2,011	2,639	3,759
Swanlow Drive (between Darnhall School Lane and B5074 Swanlow Lane)	EB	656	584	539
	WB	765	802	895
Chadwick Road (between Sutton Lane and Warmingham Lane)	NB	213	206	218
	SB	166	149	146
Durham Drive/Glebe Green Drive (between Darnhall School Lane and Townsfields Drive)	NB	2,826	3,625	4,969
	SB	411	452	502
Clive Green Lane/Clive Lane (between A530 Nantwich Road and A54 Middlewich Road)	EB	2,105	1,823	1,596
	WB	4,536	4,473	4,528
Durham Drive/Dover Drive/Mount Pleasant Drive (between Townsfields Drive and Denbigh Drive)	NB	2,488	3,227	4,271
	SB	1,195	1,277	1,390
Townfields Drive (between B5074 Swanlow Lane and Durham Drive)	EB	1,357	1,461	1,801
	WB	236	237	215
Long Lane South (between Sutton Lane and Elm Road)	EB	121	133	121
	WB	160	168	190
	NB	442	458	400

Location	Direction	AADT 2031	AADT 2039	AADT 2051
Sutton Lane (between Long Lane South and Hayhurst Avenue)	SB	421	430	418
Mount Pleasant Drive (between Denbigh Drive and Woodford Lane West)	EB	1,144	1,243	1,322
	WB	2,758	3,482	4,465
Cledford Lane (between Bradwall Road and Jones Lane)	EB	1,206	1,442	1,348
	WB	110	190	205
Long Lane (between Sutton Lane and Hayhurst Avenue)	NB	108	110	211
	SB	63	66	72
Woodford Lane West (between Mount Pleasant Drive and A54 Oakmere Road)	NB	1,116	1,208	1,280
	SB	2,992	3,715	4,655
Elm Road (between Long Lane South and A533 Booth Lane)	EB	282	291	305
	WB	176	181	189
A530 Nantwich Road (between Clive Green Lane and Brynlow Drive)	NB	6,012	6,419	7,026
	SB	6,560	7,393	8,127
Denbigh Drive (between Mount Pleasant Drive and Swanlow Lane)	EB	330	400	503
	WB	480	493	524
Dene Drive (between Townfields Road and Queensway)	NB	3,191	3,201	3,199
	SB	3,377	3,576	3,787
Sutton Lane (between Rutland Drive and St Annes Avenue)	NB	638	642	588
	SB	649	646	637
Beeston Drive (between Denbigh Drive and Handley Hill)	NB	644	675	775
	SB	903	879	903
Brynlow Drive (between Long Lane and A530 Nantwich Road)	EB	1,922	2,177	2,328
	WB	2,348	2,457	2,712
Hayhurst Avenue (between Eaton Drive and Long Lane)	EB	2,117	2,375	2,618
	WB	2,587	2,703	3,047
Hayhurst Avenue (between Long Lane and Sutton Lane)	EB	1,973	2,248	2,476
	WB	2,192	2,299	2,516
St Annes Avenue (between Sutton Lane and A533 Booth Lane)	EB	2,631	2,734	3,245
	WB	2,917	2,903	2,738
Sutton Lane (between St Annes Avenue and St Ann's Road)	NB	3,140	3,192	2,566
	SB	3,084	3,078	3,164
Beeston Drive (between Handley Hill and B5074 Swanlow Lane)	EB	650	681	782
	WB	909	885	909
Long Lane/Manor Lane (between Hayhurst Avenue and St Anns Road)	NB	91	71	82
	SB	297	304	331
Sutton Lane (between St Ann's Road and A533 Lewin Street)	NB	1,969	2,239	2,032
	SB	821	768	939
St Ann's Road (between Sutton Lane and Manor Lane)	NB	1,582	1,411	1,098
	SB	2,673	2,768	2,787

Location	Direction	AADT 2031	AADT 2039	AADT 2051
A533 Lewin Street (between St Annes Avenue and Sutton Lane)	NB	3,695	3,894	4,380
	SB	2,025	2,185	2,088
A530 Nantwich Road (between Brynlow Drive and Glastonbury Drive)	NB	4,529	4,708	5,335
	SB	4,651	5,401	6,050
Coalpit Lane (between Clive Green Lane and Birch Lane)	NB	485	456	435
	SB	1,957	2,096	2,094
St Ann's Road (between Manor Lane and King Edward Street)	NB	1,769	1,559	1,258
	SB	2,940	3,016	3,053
Station Road (between B5355 Crook Lane and Rilshaw Lane)	EB	3,069	3,143	3,570
	WB	346	347	373
Station Road (between Kingsway and B5355 Crook Lane)	EB	3,790	3,890	4,093
	WB	1,561	1,622	1,741
Dingle Lane/Weaver Street (between The Drumber and A54 Winsford Bypass)	NB	4,346	4,821	5,968
	SB	1,592	1,701	2,079
Station Road (between A54 Winsford Bypass and Kingsway)	EB	3,885	3,990	4,200
	WB	1,707	1,776	1,912
A54 Middlewich Road (between Clive Lane and A54 Winsford Bypass)	EB	7,648	7,912	8,158
	WB	8,123	8,638	9,004
Dene Drive (between A54 High Street and The Drumber)	NB	2,006	2,061	2,198
	SB	2,237	2,307	2,606
Station Road (between Rilshaw Lane and B5355 Crook Lane)	EB	3,691	3,849	4,391
	WB	499	559	649
St Ann's Road (between King Edward Street and A530 Nantwich Road)	NB	2,081	1,920	1,653
	SB	3,233	3,289	3,322
A533 Lewin Street (between Sutton Lane and Hightown)	NB	6,275	6,766	7,131
	SB	4,312	4,456	4,599
B5355 Station Road (between A54 Middlewich Road and B5355 Crook Lane)	EB	3,780	3,397	3,233
	WB	1,276	1,608	2,479
Dingle Lane (between A54 High Street and The Drumber)	NB	4,524	4,526	4,651
	SB	2,632	2,537	2,020
Queen Street (between St Anns Road and Hightown)	EB	309	265	303
	WB	252	259	307
B5355 Crook Lane (between B5355 Station Road and Birch Avenue)	NB	1,728	2,531	4,178
	SB	1,039	1,030	1,190
Hightown (between A533 Leadsmithy Street and Queen Street)	EB	312	267	304
A530 Nantwich Road (between Glastonbury Drive and St Ann's Road)	EB	5,502	5,718	6,384
	WB	5,501	6,283	6,948
B5355 Crook Lane (between B5355 Station Road and Bradbury Road)	NB	1,664	2,462	4,104
	SB	984	971	1,125

Location	Direction	AADT 2031	AADT 2039	AADT 2051
A54 St Michael's Way (between The Bull Ring and A533 Leadsmithy Street)	EB	9,542	9,469	9,108
	WB	8,738	8,818	8,810
A530 Nantwich Road (between St Ann's Road and A530 Newton Bank)	NB	6,988	6,974	7,381
A54 Kinderton Street (between A533 Leadsmithy Street and King Street)	EB	10,521	10,730	11,163
	WB	6,223	6,197	6,605
A54 St Michael's Way (between A54 Chester Road and The Bull Ring)	EB	9,743	9,675	9,326
	WB	7,656	7,697	7,604
A530 Nantwich Road (between A530 Newton Bank and A54 St Michael's Way)	WB	13,963	14,604	14,979
A530 Newton Bank (between A530 Nantwich Road and A54 Chester Road)	NB	12,860	12,719	12,795
Middlewich Eastern Bypass (between Cledford Lane and A54 Holmes Chapel Road)	EB	4,959	5,913	6,260
	WB	3,566	4,220	5,084
Brereton Lane (between Cledford Lane and A54 Holmes Chapel Road)	NB	1,081	1,309	1,208
	SB	87	167	178
A54 Chester Road (between A530 Newton Bank and A54 St Michael's Way)	EB	15,073	15,591	15,661
A54 Middlewich Road (between Clive Lane and A533 Northwich Road)	NB	5,497	5,822	5,930
	SB	5,652	6,145	6,659
Nixon Drive (between Basford Way and Saxon Crossway)	EB	1,315	1,349	1,485
	WB	1,409	1,460	1,840
A54 Chester Road (between A530 Croxton Lane and A530 Newton Bank)	EB	12,902	13,588	13,629
	WB	10,656	10,686	10,669
Wharton Road (between A5018 Wharton Park Road and B5355 Crook Lane)	EB	1,169	1,235	1,321
	WB	1,945	2,532	3,727
Nixon Drive (between Abbotts Way and Basford Way)	EB	1,053	1,079	1,194
	WB	1,109	1,151	1,514
A54 Holmes Chapel Road (between King Street and B5309 Centurion Way)	EB	9,668	9,553	9,242
	WB	6,201	6,438	6,958
Nixon Drive (between B5074 Delamere Street and Abbotts Way)	EB	972	1,002	997
	WB	561	598	828
Nixon Drive (between Saxon Crossway and Grange Lane)	EB	1,077	1,112	1,397
	WB	459	467	812
B5355 Crook Lane (between Bradbury Road and B5355 Wharton Road)	NB	2,006	2,719	4,278
	SB	984	893	1,031
King Street (between A54 Kinderton Street and B5309 Centurion Way)	NB	2,680	3,086	3,782
	SB	1,082	926	905
A54 Chester Road (between Coal Pit Lane and A530 Croxton Lane)	EB	8,810	9,126	9,486
	WB	7,914	7,906	7,915

Location	Direction	AADT 2031	AADT 2039	AADT 2051
Coalpit Lane (between Birch Lane and A54 Chester Road)	NB	235	346	454
	SB	62	61	63
A54 Middlewich Road realignment (between A533 Northwich Road diversion and Birch Lane)	EB	5,493	5,817	5,925
	WB	5,653	6,146	6,660
A54 Middlewich Road (between Clive Lane and Birch Lane)	EB	5,493	5,817	5,925
	WB	5,653	6,146	6,660
Birch Lane (between Coalpit Lane and A54 Middlewich Road)	NB	1,950	2,077	2,090
	SB	490	552	634
A54 Middlewich Road realignment (between Birch Lane and Coalpit Lane)	EB	8,647	8,859	9,120
	WB	7,901	7,897	7,903
B5355 Crook Lane (between School Road and B5355 Wharton Road)	NB	1,922	2,625	4,048
	SB	1,297	1,216	1,252
B5309 Centurion Way (between A54 Holmes Chapel Road and B5081 Byley Road)	EB	6,778	6,990	7,030
	WB	8,083	8,554	9,242
Road One (between A54 Middlewich Road and A533 Bostock Road)	NB	4,154	4,278	4,495
	SB	2,526	2,621	2,767
A54 Holmes Chapel Road (between B5309 Centurion Way and Brereton Lane)	EB	9,612	9,294	9,238
	WB	9,219	9,780	10,621
B5309 Centurion Way (between White Park Close and B5081 Byley Road)	EB	4,486	4,103	4,423
	WB	6,107	6,116	6,266
B5355 Wharton Road (between Nat Lane and Bradbury Road)	NB	1,969	2,141	2,504
	SB	1,456	1,411	1,408
A533 Northwich Road (between A54 Chester Road and Bell Lane)	NB	2,850	2,538	2,326
	SB	3,445	3,427	3,611
A533 Northwich Road (between Bell Lane and A533 Bostock Road)	NB	4,799	4,617	4,399
	SB	4,245	4,384	4,897
A54 Holmes Chapel Road (between Brereton Lane and Poolford Lane)	EB	8,694	8,492	8,287
	WB	9,072	9,780	10,924
B5309 Centurion Way (between B5309 King Street and White Park Close)	NB	5,006	4,948	5,006
	SB	3,915	3,482	3,719
A54 Middlewich Road (between A54 Chester Road and Bramhall Drive)	EB	3,487	3,555	3,519
	WB	3,173	3,470	3,850
B5355 Wharton Road (between A5018 Wharton Park Road and Bradbury Road)	NB	2,333	2,521	2,918
	SB	1,778	1,721	1,644
B5308 Middlewich Road (A54 Chester Road and A50 Knutsford Road)	EB	5,895	5,517	5,261
	WB	4,102	3,987	3,891
A50 Knutsford Road (between A535 Macclesfield Road and B5308 Middlewich Road)	NB	8,165	8,126	7,814
	SB	11,833	11,520	12,037
	EB	4,320	4,463	4,983

Location	Direction	AADT 2031	AADT 2039	AADT 2051
A533 Northwich Road/Bostock Road (between London Road and Bell Lane)	WB	4,757	4,574	4,354
B5309 King Street (between B5309 Centurion Way and A530 Croxton Lane)	NB	6,950	7,325	8,138
	SB	4,246	3,676	3,914
A533 Bostock Road (between A5018 Bostock Road and London Road)	EB	2,237	2,425	2,517
	WB	2,841	3,071	3,583
A530 Croxton Lane (between A54 Chester Road and B5309 King Street)	NB	3,296	3,566	3,662
	SB	4,296	5,026	4,978
London Road (between A533 Bostock Road and Brick Kiln Lane)	NB	2,968	2,835	2,740
	SB	3,167	3,401	4,470
A533 Davenham Bypass (between A533 Bostock Road and Brick Kiln Lane)	NB	13,114	13,826	14,414
	SB	12,004	12,323	12,995
B5081 Byley Road (between Moss Lane and B5082 Holmes Chapel Road)	NB	2,584	2,740	2,732
	SB	4,660	4,947	6,242
B5081 Byley Road (between B5309 Centurion Way and Moss Lane)	NB	2,736	3,309	3,901
	SB	3,004	3,709	3,527
A533 Davenham Bypass (between Jack Lane and London Road)	NB	12,544	13,231	13,797
	SB	11,524	11,805	12,507
A530 King Street (between A530 Croxton Lane and Whatcroft Hall Lane)	NB	10,175	10,473	11,219
	SB	8,019	7,841	8,174
A533 Davenham Bypass (between London Road and A556 Shurlach Road)	NB	7,691	7,952	8,281
	SB	10,033	10,493	11,109
Hartford Road (between Mount Pleasant Road and Green Lane)	EB	603	633	641
	WB	2,113	2,146	2,168
Hartford Road (between A556 and Mount Pleasant Road)	NB	2,626	2,831	2,957
	SB	1,494	1,533	1,572
A530 King Street (between Whatcroft Hall Lane and Davenham Road)	NB	9,905	9,633	9,596
	SB	9,574	9,620	9,303
London Road (between Hartford Road and Church Street)	EB	4,523	4,449	4,517
	WB	8,037	8,325	8,450
Church Street/Shipbrook Road (between London Road and Shurlach Lane)	EB	3,210	3,255	3,360
	WB	2,567	2,511	2,530
A50 London Road (between B5082 Northwich Road and Booth Bed Lane)	NB	1,218	1,301	1,450
	SB	1,729	2,491	3,381
Booth Bed Lane (between Main Road and A50 London Road)	NB	832	1,456	2,368
	SB	561	548	553
London Road (between Green Lane and A556 Chester Road)	NB	8,969	9,332	9,695
	SB	5,429	5,315	5,340
Davenham Road (between Shurlach Lane and A530 King Street)	EB	2,574	2,714	3,029
	WB	2,281	2,526	3,260

Location	Direction	AADT 2031	AADT 2039	AADT 2051
A556 Shurlach Road off-slip (between A556 Shurlach Road and A533 Davenham Bypass)	SB	5,905	6,094	6,676
B5082 Holmes Chapel Road (between B5081 Byley Lane and Birches Lane)	EB	6,343	6,867	7,828
	WB	5,074	5,193	5,625
A533 London Road (between A556 Chester Road and A533 Kingsmead)	NB	11,534	11,653	11,702
	SB	14,926	15,492	16,544
A556 Shurlach Road (between A533 London Road and A556 off-slip to A533 Davenham Bypass)	EB	18,881	19,466	20,225
	WB	12,412	12,487	12,556
Crowders Lane (between B5082 Pennys Lane and A530 King Street)	EB	1,752	1,934	2,666
	WB	1,212	1,446	2,231
A530 King Street (between Davenham Road and Gadbrook Distribution Centre)	NB	8,397	8,317	8,654
	SB	8,367	8,632	9,060
A530 King Street (between Davenham Road and Gadbrook Distribution Centre)	NB	8,397	8,317	8,654
	SB	8,367	8,632	9,060
A556 Shurlach Road (between A556 off-slip to A533 Davenham Bypass and Shurlach Lane)	EB	18,881	19,465	20,225
	WB	18,316	18,581	19,233
Shurlach Lane (between Shipbrook Road and A556 Shurlach Road)	NB	882	1,047	1,488
	SB	1,386	1,498	1,717
London Road (between Dunham Road and Old Hall Road)	NB	2,802	2,927	2,995
	SB	3,569	4,009	4,463
Old Hall Road (between Clifton Drive and Fairfield Road)	EB	1,867	1,953	2,086
	WB	691	373	393
Old Hall Road (between Granville Road and Clifton Drive)	EB	1,900	1,986	2,118
	WB	723	404	424
Old Hall Road (between London Road and Granville Road)	EB	1,967	2,056	2,194
	WB	774	445	465
London Road (between Old Hall Road and Lime Avenue)	NB	2,960	2,681	2,725
	SB	4,920	5,374	5,921
Shipbrook Road (between Gadbrook Road and A556 Shurlach Road)	NB	2,208	2,252	2,376
	SB	1,206	1,326	1,622
A530 King Street (between Gadbrook Distribution Centre Access and A556 Shurlach Road)	NB	8,454	8,377	8,694
	SB	8,493	8,761	9,169
B5082 Pennys Lane (between A556 Shurlach Road and Crowders Lane)	EB	2,854	2,730	2,394
	WB	2,691	2,562	2,236
Kingsley Drive (between Old Hall Road and Langley Road)	NB	73	475	506
	SB	121	127	139
A556 Shurlach Road (between Shipbrook Road and Gadbrook Road)	EB	17,879	18,539	19,470
	WB	18,870	19,103	19,575
A556 southbound on-slip (between Gadbrook Road and A556 Shurlach Road)	WB	3,465	3,692	4,239

Location	Direction	AADT 2031	AADT 2039	AADT 2051
Birches Lane diversion (between A556 Shurlach Road and B5082 Holmes Chapel Road)	NB	1,172	1,185	1,162
	SB	1,738	2,204	2,773
Gadbrook Road (between East Avenue and A556 Shurlach Road)	NB	2,589	2,630	2,479
	SB	3,851	3,890	3,896
A556 Shurlach Road (between Gadbrook Road and A530 King Street)	EB	15,430	16,102	16,894
	WB	18,248	18,446	18,666
East Avenue (between Gadbrook Road and Grange Road)	NB	749	750	600
	SB	776	826	934
A556 Shurlach Road (between A530 King Street and B5082 Pennys Lane	EB	18,266	18,507	18,957
	WB	18,460	18,824	19,960
East Avenue (between Grange Road and South Drive)	NB	768	771	632
	SB	485	569	687
West Avenue (between Gadbrook Road and Grange Road)	NB	554	554	559
	SB	126	140	203
Grange Road (between West Avenue and East Avenue)	EB	320	289	292
	WB	10	11	13
Gadbrook Road (between Shipbrook Road and East Avenue)	EB	2,167	2,120	2,101
	WB	1,566	1,653	1,831
Porter Drive (between Shipbrook Road and Marlowe Road)	NB	1,265	1,214	1,021
	SB	443	521	523
Shipbrook Road (between Porter Drive and Gadbrook Road)	EB	1,165	1,268	1,642
	WB	885	925	1,252
East Avenue (between South Drive and Central Road)	NB	939	943	825
	SB	716	795	921
West Avenue (between Grange Road and South Drive)	NB	234	265	266
	SB	115	129	191
Porter Drive/Porter Way/Greenway Drive (between Marlowe Road and Belmont Road)	NB	1,139	1,087	894
	SB	556	639	648
Central Road (between West Avenue and East Avenue)	NB	12	13	14
	SB	144	157	147
West Avenue (between South Drive and Central Road)	NB	296	329	337
	SB	102	115	172
A530 King Street (between A556 Shurlach Road and B5082 Middlewich Road)	NB	5,754	5,837	5,874
	SB	8,036	7,978	7,593
A556 Shurlach Road (between B5082 Pennys Lane and Birches Lane)	NB	15,349	15,724	16,527
	SB	15,840	16,321	17,772
East Avenue (between Central Road and North Drive)	NB	935	938	820
	SB	579	645	783
	EB	85	80	78

Location	Direction	AADT 2031	AADT 2039	AADT 2051
Greenway Drive (between Agecroft Road and Belmont Road)	WB	136	138	153
West Avenue (between Central Road and North Drive)	NB	564	632	725
	SB	331	349	419
North Drive (between West Avenue and East Avenue)	EB	63	36	58
	WB	619	574	338
B5082 Middlewich Road (between East Avenue and A530 Griffiths Road)	EB	4,650	4,797	4,926
	WB	4,535	4,587	4,799
East Avenue (between North Drive and B5082 Middlewich Road)	NB	1,176	1,281	1,499
	SB	1,253	1,397	1,580
Shipbrook Road (between Agecroft Road and Central Road)	NB	581	707	833
	SB	785	822	880
Central Road (between West Avenue and Shipbrook Road	EB	647	693	721
	WB	406	410	392
Belmont Road (between Greenway Drive and Malpas Road Roundabout)	NB	1,184	1,131	937
	SB	549	625	617
West Avenue (between North Drive and B5082 Middlewich Road)	NB	1,141	1,161	993
	SB	352	340	407
B5082 Middlewich Road (between Shipbrook Road and East Avenue)	EB	4,409	4,457	4,478
	WB	4,713	4,648	4,547
Shipbrook Road (between Central Road and B5082 Middlewich Road)	NB	959	1,089	1,191
	SB	1,418	1,500	1,580
A530 Griffiths Road (between A559 Manchester Road and B5082 Middlewich Road)	NB	2,706	2,990	3,143
	SB	4,874	4,921	4,737
Malpas Road (between Braemar Avenue and B5082 Middlewich Road)	NB	1,480	1,425	1,256
	SB	684	715	747
B5082 Middlewich Road (between Parkfield Road and Shipbrook Road)	EB	7,031	7,043	6,841
	WB	7,945	7,959	7,764
B5082 Middlewich Road (between Victoria Road and Parkfield Road)	EB	7,214	7,252	7,019
	WB	8,507	8,539	8,400
Brockhurst Street (between Percy Street and A559 Chester Way)	EB	379	346	312
	WB	1,842	1,934	2,066
Percy Street (between Whalley Road and A559 Chester Way)	NB	1,166	1,227	1,381
	SB	1,550	1,622	1,714
Applemarket Street (between Weaver Way and A559 Watling Street)	NB	2,013	2,081	2,193
	SB	1,920	2,011	2,173
Victoria Road (between Kingsway and B5082 Station Road)	EB	3,803	3,636	3,421
	WB	3,238	3,610	3,784
B5082 Station Road (between A559 Chester Way and Victoria Road)	EB	3,197	3,387	3,385
	WB	6,997	6,610	6,322

Location	Direction	AADT 2031	AADT 2039	AADT 2051
Whitton Street (between Station Road and A559 Chester Way)	EB	985	883	831
Whitton Street (between Old Warrington Road and Station Road)	EB	985	883	831
	WB	522	575	523
A50 Holmes Chapel Road (between Booth Bed Lane and B5081 Middlewich Road)	NB	2,050	2,233	2,624
	SB	2,289	2,515	2,741
A559 Chester Way (between B5082 Station Road and A559 Manchester Road)	EB	8,233	8,484	8,763
	WB	6,970	7,415	7,701
Birches Lane/Station Road (between A556 Shurlach Road and School Lane)	NB	3,149	3,137	3,327
	SB	0	0	355
A556 Shurlach Road (between Birches Lane and A559 Manchester Road)	NB	12,200	12,587	13,555
	SB	16,405	17,340	19,383
A559 Manchester Road (between A530 Griffiths Road and A559 Hall Lane)	EB	7,185	7,427	7,604
	WB	9,193	9,212	8,717
Station Road (between School Lane and A559 Manchester Road)	NB	2,393	2,416	2,491
	SB	52	22	377
A559 Hall Lane (between A559 Manchester Road and Townshend Road)	NB	4,974	4,951	5,409
	SB	4,235	4,049	4,023
School Lane (between Station Road and Stubbs Lane)	EB	808	742	859
A559 Manchester Road (between A559 Hall Lane and Stubbs Lane)	EB	5,373	5,619	4,906
	WB	5,922	6,142	5,721
Townshend Road (between A559 Hall Lane and Fryer Road)	NB	1,465	1,460	1,477
	SB	2,181	2,366	2,619
A559 Manchester Road (between Stubbs Lane and Fryer Road)	EB	5,244	5,285	5,065
	WB	4,363	4,430	4,554
A559 Manchester Road (between Fryer Road and A556 Shurlach Road)	EB	6,233	6,244	6,188
	WB	6,446	6,643	7,062
Fryer Road (between A559 Manchester Road and Townshend Road)	NB	2,844	2,978	3,265
	SB	1,749	1,724	1,881
A569 Hall Lane (between Townshend Road and Green Lane)	EB	3,616	3,400	3,191
	WB	5,072	5,208	5,719
A556 Chester Road (between A559 Manchester Road and Linnards Lane)	EB	14,469	14,949	17,028
	WB	18,726	20,094	23,786
A559 Hall Lane (between Green Lane and B5391 Church Street)	EB	2,970	2,625	2,897
	WB	5,178	5,109	5,421
A556 Chester Road (between A559 Manchester Road and Plumley Moor Road)	EB	20,523	22,814	24,411
	WB	22,074	22,527	22,584
Green Lane (between Linnards Lane and A569 Hall Lane)	NB	193	485	1,264
	SB	945	1,160	1,261
	NB	2,352	2,746	3,024

Location	Direction	AADT 2031	AADT 2039	AADT 2051
A569 Marston Lane (between B5391 Church Street and Earles Lane)	SB	1,956	1,784	1,576
B5391 Church Street (between Earles Lane and A559 Marston Lane)	NB	3,602	3,710	3,454
	SB	2,791	2,741	2,867
A50 Holmes Chapel Road (between B5081 Middlewich Road and Goughs Lane)	NB	8,562	9,268	9,888
	SB	11,070	11,438	12,371
Linnards Lane (between Green Lane and B5391 Church Street)	EB	3,535	4,067	4,421
	WB	1,303	1,505	1,965
Earles Lane (between A559 Marston Lane and B5391 Pickmere Lane)	EB	3,092	3,187	3,681
	WB	1,930	2,571	3,341
High Street/Church Street/Westage Lane (between A559 Warrington Road and Hield Lane)	EB	745	1,009	2,441
	WB	0	0	142

Junction operation

6.3.19 Junction operation is reported in Section 7.4 of the main TA and Section 6.3 of the SES1 and AP1 ES TA.

6.3.20 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.

6.3.21 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.

6.3.22 The results are presented in the same order as presented in the main TA and SES1 and AP1 ES TA. Junctions that were not modelled in the main TA or SES1 and AP1 ES TA are provided at the end of the junction performance section after the A54 Middlewich Road/A54 Chester Road/B5308 Middlewich Road junction (Table 7-110.17).

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

M6 junction 18/A54 Middlewich Road

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

Table 7-7: 2018 baseline performance at M6 junction 18/A54 Middlewich Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00-09:00) baseline results		
M6 junction 18 southbound off-slip	133	7%	0
A54 Middlewich Road (east)	266	12%	0
M6 junction 18 northbound off-slip	681	29%	0
A54 Middlewich Road (west)	837	35%	0
	2018 PM peak hour (17:00-18:00) baseline results		
M6 junction 18 southbound off-slip	178	8%	0
A54 Middlewich Road (east)	286	14%	0
M6 junction 18 northbound off-slip	469	20%	0
A54 Middlewich Road (west)	777	32%	0

6.3.25 The conclusions drawn in paragraph 6.3.27 of the SES1 and AP1 ES TA remain unchanged.

6.3.26 Table 7-8 of the SES1 and AP1 ES TA replaced Table 7-8 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-8 below replaces Table 7-8 of the SES1 and AP1 ES TA.

Table 7-8: Future baseline performance at M6 junction 18/A54 Middlewich Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
M6 junction 18 southbound off-slip	253	13%	0	309	16%	0	391	20%	0
A54 Middlewich Road (east)	391	19%	0	436	21%	0	441	22%	0
M6 junction 18 northbound off-slip	922	41%	0	932	43%	0	980	46%	1
A54 Middlewich Road (west)	1,058	44%	0	1,092	46%	0	1,083	46%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
M6 junction 18 southbound off-slip	442	21%	0	480	23%	0	551	26%	0
A54 Middlewich Road (east)	302	16%	0	325	17%	0	372	20%	0
M6 junction 18 northbound off-slip	376	17%	0	410	19%	0	414	20%	0
A54 Middlewich Road (west)	676	28%	0	616	26%	0	578	24%	0

6.3.27 The conclusions drawn in paragraph 6.3.29 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031, 2039 and 2051 future baselines."

A530 Nantwich Road/Chapel Lane

6.3.28 Table 7-9 in the SES1 and AP1 ES TA replaced Table 7-9 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-9 below replaces Table 7-9 of the SES1 and AP1 ES TA.

Table 7-9: 2018 baseline performance at A530 Nantwich Road/Chapel Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A530 Nantwich Road (north)	740	45%	0
Chapel Lane	354	36%	1
A530 Nantwich Road (south)	1,048	70%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A530 Nantwich Road (north)	736	45%	0
Chapel Lane	236	31%	1
A530 Nantwich Road (south)	1,034	65%	0

6.3.29 The conclusions drawn in paragraph 6.3.31 of the SES1 and AP1 ES TA remain unchanged.

6.3.30 Table 7-10 of the SES1 and AP1 ES TA replaced Table 7-10 in the main TA and summarised the future year baseline performance and results for the AM and PM peak hours. Table 7-10 below replaces Table 7-10 of the main TA.

Table 7-10: Future baseline performance at A530 Nantwich Road/Chapel Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A530 Nantwich Road (north)	742	45%	0	809	49%	0	903	55%	0
Chapel Lane	308	30%	0	358	38%	1	385	44%	1
A530 Nantwich Road (south)	1,022	70%	0	1,091	77%	0	1,104	82%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A530 Nantwich Road (north)	682	42%	0	706	43%	0	729	44%	0
Chapel Lane	237	31%	1	252	36%	1	298	46%	2
A530 Nantwich Road (south)	1,173	75%	0	1,232	79%	0	1,241	81%	0

6.3.31 The conclusions drawn in paragraph 6.3.33 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 75% on the on the A530 Nantwich Road (south) approach with no queue.

The assessment shows that this junction operates within capacity in the 2039 future baseline with a maximum VoC 77% on the A530 Nantwich Road (south) approach in the AM peak hour with no queue. In the PM peak hour, the maximum VoC of 79% is on the A530 Nantwich Road (south) approach with no queue.

The assessment shows that this junction operates within capacity in the 2051 future baseline with a maximum VoC 82% on the A530 Nantwich Road (south) approach in the AM peak hour with no queue. In the PM peak hour, the maximum VoC of 81% is on the A530 Nantwich Road (south) approach with no queue."

A533 Booth Lane/Cledford Lane/Cross Lane

6.3.32 Table 7-11 in the SES1 and AP1 ES TA replaced Table 7-11 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-11 below replaces Table 7-11 of the SES1 and AP1 ES TA.

Table 7-11: 2018 baseline performance at A533 Booth Lane/Cledford Lane/Cross Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 Booth Lane (north)	315	21%	1
Cledford Lane	55	17%	1
A533 Booth Lane (south)	547	36%	2
Cross Lane	60	22%	1
	2018 PM peak hour (17:00–18:00) baseline results		
A533 Booth Lane (north)	326	21%	1
Cledford Lane	143	44%	2
A533 Booth Lane (south)	569	38%	2
Cross Lane	53	20%	1

6.3.33 The conclusions drawn in paragraph 6.3.35 of the SES1 and AP1 ES TA remain unchanged.

6.3.34 Table 7-12 of the SES1 and AP1 ES TA replaced Table 7-12 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-12 below replaces Table 7-12 of the SES1 and AP1 ES TA.

Table 7-12: Future baseline performance at A533 Booth Lane/Cledford Lane/Cross Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A533 Booth Lane (north)	167	11%	1	212	14%	1	301	20%	1
Cledford Lane	76	23%	1	78	23%	1	82	24%	1
A533 Booth Lane (south)	363	24%	1	377	25%	1	402	27%	1
Cross Lane	187	67%	3	204	73%	3	215	77%	3

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 PM peak hour (17:00–18:00)			2039 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
A533 Booth Lane (north)	294	20%	1	288	19%	1	296	20%	1
Cledford Lane	270	85%	4	272	92%	4	270	86%	4
A533 Booth Lane (south)	657	44%	2	716	48%	3	773	52%	3
Cross Lane	137	49%	2	143	51%	2	140	50%	2

6.3.35 The conclusions drawn in paragraph 6.3.37 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 85% on the Cledford Lane approach with an associated queue length of four PCU.

In the 2039 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 2039 future baseline with a maximum VoC of 92% on the Cledford Lane approach with an associated queue length of four PCU.

In the 2039 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 77% on the Cross Lane approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 86% on the Cledford Lane approach with an associated queue length of four PCU."

A530 Nantwich Road/Clive Green Lane

6.3.36 Table 7-14 of the SES1 and AP1 ES TA replaced Table 7-14 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-14 below replaces Table 7-14 of the SES1 and AP1 ES TA.

Table 7-13: Future baseline performance at A530 Nantwich Road/Clive Green Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)			2039 AM peak hour (08:00–09:00)			2051 AM peak hour (08:00–09:00)		
A530 Nantwich Road (north) (ahead and right)	634	0.56	3	707	0.57	3	752	0.58	3
Clive Green Lane (left)	48	0.96	3	37	0.96	3	31	0.95	3
Clive Green Lane (right)	268	0.95	9	252	0.96	9	238	0.99	10
A530 Nantwich Road (south) (ahead and left)	1,018	-	-	1,041	-	-	1,101	-	-

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
	2031 PM peak hour (17:00–18:00)			2039 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
A530 Nantwich Road (north) (ahead and right)	635	0.37	1	726	0.46	2	830	0.55	3
Clive Green Lane (left)	92	0.94	5	81	1.01	6	66	1.08	6
Clive Green Lane (right)	254	0.98	10	218	1.01	11	183	1.08	14
A530 Nantwich Road (south) (ahead and left)	1,088	-	-	1,175	-	-	1,272	-	-

6.3.37 The conclusions drawn in paragraph 6.3.41 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 RFC of 0.96 on the Clive Green Lane (left) approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum RFC of 0.98 is on the Clive Green Lane (right) approach with an associated queue length of 10 PCU.

In the 2039 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum RFC of 0.96 on the Clive Green Lane (right) 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 2039 future baseline with a maximum RFC of 1.01 on the Clive Green Lane (right) approach with an associated queue length of 11 PCU.

In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum RFC of 0.99 on the Clive Green Lane (right) approach with an associated queue length of 10 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum RFC of 1.08 on both the Clive Green Lane (left) and the Clive Green Lane (right) approaches with associated queue lengths of six PCU and 14 PCU respectively."

Clive Green Lane/Coalpit Lane

6.3.38 Table 7-15 in the SES1 and AP1 ES TA replaced Table 7-15 in the main TA and summarised the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 7-15 below replaces Table 7-15 of the SES1 and AP1 ES TA.

Table 7-14: 2017 baseline performance at Clive Green Lane/Coalpit Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
Clive Green Lane (west) (ahead and left)	244	-	-
Coalpit Lane (left)	95	0.15	0
Coalpit Lane (right)	25	0.07	0
Clive Green Lane (east) (ahead and right)	523	0.29	1

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (17:00–18:00) baseline results		
Clive Green Lane (west) (ahead and left)	262	-	-
Coalpit Lane (left)	155	0.25	0
Coalpit Lane (right)	3	0.01	0
Clive Green Lane (east) (ahead and right)	486	0.30	1

6.3.39 The conclusions drawn in paragraph 6.3.43 of the SES1 and AP1 ES TA remain unchanged.

6.3.40 Table 7-16 of the SES1 and AP1 ES TA replaced Table 7-16 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-16 below replaces Table 7-16 of the SES1 and AP1 ES TA.

Table 7-15: Future baseline performance at Clive Green Lane/Coalpit Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Clive Green Lane (west) (ahead and left)	228	-	-	205	-	-	187	-	-
Coalpit Lane (left)	129	0.20	0	130	0.20	0	131	0.21	0
Coalpit Lane (right)	23	0.07	0	23	0.07	0	25	0.08	0
Clive Green Lane (east) (ahead and right)	607	0.52	2	599	0.55	2	600	0.52	2
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Clive Green Lane (west) (ahead and left)	188	-	-	159	-	-	127	-	-
Coalpit Lane (left)	198	0.31	0	192	0.30	0	185	0.28	0
Coalpit Lane (right)	4	0.01	0	3	0.01	0	3	0.01	0
Clive Green Lane (east) (ahead and right)	518	0.30	1	542	0.32	1	551	0.35	1

6.3.41 The conclusions drawn in paragraph 6.3.45 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031, 2039 and 2051 future baselines."

B5074 Swanlow Lane/Townfields Road/Townfields Drive

6.3.42 Table 7-17 in the SES1 and AP1 ES TA replaced Table 7-17 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-17 below replaces Table 7-17 of the SES1 and AP1 ES TA.

Table 7-16: 2018 baseline performance at B5074 Swanlow Lane/Townfields Road/Townfields Drive junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Townfields Road	252	37%	6
B5074 Swanlow Lane (south)	574	95%	11
Townfields Drive	135	24%	3
B5074 Swanlow Lane (north)	397	47%	8
	2018 PM peak hour (17:00–18:00) baseline results		
Townfields Road	391	49%	8
B5074 Swanlow Lane (south)	475	94%	9
Townfields Drive	77	15%	2
B5074 Swanlow Lane (north)	388	52%	8

6.3.43 The conclusions drawn in paragraph 6.3.47 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 95% on the B5074 Swanlow Lane (south) approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 94% is on the B5074 Swanlow Lane (south) approach with an associated queue length of nine PCU."

6.3.44 Table 7-18 of the SES1 and AP1 ES TA replaced Table 7-18 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-18 below replaces Table 7-18 of the SES1 and AP1 ES TA.

Table 7-17: Future baseline performance at B5074 Swanlow Lane/Townfields Road/Townfields Drive junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Townfields Road	326	47%	7	360	52%	8	396	64%	9
B5074 Swanlow Lane (south)	546	95%	10	506	95%	10	437	98%	9
Townfields Drive	131	25%	3	127	26%	3	163	33%	4
B5074 Swanlow Lane (north)	416	49%	8	445	52%	9	519	65%	11
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Townfields Road	428	54%	9	436	55%	9	448	57%	9
B5074 Swanlow Lane (south)	407	97%	9	398	99%	9	394	100%	8
Townfields Drive	120	29%	2	142	33%	3	168	37%	3

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
B5074 Swanlow Lane (north)	451	66%	10	461	69%	10	476	72%	10

6.3.45 The conclusions drawn in paragraph 6.3.49 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 95% on the B5074 Swanlow Lane (south) approach in the AM peak hour with an associated queue length of 10 PCU. In the PM peak hour, the maximum VoC of 97% is on the B5074 Swanlow Lane (south) approach with an associated queue length of nine PCU.

The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 95% on the B5074 Swanlow Lane (south) approach in the AM peak hour with an associated queue length of 10 PCU. In the PM peak hour, the maximum VoC of 99% is on the B5074 Swanlow Lane (south) approach with an associated queue length of nine PCU.

The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 98% on the B5074 Swanlow Lane (south) approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 100% on the B5074 Swanlow Lane (south) approach with an associated queue length of eight PCU."

A530 Nantwich Road/Brynlow Drive

6.3.46 Table 7-19 in the SES1 and AP1 ES TA replaced Table 7-19 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-19 below replaces Table 7-19 of the SES1 and AP1 ES TA.

Table 7-18: 2018 baseline performance at A530 Nantwich Road/Brynlow Drive junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A530 Nantwich Road (north)	471	24%	0
Brynlow Drive	195	33%	0
A530 Nantwich Road (south)	541	62%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A530 Nantwich Road (north)	378	20%	0
Brynlow Drive	127	19%	0
A530 Nantwich Road (south)	595	51%	0

6.3.47 The conclusions drawn in paragraph 6.3.51 of the SES1 and AP1 ES TA remain unchanged.

6.3.48 Table 7-20 of the SES1 and AP1 ES TA replaced Table 7-20 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-20 below replaces Table 7-20 of the SES1 and AP1 ES TA.

Table 7-19: Future baseline performance at A530 Nantwich Road/Brynlow Drive junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A530 Nantwich Road (north)	393	20%	0	478	25%	0	527	27%	0
Brynlow Drive	288	46%	1	284	51%	1	284	55%	1
A530 Nantwich Road (south)	500	63%	0	513	76%	0	551	84%	1
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A530 Nantwich Road (north)	459	24%	0	512	26%	0	580	30%	0
Brynlow Drive	170	28%	0	198	36%	0	236	47%	1
A530 Nantwich Road (south)	624	57%	0	685	64%	0	756	75%	0

6.3.49 The conclusions drawn in paragraph 6.3.53 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.

In the 2039 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 76% on the A530 Nantwich Road (south) approach with no queue. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

The assessment shows that this junction operates within capacity in the 2051 future baseline with a maximum VoC of 84% on the A530 Nantwich Road (south) approach with an associated queue length of one PCU. In the PM peak hour, the maximum VoC of 75% is on the A530 Nantwich Road (south) approach with no queue."

Clive Lane/Clive Green Lane

6.3.50 Table 7-21 in the SES1 and AP1 ES TA replaced Table 7-21 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-21 below replaces Table 7-21 of the SES1 and AP1 ES TA.

Table 7-20: 2018 baseline performance at Clive Lane/Clive Green Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Clive Lane	223	12%	0
Clive Green Lane	449	23%	0
Clive Back Lane*	-	-	-

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
Clive Lane	243	13%	0
Clive Green Lane	397	20%	0
Clive Back Lane*	-	-	-

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

6.3.51 The conclusions drawn in paragraph 6.3.55 of the SES1 and AP1 ES TA remain unchanged.

6.3.52 Table 7-22 of the SES1 and AP1 ES TA replaced Table 7-22 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-22 below replaces Table 7-22 of the SES1 and AP1 ES TA.

Table 7-21: Future baseline performance at Clive Lane/Clive Green Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Clive Lane	206	11%	0	184	9%	0	166	9%	0
Clive Green Lane	448	23%	0	422	22%	0	435	22%	0
Clive Back Lane*	-	-	-	-	-	-	-	-	-
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Clive Lane	168	9%	0	136	7%	0	103	5%	0
Clive Green Lane	427	22%	0	439	23%	0	440	23%	0
Clive Back Lane*	-	-	-	-	-	-	-	-	-

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

6.3.53 The conclusions drawn in paragraph 6.3.57 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031, 2039 and 2051 future baselines."

Clive Lane/Rilshaw Lane

6.3.54 Table 7-23 in the SES1 and AP1 ES TA replaced Table 7-23 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-23 below replaces Table 7-23 of the SES1 and AP1 ES TA.

Table 7-22: 2018 baseline performance at Clive Lane/Rilshaw Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Clive Lane (north)	239	16%	0
Rilshaw Lane*	-	-	-
Clive Lane (south)	449	23%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
Clive Lane (north)	305	28%	0
Rilshaw Lane*	-	-	-
Clive Lane (south)	404	21%	0

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

6.3.55 The conclusions drawn in paragraph 6.3.59 of the SES1 and AP1 ES TA remain unchanged.

6.3.56 Table 7-24 of the SES1 and AP1 ES TA replaced Table 7-24 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-24 below replaces Table 7-24 of the SES1 and AP1 ES TA.

Table 7-23: Future baseline performance at Clive Lane/Rilshaw Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Clive Lane (north)	253	28%	0	252	28%	0	258	30%	0
Rilshaw Lane*	-	-	-	-	-	-	-	-	-
Clive Lane (south)	448	23%	0	422	22%	0	435	23%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Clive Lane (north)	278	35%	0	249	34%	0	221	34%	0
Rilshaw Lane*	-	-	-	-	-	-	-	-	-
Clive Lane (south)	434	23%	0	447	23%	0	447	23%	0

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

6.3.57 The conclusions drawn in paragraph 6.3.61 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031, 2039 and 2051 future baselines."

A54 Middlewich Road/Clive Lane/Road One

6.3.58 Table 7-25 in the SES1 and AP1 ES TA replaced Table 7-25 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-25 below replaces Table 7-25 of the SES1 and AP1 ES TA.

Table 7-24: 2018 baseline performance at A54 Middlewich Road/Clive Lane/Road One junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Road One	227	33%	3
A54 Middlewich Road (east)	464	50%	5
Clive Lane	501	85%	8
A54 Middlewich Road (west)	704	73%	8

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
Road One	489	82%	8
A54 Middlewich Road (east)	413	34%	4
Clive Lane	471	102%	8
A54 Middlewich Road (west)	492	65%	7

6.3.59 The conclusions drawn in paragraph 6.3.63 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 Clive Lane approach with an associated queue length of eight PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2018 baseline with a maximum VoC of 102% on the Clive Lane approach with an associated queue length of eight PCU."

6.3.60 Table 7-26 of the SES1 and AP1 ES TA replaced Table 7-26 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-26 below replaces Table 7-26 of the SES1 and AP1 ES TA.

Table 7-25: Future baseline performance at A54 Middlewich Road/Clive Lane/Road One junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Road One	288	42%	4	297	44%	4	282	42%	4
A54 Middlewich Road (east)	514	69%	5	543	74%	5	580	80%	6
Clive Lane	523	89%	8	536	96%	8	539	96%	8
A54 Middlewich Road (west)	856	90%	10	879	95%	11	907	101%	11
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Road One	540	90%	9	539	91%	9	537	90%	9
A54 Middlewich Road (east)	534	44%	5	598	49%	6	660	54%	6
Clive Lane	472	103%	8	471	103%	8	473	104%	8
A54 Middlewich Road (west)	589	75%	8	616	79%	9	630	80%	9

6.3.61 The conclusions drawn in paragraph 6.3.65 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 90% on the A54 Middlewich Road (west) approach with an associated queue length of 10 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 Clive Lane approach with an associated queue length of eight PCU.

In the 2039 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 Clive Lane approach with an associated queue length of eight PCU. In the PM peak hour, this junction is over capacity in the 2039 future baseline with a maximum VoC of 103% on the Clive Lane approach with an associated queue length of eight PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 101% on the A54 Middlewich Road (west) approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 104% is on the Clive Lane approach with an associated queue length of eight PCU."

A530 Nantwich Road/St Ann's Road

6.3.62 Table 7-27 in the SES1 and AP1 ES TA replaced Table 7-27 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-27 below replaces Table 7-27 of the SES1 and AP1 ES TA.

Table 7-26: 2018 baseline performance at A530 Nantwich Road/St Ann's Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A530 Nantwich Road (north)	662	35%	0
St Ann's Road	210	82%	2
A530 Nantwich Road (south)	501	39%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A530 Nantwich Road (north)	778	42%	0
St Ann's Road	216	95%	4
A530 Nantwich Road (south)	570	39%	0

6.3.63 The conclusions drawn in paragraph 6.3.67 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 82% on the St Ann's Road approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is close to capacity with a maximum VoC of 95% on the St Ann's Road approach with an associated queue length of four PCU."

6.3.64 Table 7-28 of the SES1 and AP1 ES TA replaced Table 7-28 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-28 below replaces Table 7-28 of the SES1 and AP1 ES TA.

Table 7-27: Future baseline performance at A530 Nantwich Road/St Ann's Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A530 Nantwich Road (north)	591	31%	0	685	36%	0	751	40%	0
St Ann's Road	217	78%	1	211	82%	2	191	81%	2
A530 Nantwich Road (south)	432	33%	0	414	34%	0	451	37%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A530 Nantwich Road (north)	892	48%	0	920	49%	0	992	53%	0
St Ann's Road	192	96%	4	171	95%	4	141	96%	4
A530 Nantwich Road (south)	584	41%	0	640	49%	0	712	55%	0

6.3.65 The conclusions drawn in paragraph 6.3.69 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 St Ann's Road 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 96% on the St Ann's Road approach with an associated queue length of four PCU.

In the 2039 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 82% on the St Ann's Road approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 95% on the St Ann's Road approach with an associated queue length of four PCU.

In the 2051 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 81% on the St Ann's Road approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 96% on the St Ann's Road approach with an associated queue length of four PCU."

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

6.3.66 Table 7-29 in the SES1 and AP1 ES TA replaced Table 7-29 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-29 below replaces Table 7-29 of the SES1 and AP1 ES TA.

Table 7-28: 2018 baseline performance at A54 Kinderton Street/A54 St Michael's Way/A533 Leadsmithy Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A54 Kinderton Street	672	91%	14
A533 Leadsmithy Street	806	83%	19
A54 St Michael's Way	954	65%	12
	2018 PM peak hour (17:00–18:00) baseline results		
A54 Kinderton Street	732	105%	15
A533 Leadsmithy Street	657	82%	17
A54 St Michael's Way	780	46%	9

6.3.67 The conclusions drawn in paragraph 6.3.71 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 91% on the A54 Kinderton 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 105% on the A54 Kinderton Street approach with an associated queue length of 15 PCU."

6.3.68 Table 7-30 of the SES1 and AP1 ES TA replaced Table 7-30 in the main TA and summarised the future year baseline performance and results from the AM and PM peak hours. Table 7-30 below replaces Table 7-30 of the SES1 and AP1 ES TA.

Table 7-29: Future baseline performance at A54 Kinderton Street/A54 St Michael's Way/A533 Leadsmithy Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A54 Kinderton Street	604	84%	13	612	86%	13	614	86%	13
A533 Leadsmithy Street	721	79%	18	758	83%	19	769	84%	19
A54 St Michael's Way	1,034	66%	13	1,026	66%	13	1,007	64%	13
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A54 Kinderton Street	749	105%	15	748	105%	15	822	104%	15
A533 Leadsmithy Street	531	67%	14	576	72%	15	650	81%	17
A54 St Michael's Way	847	50%	10	849	50%	10	787	49%	9

6.3.69 The conclusions drawn in paragraph 6.3.73 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 84% on the A54 Kinderton Street approach with an associated queue length of 13 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 105% on the A54 Kinderton Street approach with an associated queue length of 15 PCU.

In the 2039 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 86% on the A54 Kinderton Street approach with an associated queue length of 13 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 105% on the A54 Kinderton Street approach with an associated queue length of 15 PCU.

In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 86% on the A54 Kinderton Street approach with an associated queue length of 13 PCU. In the PM peak hour, the assessment shows that this junction operates over capacity in the 2051 future baseline with a maximum VoC of 104% on the A54 Kinderton Street approach with an associated queue length of 15 PCU."

A54 St Michael's Way/Wheelock Street

6.3.70 Table 7-31 in the SES1 and AP1 ES TA replaced Table 7-31 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-31 below replaces Table 7-31 of the SES1 and AP1 ES TA.

Table 7-30: 2018 baseline performance at A54 St Michael's Way/Wheelock Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A54 St Michael's Way (north)	722	37%	0
Wheelock Street	72	24%	0
A54 St Michael's Way (south)*	-	-	-
	2018 PM peak hour (17:00–18:00) baseline results		
A54 St Michael's Way (north)	598	31%	0
Wheelock Street	72	21%	0
A54 St Michael's Way (south)*	-	-	-

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

6.3.71 The conclusions drawn in paragraph 7.4.73 and Section 6.3 of the SES1 and AP1 ES TA remain unchanged.

6.3.72 Table 7-32 of the SES1 and AP1 ES TA replaced Table 7-32 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-32 below replaces Table 7-32 of the SES1 and AP1 ES TA.

Table 7-31: Future baseline performance at A54 St Michael's Way/Wheelock Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A54 St Michael's Way (north)	704	36%	0	714	37%	0	698	36%	0

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Wheelock Street	73	24%	0	75	25%	0	79	26%	0
A54 St Michael's Way (south)*	-	-	-	-	-	-	-	-	-
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A54 St Michael's Way (north)	762	39%	0	754	39%	0	757	39%	0
Wheelock Street	72	26%	0	75	27%	0	80	28%	0
A54 St Michael's Way (south)*	-	-	-	-	-	-	-	-	-

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

6.3.73 The conclusions drawn in paragraph 6.3.77 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031, 2039 and 2051 future baselines."

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

6.3.74 Table 7-33 in the SES1 and AP1 ES TA replaced Table 7-33 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-33 below replaces Table 7-33 of the SES1 and AP1 ES TA.

Table 7-32: 2018 baseline performance at A54 Chester Road/A530 St Michael's Way/A530 Nantwich Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A54 Chester Road	509	26%	0
A54 St Michael's Way	794	88%	1
	2018 PM peak hour (17:00–18:00) baseline results		
A54 Chester Road	545	28%	0
A54 St Michael's Way	669	76%	1

6.3.75 The conclusions drawn in paragraph 6.3.79 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 88% on the A54 St Michael's Way 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 76% on the A54 St Michael's Way approach with an associated queue length of one PCU."

6.3.76 Table 7-34 of the SES1 and AP1 ES TA replaced Table 7-34 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours Table 7-34 below replaces Table 7-34 of the SES1 and AP1 ES TA.

Table 7-33: Future baseline performance at A54 Chester Road/A530 St Michael's Way/A530 Nantwich Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A54 Chester Road	469	24%	0	559	29%	0	611	31%	0
A54 St Michael's Way	777	84%	1	789	90%	2	776	92%	2
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A54 Chester Road	574	29%	0	589	30%	0	630	32%	0
A54 St Michael's Way	834	96%	3	829	97%	3	837	100%	6

6.3.77 The conclusions drawn in paragraph 6.3.81 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 84% on the A54 St Michael's Way 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 96% on the A54 St Michael's Way approach with an associated queue length of three PCU.

The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 90% on the A54 St Michael's Way approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 97% is on the A54 St Michael's Way approach with an associated queue length of three PCU.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 92% on the A54 St Michael's Way approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 100% on the A54 St Michael's Way approach with an associated queue length of six PCU."

A54 Chester Road/A530 Newton Bank

6.3.78 Table 7-35 in the SES1 and AP1 ES TA replaced Table 7-35 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-35 below replaces Table 7-35 of the SES1 and AP1 ES TA.

Table 7-34: 2018 baseline performance at A54 Chester Road/A530 Newton Bank junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A54 Chester Road (west)	1,189	61%	0
A530 Newton Bank	1,247	59%	5
	2018 PM peak hour (17:00–18:00) baseline results		
A54 Chester Road (west)	1,110	57%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
A530 Newton Bank	1,164	54%	2

6.3.79 The conclusions drawn in paragraph 6.3.83 of the SES1 and AP1 ES TA are replaced by:

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

6.3.80 Table 7-36 of the SES1 and AP1 ES TA replaced Table 7-36 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-36 below replaces Table 7-36 of the SES1 and AP1 ES TA.

Table 7-35: Future baseline performance at A54 Chester Road/A530 Newton Bank junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A54 Chester Road (west)	1,267	65%	0	1,373	70%	0	1,421	73%	0
A530 Newton Bank	1,222	58%	5	1,204	58%	4	1,194	101%	4
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A54 Chester Road (west)	1,218	62%	0	1,232	63%	0	1,189	61%	0
A530 Newton Bank	1,241	59%	3	1,243	100%	4	1,268	101%	5

6.3.81 The conclusions drawn in paragraph 6.3.85 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.

In the 2039 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 100% on the A530 Newton Bank approach with an associated queue length of four PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 101% on the A530 Newton Bank approach in the AM peak hour with an associated queue length of four PCU. In the PM peak hour, the maximum VoC of 101% is on the A530 Newton Bank approach with an associated queue length of five PCU."

A54 Chester Road/A530 Croxton Lane

6.3.82 Table 7-37 in the SES1 and AP1 ES TA replaced Table 7-37 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-37 below replaces Table 7-37 of the SES1 and AP1 ES TA.

Table 7-36: 2018 baseline performance at A54 Chester Road/A530 Croxton Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A54 Chester Road (north)	828	92%	1
A530 Croxton Lane	451	57%	0
A54 Chester Road (south)	1,014	98%	1
	2018 PM peak hour (17:00–18:00) baseline results		
A54 Chester Road (north)	728	81%	0
A530 Croxton Lane	504	61%	0
A54 Chester Road (south)	959	94%	0

6.3.83 The conclusions drawn in paragraph 6.3.87 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 98% on the A54 Chester 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 94% is on the A54 Chester Road (south) approach with no queue."

6.3.84 Table 7-38 of the SES1 and AP1 ES TA replaced Table 7-38 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-38 below replaces Table 7-38 of the SES1 and AP1 ES TA.

Table 7-37: Future baseline performance at A54 Chester Road/A530 Croxton Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A54 Chester Road (north)	862	89%	1	895	93%	1	934	97%	2
A530 Croxton Lane	500	65%	0	582	77%	1	608	81%	1
A54 Chester Road (south)	1,016	99%	1	1,032	101%	2	1,032	101%	2
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A54 Chester Road (north)	895	95%	1	895	96%	2	895	97%	2
A530 Croxton Lane	393	52%	0	441	58%	0	410	54%	0
A54 Chester Road (south)	1,038	100%	2	1,037	101%	2	1,033	101%	2

6.3.85 The conclusions drawn in paragraph 6.3.89 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 A54 Chester Road (south) approach with an associated queue length of one 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 100% on the A54 Chester Road (south) approach with an associated queue length of two PCU.

This junction operates over capacity in the 2039 future baseline with a maximum VoC of 101% on the A54 Chester Road (south) approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 101% is on the A54 Chester Road (south) approach with an associated queue length of two PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 101% on the A54 Chester Road (south) approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 101% is on the A54 Chester Road (south) approach with an associated queue length of two PCU."

A54 Holmes Chapel Road/B5309 Centurion Way/Pochin Way

6.3.86 Table 7-39 in the SES1 and AP1 ES TA replaced Table 7-39 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-39 below replaces Table 7-39 of the SES1 and AP1 ES TA.

Table 7-38: 2018 baseline performance at A54 Holmes Chapel Road/B5309 Centurion Way/Pochin Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5309 Centurion Way	559	46%	0
A54 Holmes Chapel Road (east)	733	43%	0
Pochin Way	115	11%	0
A54 Holmes Chapel Road (west)	1,074	41%	0
	2018 PM peak hour (17:00–18:00) baseline results		
B5309 Centurion Way	421	30%	0
A54 Holmes Chapel Road (east)	536	26%	0
Pochin Way	264	20%	0
A54 Holmes Chapel Road (west)	705	31%	0

6.3.87 The conclusions drawn in paragraph 6.3.91 of the SES1 and AP1 ES TA remain unchanged.

6.3.88 Table 7-40 of the SES1 and AP1 ES TA replaced Table 7-40 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-40 below replaces Table 7-40 of the SES1 and AP1 ES TA.

Table 7-39: Future baseline performance at A54 Holmes Chapel Road/B5309 Centurion Way/Pochin Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
B5309 Centurion Way	821	98%	7	804	97%	7	789	89%	3
A54 Holmes Chapel Road (east)	1,090	90%	3	1,143	93%	4	1,209	92%	4

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Pochin Way	580	44%	0	626	48%	0	681	53%	1
A54 Holmes Chapel Road (west)	1,143	60%	1	1,110	59%	1	1,031	57%	1
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
B5309 Centurion Way	506	43%	0	552	45%	0	597	49%	0
A54 Holmes Chapel Road (east)	805	53%	0	862	61%	1	928	70%	1
Pochin Way	950	67%	1	972	69%	1	1,091	83%	2
A54 Holmes Chapel Road (west)	808	49%	1	829	53%	1	843	60%	1

6.3.89 The conclusions drawn in paragraph 6.3.93 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 98% on the B5309 Centurion Way approach with an associated queue length of seven PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline.

In the 2039 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the B5309 Centurion Way approach with an associated queue length of seven PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 92% on the A54 Holmes Chapel Road (east) 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 2051 future baseline with a maximum VoC of 83% on the Pochin Way approach with an associated queue length of two PCU."

A54 Middlewich Road/Birch Lane/Bell Lane

6.3.90 Table 7-42 of the SES1 and AP1 ES TA replaced Table 7-42 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-42 below replaces Table 7-42 of the SES1 and AP1 ES TA.

Table 7-40: Future baseline performance at A54 Middlewich Road/Birch Lane/Bell Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Bell Lane (left and ahead)	192	0.34	1	194	0.36	1	210	0.40	1
Bell Lane (ahead and right)	5	0.27	0	5	0.28	0	9	0.30	0

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
A54 Middlewich Road (east) (left, ahead and right)	522	0.02	0	547	0.02	0	564	0.02	0
Birch Lane (left and ahead)	200	0.39	1	215	0.45	1	206	0.43	1
Birch Lane (ahead and right)	8	0.35	1	9	0.40	1	7	0.37	1
A54 Middlewich Road (west) (left, ahead and right)	571	0.05	0	595	0.05	0	582	0.04	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Bell Lane (left and ahead)	206	0.55	1	214	0.68	2	218	0.97	8
Bell Lane (ahead and right)	62	0.50	1	92	0.65	2	128	0.97	7
A54 Middlewich Road (east) (left, ahead and right)	454	0.00	0	485	0.00	0	508	0.00	0
Birch Lane (left and ahead)	124	0.23	0	131	0.26	0.3	145	0.30	0
Birch Lane (ahead and right)	1	0.20	0	1	0.22	0	1	0.24	0
A54 Middlewich Road (west) (left, ahead and right)	729	0.17	1	768	0.21	1	800	0.25	1

6.3.91 The conclusions drawn in paragraph 6.3.97 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031 and 2039 future baselines.

In the 2051 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum RFC of 0.97 on both the Bell Lane (left and ahead) and Bell Lane (ahead and right) approaches with associated queue lengths of eight PCU and seven PCU respectively."

A54 Chester Road/A54 Middlewich Road/A553 Northwich Road

6.3.92 Table 7-43 in the SES1 and AP1 ES TA replaced Table 7-43 in the main TA and summarised the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 7-43 below replaces Table 7-43 of the SES1 and AP1 ES TA.

Table 7-41: 2017 baseline performance at A54 Chester Road/A54 Middlewich Road/A533 Northwich Road junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
A54 Middlewich Road (ahead and left)	422	-	-
A533 Northwich Road (left)	386	0.75	3
A533 Northwich Road (right)	1	0.01	0
A54 Chester Road (ahead and right)	816	1.01	28
	2017 PM peak hour (17:00–18:00) baseline results		
A54 Middlewich Road (ahead and left)	360	-	-

Approach	Flow, PCU/hr	RFC	Q, PCU
A533 Northwich Road (left)	323	0.61	2
A533 Northwich Road (right)	4	0.02	0
A54 Chester Road (ahead and right)	734	0.95	15

6.3.93 The conclusions drawn in paragraph 6.3.99 of the SES1 and AP1 ES TA are replaced by:

"In the 2017 baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum RFC of 1.01 on the A54 Chester Road (ahead and right) approach with an associated queue length of 28 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2017 baseline with a maximum RFC of 0.95 on the A54 Chester Road (ahead and right) approach with an associated queue length of 15 PCU."

6.3.94 Table 7-44 of the SES1 and AP1 ES TA replaced Table 7-44 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-44 below replaces Table 7-44 of the SES1 and AP1 ES TA.

Table 7-42: Future baseline performance at A54 Chester Road/A54 Middlewich Road/A533 Northwich Road junction

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A54 Middlewich Road (ahead and left)	529	-	-	553	-	-	547	-	-
A533 Northwich Road (left)	316	0.65	2	323	0.67	2	379	0.79	3
A533 Northwich Road (right)	1	0.01	0	1	0.01	0	1	0.01	0
A54 Chester Road (ahead and right)	818	0.97	20	826	0.96	17	835	0.94	16
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A54 Middlewich Road (ahead and left)	499	-	-	520	-	-	540	-	-
A533 Northwich Road (left)	359	0.73	3	341	0.70	2	325	0.67	2
A533 Northwich Road (right)	1	0.01	0	0	0	0	0	0	0
A54 Chester Road (ahead and right)	744	0.86	8	729	0.74	4	719	0.65	3

6.3.95 The conclusions drawn in paragraph 6.3.101 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 RFC of 0.97 on the A54 Chester Road (ahead and right) approach with an associated queue length of 20 PCU. In the PM peak hour, the maximum RFC of 0.86

is on the A54 Chester Road (ahead and right) approach with an associated queue length of eight PCU.

In the 2039 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum RFC of 0.96 on the A54 Chester Road (ahead and right) approach with an associated queue length of 17 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum RFC of 0.94 on the A54 Chester Road (ahead and right) approach with an associated queue length of 16 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline."

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

6.3.96 Table 7-45 in the SES1 and AP1 ES TA replaced Table 7-45 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-45 below replaces Table 7-45 of the SES1 and AP1 ES TA.

Table 7-43: 2018 baseline performance at A5018 Wharton Road/A5018 Wharton Park Road/B5355 Wharton Road/Collingtree Avenue junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5018 Wharton Road	706	68%	0
B5355 Wharton Road	309	28%	0
A5018 Wharton Park Road	770	57%	0
Collingtree Avenue	156	19%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A5018 Wharton Road	1,083	105%	3
B5355 Wharton Road	240	25%	0
A5018 Wharton Park Road	569	42%	0
Collingtree Avenue	72	7%	0

6.3.97 The conclusions drawn in paragraph 6.3.103 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 over capacity in the 2018 baseline with a maximum VoC of 105% on the A5018 Wharton Road approach with an associated queue length of three PCU."

6.3.98 Table 7-46 of the SES1 and AP1 ES TA replaced Table 7-46 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-46 below replaces Table 7-46 of the SES1 and AP1 ES TA.

Table 7-44: Future baseline performance at A5018 Wharton Road/A5018 Wharton Park Road/B5355 Wharton Road/Collingtree Avenue junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			2039 AM peak hour (08:00–09:00)			2051 AM peak hour (08:00–09:00)		
A5018 Wharton Road	715	69%	0	725	70%	0	792	77%	0
B5355 Wharton Road	303	28%	0	310	28%	0	370	36%	0
A5018 Wharton Park Road	900	67%	0	910	68%	0	892	68%	0
Collingtree Avenue	158	22%	0	165	23%	0	179	26%	0
	2031 PM peak hour (17:00–18:00)			2039 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
A5018 Wharton Road	1,147	111%	4	1,145	111%	4	1,141	111%	5
B5355 Wharton Road	250	27%	0	284	31%	0	308	34%	0
A5018 Wharton Park Road	623	46%	0	646	48%	0	700	53%	0
Collingtree Avenue	72	7%	0	75	8%	0	82	9%	0

6.3.99 The conclusions drawn in paragraph 6.3.105 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 over capacity in the 2031 future baseline with a maximum VoC of 111% on the A5018 Wharton Road approach with an associated queue length of four PCU.

In the 2039 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 111% on the A5018 Wharton Road approach with an associated queue length of four PCU.

In the 2051 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 111% on the A5018 Wharton Road approach with an associated queue length of five PCU."

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

6.3.100 Table 7-47 in the SES1 and AP1 ES TA replaced Table 7-47 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-47 below replaces Table 7-47 of the SES1 and AP1 ES TA.

Table 7-45: 2018 baseline performance at A533 Bostock Road/Road One/A5018 Bostock Road/A533 Davenham Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 Bostock Road	166	10%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
Road One	250	13%	0
A5018 Bostock Road	1,103	94%	1
A533 Davenham Bypass	909	100%	6
	2018 PM peak hour (17:00–18:00) baseline results		
A533 Bostock Road	130	7%	0
Road One	680	35%	0
A5018 Bostock Road	712	63%	0
A533 Davenham Bypass	849	79%	0

6.3.101 The conclusions drawn in paragraph 6.3.107 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 100% on the A533 Davenham Bypass 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 79% on the A533 Davenham Bypass approach with no queue."

6.3.102 Table 7-48 of the SES1 and AP1 ES TA replaced Table 7-48 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-48 below replaces Table 7-48 of the SES1 and AP1 ES TA.

Table 7-46: Future baseline performance at A533 Bostock Road/Road One/A5018 Bostock Road/A533 Davenham Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A533 Bostock Road	366	21%	0	380	21%	0	458	26%	0
Road One	305	15%	0	316	16%	0	351	18%	0
A5018 Bostock Road	1,173	102%	4	1,183	103%	4	1,202	105%	4
A533 Davenham Bypass	793	101%	7	789	101%	7	769	101%	7
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A533 Bostock Road	194	10%	0	201	10%	0	207	11%	0
Road One	822	42%	0	863	44%	0	919	47%	0
A5018 Bostock Road	795	73%	0	833	77%	0	903	85%	1
A533 Davenham Bypass	809	84%	1	813	86%	1	816	86%	1

6.3.103 The conclusions drawn in paragraph 6.3.109 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 102% on the A5018 Bostock 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 A533 Davenham Bypass approach with an associated queue length of one PCU.

In the 2039 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 103% on the A5018 Bostock Road approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 86% on the A533 Davenham Bypass approach with an associated queue length of one PCU.

In the 2051 future baseline, the assessment show that this junction operates over capacity in the AM peak hour with a maximum VoC of 105% on the A5018 Bostock Road approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 86% on the A533 Davenham Bypass approach with an associated queue length of one PCU."

A556 Chester Road/Hartford Road/Hill Top Grange

6.3.104 Table 7-49 in the SES1 and AP1 ES TA replaced Table 7-49 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-49 below replaces Table 7-49 of the SES1 and AP1 ES TA.

Table 7-47: 2018 baseline performance at A556 Chester Road/Hartford Road/Hill Top Grange junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Hill Top Grange*	-	-	-
A556 Chester Road (east)	982	53%	9
Hartford Road	235	43%	3
A556 Chester Road (west)	1,679	64%	10
	2018 PM peak hour (17:00–18:00) baseline results		
Hill Top Grange*	-	-	-
A556 Chester Road (east)	1,613	87%	14
Hartford Road	151	27%	2
A556 Chester Road (west)	1,139	43%	7

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

6.3.105 The conclusions drawn in paragraph 6.3.111 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 close to capacity in the 2018 baseline with a maximum VoC of 87% on the A556 Chester Road (east) approach with an associated queue length of 14 PCU."

6.3.106 Table 7-50 of the SES1 and AP1 ES TA replaced Table 7-50 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-50 below replaces Table 7-50 of the SES1 and AP1 ES TA.

Table 7-48: Future baseline performance at A556 Chester Road/Hartford Road/Hill Top Grange junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Hill Top Grange*	-	-	-	-	-	-	-	-	-
A556 Chester Road (east)	972	45%	13	986	46%	14	994	46%	14
Hartford Road	230	31%	5	236	32%	5	252	34%	6
A556 Chester Road (west)	1,745	81%	22	1,758	82%	22	1,847	86%	23
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Hill Top Grange*	-	-	-	-	-	-	-	-	-
A556 Chester Road (east)	1,761	81%	24	1,775	82%	24	1,843	85%	25
Hartford Road	260	38%	6	291	43%	7	298	44%	7
A556 Chester Road (west)	1,278	59%	17	1,320	61%	18	1,426	66%	19

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

6.3.107 The conclusions drawn in paragraphs 6.3.113 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2031 future baseline with a maximum VoC of 81% on the A556 Chester Road (west) approach in the AM peak hour with an associated queue length of 22 PCU. In the PM peak hour, the maximum VoC of 81% is on the A556 Chester Road (east) approach with an associated queue length of 24 PCU.

The assessment shows that this junction operates within capacity in the 2039 future baseline with a maximum VoC of 82% on the A556 Chester Road (west) approach in the AM peak hour with an associated queue length of 22 PCU. In the PM peak hour, the maximum VoC of 82% is on the A556 Chester Road (east) approach with an associated queue length of 24 PCU.

The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 86% on the A556 Chester Road (west) approach in the AM peak hour with an associated queue length of 23 PCU. In the PM peak hour, the maximum VoC of 85% is on the A556 Chester Road (east) approach with an associated queue length of 25 PCU."

A530 King Street/A530 Croxton Lane/B5309 King Street

6.3.108 Table 7-51 in the SES1 and AP1 ES TA replaced Table 7-51 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-51 below replaces Table 7-51 of the SES1 and AP1 ES TA.

Table 7-49: 2018 baseline performance at A530 King Street/A530 Croxton Lane/B5309 King Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A530 King Street	636	70%	0
B5309 King Street	582	44%	0
A530 Croxton Lane	277	36%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A530 King Street	749	101%	3
B5309 King Street	769	58%	0
A530 Croxton Lane	327	49%	1

6.3.109 The conclusions drawn in paragraph 6.3.115 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 over capacity in the 2018 baseline with a maximum VoC of 101% on the A530 King Street approach with an associated queue length of three PCU."

6.3.110 Table 7-52 of the SES1 and AP1 ES TA replaced Table 7-52 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-52 below replaces Table 7-52 of the SES1 and AP1 ES TA.

Table 7-50: Future baseline performance at A530 King Street/A530 Croxton Lane/B5309 King Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A530 King Street	891	87%	1	902	99%	2	895	105%	2
B5309 King Street	595	45%	0	620	47%	0	697	52%	0
A530 Croxton Lane	285	40%	0	295	43%	0	299	45%	1
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A530 King Street	652	104%	3	589	106%	4	671	109%	3
B5309 King Street	899	68%	0	942	71%	0	1,013	76%	0
A530 Croxton Lane	321	63%	2	355	73%	3	372	101%	6

6.3.111 The conclusions drawn in paragraph 6.3.117 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 87% on the A530 King Street approach with an associated queue length of one 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 104% on the A530 King Street approach with an associated queue length of three PCU.

In the 2039 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 A530 King Street approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 106% on the A530 King Street approach with an associated queue length of four PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 105% on the A530 King Street approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 109% is on the A530 King Street approach with an associated queue length of three PCU."

A533 Davenham Bypass/Jack Lane

6.3.112 Table 7-53 in the SES1 and AP1 ES TA replaced Table 7-53 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-53 below replaces Table 7-53 of the SES1 and AP1 ES TA.

Table 7-51: 2018 baseline performance at A533 Davenham Bypass/Jack Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 Davenham Bypass (north)	906	40%	0
A533 Davenham Bypass (south)	976	49%	0
Jack Lane	51	32%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A533 Davenham Bypass (north)	962	41%	0
A533 Davenham Bypass (south)	960	48%	0
Jack Lane	37	24%	0

6.3.113 The conclusions drawn in paragraph 6.3.119 of the SES1 and AP1 ES TA are replaced by:

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

6.3.114 Table 7-54 of the SES1 and AP1 ES TA replaced Table 7-54 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-54 below replaces Table 7-54 of the SES1 and AP1 ES TA.

Table 7-52: Future baseline performance at A533 Davenham Bypass/Jack Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A533 Davenham Bypass (north)	903	41%	0	916	41%	0	1,003	46%	0
A533 Davenham Bypass (south)	1,234	62%	0	1,293	65%	0	1,333	67%	0
Jack Lane	67	56%	1	70	64%	1	78	83%	2

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A533 Davenham Bypass (north)	1,268	56%	0	1,308	58%	0	1,337	60%	0
A533 Davenham Bypass (south)	1,244	63%	0	1,314	66%	0	1,377	69%	0
Jack Lane	46	60%	1	46	70%	1	34	60%	1

6.3.115 The conclusions drawn in paragraph 6.3.121 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031 and 2039 future baselines.

In the 2051 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 83% on the Jack Lane approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline."

London Road/Jack Lane

6.3.116 Table 7-55 in the SES1 and AP1 ES TA replaced Table 7-55 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-55 below replaces Table 7-55 of the SES1 and AP1 ES TA.

Table 7-53: 2018 baseline performance at London Road/Jack Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
London Road (north)	184	18%	0
London Road (south)	389	20%	0
Jack Lane	288	49%	0
	2018 PM peak hour (17:00–18:00) baseline results		
London Road (north)	261	24%	0
London Road (south)	293	16%	0
Jack Lane	115	17%	0

6.3.117 The conclusions drawn in paragraph 6.3.123 of the SES1 and AP1 ES TA are replaced by:

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

6.3.118 Table 7-56 of the SES1 and AP1 ES TA replaced Table 7-56 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-56 below replaces Table 7-56 of the SES1 and AP1 ES TA.

Table 7-54: Future baseline performance at London Road/Jack Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
London Road (north)	281	20%	0	287	20%	0	303	21%	0
London Road (south)	676	34%	0	727	37%	0	765	39%	0
Jack Lane	356	72%	1	370	78%	1	400	86%	2
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
London Road (north)	380	37%	0	357	37%	0	359	38%	0
London Road (south)	471	25%	0	510	27%	0	520	27%	0
Jack Lane	129	21%	0	137	23%	0	163	28%	0

6.3.119 The conclusions drawn in paragraph 6.3.125 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.

In the 2039 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 78% on the Jack 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 2039 future baseline.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 86% on the Jack Lane approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline."

London Road/Church Street

6.3.120 Table 7-57 in the SES1 and AP1 ES TA replaced Table 7-57 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-57 below replaces Table 7-57 of the SES1 and AP1 ES TA.

Table 7-55: 2018 baseline performance at London Road/Church Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
London Road (north)	361	20%	0
Church Street	43	13%	0
London Road (south)	664	34%	0
	2018 PM peak hour (17:00–18:00) baseline results		
London Road (north)	270	14%	0
Church Street	192	45%	0
London Road (south)	205	11%	0

6.3.121 The conclusions drawn in paragraph 6.3.127 of the SES1 and AP1 ES TA remain unchanged.

6.3.122 Table 7-58 of the SES1 and AP1 ES TA replaced Table 7-58 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-58 below replaces Table 7-58 of the SES1 and AP1 ES TA.

Table 7-56: Future baseline performance at London Road/Church Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
London Road (north)	522	29%	0	497	28%	0	505	28%	0
Church Street	48	17%	0	50	19%	0	29	11%	0
London Road (south)	971	68%	0	1,030	74%	0	1,094	80%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
London Road (north)	323	16%	0	335	17%	0	339	17%	0
Church Street	429	107%	5	417	107%	5	441	113%	5
London Road (south)	359	19%	0	366	19%	0	364	20%	0

6.3.123 The conclusions drawn in paragraph 6.3.129 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 over capacity in the 2031 future baseline with a maximum VoC of 107% on the Church Street approach with an associated queue length of five PCU.

In the 2039 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 107% on the Church Street approach with an associated queue length of five PCU.

In the 2051 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 80% on the London Road (south) approach with no queue. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 113% on the Church Street approach with an associated queue length of five PCU."

Shurlach Lane/Davenham Road/Shipbrook Road/Manor Lane

6.3.124 Table 7-59 in the SES1 and AP1 ES TA replaced Table 7-59 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-59 below replaces Table 7-59 of the SES1 and AP1 ES TA.

Table 7-57: 2018 baseline performance at Shurlach Lane/Davenham Road/Shipbrook Road/Manor Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Shurlach Lane	2	0	0
Davenham Road	77	7%	0
Manor Lane*	-	-	-
Shipbrook Road	191	10%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Shurlach Lane	9	1%	0
Davenham Road	200	11%	0
Manor Lane*	-	-	-
Shipbrook Road	18	1%	0

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

6.3.125 The conclusions drawn in paragraph 6.3.131 of the SES1 and AP1 ES TA remain unchanged.

6.3.126 Table 7-60 of the SES1 and AP1 ES TA replaced Table 7-60 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-60 below replaces Table 7-60 of the SES1 and AP1 ES TA.

Table 7-58: Future baseline performance at Shurlach Lane/Daveham Road/Shipbrook Road Manor Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Shurlach Lane	103	15%	0	107	15%	0	107	16%	0
Davenham Road	318	54%	0	354	60%	0	405	74%	1
Manor Lane*	-	-	-	-	-	-	-	-	-
Shipbrook Road	558	31%	0	557	31%	0	575	32%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Shurlach Lane	665	105%	2	701	111%	2	756	121%	3
Davenham Road	102	12%	0	112	13%	0	197	18%	0
Manor Lane*	-	-	-	-	-	-	-	-	-
Shipbrook Road	35	2%	0	44	2%	0	46	2%	0

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

6.3.127 The conclusions drawn in paragraph 6.3.133 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 over capacity in the 2031 future baseline with a maximum VoC of 105% on the Shurlach Lane approach with an associated queue length of two PCU.

In the 2039 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 111% on the Shurlach Lane approach with an associated queue length of two PCU.

In the 2051 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 121% on the Shurlach Lane approach with an associated queue length of three PCU."

A556 Shurlach Road/A533 Davenham Bypass

6.3.128 Table 7-61 in the SES1 and AP1 ES TA replaced Table 7-61 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-61 below replaces Table 7-61 of the SES1 and AP1 ES TA.

Table 7-59: 2018 baseline performance at A556 Shurlach Road/A533 Davenham Bypass junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A556 Shurlach Road (off-slip)	313	33%	0
A533 Davenham Bypass (south)	558	47%	0
A533 Davenham Bypass (west)	493	41%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A556 Shurlach Road (off-slip)	547	58%	0
A533 Davenham Bypass (south)	764	66%	0
A533 Davenham Bypass (west)	490	41%	0

6.3.129 The conclusions drawn in paragraph 6.3.135 of the SES1 and AP1 ES TA are replaced by:

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

6.3.130 Table 7-62 of the SES1 and AP1 ES TA replaced Table 7-62 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-62 below replaces Table 7-62 of the SES1 and AP1 ES TA.

Table 7-60: Future baseline performance at A556 Shurlach Road/A533 Davenham Bypass junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A556 Shurlach Road (off-slip)	272	28%	0	273	28%	0	300	32%	0
A533 Davenham Bypass (south)	567	47%	0	580	48%	0	583	49%	0
A533 Davenham Bypass (west)	444	37%	0	457	38%	0	504	42%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A556 Shurlach Road (off-slip)	852	94%	2	887	99%	5	953	103 %	6
A533 Davenham Bypass (south)	854	79%	0	889	81%	0	946	85%	0
A533 Davenham Bypass (west)	546	46%	0	570	47%	0	522	43%	0

6.3.131 The conclusions drawn in paragraph 6.3.137 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 A556 Shurlach Road (off-slip) approach with an associated queue length of two PCU.

In the 2039 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 2039 future baseline with a maximum VoC of 99% on the A556 Shurlach Road (off-slip) approach with an associated queue length of five PCU.

In the 2051 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 103% on the A556 Shurlach Road (off-slip) approach with an associated queue length of six PCU."

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

6.3.132 Table 7-63 in the SES1 and AP1 ES TA replaced Table 7-63 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-63 below replaces Table 7-63 of the SES1 and AP1 ES TA.

Table 7-61: 2018 baseline performance at A556 Shurlach Road/A556 Chester Road/A533 London Road/London Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 London Road	605	79%	2
A556 Shurlach Road	551	30%	0
London Road (south)	909	55%	1
A556 Chester Road	1,662	96%	8
	2018 PM peak hour (17:00–18:00) baseline results		
A533 London Road	610	47%	0
A556 Shurlach Road	1,572	86%	2
London Road (south)	389	55%	1
A556 Chester Road	1,099	56%	1

6.3.133 The conclusions drawn in paragraph 6.3.139 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 96% on the A556 Chester Road approach with an associated queue length of eight PCU. In the PM peak hour, the maximum VoC of 86% is on the A556 Shurlach Road approach with an associated queue length of two PCU."

6.3.134 Table 7-64 of the SES1 and AP1 ES TA replaced Table 7-64 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-64 below replaces Table 7-64 of the SES1 and AP1 ES TA.

Table 7-62: Future baseline performance at A556 Shurlach Road/A556 Chester Road/A533 London Road/London Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A533 London Road	662	100%	8	662	100%	8	650	100%	8
A556 Shurlach Road	599	34%	0	612	34%	0	664	36%	0
London Road (south)	1,120	70%	1	1,168	73%	1	1,211	77%	1
A556 Chester Road	1,546	107%	11	1,549	111%	11	1,617	122%	11
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A533 London Road	684	64%	1	708	66%	1	803	74%	1
A556 Shurlach Road	1,723	101%	11	1,723	104%	11	1,684	108%	11
London Road (south)	588	99%	8	606	100%	9	624	100%	9
A556 Chester Road	1,228	72%	1	1,269	74%	1	1,374	76%	1

6.3.135 The conclusions drawn in paragraph 6.3.141 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 A556 Chester Road approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 101% is on the A556 Shurlach Road approach with an associated queue length of 11 PCU.

This junction operates over capacity in the 2039 future baseline with a maximum VoC of 111% on the A556 Chester Road approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 104% is on the A556 Shurlach Road approach with an associated queue length of 11 PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 122% on the A556 Chester Road approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 108% is on the A556 Shurlach Road approach with an associated queue length of 11 PCU."

A530 King Street/Davenham Road/Crowders Lane

6.3.136 Table 7-65 in the SES1 and AP1 ES TA replaced Table 7-65 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-65 below replaces Table 7-65 of the SES1 and AP1 ES TA.

Table 7-63: 2018 baseline performance at A530 King Street/Davenham Road/Crowders Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A530 King Street (north)	540	27%	0
Crowders Lane	27	6%	0
A530 King Street (south)	686	35%	0
Davenham Road	189	47%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A530 King Street (north)	780	39%	0
Crowders Lane	94	29%	0
A530 King Street (south)	872	45%	0
Davenham Road	22	7%	0

6.3.137 The conclusions drawn in paragraph 6.3.143 of the SES1 and AP1 ES TA remain unchanged.

6.3.138 Table 7-66 of the SES1 and AP1 ES TA replaced Table 7-66 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-66 below replaces Table 7-66 of the SES1 and AP1 ES TA.

Table 7-64: Future baseline performance at A530 King Street/Davenham Road/Crowders Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A530 King Street (north)	744	38%	0	820	42%	0	921	48%	0
Crowders Lane	131	39%	0	164	50%	1	213	71%	1
A530 King Street (south)	1,004	52%	0	1,019	53%	0	1,083	56%	0
Davenham Road	235	79%	2	237	84%	2	250	99%	6
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A530 King Street (north)	834	42%	0	808	41%	0	799	41%	0
Crowders Lane	93	26%	0	103	28%	0	199	52%	1
A530 King Street (south)	859	53%	0	795	45%	0	729	37%	0
Davenham Road	241	105%	6	265	102%	6	310	102%	7

6.3.139 The conclusions drawn in paragraph 6.3.145 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 79% on the Davenham Road approach

with an associated queue length of two 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 105% on the Davenham Road approach with an associated queue length of six PCU.

In the 2039 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 84% on the Davenham Road approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 102% on the Davenham Road approach with an associated queue length of six PCU.

In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 99% on the Davenham Road approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 102% on the Davenham Road approach with an associated queue length of seven PCU."

A533 Kingsmead/A533 London Road

6.3.140 Table 7-67 in the SES1 and AP1 ES TA replaced Table 7-67 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-67 below replaces Table 7-67 of the SES1 and AP1 ES TA.

Table 7-65: 2018 baseline performance at A533 Kingsmead/A533 London Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
London Road	505	38%	9
A533 Davenham Bypass (Kingsmead)	558	62%	12
A533 London Road	1,129	65%	16
A533 Kingsmead	1,137	77%	22
	2018 PM peak hour (17:00–18:00) baseline results		
London Road	287	24%	5
A533 Davenham Bypass (Kingsmead)	858	78%	18
A533 London Road	1,065	74%	17
A533 Kingsmead	896	63%	17

6.3.141 The conclusions drawn in paragraph 6.3.147 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 77% on the A533 Kingsmead approach in the AM peak hour with an associated queue length of 22 PCU. In the PM peak hour, the maximum VoC of 78% is on the A533 Davenham Bypass (Kingsmead) approach with an associated queue length of 18 PCU."

6.3.142 Table 7-68 of the SES1 and AP1 ES TA replaced Table 7-68 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-68 below replaces Table 7-68 of the SES1 and AP1 ES TA.

Table 7-66: Future baseline performance at A533 Kingsmead/A533 London Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
London Road	617	46%	11	690	52%	12	789	59%	14
A533 Davenham Bypass (Kingsmead)	567	63%	13	580	65%	13	583	65%	13
A533 London Road	1,001	59%	13	992	59%	13	968	59%	13
A533 Kingsmead	1,266	86%	24	1,296	88%	25	1,368	93%	26
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
London Road	354	30%	6	370	31%	7	389	32%	7
A533 Davenham Bypass (Kingsmead)	1,077	98%	22	1,099	100%	23	1,118	102%	23
A533 London Road	1,155	81%	18	1,183	83%	19	1,213	85%	19
A533 Kingsmead	985	70%	19	1,020	72%	20	1,060	75%	20

6.3.143 The conclusions drawn in paragraph 6.3.149 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 86% on the A533 Kingsmead approach in the AM peak hour with an associated queue length of 24 PCU. In the PM peak hour, the maximum VoC of 98% is on the A533 Davenham Bypass (Kingsmead) approach with an associated queue length of 22 PCU.

In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 88% on the A533 Kingsmead approach with an assoicated queue length of 25 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 100% on the A533 Davenham Bypass (Kingsmead) approach with an associated queue length of 23 PCU.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 93% on the A533 Kingsmead approach with an associated queue length of 26 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 102% on the A533 Davenham Bypass (Kingsmead) approach with an associated queue length of 23 PCU."

A556 Shurlach Road/Shurlach Lane

6.3.144 Table 7-69 in the SES1 and AP1 ES TA replaced Table 7-69 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-69 below replaces Table 7-69 of the SES1 and AP1 ES TA.

Table 7-67: 2018 baseline performance at A556 Shurlach Road/Shurlach Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A556 Shurlach Road (east)	865	22%	0
Shurlach Lane	7	2%	0
A556 Shurlach Road (west)	1,960	49%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A556 Shurlach Road (east)	2,104	53%	0
Shurlach Lane	21	16%	0
A556 Shurlach Road (west)	1,046	26%	0

6.3.145 The conclusions drawn in paragraph 6.3.151 of the SES1 and AP1 ES TA are replaced by:

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

6.3.146 Table 7-70 of the SES1 and AP1 ES TA replaced Table 7-70 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-70 below replaces Table 7-70 of the SES1 and AP1 ES TA.

Table 7-68: Future baseline performance at A556 Shurlach Road/Shurlach Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A556 Shurlach Road (east)	1,025	27%	0	1,028	27%	0	1,070	28%	0
Shurlach Lane	76	18%	0	106	25%	0	183	43%	0
A556 Shurlach Road (west)	2,181	55%	0	2,285	57%	0	2,421	61%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A556 Shurlach Road (east)	2,523	63%	0	2,564	64%	0	2,596	65%	0
Shurlach Lane	88	112%	3	88	118%	3	92	130%	3
A556 Shurlach Road (west)	1,368	34%	0	1,373	34%	0	1,377	34%	0

6.3.147 The conclusions drawn in paragraph 6.3.153 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 over capacity in the 2031 future baseline with a maximum VoC of 112% on the Shurlach Lane approach with an associated queue length of three PCU.

In the 2039 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 118% on the Shurlach Lane approach with an associated queue length of three PCU.

In the 2051 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 130% on the Shurlach Lane approach with an associated queue length of three PCU."

A530 King Street/Gadbrook Distribution Centre

6.3.148 Table 7-71 in the SES1 and AP1 ES TA replaced Table 7-71 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-71 below replaces Table 7-71 of the SES1 and AP1 ES TA.

Table 7-69: 2018 baseline performance at A530 King Street/Gadbrook Distribution Centre junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A530 King Street (north)	852	0.25	0
A530 King Street (south)	1,001	0.39	1
Gadbrook Distribution Centre	142	0.08	0
	2018 PM peak hour (17:00–18:00) baseline results		
A530 King Street (north)	876	0.26	0
A530 King Street (south)	828	0.32	1
Gadbrook Distribution Centre	188	0.10	0

6.3.149 The conclusions drawn in paragraph 6.3.155 of the SES1 and AP1 ES TA remain unchanged.

6.3.150 Table 7-72 of the SES1 and AP1 ES TA replaced Table 7-72 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-72 below replaces Table 7-72 of the SES1 and AP1 ES TA.

Table 7-70: Future baseline performance at A530 King Street/Gadbrook Distribution Centre junction

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A530 King Street (north)	1,056	0.31	1	1,133	0.34	1	1,233	0.37	1
A530 King Street (south)	1,175	0.46	1	1,184	0.46	1	1,238	0.48	1
Gadbrook Distribution Centre	142	0.09	0	142	0.09	0	142	0.09	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A530 King Street (north)	926	0.28	0	900	0.27	-	890	0.27	0
A530 King Street (south)	840	0.32	1	831	0.32	-	840	0.32	1
Gadbrook Distribution Centre	188	0.10	0	188	0.10	-	188	0.10	0

6.3.151 The conclusions drawn in paragraph 6.3.157 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031, 2039 and 2051 future baselines."

A556 Shurlach Road/A530 King Street

6.3.152 Table 7-73 in the SES1 and AP1 ES TA replaced Table 7-73 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-73 below replaces Table 7-73 of the SES1 and AP1 ES TA.

Table 7-71: 2018 baseline performance at A556 Shurlach Road /A530 King Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A530 King Street (north)	734	64%	1
A556 Shurlach Road (east)	1,404	63%	0
A530 King Street (south)	633	55%	1
A556 Shurlach Road (west)	1,299	68%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A530 King Street (north)	796	78%	2
A556 Shurlach Road (east)	1,756	95%	4
A530 King Street (south)	782	102%	9
A556 Shurlach Road (west)	1,241	83%	2

6.3.153 The conclusions drawn in paragraph 6.3.159 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 over capacity in the 2018 baseline with a maximum VoC of 102% on the A530 King Street (south) approach with an associated queue length of nine PCU."

6.3.154 Table 7-74 of the SES1 and AP1 ES TA replaced Table 7-74 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-74 below replaces Table 7-74 of the SES1 and AP1 ES TA.

Table 7-72: Future baseline performance at A556 Shurlach Road /A530 King Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A530 King Street (north)	831	96%	6	818	102%	9	794	105%	9
A556 Shurlach Road (east)	1,578	81%	1	1,648	86%	2	1,831	94%	3
A530 King Street (south)	806	83%	2	815	86%	3	865	94%	5
A556 Shurlach Road (west)	1,593	91%	2	1,679	97%	4	1,740	103%	9
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 AM peak hour (17:00–18:00)**		
A530 King Street (north)	920	95%	5	947	100%	9	922	103%	9
A556 Shurlach Road (east)	1,913	101%	10	1,912	102%	10	1,940	104%	10
A530 King Street (south)	789	107%	9	767	107%	9	780	110%	9
A556 Shurlach Road (west)	1,318	87%	2	1,357	90%	2	1,443	96%	5

6.3.155 The conclusions drawn in paragraph 6.3.161 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 A530 King Street (north) approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2031 future baseline with a maximum VoC of 107% on the A530 King Street (south) approach with an associated queue length of nine PCU.

This junction operates over capacity in the 2039 future baseline with with a maximum VoC of 102% on the A530 King 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 107% is on the A530 King Street (south) approach with a queue length of nine PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 105% on the A530 King 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 110% is on the A530 King Street (south) approach with a queue length of nine PCU."

Gadbrook Road/East Avenue

6.3.156 Table 7-75 in the SES1 and AP1 ES TA replaced Table 7-75 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-75 below replaces Table 7-75 of the SES1 and AP1 ES TA.

Table 7-73: 2018 baseline performance at Gadbrook Road/East Avenue junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
East Avenue	66	13%	0
Gadbrook Road (south)	124	9%	0
Gadbrook Road (north)	303	15%	0
	2018 PM peak hour (17:00–18:00) baseline results		
East Avenue	13	3%	0
Gadbrook Road (south)	226	19%	0
Gadbrook Road (north)	311	16%	0

6.3.157 The conclusions drawn in paragraph 6.3.163 of the SES1 and AP1 ES TA remain unchanged.

6.3.158 Table 7-76 of the SES1 and AP1 ES TA replaced Table 7-76 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-76 below replaces Table 7-76 of the SES1 and AP1 ES TA.

Table 7-74: Future baseline performance at Gadbrook Road/East Avenue junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
East Avenue	50	9%	0	69	11%	0	76	101%	2
Gadbrook Road (south)	160	11%	0	161	11%	0	172	12%	0
Gadbrook Road (north)	257	13%	0	254	13%	0	230	100%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
East Avenue	100	101%	2	100	101%	2	102	104%	2
Gadbrook Road (south)	320	28%	0	326	29%	0	286	23%	0
Gadbrook Road (north)	339	102%	0	338	102%	0	348	105%	0

6.3.159 The conclusions drawn in paragraph 6.3.165 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 over capacity in the 2031 future baseline with a maximum VoC of 102% on the Gadbrook Road (north) approach with no queue.

In the 2039 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 102% on the Gadbrook Road (north) approach with no queue.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 101% on the East Avenue approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 105% is on the Gadbrook Road (north) approach with no queue."

A556 Shurlach Road/B5082 Penny's Lane

6.3.160 Table 7-77 in the SES1 and AP1 ES TA replaced Table 7-77 in the main TA and summarised the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 7-77 below replaces Table 7-77 of the SES1 and AP1 ES TA.

Table 7-75: 2017 baseline performance at A556 Shurlach Road/B5082 Penny's Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
A556 Shurlach Road (east) (ahead and left)	1,423	-	-
B5082 Penny's Lane (left)	334	0.59	1
A556 Shurlach Road (west) (ahead and right)	1,991	0.76	3
	2017 PM peak hour (17:00–18:00) baseline results		
A556 Shurlach Road (east) (ahead and left)	1,500	-	-
B5082 Penny's Lane (left)	369	0.67	2

Approach	Flow, PCU/hr	RFC	Q, PCU
A556 Shurlach Road (west) (ahead and right)	1,625	0.52	1

6.3.161 The conclusions drawn in paragraph 6.3.167 of the SES1 and AP1 ES TA remain unchanged.

6.3.162 Table 7-78 of the SES1 and AP1 ES TA replaced Table 7-78 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-78 below replaces Table 7-78 of the SES1 and AP1 ES TA.

Table 7-76: Future baseline performance at A556 Shurlach Road/B5082 Penny's Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A556 Shurlach Road (east) (ahead and left)	1,702	-	-	1,822	-	-	2,126	-	-
B5082 Penny's Lane (left)	300	0.58	1	277	0.56	1	224	0.51	1
A556 Shurlach Road (west) (ahead and right)	2,242	0.70	2	2,267	0.65	2	2,343	0.52	1
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 AM peak hour (17:00–18:00)**		
A556 Shurlach Road (east) (ahead and left)	1,534	-	-	1,531	-	-	1,593	-	-
B5082 Penny's Lane (left)	311	0.57	1	310	0.57	1	298	0.56	1
A556 Shurlach Road (west) (ahead and right)	1,715	0.50	1	1,751	0.50	1	1,755	0.49	1

6.3.163 The conclusions drawn in paragraph 6.3.169 of the SES1 and AP1 ES TA are replaced by:

"The assessment show that this junction operates well within capacity in the 2031, 2039 and 2051 future baselines."

A533 London Road/A533 Kingsmead

6.3.164 Table 7-79 in the SES1 and AP1 ES TA replaced Table 7-79 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-79 below replaces Table 7-79 of the SES1 and AP1 ES TA.

Table 7-77: 2018 baseline performance at A533 London Road/A533 Kingsmead junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 London Road	689	44%	8
London Road	389	82%	6
A533 Kingsmead	856	71%	8

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
A533 London Road	974	52%	11
London Road	110	37%	2
A533 Kingsmead	689	49%	5

6.3.165 The conclusions drawn in paragraph 6.3.171 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 82% on the London Road approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline."

6.3.166 Table 7-80 of the SES1 and AP1 ES TA replaced Table 7-80 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-80 below replaces Table 7-80 of the SES1 and AP1 ES TA.

Table 7-78: Future baseline performance at A533 London Road/A533 Kingsmead junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A533 London Road	903	58%	10	958	62%	11	1,032	67%	12
London Road	405	86%	6	420	89%	6	433	91%	6
A533 Kingsmead	955	81%	8	966	85%	9	984	91%	9
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 AM peak hour (17:00–18:00)**		
A533 London Road	1,193	64%	13	1,281	68%	14	1,392	74%	15
London Road	152	52%	3	158	54%	3	169	58%	3
A533 Kingsmead	810	59%	6	810	59%	6	817	60%	6

6.3.167 The conclusions drawn in paragraph 6.3.173 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 86% on the London Road approach with an associated queue length of six PCU. In the PM peak hour, the junction is well within capacity in the 2031 future baseline.

In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 89% on the London Road approach with an associated queue length of six PCU. In the PM peak hour, the junction is well within capacity in the 2039 future baseline.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 91% on both the London Road and A533 Kingsmead approaches with an associated queue length of six PCU and nine PCU

respectively. In the PM peak hour, the junction is well within capacity in the 2051 future baseline."

A530 Griffiths Road/A530 King Street/B5082 Middlewich Road

6.3.168 Table 7-81 in the SES1 and AP1 ES TA replaced Table 7-81 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-81 below replaces Table 7-81 of the SES1 and AP1 ES TA.

Table 7-79: 2018 baseline performance at A530 Griffiths Road/A530 King Street/B5082 Middlewich Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A530 Griffiths Road	364	33%	0
Penny's Lane*	-	-	-
A530 King Street	395	22%	0
B5082 Middlewich Road	486	76%	1
	2018 PM peak hour (17:00–18:00) baseline results		
A530 Griffiths Road	418	29%	0
Penny's Lane*	-	-	-
A530 King Street	688	38%	0
B5082 Middlewich Road	454	103%	5

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

6.3.169 The conclusions drawn in paragraph 6.3.175 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 76% on the B5082 Middlewich Road approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2018 baseline with a maximum VoC of 103% on the B5082 Middlewich Road approach with an associated queue length of five PCU."

6.3.170 Table 7-82 of the SES1 and AP1 ES TA replaced Table 7-82 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-82 below replaces Table 7-82 of the SES1 and AP1 ES TA.

Table 7-80: Future baseline performance at A530 Griffiths Road/A530 King Street/B5082 Middlewich Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A530 Griffiths Road	435	43%	4	425	43%	4	412	44%	4
Penny's Lane*	-	-	-	-	-	-	-	-	-
A530 King Street	470	47%	7	474	48%	7	472	48%	7
B5082 Middlewich Road	469	93%	11	475	88%	11	489	96%	12

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A530 Griffiths Road	476	41%	5	495	44%	5	474	45%	5
Penny's Lane*	-	-	-	-	-	-	-	-	-
A530 King Street	624	63%	9	634	64%	9	643	65%	9
B5082 Middlewich Road	407	93%	10	429	93%	10	439	93%	10

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

6.3.171 The conclusions drawn in paragraph 6.3.177 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 93% on the B5082 Middlewich Road approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 93% is on the B5082 Middlewich Road approach with an associated queue length of 10 PCU.

The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 88% on the B5082 Middlewich Road approach in the AM peak hour with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 93% is on the B5082 Middlewich Road approach with an associated queue length of 10 PCU.

The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 96% on the B5082 Middlewich Road approach in the AM peak hour with an associated queue length of 12 PCU. In the PM peak hour, the maximum VoC of 93% is on the B5082 Middlewich Road approach with an associated queue length of 10 PCU."

A556 Shurlach Road (southbound)/Birches Lane

6.3.172 Table 7-83 in the SES1 and AP1 ES TA replaced Table 7-83 in the main TA and summarised the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 7-83 below replaces Table 7-83 of the SES1 and AP1 ES TA.

Table 7-81: 2017 baseline performance at A556 Shurlach Road (southbound)/Birches Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
A556 Shurlach Road (north) (ahead)	1,439	0	0
A556 Shurlach Road (north) (left)	109	0	0
Birches Lane (left)	44	0.08	0
A556 Shurlach Road (south)*	-	-	-
	2017 PM peak hour (17:00–18:00) baseline results		
A556 Shurlach Road (north) (ahead)	1,448	0	0
A556 Shurlach Road (north) (left)	72	0	0

Approach	Flow, PCU/hr	RFC	Q, PCU
Birches Lane (left)	71	0.14	0
A556 Shurlach Road (south)*	-	-	-

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

6.3.173 The conclusions drawn in paragraph 6.3.179 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2017 baseline."

6.3.174 Table 7-84 of the SES1 and AP1 ES TA replaced Table 7-84 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-84 below replaces Table 7-84 of the SES1 and AP1 ES TA.

Table 7-82: Future baseline performance at A556 Shurlach Road (southbound)/Birches Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A556 Shurlach Road (north) (ahead)	1,652	0	0	1,828	0	0	2,090	0	0
A556 Shurlach Road (north) (left)	163	0	0	168	0	0	195	0	0
Birches Lane (left)	44	0.09	0	47	0.11	0	68	0.18	0
A556 Shurlach Road (south)*	-	-	-	-	-	-	-	-	-
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A556 Shurlach Road (north) (ahead)	1,508	0	0	1,513	0	0	1,574	0	0
A556 Shurlach Road (north) (left)	215	0	0	308	0	0	393	0	0
Birches Lane (left)	245	0.49	1	248	0.51	1	224	0.48	1
A556 Shurlach Road (south)*	-	-	-	-	-	-	-	-	-

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

6.3.175 The conclusions drawn in paragraph 6.3.181 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031, 2039 and 2051 future baselines."

A556 Shurlach Road (northbound)/Birches Lane

6.3.176 Table 7-85 in the SES1 and AP1 ES TA replaced Table 7-85 in the main TA and summarised the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 7-85 below replaces Table 7-85 of the SES1 and AP1 ES TA.

Table 7-83: 2017 baseline performance at A556 Shurlach Road (northbound)/Birches Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
A556 Shurlach Road (north) (ahead)*	-	-	-
A556 Shurlach Road (south) (ahead)	1,493	0	0
A556 Shurlach Road (south) (left)	122	0	0
Birches Lane (left)	6	0.01	0
	2017 PM peak hour (17:00–18:00) baseline results		
A556 Shurlach Road (north)*	-	-	-
A556 Shurlach Road (south) (ahead)	1,176	0	0
A556 Shurlach Road (south) (left)	182	0	0
Birches Lane (left)	4	0.00	0

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

6.3.177 The conclusions drawn in paragraph 6.3.183 of the SES1 and AP1 ES TA remain unchanged.

6.3.178 Table 7-86 of the SES1 and AP1 ES TA replaced Table 7-86 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-86 below replaces Table 7-86 of the SES1 and AP1 ES TA.

Table 7-84: Future baseline performance at A556 Shurlach Road (northbound)/Birches Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A556 Shurlach Road (north)*	-	-	-	-	-	-	-	-	-
A556 Shurlach Road (south) (ahead)	1,638	0	0	1,684	0	0	1,789	0	0
A556 Shurlach Road (south) (left)	219	0	0	221	0	0	238	0	0
Birches Lane (left)	6	0.01	0	6	0.01	0	71	0.16	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A556 Shurlach Road (north)*	-	-	-	-	-	-	-	-	-
A556 Shurlach Road (south) (ahead)	1,258	0	0	1,285	0	0	1,294	0	0

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
A556 Shurlach Road (south) (left)	363	0	0	359	0	0	379	0	0
Birches Lane (left)	4	0.00	0	4	0.00	0	4	0.00	0.00

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

6.3.179 The conclusions drawn in paragraph 6.3.185 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031, 2039 and 2051 future baselines."

A559 Watling Street/Apple Market Street

6.3.180 Table 7-87 in the SES1 and AP1 ES TA replaced Table 7-87 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-87 below replaces Table 7-87 of the SES1 and AP1 ES TA.

Table 7-85: 2018 baseline performance at A559 Watling Street/Apple Market Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Apple Market Street	107	55%	1
A559 Watling Street (east)*	-	-	-
A559 Watling Street (west)	1,976	33%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Apple Market Street	230	87%	2
A559 Watling Street (east)*	-	-	-
A559 Watling Street (west)	1,552	26%	0

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

6.3.181 The conclusions drawn in paragraph 6.3.187 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. 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 Apple Market Street approach with an associated queue length of two PCU."

6.3.182 Table 7-88 of the SES1 and AP1 ES TA replaced Table 7-88 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-88 below replaces Table 7-88 of the SES1 and AP1 ES TA.

Table 7-86: Future baseline performance at A559 Watling Street/Apple Market Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Apple Market Street	119	6%	0	124	7%	0	133	7%	0
A559 Watling Street (east)*	-	-	-	-	-	-	-	-	-
A559 Watling Street (west)	2,347	39%	0	2,378	40%	0	2,396	40%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Apple Market Street	238	9%	0	250	9%	0	271	11%	0
A559 Watling Street (east)*	-	-	-	-	-	-	-	-	-
A559 Watling Street (west)	1,913	32%	0	1,958	33%	0	2,033	34%	0

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

6.3.183 The conclusions drawn in paragraph 6.3.190 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2031, 2039 and 2051 future baselines."

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

6.3.184 Table 7-89 in the SES1 and AP1 ES TA replaced Table 7-89 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-89 below replaces Table 7-89 of the SES1 and AP1 ES TA.

Table 7-87: 2018 baseline performance at B5082 Station Road/B5062 Middlewich Road/Manchester Road/Victoria Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Manchester Road	181	24%	2
B5082 Middlewich Road	676	72%	8
Victoria Road	433	57%	6
B5082 Station Road	197	21%	2
	2018 PM peak hour (17:00–18:00) baseline results		
Manchester Road	367	47%	5
B5082 Middlewich Road	760	81%	9
Victoria Road	319	49%	4
B5082 Station Road	291	31%	3

6.3.185 The conclusions drawn in paragraph 6.3.192 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 B5082 Middlewich Road approach with an associated queue length of nine PCU."

6.3.186 Table 7-90 of the SES1 and AP1 ES TA replaced Table 7-90 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-90 below replaces Table 7-90 of the SES1 and AP1 ES TA.

Table 7-88: Future baseline performance at B5082 Station Road/B5062 Middlewich Road/Manchester Road/Victoria Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Manchester Road	192	26%	3	202	27%	3	205	28%	3
B5082 Middlewich Road	840	90%	10	866	92%	10	899	96%	10
Victoria Road	459	60%	6	451	60%	6	443	59%	6
B5082 Station Road	200	22%	2	200	22%	2	174	19%	2
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Manchester Road	320	39%	4	312	38%	4	328	40%	4
B5082 Middlewich Road	818	88%	9	803	86%	9	748	80%	9
Victoria Road	249	43%	3	226	39%	3	194	34%	3
B5082 Station Road	402	43%	5	437	47%	5	463	50%	5

6.3.187 The conclusions drawn in paragraph 6.3.194 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 B5082 Middlewich Road approach in the AM peak hour with an associated queue length of 10 PCU. In the PM peak hour, the maximum VoC of 88% is on the B5082 Middlewich Road approach with an associated queue length of nine PCU.

The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 92% on the B5082 Middlewich Road approach in the AM peak hour with an associated queue length of 10 PCU. In the PM peak hour, the maximum VoC of 86% is on the B5082 Middlewich Road approach with an associated queue length of nine PCU.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 96% on the B5082 Middlewich Road approach with an associated queue length of 10 PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2051 future baseline with a maximum VoC of 80% on the B5082 Middlewich Road approach with an associated queue length of nine PCU."

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

6.3.188 Table 7-91 in the SES1 and AP1 ES TA replaced Table 7-91 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-91 below replaces Table 7-91 of the SES1 and AP1 ES TA.

Table 7-89: 2018 baseline performance at A559 Chester Way/B5082 Station Road/B5075 New Warrington Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5075 New Warrington Road	467	32%	0
A559 Chester Way (east)	334	34%	4
B5082 Station Road	787	79%	1
A559 Chester Way (west)	604	26%	6
Leicester Street	138	10%	2
	2018 PM peak hour (17:00–18:00) baseline results		
B5075 New Warrington Road	446	33%	0
A559 Chester Way (east)	605	61%	6
B5082 Station Road	747	95%	4
A559 Chester Way (west)	563	25%	5
Leicester Street	343	26%	4

6.3.189 The conclusions drawn in paragraph 6.3.196 of the SES1 and AP1 ES TA are replaced by:

"In the AM peak hour, the assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 79% on the B5082 Station Road approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 95% on the B5082 Station Road approach with an associated queue length of four PCU."

6.3.190 Table 7-92 of the SES1 and AP1 ES TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-92 below replaces Table 7-92 of the SES1 and AP1 ES TA.

Table 7-90: Future baseline performance at A559 Chester Way/B5082 Station Road/B5075 New Warrington Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
B5075 New Warrington Road	522	36%	0	525	37%	0	546	39%	0
A559 Chester Way (east)	458	46%	5	472	48%	5	464	47%	5
B5082 Station Road	841	97%	5	825	97%	5	822	98%	5
A559 Chester Way (west)	833	36%	8	846	37%	8	873	38%	8

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Leicester Street	169	13%	2	187	14%	2	218	17%	2
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
B5075 New Warrington Road	887	81%	2	974	92%	3	1,011	101%	9
A559 Chester Way (east)	865	87%	9	933	94%	10	990	100%	10
B5082 Station Road	500	100%	7	449	101%	7	396	101%	7
A559 Chester Way (west)	959	42%	9	991	43%	9	1,039	45%	10
Leicester Street	443	34%	5	501	38%	6	578	44%	7

6.3.191 The conclusions drawn in paragraph 6.3.198 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 97% on the B5082 Station Road approach 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 100% on the B5082 Station Road approach with an associated queue length of seven PCU.

In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the B5082 Station Road approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 101% on the B5082 Station Road approach with an associated queue length of seven PCU.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 98% on the B5082 Station Road approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 101% on both the B5075 New Warrington Road and the B5082 Station Road approaches with associated queue lengths of nine PCU and seven PCU respectively."

A530 Griffiths Road/A559 Manchester Road

6.3.192 Table 7-93 in the SES1 and AP1 ES TA replaced Table 7-93 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-93 below replaces Table 7-93 of the SES1 and AP1 ES TA.

Table 7-91: 2018 baseline performance at A530 Griffiths Road/A559 Manchester Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A599 Manchester Road (east)	677	36%	0
A530 Griffiths Road	245	72%	1
A599 Manchester Road (west)	585	50%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A599 Manchester Road (east)	765	40%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
A530 Griffiths Road	289	82%	1
A599 Manchester Road (west)	625	58%	0

6.3.193 The conclusions drawn in paragraph 6.3.200 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 A530 Griffiths Road approach with an associated queue length of one PCU."

6.3.194 Table 7-94 of the SES1 and AP1 ES TA replaced Table 7-94 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-94 below replaces Table 7-94 of the SES1 and AP1 ES TA.

Table 7-92: Future baseline performance at A530 Griffiths Road/A559 Manchester Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A599 Manchester Road (east)	886	47%	0	891	47%	0	803	42%	0
A530 Griffiths Road	244	78%	1	266	87%	2	271	89%	2
A599 Manchester Road (west)	624	61%	0	633	62%	0	683	70%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A599 Manchester Road (east)	842	44%	0	841	44%	0	838	44%	0
A530 Griffiths Road	264	77%	1	296	89%	2	318	90%	2
A599 Manchester Road (west)	827	72%	0	892	84%	0	957	90%	0

6.3.195 The conclusions drawn in paragraphs 6.3.202 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2031 future baseline with a maximum VoC of 78% on the A530 Griffiths Road 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 A530 Griffiths Road approach with an associated queue length of one PCU.

The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 87% on the A530 Griffiths Road approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 89% is on the A530 Griffiths Road approach with an associated queue length of two PCU.

The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 89% on the A530 Griffiths Road approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 90% is on both the A530 Griffiths Road and the A599 Manchester Road (west) approaches with an associated queue length of two PCU and no queue respectively."

A559 Manchester Road/A559 Hall Lane/Station Road

6.3.196 Table 7-95 in the SES1 and AP1 ES TA replaced Table 7-95 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-95 below replaces Table 7-95 of the SES1 and AP1 ES TA.

Table 7-93: 2018 baseline performance at A559 Manchester Road/A559 Hall Lane/Station Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A559 Hall Lane	431	80%	8
A559 Manchester Road (east)	404	51%	7
Station Road	97	49%	2
A559 Manchester Road (west)	605	78%	11
	2018 PM peak hour (17:00–18:00) baseline results		
A559 Hall Lane	344	64%	7
A559 Manchester Road (east)	487	61%	9
Station Road	157	79%	4
A559 Manchester Road (west)	612	79%	11

6.3.197 The conclusions drawn in paragraph 6.3.204 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 80% on the A559 Hall Lane approach in the AM peak hour with an associated queue length of eight PCU. In the PM peak hour, the maximum VoC of 79% is on both the Station Road and the A559 Manchester Road (west) approaches with associated queue lengths of four PCU and 11 PCU respectively."

6.3.198 Table 7-96 of the SES1 and AP1 ES TA replaced Table 7-96 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-96 below replaces Table 7-96 of the SES1 and AP1 ES TA.

Table 7-94: Future baseline performance at A559 Manchester Road/A559 Hall Lane/Station Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A559 Hall Lane	403	75%	8	393	73%	8	394	73%	8
A559 Manchester Road (east)	606	74%	11	626	76%	11	551	71%	10
Station Road	164	83%	4	163	82%	4	176	89%	4
A559 Manchester Road (west)	611	79%	11	634	82%	11	639	101%	11

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 PM peak hour (17:00–18:00)			2039 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
A559 Hall Lane	383	85%	8	360	80%	7	354	79%	7
A559 Manchester Road (east)	513	68%	9	534	66%	9	531	67%	9
Station Road	284	96%	7	290	98%	7	293	99%	7
A559 Manchester Road (west)	743	104%	13	764	106%	13	790	110%	13

6.3.199 The conclusions drawn in paragraph 6.3.206 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 83% on the Station Road approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction operates over capacity in the 2031 future baseline with a maximum VoC of 104% on the A559 Manchester Road (west) approach with an associated queue length of 13 PCU.

In the 2039 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 82% on both the Station Road and the A559 Manchester Road (west) approaches with an associated queue length of four PCU and 11 PCU respectively. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 106% on the A559 Manchester Road (west) approach with an associated queue length of 13 PCU.

In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on the A559 Manchester Road (west) approach with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 110% is on the A559 Manchester Road (west) approach with an associated queue length of 13 PCU."

A559 Manchester Road/Stubbs Lane

6.3.200 Table 7-97 in the SES1 and AP1 ES TA replaced Table 7-97 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-97 below replaces Table 7-97 of the SES1 and AP1 ES TA.

Table 7-95: 2018 baseline performance at A559 Manchester Road/Stubbs Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A559 Manchester Road (east)	332	17%	0
Stubbs Lane	295	73%	1
A559 Manchester Road (west)	524	56%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
A559 Manchester Road (east)	338	17%	0
Stubbs Lane	360	79%	1
A559 Manchester Road (west)	382	34%	0

6.3.201 The conclusions drawn in paragraph 6.3.208 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 2018 baseline in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 79% on the Stubbs Lane approach with an associated queue length of one PCU."

Table 7-98 of the SES1 and AP1 ES TA replaced Table 7-98 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-98 below replaces Table 7-98 of the SES1 and AP1 ES TA.

Table 7-96: Future baseline performance at A559 Manchester Road/Stubbs Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A559 Manchester Road (east)	483	24%	0	496	25%	0	471	24%	0
Stubbs Lane	330	84%	1	346	88%	2	377	97%	3
A559 Manchester Road (west)	461	57%	0	468	59%	0	380	54%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A559 Manchester Road (east)	348	18%	0	348	18%	0	396	20%	0
Stubbs Lane	420	101%	5	429	104%	5	414	104%	5
A559 Manchester Road (west)	552	43%	0	590	48%	0	544	45%	0

6.3.202 The conclusions drawn in paragraph 6.3.210 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 AM peak hour with a maximum VoC of 84% on the Stubbs Lane approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2031 baseline with a maximum VoC of 101% on the Stubbs Lane approach with an associated queue length of five PCU.

In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 88% on the Stubbs Lane approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows

that this junction is over capacity in the 2039 future baseline with a maximum VoC of 104% on the Stubbs Lane approach with an associated queue length of five PCU.

In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the Stubbs Lane approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 104% on the Stubbs Lane approach with an associated queue length of five PCU."

B5075 Ollershaw Lane/B5075 New Warrington Road/Chapel Street

6.3.203 Table 7-99 in the SES1 and AP1 ES TA replaced Table 7-99 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-99 below replaces Table 7-99 of the SES1 and AP1 ES TA.

Table 7-97: 2018 baseline performance at B5075 Ollershaw Lane/B5075 New Warrington Road/Chapel Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5075 Ollershaw Lane	272	14%	0
Chapel Street	216	37%	0
B5075 New Warrington Road	395	37%	0
	2018 PM peak hour (17:00–18:00) baseline results		
B5075 Ollershaw Lane	231	12%	0
Chapel Street	228	38%	0
B5075 New Warrington Road	388	31%	0

6.3.204 The conclusions drawn in paragraph 6.3.212 of the SES1 and AP1 ES TA remain unchanged.

6.3.205 Table 7-100 of the SES1 and AP1 ES TA replaced Table 7-100 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-100 below replaces Table 7-100 of the SES1 and AP1 ES TA.

Table 7-98: Future baseline performance at B5075 Ollershaw Lane/B5075 New Warrington Road/Chapel Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
B5075 Ollershaw Lane	469	25%	0	509	27%	0	562	29%	0
Chapel Street	229	43%	0	196	39%	0	177	38%	0
B5075 New Warrington Road	759	94%	1	778	98%	2	797	104%	3

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 PM peak hour (17:00–18:00)			2039 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
B5075 Ollershaw Lane	361	18%	0	463	23%	0	537	27%	0
Chapel Street	542	99%	3	525	101%	5	523	105%	5
B5075 New Warrington Road	621	51%	0	640	57%	0	621	52%	0

6.3.206 The conclusions drawn in paragraph 6.3.214 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 B5075 New Warrington Road approach in the AM peak hour with an associated queue length of one PCU. In the PM peak hour, the maximum VoC of 99% is on the Chapel Street approach with an associated queue length of three PCU.

In the 2039 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 B5075 New Warrington Road approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 101% on the Chapel Street approach with an associated queue length of five PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 104% on the B5075 New Warrington Road approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 105% is on the Chapel Street approach with an associated queue length of five PCU."

A556 Chester Road/A556 Shurlach Road/A559 Manchester Road

6.3.207 Table 7-101 in the SES1 and AP1 ES TA replaced Table 7-101 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-101 below replaces Table 7-101 of the SES1 and AP1 ES TA.

Table 7-99: 2018 baseline performance at A556 Chester Road/A556 Shurlach Road/A559 Manchester Road junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A556 Shurlach Road (north) (nearside) (ahead)	750	38%	0
A556 Shurlach Road (north) (offside) (ahead)	860	43%	0
A556 Shurlach Road (south) (nearside) (left and ahead)	774	81%	18
A556 Shurlach Road (south) (offside) (ahead)	765	82%	18
A559 Manchester Road (nearside) (ahead)	408	79%	11
A559 Manchester Road (offside) (ahead)	409	79%	11

Approach	Flow, PCU/hr	DoS	Q, PCU
A556 Shurlach Road (internal past A556 (north) entry)	188	31%	5
A556 Shurlach Road (internal past A556 (south) entry) (nearside)	124	15%	2
A556 Shurlach Road (internal past A556 (south) entry) (offside)	140	17%	2
A556 Shurlach Road (internal past A559 Manchester Road entry) (nearside)	704	58%	1
A556 Shurlach Road (internal past A559 Manchester Road entry) (offside)	765	59%	1
	2018 PM peak hour (17:00–18:00) baseline results		
A556 Shurlach Road (north) (nearside) (ahead)	904	46%	0
A556 Shurlach Road (north) (offside) (ahead)	1,079	54%	1
A556 Shurlach Road (south) (nearside) (left and ahead)	560	57%	10
A556 Shurlach Road (south) (offside) (ahead)	559	58%	10
A559 Manchester Road (nearside) (ahead)	223	45%	5
A559 Manchester Road (offside) (ahead)	224	45%	5
A556 Shurlach Road (internal past A556 (north) entry)	126	23%	3
A556 Shurlach Road (internal past A556 (south) entry) (nearside)	254	32%	5
A556 Shurlach Road (internal past A556 (south) entry) (offside)	273	34%	5
A556 Shurlach Road (internal past A559 Manchester Road entry) (nearside)	515	42%	1
A556 Shurlach Road (internal past A559 Manchester Road entry) (offside)	559	42%	0

6.3.208 The conclusions drawn in paragraph 6.3.216 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 DoS of 82% on the A556 Shurlach Road (south) (offside) (ahead) approach with an associated queue length of 18 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline."

6.3.209 Table 7-102 of the SES1 and AP1 ES TA replaced Table 7-102 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-102 below replaces Table 7-102 of the SES1 and AP1 ES TA.

Table 7-100: Future baseline performance at A556 Chester Road/A556 Shurlach Road/A559 Manchester Road junction

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A556 Shurlach Road (north) (nearside) (ahead)	1,020	51%	1	1,097	55%	1	1,290	65%	1
A556 Shurlach Road (north) (offside) (ahead)	1,149	58%	1	1,226	62%	1	1,440	72%	1
A556 Shurlach Road (south) (nearside) (left and ahead)	872	83%	20	904	87%	22	1,031	95%	31
A556 Shurlach Road (south) (offside) (ahead)	861	84%	20	893	87%	22	1,016	95%	31
A559 Manchester Road (nearside) (ahead)	345	81%	10	351	82%	10	358	94%	14
A559 Manchester Road (offside) (ahead)	347	81%	10	353	83%	10	358	94%	14
A556 Shurlach Road (internal past A556 (north) entry)	128	24%	3	124	25%	3	91	32%	2
A556 Shurlach Road (internal past A556 (south) entry) (nearside)	200	28%	4	213	30%	4	241	36%	5
A556 Shurlach Road (internal past A556 (south) entry) (offside)	214	29%	4	229	31%	4	255	37%	5
A556 Shurlach Road (internal past A559 Manchester Road entry) (nearside)	809	62%	1	847	65%	2	1,013	75%	3
A556 Shurlach Road (internal past A559 Manchester Road entry) (offside)	861	62%	1	893	64%	1	1,016	70%	1
	2031 PM peak hour (17:00 – 18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A556 Shurlach Road (north) (nearside) (ahead)	1,015	51%	1	1,088	55%	1	1,277	64%	1
A556 Shurlach Road (north) (offside) (ahead)	1,169	59%	1	1,246	63%	1	1,471	74%	1
A556 Shurlach Road (south) (nearside) (left and ahead)	606	63%	12	621	67%	13	615	66%	12
A556 Shurlach Road (south) (offside) (ahead)	609	65%	12	623	68%	13	637	69%	13
A559 Manchester Road (nearside) (ahead)	322	62%	8	318	59%	7	305	56%	7
A559 Manchester Road (offside) (ahead)	325	63%	8	322	60%	8	315	58%	7
A556 Shurlach Road (internal past A556 (north) entry)	145	26%	3	132	25%	3	61	13%	0

Approach	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU	Flow, PCU/ hr	DoS	Q, PCU
A556 Shurlach Road (internal past A556 (south) entry) (nearside)	282	35%	5	308	37%	6	393	47%	8
A556 Shurlach Road (internal past A556 (south) entry) (offside)	301	36%	6	327	38%	6	417	49%	8
A556 Shurlach Road (internal past A559 Manchester Road entry) (nearside)	583	48%	1	607	51%	1	696	58%	3
A556 Shurlach Road (internal past A559 Manchester Road entry) (offside)	609	47%	0	623	49%	1	637	50%	1

6.3.210 The conclusions drawn in paragraphs 6.3.218 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 DoS of 84% on the A556 Shurlach Road (south) (offside) (ahead) approach with an associated queue length of 20 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline.

In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum DoS of 87% on the nearside and offside lanes of the A556 Shurlach Road (south) approach with an associated queue length of 22 PCU in each lane. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum DoS of 95% on the nearside and offside lanes of the A556 Shurlach Road (south) approach with an associated queue length of 31 PCU in each lane. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline."

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

6.3.211 Table 7-103 in the SES1 and AP1 ES TA replaced Table 7-103 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-103 below replaces Table 7-103 of the SES1 and AP1 ES TA.

Table 7-101: 2018 baseline performance at A559 Marston Lane/A559 Hall Lane/B5391 Church Street/Wincham Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5391 Church Street	254	57%	4
A559 Hall Lane	311	46%	4

Approach	Flow, PCU/hr	VoC	Q, PCU
Wincham Lane	109	26%	2
A559 Marston Lane	212	30%	3
	2018 PM peak hour (17:00–18:00) baseline results		
B5391 Church Street	153	34%	2
A559 Hall Lane	452	67%	6
Wincham Lane	166	40%	2
A559 Marston Lane	222	34%	3

6.3.212 The conclusions drawn in paragraph 6.3.220 of the SES1 and AP1 ES TA remain unchanged.

6.3.213 Table 7-104 of the SES1 and AP1 ES TA replaced Table 7-104 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-104 below replaces Table 7-104 of the SES1 and AP1 ES TA.

Table 7-102: Future baseline performance at A559 Marston Lane/A559 Hall Lane/B5391 Church Street/Wincham Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
B5391 Church Street	392	85%	5	377	82%	5	357	77%	5
A559 Hall Lane	470	68%	6	452	65%	6	485	73%	6
Wincham Lane	220	50%	3	235	53%	3	279	66%	4
A559 Marston Lane	193	30%	2	187	29%	2	194	33%	2
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
B5391 Church Street	136	45%	2	141	46%	2	185	60%	3
A559 Hall Lane	500	71%	6	506	70%	6	533	72%	7
Wincham Lane	553	96%	7	582	101%	7	618	107%	7
A559 Marston Lane	188	32%	2	162	29%	2	116	21%	1

6.3.214 The conclusions drawn in paragraph 6.3.222 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 85% on the B5391 Church Street approach in the AM peak hour with an associated queue length of five PCU. In the PM peak hour, the maximum VoC of 96% is on the Wincham Lane approach with an associated queue length of seven PCU.

In the 2039 future baseline, the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 82% on the B5391 Church Street approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 101% on the Wincham Lane approach with an associated queue length of seven PCU.

In the 2051 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 77% on the B5391 Church Street approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 107% on the Wincham Lane approach with an associated queue length of seven PCU."

A556 Chester Road/B5569 Plumley Moor Road

6.3.215 Table 7-105 in the SES1 and AP1 ES TA replaced Table 7-105 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-105 below replaces Table 7-105 of the SES1 and AP1 ES TA.

Table 7-103: 2018 baseline performance at A556 Chester Road/B5569 Plumley Moor Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A556 Chester Road (north)	1,433	60%	17
B5569 Plumley Moor Road (east)	138	53%	2
A556 Chester Road (south)	1,696	84%	17
B5569 Plumley Moor Road (west)	202	103%	3
	2018 PM peak hour (17:00–18:00) baseline results		
A556 Chester Road (north)	1,652	91%	22
B5569 Plumley Moor Road (east)	77	17%	3
A556 Chester Road (south)	1,233	80%	15
B5569 Plumley Moor Road (west)	270	109%	4

6.3.216 The conclusions drawn in paragraph 6.3.224 of the SES1 and AP1 ES TA, are replaced by:

"This junction operates over capacity in the 2018 baseline with a maximum VoC of 103% on the B5569 Plumley Moor Road (west) approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 109% is on the B5569 Plumley Moor Road (west) approach with an associated queue length of four PCU."

6.3.217 Table 7-106 of the SES1 and AP1 ES TA replaced Table 7-106 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-106 below replaces Table 7-106 of the SES1 and AP1 ES TA.

Table 7-104: Future baseline performance at A556 Chester Road/B5569 Plumley Moor Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A556 Chester Road (north)	1,294	54%	16	1,358	57%	16	1,420	60%	17
B5569 Plumley Moor Road (east)	139	53%	2	140	53%	3	129	49%	2

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A556 Chester Road (south)	1,664	83%	17	1,836	91%	19	1,977	98%	20
B5569 Plumley Moor Road (west)	201	103%	3	201	103%	3	203	104%	3
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A556 Chester Road (north)	1,717	79%	27	1,720	79%	28	1,776	92%	28
B5569 Plumley Moor Road (east)	77	28%	2	128	46%	3	129	27%	5
A556 Chester Road (south)	1,286	70%	19	1,408	76%	20	1,513	93%	24
B5569 Plumley Moor Road (west)	352	104%	7	356	105%	7	299	113%	6

6.3.218 The conclusions drawn in paragraph 6.3.226 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 103% on the B5569 Plumley Moor Road (west) approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 104% is on the B5569 Plumley Moor Road (west) approach with an associated queue length of seven PCU.

This junction operates over capacity in the 2039 future baseline with a maximum VoC of 103% on the B5569 Plumley Moor Road (west) approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 105% is on the B5569 Plumley Moor Road (west) approach with an associated queue length of seven PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 104% on the B5569 Plumley Moor Road (west) approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 113% is on the B5569 Plumley Moor Road (west) approach with an associated queue length of six PCU."

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

6.3.219 Table 7-107 in the SES1 and AP1 ES TA replaced Table 7-107 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-107 below replaces Table 7-107 of the SES1 and AP1 ES TA.

Table 7-105: 2018 baseline performance at B5391 Church Street/B5391 Pickmere Lane/Linnards Lane/Earles Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5391 Pickmere Lane	271	14%	0
Linnards Lane	117	24%	0
B5391 Church Street	135	7%	0
Earles Lane	232	36%	0
B5391 Church Street (north) (internal)	319	22%	0
B5391 Church Street (south) (internal)	362	38%	0
	2018 PM peak hour (17:00–18:00) baseline results		
B5391 Pickmere Lane	213	11%	0
Linnards Lane	94	17%	0
B5391 Church Street	209	10%	0
Earles Lane	104	17%	0
B5391 Church Street (north) (internal)	236	20%	0
B5391 Church Street (south) (internal)	309	26%	0

6.3.220 The conclusions drawn in paragraph 6.3.228 of the SES1 and AP1 ES TA remain unchanged.

6.3.221 Table 7-108 of the SES1 and AP1 ES TA replaced Table 7-108 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-108 below replaces Table 7-108 of the SES1 and AP1 ES TA.

Table 7-106: Future baseline performance at B5391 Church Street/B5391 Pickmere Lane/Linnards Lane/Earles Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
B5391 Pickmere Lane	500	25%	0	549	28%	0	619	31%	0
Linnards Lane	146	38%	0	180	57%	1	217	77%	1
B5391 Church Street	237	12%	0	224	11%	0	153	8%	0
Earles Lane	426	71%	0	430	71%	0	501	79%	0
B5391 Church Street (north) (internal)	532	41%	0	563	47%	0	622	57%	0
B5391 Church Street (south) (internal)	659	85%	1	650	92%	1	651	97%	2
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
B5391 Pickmere Lane	336	17%	0	437	22%	0	520	27%	0
Linnards Lane	111	25%	0	113	26%	0	162	41%	0
B5391 Church Street	451	23%	0	484	24%	0	506	25%	0
Earles Lane	161	31%	0	174	34%	0	193	39%	0

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
B5391 Church Street (north) (internal)	360	47%	0	440	62%	0	547	77%	1
B5391 Church Street (south) (internal)	608	51%	0	654	59%	0	695	70%	0

6.3.222 The conclusions drawn in paragraph 6.3.230 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 85% on the B5391 Church Street (south) (internal) approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction operates well within capacity in the 2031 future baseline.

In the 2039 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 92% on the B5391 Church Street (south) (internal) approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction operates well within capacity in the 2039 future baseline.

In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the B5391 Church Street (south) (internal) approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction operates within capacity in the 2051 future baseline with a maximum VoC of 77% on the B5391 Church Street (north) (internal) approach with an associated queue length of one PCU."

A559 Marston Lane/B5075 Ollershaw Lane/Dark Lane

6.3.223 Table 7-109 in the SES1 and AP1 ES TA replaced Table 7-109 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-109 below replaces Table 7-109 of the SES1 and AP1 ES TA.

Table 7-107: 2018 baseline performance at A559 Marston Lane Road/B5075 Ollershaw Lane/Dark Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Dark Lane	0	0	0
A559 Marston Lane (east)	241	12%	0
B5075 Ollershaw Lane	248	53%	0
A559 Marston Lane (west)	636	60%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Dark Lane	0	0	0
A559 Marston Lane (east)	327	16%	0
B5075 Ollershaw Lane	285	57%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
A559 Marston Lane (west)	501	51%	0

6.3.224 The conclusions drawn in paragraph 6.3.232 of the SES1 and AP1 ES TA remain unchanged.

6.3.225 Table 7-110 of the SES1 and AP1 ES TA replaced Table 7-110 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 7-110 below replaces Table 7-110 of the SES1 and AP1 ES TA.

Table 7-108: Future baseline performance at A559 Marston Lane Road/B5075 Ollershaw Lane/Dark Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Dark Lane	0	0	0	0	0	0	237	44%	0
A559 Marston Lane (east)	313	16%	0	376	19%	0	475	25%	0
B5075 Ollershaw Lane	336	89%	2	355	93%	2	349	94%	2
A559 Marston Lane (west)	946	97%	1	975	103%	2	866	107%	2
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Dark Lane	0	0	0	0	0	0	2	0	0
A559 Marston Lane (east)	505	26%	0	636	33%	0	732	38%	0
B5075 Ollershaw Lane	459	102%	5	451	105%	6	469	110%	6
A559 Marston Lane (west)	586	72%	0	648	88%	1	641	95%	2

6.3.226 The conclusions drawn in paragraph 6.3.234 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 97% on the A559 Marston Lane (west) approach with an associated queue length of one 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 B5075 Ollershaw Lane approach with an associated queue length of five PCU.

In the 2039 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 103% on the A559 Marston Lane (west) approach with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 105% is on the B5075 Ollershaw Lane approach with an associated queue length of six PCU.

In the 2051 future baseline, the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 107% on the A559 Marston Lane (west) approach with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 110% is on the B5075 Ollershaw Lane approach with an associated queue length of six PCU."

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

6.3.227 Table 7-110.1 of the SES1 and AP1 ES TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-110.1 below replaces Table 7-110.1 of the SES1 and AP1 ES TA.

Table 7-109: 2018 baseline performance at A54 New High Street/A54 Winsford Bypass/A5018 Wharton Road/New Road/ Weaver Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5018 Wharton Road	858	52%	0
Market Place*	-	-	-
A54 Winsford Bypass	766	52%	0
Weaver Street	37	4%	0
A54 New High Street	1,481	64%	0
New Road	119	27%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A5018 Wharton Road	1,013	60%	0
Market Place*	-	-	-
A54 Winsford Bypass	886	69%	1
Weaver Street	84	9%	0
A54 New High Street	1,261	55%	0
New Road	170	34%	0

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

6.3.228 The conclusions drawn in paragraph 6.3.236 of the SES1 and AP1 ES TA remain unchanged.

6.3.229 Table 7-110.2 of the SES1 and AP1 ES TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-110.2 below replaces Table 7-110.2 of the SES1 and AP1 ES TA.

Table 7-110: Future baseline performance at A54 New High Street/A54 Winsford Bypass/A5018 Wharton Road/New Road/ Weaver Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A5018 Wharton Road	979	79%	2	1,011	84%	2	1,092	97%	7
Market Place*	-	-	-	-	-	-	-	-	-
A54 Winsford-Bypass	853	61%	1	877	65%	1	950	76%	1
Weaver Street	175	19%	0	185	20%	0	202	22%	0
A54 New High Street	1,728	81%	1	1,781	84%	1	1,828	88%	1
New Road	216	71%	1	195	69%	1	202	76%	2

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 PM peak hour (17:00–18:00)			2039 PM peak hour (17:00–18:00)			2051 PM peak hour (17:00–18:00)		
A5018 Wharton Road	1,050	69%	1	1,161	78%	1	1,402	103%	10
Market Place*	-	-	-	-	-	-	-	-	-
A54 Winsford-Bypass	1,138	97%	7	1,073	102%	10	892	111%	9
Weaver Street	138	17%	0	157	19%	0	209	25%	0
A54 New High Street	1,458	67%	0	1,489	68%	0	1,542	72%	0
New Road	226	53%	1	245	58%	1	351	89%	3

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

6.3.230 The conclusions drawn in paragraph 6.3.238 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 81% on the A54 New High 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 97% on the A54 Winsford-Bypass approach with an associated queue length of seven PCU.

In the 2039 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 84% on both the A5018 Wharton Road and the A54 New High Street approaches with associated queue lengths of two PCU and one PCU respectively. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 102% on the A54 Winsford-Bypass approach with an associated queue length of 10 PCU.

In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the A5018 Wharton Road approach with an associated queue length of seven PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 111% on the A54 Winsford-Bypass approach with an associated queue length of nine PCU."

Dene Drive/The Drumber

6.3.231 Table 7-110.3 of the SES1 and AP1 ES TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-110.3 below replaces Table 7-110.3 of the SES1 and AP1 ES TA.

Table 7-111: 2018 baseline performance Dene Drive/The Drumber junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Dene Drive (north)	140	31%	3
The Drumber	260	23%	5

Approach	Flow, PCU/hr	VoC	Q, PCU
Dene Drive (south)	545	62%	8
	2018 PM peak hour (17:00–18:00) baseline results		
Dene Drive (north)	261	44%	4
The Drumber	396	55%	7
Dene Drive (south)	303	30%	3

6.3.232 The conclusions drawn in paragraph 6.3.241 of the SES1 and AP1 ES TA remain unchanged.

6.3.233 Table 7-110.4 of the SES1 and AP1 ES TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-110.4 below replaces Table 7-110.4 of the SES1 and AP1 ES TA.

Table 7-112: Future baseline performance at Dene Drive/The Drumber junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
Dene Drive (north)	120	27%	2	146	33%	3
The Drumber	349	31%	6	378	34%	7
Dene Drive (south)	598	70%	9	607	74%	9
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
Dene Drive (north)	311	53%	5	340	58%	5
The Drumber	524	73%	10	571	80%	10
Dene Drive (south)	288	29%	3	291	32%	3

6.3.234 The conclusions drawn in paragraph 6.3.243 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2039 future baseline.

In the 2051 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is nearing capacity with a maximum VoC of 80% on The Drumber approach with an associated queue length of 10 PCU."

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

6.3.235 Table 7-110.5 of the SES1 and AP1 ES TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-110.5 below replaces Table 7-110.5 of the SES1 and AP1 ES TA.

Table 7-113: 2018 baseline performance A54 Middlewich Road/A54 Winsford-Bypass/B5355 Station Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A54 Middlewich Road	572	38%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
Winsford Station car park*	-	-	-
A54 Winsford-Bypass	507	33%	0
B5355 Station Road	252	21%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A54 Middlewich Road	833	55%	0
Winsford Station car park*	-	-	-
A54 Winsford-Bypass	417	30%	0
B5355 Station Road	105	9%	0

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

6.3.236 The conclusions drawn in paragraph 6.3.246 of the SES1 and AP1 ES TA remain unchanged.

6.3.237 Table 7-110.6 of the SES1 and AP1 ES TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-110.6 below replaces Table 7-110.6 of the SES1 and AP1 ES TA.

Table 7-114: Future baseline performance at A54 Middlewich Road/A54 Winsford-Bypass/B5355 Station Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
A54 Middlewich Road	615	43%	0	627	46%	0
Winsford Station car park*	-	-	-	-	-	-
A54 Winsford-Bypass	665	44%	0	686	45%	0
B5355 Station Road	372	35%	0	480	45%	0
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A54 Middlewich Road	996	71%	0	1,051	68%	0
Winsford Station car park*	-	-	-	-	-	-
A54 Winsford-Bypass	434	33%	0	431	35%	0
B5355 Station Road	374	31%	0	193	16%	0

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

6.3.238 The conclusions drawn in paragraph 6.3.248 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2039 and 2051 future baseline."

A559 Manchester Road/Fryer Road

6.3.239 Table 7-110.7 of the SES1 and AP1 ES TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-110.7 below replaces Table 7-110.7 of the SES1 and AP1 ES TA.

Table 7-115: 2018 baseline performance A559 Manchester Road/Fryer Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A559 Manchester Road (east)	420	35%	0
A559 Manchester Road (west)	443	22%	0
Fryer Road	209	41%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A559 Manchester Road (east)	592	62%	0
A559 Manchester Road (west)	420	22%	0
Fryer Road	125	24%	0

6.3.240 The conclusions drawn in paragraph 6.3.251 of the SES1 and AP1 ES TA remain unchanged.

6.3.241 Table 7-110.8 of the SES1 and AP1 ES TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-110.8 below replaces Table 7-110.8 of the SES1 and AP1 ES TA.

Table 7-116: Future baseline performance at A559 Manchester Road/Fryer junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
A559 Manchester Road (east)	591	42%	0	599	46%	0
A559 Manchester Road (west)	369	19%	0	345	18%	0
Fryer Road	206	38%	0	226	41%	0
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A559 Manchester Road (east)	660	81%	1	729	87%	1
A559 Manchester Road (west)	628	32%	0	609	31%	0
Fryer Road	115	25%	0	124	27%	0

6.3.242 The conclusions drawn in paragraph 6.3.253 of the SES1 and AP1 ES TA are replaced by:

"In the 2039 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 2039 future baseline with a maximum VoC of 81% on the A559 Manchester Road (east) approach with an associated queue length of one PCU.

In the 2051 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 87% on the A559 Manchester Road (east) approach with an associated queue length of one PCU."

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

6.3.243 Table 7-110.9 of the SES1 and AP1 ES TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-110.9 below replaces Table 7-110.9 of the SES1 and AP1 ES TA.

Table 7-117: 2018 baseline performance A559 Chester Way/A559 Station Road/B5075 New Warrington Road/ B5082 Station Road/Leicester Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5075 New Warrington Road	467	32%	0
A559 Chester Way (east)	334	34%	4
B5082 Station Road	787	79%	1
A559 Station Road*	-	-	-
A559 Chester Way (west)	604	26%	6
Leicester Street	138	10%	2
	2018 PM peak hour (17:00–18:00) baseline results		
B5075 New Warrington Road	446	33%	0
A559 Chester Way (east)	605	61%	6
B5082 Station Road	747	95%	4
A559 Station Road*	-	-	-
A559 Chester Way (west)	563	25%	5
Leicester Street	343	26%	4

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

6.3.244 The conclusions drawn in paragraph 6.3.256 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 B5082 Station Road 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 B5082 Station Road approach with an associated queue length of four PCU."

6.3.245 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.12. As the junction is only affected by the operation of the AP1 revised scheme and not the construction, future baseline results are presented for 2039 and 2051 only.

6.3.246 Table 7-110.10 of the SES1 and AP1 ES TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-110.10 below replaces Table 7-110.10 of the SES1 and AP1 ES TA.

Table 7-118: Future baseline performance at A559 Chester Way/A559 Station Road/ B5075 New Warrington Road/ B5082 Station Road/ Leicester Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
B5075 New Warrington Road	525	37%	0	546	39%	0
A559 Chester Way (east)	472	48%	5	464	47%	5
B5082 Station Road	825	97%	5	822	98%	5
A559 Station Road*	-	-	-	-	-	-
A559 Chester Way (west)	846	37%	8	873	38%	8
Leicester Street	187	14%	2	218	17%	2
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
B5075 New Warrington Road	974	92%	3	1,011	101%	9
A559 Chester Way (east)	933	94%	10	990	100%	10
B5082 Station Road	449	101%	7	396	101%	7
A559 Station Road*	-	-	-	-	-	-
A559 Chester Way (west)	991	43%	9	1,039	45%	10
Leicester Street	501	38%	6	578	44%	7

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

6.3.247 The conclusions drawn in paragraph 6.3.258 of the SES1 and AP1 ES TA are replaced by:

"In the 2039 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the B5082 Station Road approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 101% on the B5082 Station Road approach with an associated queue length of seven PCU.

In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 98% on the B5082 Station Road approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 101% on the B5082 Station Road approach and the B5075 New Warrington Road approach with associated queue lengths of seven PCU and nine PCU respectively."

A533 Town Bridge/A533 Dane Street/Weaver Way

6.3.248 Table 7-110.11 of the SES1 and AP1 ES TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-110.11 below replaces Table 7-110.11 of the SES1 and AP1 ES TA.

Table 7-119: 2018 baseline performance at A533 Town Bridge/A533 Dane Street/Weaver Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A559 Watling Street*	-	-	-
A533 Dane Street	624	71%	11
Watling Street**	-	-	-
A533 Town Bridge	1,368	78%	17
Weaver Way*	-	-	-
	2018 PM peak hour (17:00–18:00) baseline results		
A559 Watling Street*	-	-	-
A533 Dane Street	538	63%	10
Watling Street**	-	-	-
A533 Town Bridge	1,006	71%	16
Weaver Way*	-	-	-

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

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

6.3.249 The conclusions drawn in paragraph 6.3.262 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 78% on the A533 Town Bridge approach with an associated queue length of 17 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline."

6.3.250 Table 7-110.12 of the SES1 and AP1 ES TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-110.12 below replaces Table 7-110.12 of the SES1 and AP1 ES TA. As the junction is only affected by the construction of the AP1 revised scheme, future baseline results are presented for 2031 only.

Table 7-120: Future baseline performance at A533 Town Bridge/A533 Dane Street/Weaver Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A559 Watling Street*	-	-	-
A533 Dane Street	637	73%	11
Watling Street**	-	-	-
A533 Town Bridge	1,730	99%	22
Weaver Way*	-	-	-
	2031 PM peak hour (17:00–18:00)		
A559 Watling Street*	-	-	-
A533 Dane Street	561	66%	10
Watling Street**	-	-	-

Approach	Flow, PCU/hr	VoC	Q, PCU
A533 Town Bridge	1,347	95%	21
Weaver Way*	-	-	-

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

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

6.3.251 The conclusions drawn in paragraph 6.3.264 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 99% on the A533 Town Bridge approach in the AM peak hour with an associated queue length of 22 PCU. In the PM peak hour, the maximum VoC of 95% is on the A533 Town Bridge approach with an associated queue length of 21 PCU."

A54 Holmes Chapel Road/Brereton Lane

6.3.252 Table 7-110.13 of the SES1 and AP1 ES TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-110.13 below replaces Table 7-110.13 of the SES1 and AP1 ES TA.

Table 7-121: 2018 baseline performance at A54 Holmes Chapel Road/Brereton Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A54 Holmes Chapel Road (east)	744	56%	0
Brereton Lane	30	18%	0
A54 Holmes Chapel Road (west)	867	65%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A54 Holmes Chapel Road (east)	600	45%	0
Brereton Lane	32	15%	0
A54 Holmes Chapel Road (west)	795	60%	0

6.3.253 The conclusions drawn in paragraph 6.3.266 of the SES1 and AP1 ES TA remain unchanged.

6.3.254 Table 7-110.14 of the SES1 and AP1 ES TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-110.14 below replaces Table 7-110.14 of the SES1 and AP1 ES TA.

Table 7-122: Future baseline performance at A54 Holmes Chapel Road/Brereton Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A54 Holmes Chapel Road (east)	1,144	86%	0	1,200	90%	0	1,284	97%	0
Brereton Lane	17	38%	0	18	45%	1	19	54%	1

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A54 Holmes Chapel Road (west)	1,070	81%	0	1,076	81%	0	1,065	80%	0
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (15:00–18:00)**		
A54 Holmes Chapel Road (east)	726	55%	0	795	60%	0	911	69%	0
Brereton Lane	203	88%	3	227	103%	6	208	107%	5
A54 Holmes Chapel Road (west)	563	42%	0	489	37%	0	481	36%	0

6.3.255 The conclusions drawn in paragraph 6.3.268 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction is at capacity in the 2031 future baseline with a maximum VoC of 86% on the A54 Holmes Chapel Road (east) approach in the AM peak hour with no queue. In the PM peak hour, the maximum VoC of 88% is on the Brereton Lane approach with an associated queue length of three PCU.

6.3.256 In the 2039 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 90% on the A54 Holmes Chapel Road (east) approach with an associated queue length of zero PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 103% on the Brereton Lane approach with an associated queue length of six PCU.

In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the A54 Chester Road (east) approach with no queue. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 107% on the Brereton Lane approach with an associated queue length of five PCU."

A54 Middlewich Road/A54 Chester Road/B5308 Middlewich Road

6.3.257 Table 7-110.15 of the SES1 and AP1 ES TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 7-110.15 below replaces Table 7-110.15 of the SES1 and AP1 ES TA.

Table 7-123: 2018 baseline performance at A54 Middlewich Road/A54 Chester Road/B5308 Middlewich Road junction

Approach	Flow, PCU/hr	RFC/DoS	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5308 Middlewich Road	245	-	-
A54 Chester Road	42	0.08	0
A54 Middlewich Road	573	0.58	2

Approach	Flow, PCU/hr	RFC/DoS	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
B5308 Middlewich Road	228	-	-
A54 Chester Road	34	0.06	0
A54 Middlewich Road	266	0.26	0

6.3.258 The conclusions drawn in paragraph 6.3.270 of the SES1 and AP1 ES TA remain unchanged.

6.3.259 Table 7-110.16 of the SES1 and AP1 ES TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 7-110.16 below replaces Table 7-110.16 of the SES1 and AP1 ES TA. As the junction is only affected by the construction of the AP1 revised scheme, future baseline results are presented for 2031 only.

Table 7-124: Future baseline performance at A54 Middlewich Road/A54 Chester Road/B5308 Middlewich Road junction

Approach	Flow, PCU/hr	RFC/DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5308 Middlewich Road	330	-	-
A54 Chester Road	30	0.06	0
A54 Middlewich Road	484	0.51	1
	2031 PM peak hour (17:00–18:00)		
B5308 Middlewich Road	251	-	-
A54 Chester Road	20	0.04	0
A54 Middlewich Road	198	0.20	0

6.3.260 The conclusions drawn in paragraph 6.3.272 of the SES1 and AP1 ES TA remain unchanged.

A533 Booth Lane/St Annes Avenue

6.3.261 This junction is a three-arm priority controlled (give-way) T-junction with no 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 7-110.17.

Table 7-125: 2018 baseline performance at A533 Booth Lane/St Annes Avenue

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 Booth Lane (north)	177	11%	0
A533 Booth Lane (south)	755	40%	0
St Annes Avenue	194	57%	1
	2018 PM peak hour (17:00–18:00) baseline results		
A533 Booth Lane (north)	316	17%	0
A533 Booth Lane (south)	632	34%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
St Annes Avenue	276	77%	1

6.3.262 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 the junction is within capacity in the 2018 baseline with a maximum VoC of 77% on the St Annes Avenue approach with an associated queue length of one PCU.

6.3.263 The future baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.18. As the junction is only affected by the operation of the AP2 revised scheme and not the construction, future baseline results are presented for 2039 and 2051 only.

Table 7-126: Future baseline performance at A533 Booth Lane/St Annes Avenue

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
A533 Booth Lane (north)	96	7%	0	100	7%	0
A533 Booth Lane (south)	678	36%	0	697	37%	0
St Annes Avenue	188	45%	0	264	66%	1
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A533 Booth Lane (north)	181	10%	0	166	9%	0
A533 Booth Lane (south)	623	34%	0	668	36%	0
St Annes Avenue	308	72%	1	333	82%	1

6.3.264 The assessment shows that this junction operates well within capacity in the 2039 baseline.

6.3.265 In the 2051 future baseline, the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction operates within capacity in the 2051 future baseline with a maximum VoC of 82% on the St Annes Avenue approach with an associated queue length of one PCU.

London Road/Hartford Road

6.3.266 This junction is a three-arm priority controlled (give-way) T-junction with no 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 7-110.19.

Table 7-127: 2018 baseline performance at London Road/Hartford Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
London Road (north)	349	14%	0
London Road (south)	699	35%	0
Hartford Road	363	50%	1

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
London Road (north)	372	14%	0
London Road (south)	390	20%	0
Hartford Road	171	18%	0

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

6.3.268 The future baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.20. As the junction is only affected by the operation of the AP2 revised scheme and not the construction, future baseline results are presented for 2039 and 2051 only.

Table 7-128: Future baseline performance at London Road/Hartford Road

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
London Road (north)	404	17%	0	401	17%	0
London Road (south)	901	45%	0	925	47%	0
Hartford Road	519	85%	4	561	94%	6
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
London Road (north)	445	18%	0	450	18%	0
London Road (south)	688	36%	0	681	35%	0
Hartford Road	194	24%	0	206	26%	0

6.3.269 In the 2039 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 Hartford Road approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

6.3.270 In the 2051 future baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 94% on the Hartford Road approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline.

A533 London Road/A5509 Chester Way

6.3.271 This junction is a four-arm signalised junction, with signal controlled pedestrian crossing facilities. The A533 London Road (north) and A5509 Chester Way (west) are minor arms that have not been included in the 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 7-110.21.

Table 7-129: 2018 baseline performance at A533 London Road/A5509 Chester Way

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 London Road (north)	-	-	-
A5509 Chester Way (east)	1,555	58%	12
A533 London Road (south)	1,049	82%	15
A5509 Chester Way (west)	-	-	-
	2018 PM peak hour (17:00–18:00) baseline results		
A533 London Road (north)	-	-	-
A5509 Chester Way (east)	2,344	76%	20
A533 London Road (south)	728	67%	13
A5509 Chester Way (west)	-	-	-

6.3.272 The assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 82% on the A533 London Road (south) approach in the AM peak hour, with an associated queue length of 15 PCU. In the PM peak hour, the maximum VoC of 76% is on the A5509 Chester Way (east) approach with an associated queue length of 20 PCU.

6.3.273 The future baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.22. As the junction is only affected by the operation of the AP2 revised scheme and not the construction, future baseline results are presented for 2039 and 2051 only.

Table 7-130: Future baseline performance at A533 London Road/A5509 Chester Way

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
A533 London Road (north)	-	-	-	-	-	-
A5509 Chester Way (east)	2,006	75%	15	2,080	78%	15
A533 London Road (south)	1,113	87%	16	1,153	91%	17
A5509 Chester Way (west)	-	-	-	-	-	-
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A533 London Road (north)	-	-	-	-	-	-
A5509 Chester Way (east)	2,913	95%	23	3,039	99%	24
A533 London Road (south)	1,023	94%	18	1,043	96%	19
A5509 Chester Way (west)	-	-	-	-	-	-

6.3.274 The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 87% on the A533 London Road (south) approach in the AM peak hour with an associated queue length of 16 PCU. In the PM peak hour, the maximum VoC of 95% is on the A5509 Chester Way (east) approach with an associated queue length of 23 PCU.

6.3.275 The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 91% on the A533 London Road (south) approach in the AM peak hour with an associated queue length of 17 PCU. In the PM peak hour, the maximum VoC of 99% is on the A5509 Chester Way (east) approach with an associated queue length of 24 PCU.

A559 Chester Way/Crum Hill

6.3.276 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 7-110.23.

Table 7-131: 2018 baseline performance at A559 Chester Way/Crum Hill

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Crum Hill	76	17%	1
A559 Chester Way (east)	893	36%	7
A559 Chester Way (west)	1,352	81%	16
	2018 PM peak hour (17:00–18:00) baseline results		
Crum Hill	128	29%	2
A559 Chester Way (east)	1,596	64%	13
A559 Chester Way (west)	1,178	70%	14

6.3.277 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 A559 Chester Way (west) approach with an associated queue length of 16 PCU. In the PM peak hour, the assessment shows that the junction operates well within capacity in the 2018 baseline.

6.3.278 The future baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.24. As the junction is only affected by the operation of the AP2 revised scheme and not the construction, future baseline results are presented for 2039 and 2051 only.

Table 7-132: Future baseline performance at A559 Chester Way/Crum Hill

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
Crum Hill	85	19%	1	93	21%	1
A559 Chester Way (east)	1,152	46%	9	1,191	48%	10
A559 Chester Way (west)	1,603	96%	19	1,615	96%	19
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
Crum Hill	207	47%	3	223	50%	3
A559 Chester Way (east)	1,927	78%	16	2,020	81%	16
A559 Chester Way (west)	1,582	94%	19	1,660	99%	20

6.3.279 The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 96% on the A559 Chester Way (west) approach in the AM peak hour with an associated queue length of 19 PCU. In the PM peak hour, the maximum VoC of 94% is on the A559 Chester Way (west) approach with an associated queue length of 19 PCU.

6.3.280 The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 96% on the A559 Chester Way (west) approach in the AM peak hour with an associated queue length of 19 PCU. In the PM peak hour, the maximum VoC of 99% is on the A559 Chester Way (west) approach with an associated queue length of 20 PCU.

A50 Toft Road/Goughs Lane

6.3.281 Table 8-11 in the SES1 and AP1 ES TA replaced Table 8-11 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-11 below replaces Table 8-11 of the SES1 and AP1 ES TA.

Table 8-133: 2018 baseline performance at A50 Toft Road/Goughs Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A50 Toft Road (north)	444	32%	0
Goughs Lane	306	57%	0
A50 Toft Road (south)	507	37%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A50 Toft Road (north)	520	38%	0
Goughs Lane	508	110%	6
A50 Toft Road (south)	864	63%	0

6.3.282 The conclusions drawn in paragraph 7.3.39 of the SES1 and AP1 ES TA are replaced by:

6.3.283 “In the 2018 baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is over capacity in the 2018 baseline with a maximum VoC of 110% on the Goughs Lane approach with an associated queue length of six PCU.”

6.3.284 Table 8-12 of the SES1 and AP1 ES TA replaced Table 8-12 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-12 below replaces Table 8-12 of the SES1 and AP1 ES TA. As the junction is only affected by the construction of the AP1 revised scheme, future baseline results are presented for 2031 only.

Table 8-134: Future baseline performance at A50 Toft Road/Goughs Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A50 Toft Road (north)	408	30%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
Goughs Lane	420	79%	1
A50 Toft Road (south)	442	32%	0
	2031 PM peak hour (17:00–18:00)		
A50 Toft Road (north)	576	42%	0
Goughs Lane	518	111%	6
A50 Toft Road (south)	817	59%	0

6.3.285 The conclusions drawn in paragraph 7.3.41 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 79% on the Goughs Lane approach with an associated queue length of one 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 111% on the Goughs Lane approach with an associated queue length of six PCU."

A530 Nantwich Road/Brynlow Drive

6.3.286 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 7-110.25.

Table 7-135: 2018 baseline performance at Nantwich Road/Brynlow Drive junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A530 Nantwich Road (north)	471	24%	0
Brynlow Drive	195	33%	0
A530 Nantwich Road (south)	541	62%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A530 Nantwich Road (north)	378	20%	0
Brynlow Drive	127	19%	0
A530 Nantwich Road (south)	595	51%	0

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

6.3.288 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.26. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 7-136: Future baseline performance at Nantwich Road/Brynlow Drive junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A530 Nantwich Road (north)	393	20%	0	478	25%	0	527	27%	0
Brynlow Drive	288	46%	1	284	51%	1	284	55%	1
A530 Nantwich Road (south)	500	63%	0	513	76%	0	551	84%	1
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A530 Nantwich Road (north)	459	24%	0	512	26%	0	580	30%	0
Brynlow Drive	170	28%	0	198	36%	0	236	47%	1
A530 Nantwich Road (south)	624	57%	0	685	64%	0	756	75%	0

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

6.3.290 In the 2039 future baseline the assessment shows that the junction operates within capacity in the AM peak hour with a maximum VoC of 76% on the A530 Nantwich Road (south) approach with no queue. In the PM peak hour, the assessment shows that the junction is well within capacity in the 2039 future baseline.

6.3.291 The assessment shows that this junction operates within capacity in the 2051 future baseline with a maximum VoC of 84% on the A530 Nantwich 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 75% is on the A530 Nantwich Road (south) approach with no queue.

A54 Chester Road/A530 Newton Bank

6.3.292 This junction is a three-arm priority controlled T-junction with signal controlled pedestrian crossing facilities. The A54 Chester Road (east) is a one-way exit arm from the junction and is therefore not included in the results. This junction represents the north-western corner of the gyratory junction. 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 7-110.27.

Table 7-137: 2018 baseline performance at A54 Chester Road/A530 Newton Bank junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A54 Chester Road (west)	1,189	61%	0
A530 Newton Bank	1,247	59%	5
	2018 PM peak hour (17:00–18:00) baseline results		
A54 Chester Road (west)	1,110	57%	0
A530 Newton Bank	1,164	54%	2

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

6.3.294 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.28. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 7-138: Future baseline performance at A54 Chester Road/ A530 Newton Bank junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A54 Chester Road (west)	1,267	65%	0	1,373	70%	0	1,421	73%	0
A530 Newton Bank	1,222	58%	5	1,204	58%	4	1,194	101%	4
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A54 Chester Road (west)	1,218	62%	0	1,232	63%	0	1,189	61%	0
A530 Newton Bank	1,241	59%	3	1,243	100%	4	1,268	101%	5

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

6.3.296 In the 2039 future baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 100% on the A530 Newton Bank approach with an associated queue length of four PCU.

6.3.297 This junction operates over capacity in the 2051 future baseline with a maximum VoC of 101% on the A530 Newton Bank approach in the AM peak hour with an associated queue length of four PCU. In the PM peak hour, the maximum VoC of 101% is on the A530 Newton Bank approach with an associated queue length of five PCU.

A530 King Street/A530 Croxton Lane/B5309 King Street

6.3.298 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 7-110.29.

Table 7-139: 2018 baseline performance at A530 King Street/A530 Croxton Lane/B5309 King Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A530 King Street	636	70%	0
B5309 King Street	582	44%	0
A530 Croxton Lane	277	36%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
A530 King Street	749	101%	3
B5309 King Street	769	58%	0
A530 Croxton Lane	327	49%	1

6.3.299 In the 2018 baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is over capacity in the 2018 baseline with a maximum VoC of 101% on the A530 King Street approach with an associated queue length of three PCU.

6.3.300 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.30. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 7-140: Future baseline performance at A530 King Street/A530 Croxton Lane/B5309 King Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A530 King Street	891	87%	1	902	99%	2	895	105%	2
B5309 King Street	595	45%	0	620	47%	0	697	52%	0
A530 Croxton Lane	285	40%	0	295	43%	0	299	45%	1
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A530 King Street	652	104%	3	589	106%	4	671	109%	3
B5309 King Street	899	68%	0	942	71%	0	1,013	76%	0
A530 Croxton Lane	321	63%	2	355	73%	3	372	101%	6

6.3.301 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 87% on the A530 King Street approach with an associated queue length of one PCU. In the PM peak the assessment shows that this junction is over capacity in the 2031 future baseline with a maximum VoC of 104% on the A530 King Street approach with an associated queue length of three PCU.

6.3.302 In the 2039 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 A530 King Street approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 106% on the A530 King Street approach with an associated queue length of four PCU.

6.3.303 This junction operates over capacity in the 2051 future baseline with a maximum VoC of 105% on the A530 King Street approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 109% is on the A530 King Street approach with an associated queue length of three PCU.

A533 London Road/A533 Kingsmead

6.3.304 This junction is a three-arm signalised 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 7-110.31.

Table 7-141: 2018 baseline performance at A533 London Road/A533 Kingsmead junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 London Road	689	44%	8
London Road	389	82%	6
A533 Kingsmead	856	71%	8
	2018 PM peak hour (17:00–18:00) baseline results		
A533 London Road	974	52%	11
London Road	110	37%	2
A533 Kingsmead	689	49%	5

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

6.3.306 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.32. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 7-142: Future baseline performance at A533 London Road/A533 Kingsmead junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A533 London Road	903	58%	10	958	62%	11	1,032	67%	12
London Road	405	86%	6	420	89%	6	433	91%	6
A533 Kingsmead	955	81%	8	966	85%	9	984	91%	9
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A533 London Road	1,193	64%	13	1,281	68%	14	1,392	74%	15
London Road	152	52%	3	158	54%	3	169	58%	3
A533 Kingsmead	810	59%	6	810	59%	6	817	60%	6

6.3.307 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 86% on the London Road approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline.

6.3.308 In the 2039 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 89% on the London Road approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

6.3.309 In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 91% on the London Road and A533 Kingsmead approaches with associated queue lengths of six PCU and nine PCU respectively. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline.

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

6.3.310 This junction is a four-arm signal controlled crossroad 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 7-110.33.

Table 7-143: 2018 baseline performance at B5082 Station Road/B5062 Middlewich Road/Manchester Road/Victoria Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Manchester Road	181	24%	2
B5082 Middlewich Road	676	72%	8
Victoria Road	433	57%	6
B5082 Station Road	197	21%	2
	2018 PM peak hour (17:00–18:00) baseline results		
Manchester Road	367	47%	5
B5082 Middlewich Road	760	81%	9
Victoria Road	319	49%	4
B5082 Station Road	291	31%	3

6.3.311 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 B5082 Middlewich Road approach with an associated queue length of nine PCU.

6.3.312 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.34. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 7-144: Future baseline performance at B5082 Station Road/B5062 Middlewich Road/Manchester Road/Victoria Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Manchester Road	192	26%	3	202	27%	3	205	28%	3
B5082 Middlewich Road	840	90%	10	866	92%	10	899	96%	10
Victoria Road	459	60%	6	451	60%	6	443	59%	6
B5082 Station Road	200	22%	2	200	22%	2	174	19%	2
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Manchester Road	320	39%	4	312	38%	4	328	40%	4
B5082 Middlewich Road	818	88%	9	803	86%	9	748	80%	9
Victoria Road	249	43%	3	226	39%	3	194	34%	3
B5082 Station Road	402	43%	5	437	47%	5	463	50%	5

6.3.313 The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 90% on the B5082 Middlewich Road approach in the AM peak hour with an associated queue length of 10 PCU. In the PM peak hour, the maximum VoC of 88% is on the B5082 Middlewich Road approach with an associated queue length of nine PCU.

6.3.314 The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 92% on the B5082 Middlewich Road approach in the AM peak hour with an associated queue length of 10 PCU. In the PM peak hour, the maximum VoC of 86% is on the B5082 Middlewich Road approach with an associated queue length of nine PCU.

6.3.315 In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 96% on the B5082 Middlewich Road approach with an associated queue length of 10 PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2051 future baseline with a maximum VoC of 80% on the B5082 Middlewich Road approach with an associated queue length of nine PCU.

B5075 Ollershaw Lane/B5075 New Warrington Road/Chapel Street

6.3.316 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 7-110.35.

Table 7-145: 2018 baseline performance at B5075 Ollershaw Lane/B5075 New Warrington Road/Chapel Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5075 Ollershaw Lane	272	14%	0
Chapel Street	216	37%	0
B5075 New Warrington Road	395	37%	0
	2018 PM peak hour (17:00–18:00) baseline results		
B5075 Ollershaw Lane	231	12%	0
Chapel Street	228	38%	0
B5075 New Warrington Road	388	31%	0

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

6.3.318 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.36. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 7-146: Future baseline performance at B5075 Ollershaw Lane/B5075 New Warrington Road/Chapel Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00-09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
B5075 Ollershaw Lane	469	25%	0	509	27%	0	562	29%	0
Chapel Street	229	43%	0	196	39%	0	177	38%	0
B5075 New Warrington Road	759	94%	1	778	98%	2	797	104%	3
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
B5075 Ollershaw Lane	361	18%	0	463	23%	0	537	27%	0
Chapel Street	542	99%	3	525	101%	5	523	105%	5
B5075 New Warrington Road	621	51%	0	640	57%	0	621	52%	0

6.3.319 The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 94% on the B5075 New Warrington Road approach in the AM peak hour with an associated queue length of one PCU. In the PM peak hour, the maximum VoC of 99% is on the Chapel Street approach with an associated queue length of three PCU.

6.3.320 In the 2039 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 B5075 New Warrington Road approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 101% on the Chapel Street approach with an associated queue length of five PCU.

6.3.321 This junction operates over capacity in the 2051 future baseline with a maximum VoC of 104% on the B5075 New Warrington Road approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 105% is on the Chapel Street approach with an associated queue length of five PCU.

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

6.3.322 This junction is a four-arm signal controlled crossroads 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 7-110.37.

Table 7-147: 2018 baseline performance at A559 Marston Lane/A559 Hall Lane/B5391 Church Street/Wincham Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5391 Church Street	254	57%	4
A559 Hall Lane	311	46%	4
Wincham Lane	109	26%	2
A559 Marston Lane	212	30%	3
	2018 PM peak hour (17:00–18:00) baseline results		
B5391 Church Street	153	34%	2
A559 Hall Lane	452	67%	6
Wincham Lane	166	40%	2
A559 Marston Lane	222	34%	3

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

6.3.324 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.38. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 7-148149: Future baseline performance at A559 Marston Lane/A559 Hall Lane/B5391 Church Street/Wincham Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
B5391 Church Street	392	85%	5	377	82%	5	357	77%	5

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A559 Hall Lane	470	68%	6	452	65%	6	485	73%	6
Wincham Lane	220	50%	3	235	53%	3	279	66%	4
A559 Marston Lane	193	30%	2	187	29%	2	194	33%	2
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
B5391 Church Street	136	45%	2	141	46%	2	185	60%	3
A559 Hall Lane	500	71%	6	506	70%	6	533	72%	7
Wincham Lane	553	96%	7	582	101%	7	618	107%	7
A559 Marston Lane	188	32%	2	162	29%	2	116	21%	1

6.3.325 The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 85% on the B5391 Church Street approach in the AM peak hour with an associated queue length of five PCU. In the PM peak hour, the maximum VoC of 96% is on the Wincham Lane approach with an associated queue length of seven PCU.

6.3.326 In the 2039 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 82% on the B5391 Church Street approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum VoC of 101% on the Wincham Lane approach with an associated queue length of seven PCU.

6.3.327 In the 2051 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 77% on the B5391 Church Street approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum VoC of 107% on the Wincham Lane approach with an associated queue length of seven PCU.

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

6.3.328 This junction is a four-arm priority controlled staggered crossroads 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 7-110.39.

Table 7-150: 2018 baseline performance at B5391 Church Street/B5391 Pickmere Lane/Linnards Lane/Earles Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5391 Pickmere Lane	271	14%	0
Linnards Lane	117	24%	0
B5391 Church Street	135	7%	0
Earles Lane	232	36%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
B5391 Church Street (north) (internal)	319	22%	0
B5391 Church Street (south) (internal)	362	38%	0
	2018 PM peak hour (17:00–18:00) baseline results		
B5391 Pickmere Lane	213	11%	0
Linnards Lane	94	17%	0
B5391 Church Street	209	10%	0
Earles Lane	104	17%	0
B5391 Church Street (north) (internal)	236	20%	0
B5391 Church Street (south) (internal)	309	26%	0

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

6.3.330 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.40. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 7-151: Future baseline performance at B5391 Church Street/B5391 Pickmere Lane/Linnards Lane/Earles Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
B5391 Pickmere Lane	500	25%	0	549	28%	0	619	31%	0
Linnards Lane	146	38%	0	180	57%	1	217	77%	1
B5391 Church Street	237	12%	0	224	11%	0	153	8%	0
Earles Lane	426	71%	0	430	71%	0	501	79%	0
B5391 Church Street (north) (internal)	532	41%	0	563	47%	0	622	57%	0
B5391 Church Street (south) (internal)	659	85%	1	650	92%	1	651	97%	2
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
B5391 Pickmere Lane	336	17%	0	437	22%	0	520	27%	0
Linnards Lane	111	25%	0	113	26%	0	162	41%	0
B5391 Church Street	451	23%	0	484	24%	0	506	25%	0
Earles Lane	161	31%	0	174	34%	0	193	39%	0
B5391 Church Street (north) (internal)	360	47%	0	440	62%	0	547	77%	1
B5391 Church Street (south) (internal)	608	51%	0	654	59%	0	695	70%	0

6.3.331 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 B5391 Church Street

(south) (internal) 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.

6.3.332 In the 2039 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 92% on the B5391 Church Street (south) (internal) 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 2039 future baseline.

6.3.333 In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the B5391 Church Street (south) (internal) approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2051 future baseline with a maximum VoC of 77% on the B5391 Church Street (north) (internal) approach with an associated queue length of one PCU.

B5074 Swanlow Lane/Townfields Road/Townfields Drive

6.3.334 This junction is a four-arm signal controlled junction with 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 7-110.41.

Table 7-152: 2018 baseline performance at B5074 Swanlow Lane/Townfields Road/Townfields Drive junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Townfields Road	252	37%	6
B5074 Swanlow Lane (south)	574	95%	11
Townfields Drive	135	24%	3
B5074 Swanlow Lane (north)	397	47%	8
	2018 PM peak hour (17:00–18:00) baseline results		
Townfields Road	391	49%	8
B5074 Swanlow Lane (south)	475	94%	9
Townfields Drive	77	15%	2
B5074 Swanlow Lane (north)	388	52%	8

6.3.335 The junction operates close to capacity in the 2018 baseline with a maximum VoC of 95% on the B5074 Swanlow Lane (south) approach with an associated queue length of 11 PCU. In the PM peak hour, the maximum VoC of 94% is on the B5074 Swanlow Lane (south) approach with an associated queue length of nine PCU.

6.3.336 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.42. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 7-153: Future baseline performance at B5074 Swanlow Lane/Townfields Road/Townfields Drive junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Townfields Road	326	47%	7	360	52%	8	396	64%	9
B5074 Swanlow Lane (south)	546	95%	10	506	95%	10	437	98%	9
Townfields Drive	131	25%	3	127	26%	3	163	33%	4
B5074 Swanlow Lane (north)	416	49%	8	445	52%	9	519	65%	11
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Townfields Road	428	54%	9	436	55%	9	448	57%	9
B5074 Swanlow Lane (south)	407	97%	9	398	99%	9	394	100%	8
Townfields Drive	120	29%	2	142	33%	3	168	37%	3
B5074 Swanlow Lane (north)	451	66%	10	461	69%	10	476	72%	10

6.3.337 The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 95% on the B5074 Swanlow Lane (south) approach in the AM peak hour, with an associated queue length of ten PCU. In the PM peak hour, the maximum VoC of 97% is on the B5074 Swanlow Lane (south) approach with an associated queue length of nine PCU.

6.3.338 The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 95% on the B5074 Swanlow Lane (south) approach in the AM peak hour with an associated queue length of ten PCU. In the PM peak hour, the maximum VoC of 99% is on the B5074 Swanlow Lane (south) approach with an associated queue length of nine PCU.

6.3.339 In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 98% on the B5074 Swanlow Lane (south) 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 2051 future baseline with a maximum VoC of 100% on the B5074 Swanlow Lane (south) approach with an associated queue length of eight PCU.

A54 Chester Road/A530 Croxton Lane

6.3.340 This junction is a three-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 7-110.43.

Table 7-154: 2018 baseline performance at A54 Chester Road/A530 Croxton Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A54 Chester Road (north)	828	92%	1
A530 Croxton Lane	451	57%	0
A54 Chester Road (south)	1,014	98%	1
	2018 PM peak hour (17:00–18:00) baseline results		
A54 Chester Road (north)	728	81%	0
A530 Croxton Lane	504	61%	0
A54 Chester Road (south)	959	94%	0

6.3.341 The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 98% on the A54 Chester 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 94% is on the A54 Chester Road (south) approach with no queue.

6.3.342 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.44. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 7-155: Future baseline performance at A54 Chester Road/A530 Croxton Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A54 Chester Road (north)	862	89%	1	895	93%	1	934	97%	2
A530 Croxton Lane	500	65%	0	582	77%	1	608	81%	1
A54 Chester Road (south)	1,016	99%	1	1,032	101%	2	1,032	101%	2
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A54 Chester Road (north)	895	95%	1	895	96%	2	895	97%	2
A530 Croxton Lane	393	52%	0	441	58%	0	410	54%	0
A54 Chester Road (south)	1,038	100%	2	1,037	101%	2	1,033	101%	2

6.3.343 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 A54 Chester Road (south) approach with an associated queue length of one 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 100% on the A54 Chester Road (south) approach with an associated queue length of two PCU.

6.3.344 This junction operates over capacity in the 2039 future baseline with a maximum VoC of 101% on the A54 Chester Road (south) approach in the AM peak hour with an associated

queue length of two PCU. In the PM peak hour, the maximum VoC of 101% is on the A54 Chester Road (south) approach with an associated queue length of two PCU.

6.3.345 This junction operates over capacity in the 2051 future baseline with a maximum VoC of 101% on the A54 Chester Road (south) approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 101% is on the A54 Chester Road (south) approach with an associated queue length of two PCU.

A54 Holmes Chapel Road/B5309 Centurion Way/Pochin Way

6.3.346 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 7-110.45.

Table 7-156: 2018 baseline performance at A54 Holmes Chapel Road/B5309 Centurion Way/Pochin Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5309 Centurion Way	559	46%	0
A54 Holmes Chapel Road (east)	733	43%	0
Pochin Way	115	11%	0
A54 Holmes Chapel Road (west)	1,074	41%	0
	2018 PM peak hour (17:00–18:00) baseline results		
B5309 Centurion Way	421	30%	0
A54 Holmes Chapel Road (east)	536	26%	0
Pochin Way	264	20%	0
A54 Holmes Chapel Road (west)	705	31%	0

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

6.3.348 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.46. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 7-157: Future baseline performance at A54 Holmes Chapel Road/B5309 Centurion Way/Pochin Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
B5309 Centurion Way	821	98%	7	804	97%	7	789	89%	3
A54 Holmes Chapel Road (east)	1,090	90%	3	1,143	93%	4	1,209	92%	4
Pochin Way	580	44%	0	626	48%	0	681	53%	1

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A54 Holmes Chapel Road (west)	1,143	60%	1	1,110	59%	1	1,031	57%	1
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
B5309 Centurion Way	506	43%	0	552	45%	0	597	49%	0
A54 Holmes Chapel Road (east)	805	53%	0	862	61%	1	928	70%	1
Pochin Way	950	67%	1	972	69%	1	1,091	83%	2
A54 Holmes Chapel Road (west)	808	49%	1	829	53%	1	843	60%	1

6.3.349 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 B5309 Centurion Way approach with an associated queue length of seven PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline.

6.3.350 In the 2039 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the B5309 Centurion Way approach with an associated queue length of seven PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

6.3.351 In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 92% on the A54 Holmes Chapel Road (east) 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 2051 baseline with a maximum VoC of 83% on the Pochin Way approach with an associated queue length of two PCU.

A533 Bostock Road/London Road

6.3.352 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 7-110.47.

Table 7-158: 2018 baseline performance at A533 Bostock Road/London Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 Bostock Road (south)	466	35%	0
A533 Bostock Road (west)	138	32%	0
London Road	281	21%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A533 Bostock Road (south)	475	36%	0
A533 Bostock Road (west)	159	38%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
London Road	243	18%	0

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

6.3.354 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.48. As the junction is only affected by the operation of the AP2 revised scheme and not the construction, future baseline results are presented for 2039 and 2051 only.

Table 7-159: Future baseline performance at A533 Bostock Road/London Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
A533 Bostock Road (south)	495	37%	0	477	36%	0
A533 Bostock Road (west)	160	36%	0	173	46%	0
London Road	433	59%	0	604	84%	1
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A533 Bostock Road (south)	368	28%	0	345	26%	0
A533 Bostock Road (west)	322	70%	1	328	71%	1
London Road	194	15%	0	222	17%	0

6.3.355 The assessment shows that this junction operates well within capacity in the 2039 future baseline.

6.3.356 In the 2051 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 84% on the London 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 2051 future baseline.

A533 London Road/A533 Kingsmead

6.3.357 This junction is a three-arm signalised 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 7-110.49.

Table 7-160: 2018 baseline performance at A533 London Road/A533 Kingsmead junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 London Road	689	44%	8
London Road	389	82%	6
A533 Kingsmead	856	71%	8
	2018 PM peak hour (17:00–18:00) baseline results		
A533 London Road	974	52%	11
London Road	110	37%	2
A533 Kingsmead	689	49%	5

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

6.3.359 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.50. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 7-161: Future baseline performance at A533 Kingsmead/St Georges Way/Monarch Drive junction

Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A533 London Road	903	58%	10	958	62%	11	1,032	67%	12
London Road	405	86%	6	420	89%	6	433	91%	6
A533 Kingsmead	955	81%	8	966	85%	9	984	91%	9
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A533 London Road	1,193	64%	13	1,281	68%	14	1,392	74%	15
London Road	152	52%	3	158	54%	3	169	58%	3
A533 Kingsmead	810	59%	6	810	59%	6	817	60%	6

6.3.360 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 86% on the London Road approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2031 future baseline.

6.3.361 In the 2039 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 89% on the London Road approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2039 future baseline.

6.3.362 In the 2051 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 91% on the London Road and A533 Kingsmead approaches with an associated queue length of six PCU and nine PCU respectively. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline.

A533 Town Bridge/A533 Dane Street/Weaver Way

6.3.363 This junction is a five-arm signal controlled staggered crossroads with signal-controlled pedestrian crossing facilities. The A559 Watling Street and Weaver Way are one-way exit arms from the junction and are therefore not reported in the results. Watling Street approach is a minor arm that is not included within the strategic traffic model. The operation

of the junction has been assessed for the 2018 existing baseline AM and PM peak hours using SATURN software and is shown in Table 7-110.51.

Table 7-162: 2018 baseline performance at A533 Town Bridge/A533 Dane Street/Weaver Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A559 Watling Street*	-	-	-
A533 Dane Street	624	71%	11
Watling Street**	-	-	-
A533 Town Bridge	1,368	78%	17
Weaver Way*	-	-	-
	2018 PM peak hour (17:00–18:00) baseline results		
A559 Watling Street*	-	-	-
A533 Dane Street	538	63%	10
Watling Street**	-	-	-
A533 Town Bridge	1,006	71%	16
Weaver Way*	-	-	-

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

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

6.3.364 In the 2018 baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 78% on the A533 Town Bridge approach with an associated queue length of 17 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline.

6.3.365 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.52. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 7-163: Future baseline performance at A533 Town Bridge/A533 Dane Street/Weaver Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A559 Watling Street*	-	-	-	-	-	-	-	-	-
A533 Dane Street	637	73%	11	651	74%	11	669	76%	11
Watling Street**	-	-	-	-	-	-	-	-	-
A533 Town Bridge	1,730	99%	22	1,794	103%	21	1,803	103%	21
Weaver Way*	-	-	-	-	-	-	-	-	-
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A559 Watling Street*	-	-	-	-	-	-	-	-	-
A533 Dane Street	561	66%	10	576	68%	10	626	74%	11

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
Watling Street**	-	-	-	-	-	-	-	-	-
A533 Town Bridge	1,347	95%	21	1,376	97%	21	1,399	99%	22
Weaver Way*	-	-	-	-	-	-	-	-	-

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

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

6.3.366 The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 99% on the A533 Town Bridge approach in the AM peak hour with an associated queue length of 22 PCU. In the PM peak hour, the maximum VoC of 95% is on the A533 Town Bridge approach with an associated queue length of 21 PCU.

6.3.367 In the 2039 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 103% on the A533 Town Bridge approach with an associated queue length of 21 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2039 future baseline with a maximum VoC of 97% on the A533 Town Bridge approach with an associated queue length of 21 PCU.

6.3.368 In the 2051 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 103% on the A533 Town Bridge approach with an associated queue length of 21 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2051 future baseline with a maximum VoC of 99% on the A533 Town Bridge approach with an associated queue length of 22 PCU.

A556 Chester Road/B5569 Plumley Moor Road

6.3.369 This junction is a four-arm signal controlled crossroad with signal controlled pedestrian crossing facilities. B5569 Plumley Moor Road (west) is a one-way link eastbound. 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 7-110.53.

Table 7-164: 2018 baseline performance at A556 Chester Road/B5569 Plumley Moor Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A556 Chester Road (north)	1,433	60%	17
B5569 Plumley Moor Road (east)	138	53%	2
A556 Chester Road (south)	1,696	84%	17
B5569 Plumley Moor Road (west)	202	103%	3
	2018 PM peak hour (17:00–18:00) baseline results		
A556 Chester Road (north)	1,652	91%	22
B5569 Plumley Moor Road (east)	77	17%	3
A556 Chester Road (south)	1,233	80%	15
B5569 Plumley Moor Road (west)	270	109%	4

6.3.370 This junction operates over capacity in the 2018 baseline with a maximum VoC of 103% on the B5569 Plumley Moor Road (west) approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 109% is on the B5569 Plumley Moor Road (west) approach with an associated queue length of four PCU.

6.3.371 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.54. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 7-165166: Future baseline performance at A556 Chester Road/B5569 Plumley Moor Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
A556 Chester Road (north)	1,294	54%	16	1,358	57%	16	1,420	60%	17
B5569 Plumley Moor Road (east)	139	53%	2	140	53%	3	129	49%	2
A556 Chester Road (south)	1,664	83%	17	1,836	91%	19	1,977	98%	20
B5569 Plumley Moor Road (west)	201	103%	3	201	103%	3	203	104%	3
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
A556 Chester Road (north)	1,717	79%	27	1,720	79%	28	1,776	92%	28
B5569 Plumley Moor Road (east)	77	28%	2	128	46%	3	129	27%	5
A556 Chester Road (south)	1,286	70%	19	1,408	76%	20	1,513	93%	24
B5569 Plumley Moor Road (west)	352	104%	7	356	105%	7	299	113%	6

6.3.372 This junction operates over capacity in the 2031 future baseline with a maximum VoC of 103% on the B5569 Plumley Moor Road (west) approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 104% is on the B5569 Plumley Moor Road (west) approach with an associated queue length of seven PCU.

6.3.373 This junction operates over capacity in the 2039 future baseline with a maximum VoC of 103% on the B5569 Plumley Moor Road (west) approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 105% is on the B5569 Plumley Moor Road (west) approach with an associated queue length of seven PCU.

6.3.374 This junction operates over capacity in the 2051 future baseline with a maximum VoC of 104% on the B5569 Plumley Moor Road (west) approach in the AM peak hour with an

associated queue length of three PCU. In the PM peak hour, the maximum VoC of 113% is on the B5569 Plumley Moor Road (west) approach with an associated queue length of six PCU.

A533 Kingsmead/A533 London Road

6.3.375 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 7-110.55.

Table 7-167168: 2018 baseline performance at A556 Chester Road/B5569 Plumley Moor Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
London Road	505	38%	9
A533 Davenham Bypass (Kingsmead)	558	62%	12
A533 London Road	1,129	65%	16
A533 Kingsmead	1,137	77%	22
	2018 PM peak hour (17:00–18:00) baseline results		
London Road	287	24%	5
A533 Davenham Bypass (Kingsmead)	858	78%	18
A533 London Road	1,065	74%	17
A533 Kingsmead	896	63%	17

6.3.376 The assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 77% on the A533 Kingsmead approach in the AM peak hour with an associated queue length of 22 PCU. In the PM peak hour, the maximum VoC of 78% is on the A533 Davenham Bypass (Kingsmead) approach with an associated queue length of 18 PCU.

6.3.377 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.56. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 7-169: Future baseline performance at A556 Chester Road/B5569 Plumley Moor Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
London Road	617	46%	11
A533 Davenham Bypass (Kingsmead)	567	63%	13
A533 London Road	1,001	59%	13
A533 Kingsmead	1,266	86%	24
	2031 PM peak hour (17:00–18:00)		
London Road	354	30%	6
A533 Davenham Bypass (Kingsmead)	1,077	98%	22
A533 London Road	1,155	81%	18
A533 Kingsmead	985	70%	19

6.3.378 The assessment shows that this junction operates close to capacity in the 2031 future baseline with a maximum VoC of 86% on the A533 Kingsmead approach in the AM peak hour with an associated queue length of 24 PCU. In the PM peak hour, the maximum VoC of 98% is on the A533 Davenham Bypass (Kingsmead) approach with an associated queue length of 22 PCU.

A533 Booth Lane/Long Lane South

6.3.379 This junction is a three-arm junction with uncontrolled 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 7-110.57.

Table 7-170: 2018 baseline performance at A533 Booth Lane/Long Lane South junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 Booth Lane (north)	360	31%	0
A533 Booth Lane (south)	477	25%	0
Long Lane South	291	41%	1
	2018 PM peak hour (17:00–18:00) baseline results		
A533 Booth Lane (north)	566	80%	1
A533 Booth Lane (south)	543	28%	0
Long Lane South	146	22%	0

6.3.380 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 80% on the A533 Booth Lane (north) approach with an associated queue length of one PCU.

6.3.381 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.58. As the junction is only affected by the operation of the AP2 revised scheme and not construction, future baseline results are presented for 2039 and 2051 only.

Table 7-171: Future baseline performance at A533 Booth Lane/Long Lane South junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
A533 Booth Lane (north)	273	29%	0	352	34%	0
A533 Booth Lane (south)	281	15%	0	299	15%	0
Long Lane South	430	53%	1	447	56%	1
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A533 Booth Lane (north)	477	69%	0	486	73%	1
A533 Booth Lane (south)	530	28%	0	562	29%	0
Long Lane South	211	30%	0	244	35%	1

6.3.382 The assessment shows that this junction operates well within capacity in the 2039 and 2051 future baselines.

A556 Shurlach Road/Gadbrook Road

6.3.383 This junction is a four-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 7-110.59.

Table 7-172: 2018 baseline performance at A556 Shurlach Road/Gadbrook Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Gadbrook Road (north)	349	100%	11
A556 Shurlach Road (east)	1,471	96%	26
Gadbrook Road (south)*	-	-	-
A556 Shurlach Road (west)	1,787	101%	33
	2018 PM peak hour (17:00–18:00) baseline results		
Gadbrook Road (north)	221	114%	7
A556 Shurlach Road (east)	1,681	97%	39
Gadbrook Road (south)*	-	-	-
A556 Shurlach Road (west)	1,043	60%	23

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

6.3.384 This junction operates over capacity in the 2018 baseline with a maximum VoC of 101% on the A556 Shurlach Road (west) in the AM peak hour approach with an associated queue length of 33 PCU. In the PM peak hour, the maximum VoC of 114% is on the Gadbrook Road (north) approach with an associated queue length of seven PCU.

6.3.385 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.60. As the junction is affected by both the construction and operation of the AP2 revised scheme, future baseline results are presented for 2031, 2039 and 2051.

Table 7-173: Future baseline performance at A556 Shurlach Road/Gadbrook Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Gadbrook Road (north)	290	108%	9	296	110%	9	297	110%	9
A556 Shurlach Road (east)	1,726	92%	33	1,748	95%	33	1,784	97%	34
Gadbrook Road (south)	136	48%	5	141	50%	5	115	41%	4
A556 Shurlach Road (west)	2,105	82%	40	2,195	86%	42	2,325	91%	44
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
Gadbrook Road (north)	426	106%	12	426	106%	12	426	106%	12

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A556 Shurlach Road (east)	1,708	66%	37	1,724	66%	38	1,715	64%	37
Gadbrook Road (south)	333	99%	12	336	100%	12	349	104%	12
A556 Shurlach Road (west)	1,257	69%	27	1,289	71%	28	1,331	89%	30

6.3.386 This junction operates over capacity in the 2031 future baseline with a maximum VoC of 108% on the Gadbrook Road (north) approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 106% is on the Gadbrook Road (north) approach with an associated queue length of 12 PCU.

6.3.387 This junction operates over capacity in the 2039 future baseline with a maximum VoC of 110% on the Gadbrook Road (north) approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 106% is on the Gadbrook Road (north) with an associated queue length of 12 PCU.

6.3.388 This junction operates over capacity in the 2051 future baseline with a maximum VoC of 110% on the Gadbrook Road (north) approach in the AM peak hour with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 106% is on the Gadbrook Road (north) approach with an associated queue length of 12 PCU.

A5018 Wharton Road/Morrisons Manufacturing Winsford Access

6.3.389 This junction is a three-arm junction with uncontrolled 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 7-110.61.

Table 7-174175: 2018 baseline performance at A5018 Wharton Road/Morrisons Manufacturing Winsford Access junction

Approach	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	**2018 AM peak hour (08:00–09:00) baseline results**		
A5018 Wharton Road (north)	710	36%	0
Morrisons Manufacturing Winsford Access*	-	-	-
A5018 Wharton Road (south)	1,102	58%	0
17:00-18:00	**2018 PM peak hour (17:00–18:00) baseline results**		
A5018 Wharton Road (north)	1,091	56%	0
Morrisons Manufacturing Winsford Access*	-	-	-
A5018 Wharton Road (south)	701	40%	0

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

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

6.3.391 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.62. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 7-176177: Future baseline performance at A5018 Wharton Road/Morrisons Manufacturing Winsford Access junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A5018 Wharton Road (north)	722	37%	0
Morrisons Manufacturing Winsford Access*	-	-	-
A5018 Wharton Road (south)	1,226	67%	0
	2031 PM peak hour (17:00–18:00)		
A5018 Wharton Road (north)	1,148	59%	0
Morrisons Manufacturing Winsford Access*	-	-	-
A5018 Wharton Road (south)	749	46%	0

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

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

Apple Market Street/Carpark Egress

6.3.393 This junction is a three-arm junction with no 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 7-110.63.

Table 7-178179: 2018 baseline performance at Apple Market Street/Carpark Egress junction

Approach	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	**2018 AM peak hour (08:00–09:00) baseline results**		
Carpark Egress	222	11%	0
Apple Market Street (west)	49	2%	0
17:00-18:00	**2018 PM peak hour (17:00–18:00) baseline results**		
Carpark Egress	139	7%	0
Apple Market Street (west)	82	4%	0

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

6.3.395 The future year baseline performance and the results for the AM and PM peak hours are shown Table 7-110.64. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 7-180181: Apple Market Street/Carpark Egress junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Carpark Egress	226	12%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
Apple Market Street (west)	54	3%	0
	2031 PM peak hour (17:00–18:00)		
Carpark Egress	139	7%	0
Apple Market Street (west)	82	4%	0

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

A533 Kingsmead/Moor Park Way/Regency Way

6.3.397 This junction is a four-arm roundabout with uncontrolled 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 7-110.65.

Table 7-182: 2018 baseline performance at A533 Kingsmead/Moor Park Way/Regency Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2018 AM peak hour (08:00–09:00) baseline results**		
A533 Kingsmead (south)	1,025	88%	0
Regency Way	426	68%	1
Moor Park Way	127	24%	0
A533 Kingsmead (north)	684	67%	0
17:00-18:00	**2018 PM peak hour (17:00–18:00) baseline results**		
A533 Kingsmead (south)	938	85%	0
Regency Way	576	85%	1
Moor Park Way	91	16%	0
A533 Kingsmead (north)	464	51%	0

6.3.398 The assessment shows that this junction operates close to capacity in the 2018 baseline with a maximum VoC of 88% on the A533 Kingsmead (south) approach in the AM peak hour with no queue. In the PM peak hour, the maximum VoC of 85% is on both the A533 Kingsmead (south) and Regency Way approaches with no queue and one PCU respectively.

6.3.399 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.66. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 7-183: Future baseline performance at A533 Kingsmead/Moor Park Way/Regency Way junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A533 Kingsmead (south)	1,080	94%	0
Regency Way	452	77%	1
Moor Park Way	132	29%	0
A533 Kingsmead (north)	830	82%	1

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 PM peak hour (17:00–18:00)		
A533 Kingsmead (south)	1,105	101%	4
Regency Way	608	102%	6
Moor Park Way	94	18%	0
A533 Kingsmead (north)	557	64%	0

6.3.400 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 94% on the A533 Kingsmead (south) approach with no queue. 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 Regency Way approach with an associated queue length of six PCU.

A533 Kingsmead/St Georges Way/Monarch Drive

6.3.401 This junction is a four-arm roundabout with uncontrolled 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 7-110.67.

Table 7-184: 2018 baseline performance at A533 Kingsmead/St Georges Way/Monarch Drive junction

Approach	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2018 AM peak hour (08:00–09:00) baseline results**		
A533 Kingsmead (north)	563	49%	0
St George's Way	20	3%	0
A533 Kingsmead (south)	888	76%	0
Monarch Drive	143	23%	0
17:00-18:00	**2018 PM peak hour (17:00–18:00) baseline results**		
A533 Kingsmead (north)	430	39%	0
St George's Way	33	4%	0
A533 Kingsmead (south)	699	63%	0
Monarch Drive	232	32%	0

6.3.402 The assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 76% on the A533 Kingsmead (south) approach in the AM peak hour with no queue. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline.

6.3.403 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.68. As the junction is only affected by the operation of the AP2 revised scheme and not the construction, future baseline results are presented for 2039 and 2051 only.

Table 7-185: Future baseline performance at A533 Kingsmead/St Georges Way/Monarch Drive junction

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
	2039 AM peak hour (08:00–09:00)			**2051 AM peak hour (08:00–09:00)**		
A533 Kingsmead (north)	713	62%	0	730	64%	0
St George's Way	20	3%	0	22	4%	0
A533 Kingsmead (south)	993	86%	0	1,009	87%	0
Monarch Drive	158	27%	0	173	30%	0
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A533 Kingsmead (north)	591	53%	0	659	60%	0
St George's Way	35	5%	0	38	6%	0
A533 Kingsmead (south)	819	75%	0	802	74%	0
Monarch Drive	249	37%	0	270	41%	0

6.3.404 The assessment shows that this junction operates close to capacity in the 2039 future baseline with a maximum VoC of 86% on the A533 Kingsmead (south) approach in the AM peak hour with no queue. In the PM peak hour, the assessment shows that this junction is within capacity in the 2039 future baseline with a maximum VoC of 75% on the A533 Kingsmead (south) approach with no queue.

6.3.405 The assessment shows that this junction operates close to capacity in the 2051 future baseline with a maximum VoC of 87% on the A533 Kingsmead (south) approach in the AM peak hour with no queue. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2051 future baseline.

B5153 Beach Road/Burrows Hill

6.3.406 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 7-110.69.

Table 7-186: 2018 baseline performance at B5153 Beach Road/Burrows Hill junction

Approach	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2018 AM peak hour (08:00–09:00) baseline results**		
Burrows Hill	434	97%	2
B5153 Beach Road (east)	292	22%	0
B5153 Beach Road (west)	304	16%	0
17:00-18:00	**2018 PM peak hour (17:00–18:00) baseline results**		
Burrows Hill	366	81%	1
B5153 Beach Road (east)	355	38%	0
B5153 Beach Road (west)	319	17%	0

6.3.407 In the 2018 baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 97% on the Burrows Hill approach in the AM peak

hour with an associated queue length of two PCU. 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 Burrows Hill approach with an associated queue length of one PCU.

6.3.408 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.70. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 7-187: Future baseline performance at B5153 Beach Road/Burrows Hill junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Burrows Hill	373	76%	9
B5153 Beach Road (east)	284	37%	5
B5153 Beach Road (west)	394	42%	7
	2031 AM peak hour (08:00–09:00)		
Burrows Hill	389	94%	7
B5153 Beach Road (east)	440	68%	6
B5153 Beach Road (west)	166	21%	2

6.3.409 In the 2031 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 76% on the Burrows 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 2031 future baseline with a maximum VoC of 94% on the Burrows Hill approach with an associated queue length of seven PCU.

A559 Marston Lane/Earles Lane

6.3.410 This junction is a three-arm junction with no 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 7-110.71.

Table 7-188: 2018 baseline performance at A559 Marston Lane/Earles Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2018 AM peak hour (08:00–09:00) baseline results**		
Earles Lane	68	16%	0
A559 Marston Lane (east)	173	9%	0
A559 Marston Lane (west)	444	24%	0
17:00-18:00	**2018 PM peak hour (17:00–18:00) baseline results**		
Earles Lane	87	21%	0
A559 Marston Lane (east)	240	12%	0
A559 Marston Lane (west)	326	17%	0

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

6.3.412 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.72. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 7-189: Future baseline performance at A559 Marston Lane/Earles Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Earles Lane	144	32%	0
A559 Marston Lane (east)	170	8%	0
A559 Marston Lane (west)	619	34%	0
	2031 AM peak hour (08:00–09:00)		
Earles Lane	228	54%	0
A559 Marston Lane (east)	277	14%	0
A559 Marston Lane (west)	349	19%	0

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

A559 Chester Road/Bradburns Lane

6.3.414 This junction is a four-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 7-110.73.

Table 7-190: 2018 baseline performance at A559 Chester Road/Bradburns Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2018 AM peak hour (08:00–09:00) baseline results**		
Bradburns Lane	527	81%	7
A559 Chester Road (east)	433	87%	7
School Lane*	-	-	-
A559 Chester Road (west)	491	102%	8
17:00-18:00	**2018 PM peak hour (17:00–18:00) baseline results**		
Bradburns Lane	372	97%	7
A559 Chester Road (east)	599	70%	8
School Lane*	-	-	-
A559 Chester Road (west)	847	85%	12

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

6.3.415 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 A559 Chester Road (west) approach in the AM peak hour with an associated queue length of eight 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 97% on the Bradburns Lane approach with an associated queue length of seven PCU.

6.3.416 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.74. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 7-191: Future baseline performance at A559 Chester Road/Bradburns Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Bradburns Lane	457	71%	6
A559 Chester Road (east)	467	100%	8
School Lane*	-	-	-
A559 Chester Road (west)	514	105%	8
	2031 AM peak hour (08:00–09:00)		
Bradburns Lane	389	101%	7
A559 Chester Road (east)	720	86%	10
School Lane*	-	-	-
A559 Chester Road (west)	876	87%	12

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

6.3.417 This junction operates over capacity in the 2031 future baseline with a maximum VoC of 105% on the A559 Chester Road (west) approach in the AM peak hour with an associated queue length of eight PCU. In the PM peak hour, the maximum VoC of 101% is on the Bradburns Lane approach with an associated queue length of seven PCU.

B5153 Beach Road/Bradburns Lane

6.3.418 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 7-110.75.

Table 7-192: 2018 baseline performance at B5153 Beach Road/Bradburns Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	**2018 AM peak hour (08:00–09:00) baseline results**		
B5153 Beach Road (east)	557	28%	0
Bradburns Lane	142	35%	0
B5153 Beach Road (west)	711	98%	2
17:00-18:00	**2018 PM peak hour (17:00–18:00) baseline results**		
B5153 Beach Road (east)	451	23%	0
Bradburns Lane	334	73%	1
B5153 Beach Road (west)	497	62%	0

6.3.419 In the 2018 baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 98% on the B5153 Beach Road (west) approach with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline.

6.3.420 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-110.76. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 7-193: Future baseline performance at B5153 Beach Road/Bradburns Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5153 Beach Road (east)	417	63%	11
Bradburns Lane	64	13%	2
B5153 Beach Road (west)	748	85%	14
	2031 AM peak hour (08:00–09:00)		
B5153 Beach Road (east)	421	63%	11
Bradburns Lane	164	34%	5
B5153 Beach Road (west)	363	29%	7

6.3.421 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 B5153 Beach Road (west) 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.

Accidents and safety

6.3.422 Accidents and safety are reported in Section 7.4 of the main TA and Section 6.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

6.3.423 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

6.3.424 Parking and loading are reported in Section 7.4 of the main TA and Section 6.3 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

6.3.425 The rail network is reported in Section 7.5 of the main TA and Section 6.3 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

6.3.426 Local bus services are reported in Section 7.5 of the main TA and Section 6.3 of the SES1 and AP1 ES TA.

6.3.427 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

6.3.428 Public transport interchanges are reported in Section 7.5 of the main TA and Section 6.3 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

6.3.429 Pedestrian facilities are reported in Section 7.6 of the main TA and Section 6.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Cycle facilities

6.3.430 Cycle facilities are reported in Section 7.6 of the main TA and Section 6.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Equestrian facilities

6.3.431 Equestrian facilities are reported in Section 7.6 of the main TA and Section 6.3 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

6.3.432 Waterways and canals are reported in Section 7.7 of the main TA and Section 6.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Air transport

6.3.433 Air transport is reported in Section 7.8 of the main TA and Section 6.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

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