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-002-00003

Traffic and transport

Transport Assessment Part 2 Addendum

MA03: Pickmere to Agden and Hulseheath

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Department for Transport

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7.1 Introduction

7.1.1 A number of changes to the original scheme reported in Section 7.2 of this report mean that Section 8 of the main Transport Assessment (main TA) and Section 7.3 of the Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement TA (SES1 and AP1 ES TA) are generally replaced by Section 7.3 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.

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

7.1.3 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 Pickmere to Agden and Hulseheath (MA03) 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 MA03.

7.2 SES2 changes and AP2 amendments for Pickmere to Agden and Hulseheath (MA03)

7.2.1 The original scheme is described in Section 15.1 of the main TA and the SES1 changes and AP1 amendments are described in Section 7.2 of the SES1 and AP1 ES TA.

7.2.2 The SES2 changes and AP2 amendments relevant to traffic and transport in MA03 are listed as follows:

- additional land temporarily required for modifications to the A556 Chester Road and the A5033 Northwich Road junction (AP2-003-001);
- additional land permanently required for modifications to M6 junction 19 (AP2-003-002); and
- additional land permanently required for modifications to M6 junction 20a (AP2-003-004).

7.3 Existing and future baseline

Study area

7.3.1 The study area is reported in Section 8.1 of the main TA and Section 7.3 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

7.3.2 Local land uses are reported in Section 8.2 of the main TA and Section 7.3 of the SES1 and AP1 ES TA.

7.3.3 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

7.3.4 Traffic surveys are reported in Section 8.3 of the main TA and Section 7.3 of the SES1 and AP1 ES TA. The year of collection for this baseline data at each junction is 2017, 2018 or 2020, as set out in the main TA.

7.3.5 Since the main TA and the SES1 and AP1 ES TA, further traffic information has been used in the development of updated baseline and future baseline models for the SES2 scheme and AP2 revised scheme in the MA03 area. This includes traffic data from National Highways and 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

7.3.6 Non-motorised user surveys are reported in Section 8.3 of the main TA and Section 7.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Accident data

7.3.7 Accident data are reported in Section 8.3 of the main TA and Section 7.3 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

7.3.8 The strategic and primary 'A' road network are reported in Section 8.4 of the main TA and Section 7.3 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

7.3.9 The local road network is reported in Section 8.4 of the main TA and Section 7.3 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

7.3.10 Growth in traffic is reported in Section 8.4 of the main TA and Section 7.3 of the SES1 and AP1 ES TA.

7.3.11 Table 8-1 in the SES1 and AP1 ES TA replaced Table 8-1 in the main TA and summarised the overall growth factors for links within MA03, calculated using the total link flows for each future year. Table 8-1 below replaces Table 8-1 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 8-1: MA03 traffic growth summary

Period years	AM peak hour	PM peak hour
2018 – 2031	6%	3%
2018 – 2039	10%	6%
2018 – 2051	18%	12%

Baseline traffic flows

7.3.12 Baseline traffic flows are reported in Section 8.4 of the main TA and Section 7.3 of the SES1 and AP1 ES TA.

7.3.13 Table 8-2 in the SES1 and AP1 ES TA replaced Table 8-2 in the main TA and summarised the 2018 baseline traffic flows derived from the M6 junction 19 model for strategic, primary 'A' roads and local roads for the MA03 area for the weekday AM (08:00–09:00) and weekday PM (17:00–18:00) peak hours. Table 8-2 below replaces Table 8-2 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.

7.3.14 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 8-2: MA03 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 Vehicles (HGV)	2018 baseline PM peak hour (17:00 - 18:00) - All vehicles	2018 baseline PM peak hour (17:00 - 18:00) - HGV
A556 Chester Road (between Plumley Moor Road and A5033 Northwich Road)	NB	1,421	84	1,214	49
	SB	1,270	101	1,605	38
Beggarmans Lane (between A50 Toft Road and Bexton Lane)*	EB	0	0	0	0
	WB	0	0	22	0
Bexton Road (between Bexton Lane and B5083 Stanley Road)*	NB	0	0	22	0
	SB	0	0	0	0
B5391 Pickmere Lane (between Park Lane and Budworth Road)	EB	100	5	45	1
	WB	68	4	140	5
A537 Brook Street (between B5085 Mobberley Road and B5085 Hollow Lane)	EB	385	14	232	4
	WB	335	28	469	37
B5085 Mobberley Road (between A537 Chelford Road and B5085 Hollow Lane)	NB	169	2	256	0
	SB	406	2	691	2
A5033 Northwich Road (between Ladies Mile and A556 Chester Road)	EB	512	3	448	2
	WB	505	23	754	20
Budworth Road (between Westage Lane and Cann Lane)	NB	199	3	249	1
	SB	180	11	305	5
A5033 Northwich Road (between A50 Manchester Road and B5083 Stanley Road)	EB	448	3	512	2
	WB	966	23	1,157	21
A556 Chester Road (between A5033 Northwich Road and B5391 Pickmere Lane)	NB	1,277	100	1,010	65
	SB	1,219	101	1,313	41
Tatton Street (between A50 King Edward Road and B5083 Garden Road)*	NB	0	0	0	0
	SB	362	0	165	0
B5083 Garden Road (between Tatton Street and A50 Manchester Road)*	EB	0	0	0	0
	WB	98	13	97	10
Tabley Road (between Ladies Mile and A50 Manchester Road)	EB	122	0	167	1
	WB	197	1	201	0
Budworth Road (between Old Hall Lane and B5391 Pickmere Lane)	EB	54	0	60	1
	WB	39	1	72	0
B5391 Pickmere Lane (between Budworth Road and A556 Chester Road)	EB	132	5	74	2
	WB	84	5	182	5
Budworth Road (between Cann Lane and Old Hall Lane)	EB	8	0	10	0
	WB	21	1	63	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 Vehicles (HGV)	2018 baseline PM peak hour (17:00 - 18:00) - All vehicles	2018 baseline PM peak hour (17:00 - 18:00) - HGV
Tabley Road (between Sugar Pit Lane and Green Lane)	EB	133	0	57	0
	WB	6	0	120	0
Tabley Hill Lane (between A556 Chester Road and Green Lane)	EB	133	0	57	0
	WB	6	0	120	0
A50 Manchester Road (between Sugar Pit Lane and Green Lane)	NB	551	19	839	22
	SB	601	26	505	7
A556 (between M6 junction 19 and B5569 Old Hall Lane)	NB	2,015	203	1,788	101
	SB	1,644	158	2,076	85
Chester Road (between B5569 Old Hall Lane East and Moss Lane)	NB	13	0	27	0
	SB	26	0	11	0
Old Hall Lane (between Budworth Road and A556 northbound off-slip)*	NB	5	1	2	0
	SB	2	1	3	0
A556 (between B5569 Old Hall Lane and A50 Knutsford Road)	NB	1,814	198	1,658	98
	SB	1,551	151	1,963	83
Old Hall Lane (between A556 southbound on-slip and B5569 Chester Road)	EB	206	6	131	4
	WB	96	7	116	2
Old Hall Lane (between A556 northbound off-slip and A556 southbound on-slip)*	EB	206	6	131	4
	WB	2	1	3	0
B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)	NB	183	6	132	4
	SB	85	7	100	2
A50 Warrington Road (between A5034 Mereside Road and Clamhunger Lane)	EB	366	12	254	4
	WB	376	16	706	19
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	175	3	124	2
	SB	235	14	251	2
Clamhunger Lane (between A50 Warrington Road and A5034 Mereside Road)	NB	73	3	25	0
	SB	30	1	53	1
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	205	3	181	2
	SB	596	14	382	2
A50 Warrington Road (between Clamhunger Lane and B5569 Chester Road)	EB	439	15	279	5
	WB	406	17	759	20
Cann Lane/Whitley Lane/Rowley Bank Lane/Halliwell's Brow (between	NB	136	2	152	0
	SB	132	9	242	4

Location	Direction	2018 baseline AM peak hour (08:00 - 09:00) - all vehicles	2018 baseline AM peak hour (08:00 - 09:00) – Heavy Goods Vehicles (HGV)	2018 baseline PM peak hour (17:00 - 18:00) - All vehicles	2018 baseline PM peak hour (17:00 - 18:00) - HGV
Budworth Road and A50 Warrington Road)					
A5034 Mereside Road (between Clamhunger Lane and Ciceley Mill Lane)*	NB	32	0	103	0
	SB	552	10	287	1
A50 Chester Road (between B5569 Chester Road (south) and B5569 Chester Road (north))	NB	514	19	860	23
	SB	449	19	350	6
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	NB	246	6	103	2
	SB	74	4	149	1
A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)	NB	452	21	937	24
	SB	427	16	298	5
A50 Knutsford Road (between A556 northbound on-slip and Hoo Green Lane)	NB	251	17	613	24
	SB	474	18	340	5
A556 (between A50 Knutsford Road and off-slip from B5569 Chester Road)	NB	2,061	204	2,024	99
	SB	1,551	151	1,963	83
Hulse Heath Lane (between A50 Knutsford Road and Bowden View Lane)	NB	10	0	15	0
	SB	7	0	39	0
A50 Knutsford Road/Warrington Road (between Hoo Green Lane and Wrenshot Lane)	EB	509	17	339	5
	WB	237	15	782	24
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	43	0	17	0
	SB	58	3	91	1
Hulse Heath Lane (between Bowden View Lane and Chapel Lane)*	NB	0	0	0	0
	SB	0	0	1	0
A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)	EB	508	17	338	5
	WB	236	14	782	23
Wrenshot Lane (between A50 Warrington Road and Broadoak Lane)*	NB	0	0	0	0
	SB	0	0	0	0
A50 Warrington Road (between B5159 West Lane and Halliwell's Brow)	EB	636	26	535	9
	WB	368	16	889	24
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	NB	32	0	96	0
	SB	48	0	20	0
B5159 West Lane east (between A50 Warrington Road and B5159 West Lane west)	NB	183	3	265	3
	SB	155	5	201	2

Location	Direction	2018 baseline AM peak hour (08:00 - 09:00) - all vehicles	2018 baseline AM peak hour (08:00 - 09:00) – Heavy Goods Vehicles (HGV)	2018 baseline PM peak hour (17:00 - 18:00) - All vehicles	2018 baseline PM peak hour (17:00 - 18:00) - HGV
B5159 West Lane west (between A50 Warrington Road and B5159 West Lane east)	NB	83	0	40	1
	SB	105	2	113	8
A50 Warrington Road (between Swineyard Lane and B5159 West Lane)	EB	563	21	373	8
	WB	291	16	738	29
Chapel Lane/Peacock Lane (between Back Lane and Hulse Heath Lane)	EB	48	0	20	0
	WB	31	0	95	0
Swineyard Lane (between Heath Lane and A50 Warrington Road)	EB	113	2	95	1
	WB	57	2	203	2
B5159 West Lane (between B5159 West Lane east and Wrenshot Lane)	NB	265	3	304	4
	SB	261	8	314	10
Heath Lane (between Swineyard Lane and A50 Warrington Road)	NB	49	0	22	0
	SB	22	0	66	0
Wrenshot Lane (between B5159 West Lane and Broadoak Lane)*	EB	0	0	0	0
	WB	0	0	0	0
A50 Warrington Road (between Swineyard Lane and Mag Lane)	EB	451	19	308	7
	WB	233	14	564	27
Broadoak Lane (between Wrenshot Lane and Peacock Lane)*	NB	0	0	0	0
	SB	0	0	0	0
A50 Warrington Road (between Heath Lane and Mag Lane)	EB	450	18	307	6
	WB	207	14	513	25
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	NB	77	1	111	1
	SB	38	1	27	1
Peacock Lane (between Moss Lane and Back Lane)*	EB	71	1	23	1
	WB	16	1	14	1
A50 Cliff Lane/A50 Warrington Road (between M6 junction 20 and Heath Lane)	EB	472	18	374	7
	WB	256	14	535	25
B5159 West Lane (between Wrenshot Lane and Peacock Lane)	NB	382	4	426	4
	SB	205	5	247	2
Peacock Lane (between Broadoak Lane and B5159 West Lane)*	EB	71	0	23	1
	WB	15	1	14	0
Mag Lane (between A50 Warrington Road and Crouchley Lane)*	NB	27	0	51	2
	SB	1	1	0	0
	EB	26	0	9	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 Vehicles (HGV)	2018 baseline PM peak hour (17:00 - 18:00) - All vehicles	2018 baseline PM peak hour (17:00 - 18:00) - HGV
Boothbank Lane (between Agden Lane and Millington Lane)	WB	16	0	30	1
B5159 West Lane (between Peacock Lane and Beechtree Lane)	NB	337	4	411	3
	SB	216	5	241	1
Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)	NB	14	0	92	0
	SB	17	0	10	0
Crouchley Lane/Beechtree Lane (between Mag Lane and B5159 West Lane)*	EB	0	0	0	0
	WB	0	0	0	0
Reddy Lane (between Millington Lane and A56 Lymm Road)	NB	30	0	7	0
	SB	6	0	14	0
A56 Lymm Road (between Bowdon Roundabout and Reddy Lane)	EB	681	5	266	2
	WB	249	5	669	3
A56 Lymm Road (between Reddy Lane and Agden Park Lane)	EB	651	5	258	2
	WB	243	5	656	3

** Some traffic movements may not be precisely reflected due to the simplified way in which the road network is represented in the strategic traffic models, however, this is not expected to change the conclusions of the assessment.*

7.3.15 Table 8-3 in the SES1 and AP1 ES TA replaced Table 8-3 in the main TA and summarised the 2018 baseline Annual Average Daily Traffic (AADT) flows derived from the M6 junction 19 model for strategic, primary 'A' roads and local roads for the MA03 area. Table 8-3 below replaces Table 8-3 of the SES1 and AP1 ES TA.

Table 8-3: MA03 strategic and local road network 2018 AADT baseline flows (vehicles)

Location	Direction	AADT - all vehicles	AADT - HGV
A556 Chester Road (between Plumley Moor Road and A5033 Northwich Road)	NB	18,150	910
	SB	19,788	957
Beggarmans Lane (between A50 Toft Road and Bexton Lane)*	EB	0	0
	WB	148	0
Bexton Road (between Bexton Lane and B5083 Stanley Road)*	NB	148	0
	SB	0	0
B5391 Pickmere Lane (between Park Lane and Budworth Road)	EB	996	40
	WB	1,425	65
A537 Brook Street (between B5085 Mobberley Road and B5085 Hollow Lane)	EB	4,250	124
	WB	5,537	444
	NB	2,924	13

Location	Direction	AADT - all vehicles	AADT - HGV
B5085 Mobberley Road (between A537 Chelford Road and B5085 Hollow Lane)	SB	7,543	24
A5033 Northwich Road (between Ladies Mile and A556 Chester Road)	EB	6,609	36
	WB	8,662	301
Budworth Road (between Westage Lane and Cann Lane)	NB	3,083	27
	SB	3,339	110
A5033 Northwich Road (between A50 Manchester Road and B5083 Stanley Road)	EB	6,607	36
	WB	14,616	302
A556 Chester Road (between A5033 Northwich Road and B5391 Pickmere Lane)	NB	15,754	1,135
	SB	17,433	981
Tatton Street (between A50 King Edward Road and B5083 Garden Road)*	NB	0	0
	SB	3,635	1
B5083 Garden Road (between Tatton Street and A50 Manchester Road)*	EB	0	0
	WB	1,345	159
Tabley Road (between Ladies Mile and A50 Manchester Road)	EB	1,988	4
	WB	2,736	9
Budworth Road (between Old Hall Lane and B5391 Pickmere Lane)	EB	783	10
	WB	763	12
B5391 Pickmere Lane (between Budworth Road and A556 Chester Road)	EB	1,419	44
	WB	1,828	71
Budworth Road (between Cann Lane and Old Hall Lane)	EB	125	0
	WB	572	12
Tabley Road (between Sugar Pit Lane and Green Lane)	EB	1,306	0
	WB	861	2
Tabley Hill Lane (between A556 Chester Road and Green Lane)	EB	1,306	0
	WB	861	2
A50 Manchester Road (between Sugar Pit Lane and Green Lane)	NB	9,568	279
	SB	7,618	222
A556 (between M6 junction 19 and B5569 Old Hall Lane)	NB	26,192	2,099
	SB	25,604	1,677
Chester Road (between B5569 Old Hall Lane East and Moss Lane)	NB	278	6
	SB	256	3
Old Hall Lane (between Budworth Road and A556 northbound off-slip)	NB	47	9
	SB	37	7
A556 (between B5569 Old Hall Lane and A50 Knutsford Road)	NB	23,918	2,040
	SB	24,185	1,618
Old Hall Lane (between A556 southbound on-slip and B5569 Chester Road)	EB	2,323	67
	WB	1,457	65
	EB	2,323	67

Location	Direction	AADT - all vehicles	AADT - HGV
Old Hall Lane (between A556 northbound off-slip and A556 southbound on-slip)*	WB	38	6
B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)	NB	2,165	65
	SB	1,278	61
A50 Warrington Road (between A5034 Mereside Road and Clamhunger Lane)	EB	4,271	114
	WB	7,440	241
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	2,062	38
	SB	3,343	110
Clamhunger Lane (between A50 Warrington Road and A5034 Mereside Road)	NB	679	22
	SB	575	10
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	2,659	38
	SB	6,746	110
A50 Warrington Road (between Clamhunger Lane and B5569 Chester Road)	EB	4,950	136
	WB	8,014	251
Cann Lane/Whitley Lane/Rowley Bank Lane/Halliwell's Brow (between Budworth Road and A50 Warrington Road)	NB	1,985	16
	SB	2,578	89
A5034 Mereside Road (between Clamhunger Lane and Ciceley Mill Lane)*	NB	930	0
	SB	5,789	80
A50 Chester Road (between B5569 Chester Road (south) and B5569 Chester Road (north))	NB	9,446	289
	SB	5,507	170
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	NB	2,407	61
	SB	1,531	40
A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)	NB	9,551	309
	SB	4,999	146
A50 Knutsford Road (between A556 northbound on-slip and Hoo Green Lane)	NB	5,937	283
	SB	5,609	162
A556 (between A50 Knutsford Road and off-slip from B5569 Chester Road)	NB	28,129	2,090
	SB	24,185	1,618
Hulse Heath Lane (between A50 Knutsford Road and Bowden View Lane)	NB	174	0
	SB	315	0
A50 Knutsford Road/Warrington Road (between Hoo Green Lane and Wrenshot Lane)	EB	5,839	153
	WB	7,001	263
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	415	2
	SB	1,025	32
Hulse Heath Lane (between Bowden View Lane and Chapel Lane)*	NB	0	0
	SB	8	0
A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)	EB	5,836	149
	WB	6,999	260
	NB	2	2

Location	Direction	AADT - all vehicles	AADT - HGV
Wrenshot Lane (between A50 Warrington Road and Broadoak Lane)*	SB	3	3
A50 Warrington Road (between B5159 West Lane and Halliwell's Brow)	EB	8,068	238
	WB	8,641	274
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	NB	878	0
	SB	468	0
B5159 West Lane east (between A50 Warrington Road and B5159 West Lane west)	NB	3,077	37
	SB	2,456	49
B5159 West Lane west (between A50 Warrington Road and B5159 West Lane east)	NB	843	10
	SB	1,501	72
A50 Warrington Road (between Swineyard Lane and B5159 West Lane)	EB	6,455	198
	WB	7,068	309
Chapel Lane/Peacock Lane (between Back Lane and Hulse Heath Lane)	EB	468	0
	WB	870	0
Swineyard Lane (between Heath Lane and A50 Warrington Road)	EB	1,429	24
	WB	1,785	27
B5159 West Lane (between B5159 West Lane east and Wrenshot Lane)	NB	3,920	46
	SB	3,957	121
Heath Lane (between Swineyard Lane and A50 Warrington Road)	NB	489	2
	SB	611	3
Wrenshot Lane (between B5159 West Lane and Broadoak Lane)*	EB	0	0
	WB	0	0
A50 Warrington Road (between Swineyard Lane and Mag Lane)	EB	5,226	174
	WB	5,482	283
Broadoak Lane (between Wrenshot Lane and Peacock Lane)*	NB	2	2
	SB	3	3
A50 Warrington Road (between Heath Lane and Mag Lane)	EB	5,218	167
	WB	4,948	269
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	NB	1,290	10
	SB	445	11
Peacock Lane (between Moss Lane and Back Lane)*	EB	649	10
	WB	207	11
A50 Cliff Lane/A50 Warrington Road (between M6 junction 20 and Heath Lane)	EB	5,829	170
	WB	5,436	271
B5159 West Lane (between Wrenshot Lane and Peacock Lane)	NB	5,562	57
	SB	3,115	48
Peacock Lane (between Broadoak Lane and B5159 West Lane)*	EB	647	8
	WB	203	7
	NB	534	14

Location	Direction	AADT - all vehicles	AADT - HGV
Mag Lane (between A50 Warrington Road and Crouchley Lane)*	SB	7	7
Boothbank Lane (between Agden Lane and Millington Lane)	EB	245	6
	WB	319	7
B5159 West Lane (between Peacock Lane and Beechtree Lane)	NB	5,147	49
	SB	3,144	41
Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)	NB	730	1
	SB	185	0
Crouchley Lane/Beechtree Lane (between Mag Lane and B5159 West Lane)*	EB	0	0
	WB	0	0
Reddy Lane (between Millington Lane and A56 Lymm Road)	NB	256	4
	SB	134	6
A56 Lymm Road (between Bowdon Roundabout and Reddy Lane)	EB	6,530	46
	WB	6,315	60
A56 Lymm Road (between Reddy Lane and Agden Park Lane)	EB	6,274	43
	WB	6,181	54

** Some traffic movements may not be precisely reflected due to the simplified way in which the road network is represented in the strategic traffic models, however, this is not expected to change the conclusions of the assessment.*

Future baseline traffic flows

7.3.16 Table 8-4 to Table 8-6 in the SES1 and AP1 ES TA replaced Table 8-4 to Table 8-6 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.

7.3.17 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 8-4 to Table 8-6 replace Table 8-4 to Table 8-6 of the SES1 and AP1 ES TA and include the change in assessment years.

7.3.18 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 8-4: MA03 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
A556 Chester Road (between Plumley Moor Road and A5033 Northwich Road)	NB	1,386	76	1,565	78	1,703	79
	SB	1,184	63	1,249	61	1,312	59
Beggarmans Lane (between A50 Toft Road and Bexton Lane)*	EB	0	0	0	0	0	0
	WB	0	0	0	0	0	0
Bexton Road (between Bexton Lane and B5083 Stanley Road)*	NB	0	0	0	0	0	0
	SB	0	0	0	0	0	0
B5391 Pickmere Lane (between Park Lane and Budworth Road)	EB	115	5	119	5	133	5
	WB	62	4	60	4	52	4
A537 Brook Street (between B5085 Mobberley Road and B5085 Hollow Lane)	EB	325	17	322	19	320	13
	WB	380	10	400	12	450	10
B5085 Mobberley Road (between A537 Chelford Road and B5085 Hollow Lane)	NB	180	1	185	1	160	1
	SB	461	2	485	2	529	12
A5033 Northwich Road (between Ladies Mile and A556 Chester Road)	EB	636	5	617	7	573	7
	WB	562	14	575	12	610	11
Budworth Road (between Westage Lane and Cann Lane)	NB	195	3	201	3	209	4
	SB	176	10	186	11	233	11
A5033 Northwich Road (between A50 Manchester Road and B5083 Stanley Road)	EB	487	5	498	7	487	8
	WB	954	15	1,036	13	1,134	12
A556 Chester Road (between A5033 Northwich Road and B5391 Pickmere Lane)	NB	1,291	84	1,440	84	1,584	84
	SB	1,224	62	1,241	63	1,263	61
Tatton Street (between A50 King Edward Road and B5083 Garden Road)*	NB	0	0	0	0	0	0
	SB	252	0	299	2	370	2
B5083 Garden Road (between Tatton Street and A50 Manchester Road)*	EB	0	0	0	0	0	0
	WB	113	4	133	8	160	7
Tabley Road (between Ladies Mile and A50 Manchester Road)	EB	105	0	112	0	123	0
	WB	196	0	196	0	196	1
Budworth Road (between Old Hall Lane and B5391 Pickmere Lane)	EB	62	0	64	0	61	1
	WB	41	0	49	0	57	4
B5391 Pickmere Lane (between Budworth Road and A556 Chester Road)	EB	156	5	155	5	158	0
	WB	81	4	80	4	72	3
Budworth Road (between Cann Lane and Old Hall Lane)	EB	17	0	15	0	11	0
	WB	21	0	22	0	25	0
Tabley Road (between Sugar Pit Lane and Green Lane)*	EB	68	0	66	0	92	0
	WB	5	0	4	0	4	0
	EB	68	0	66	0	92	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
Tabley Hill Lane (between A556 Chester Road and Green Lane)*	WB	5	0	4	0	4	0
A50 Manchester Road (between Sugar Pit Lane and Green Lane)	NB	489	9	517	13	568	11
	SB	609	23	638	20	631	14
A556 (between M6 junction 19 and B5569 Old Hall Lane)	NB	2,799	224	2,924	219	3,041	208
	SB	2,413	166	2,556	178	2,683	170
Chester Road (between B5569 Old Hall Lane East and Moss Lane)	NB	13	0	14	0	15	0
	SB	26	0	27	0	27	0
Old Hall Lane (between Budworth Road and A556 northbound off-slip)*	NB	10	1	16	1	24	6
	SB	3	1	3	1	5	2
A556 (between B5569 Old Hall Lane and A50 Knutsford Road)	NB	2,504	218	2,646	214	2,760	202
	SB	2,237	156	2,390	168	2,529	160
Old Hall Lane (between A556 southbound on-slip and B5569 Chester Road)	EB	305	7	294	7	306	11
	WB	179	10	169	10	161	11
Old Hall Lane (between A556 northbound off-slip and A556 southbound on-slip)*	EB	305	7	294	7	306	11
	WB	3	1	3	1	6	2
B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)	NB	282	7	272	7	284	11
	SB	168	10	159	10	151	11
A50 Warrington Road (between A5034 Mereside Road and Clamhunger Lane)	EB	332	14	426	13	471	8
	WB	381	6	405	10	453	9
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	107	2	112	2	114	2
	SB	276	9	212	6	160	6
Clamhunger Lane (between A50 Warrington Road and A5034 Mereside Road)	NB	146	4	143	4	149	4
	SB	61	2	63	2	61	2
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	134	3	140	3	141	3
	SB	528	9	511	9	530	9
A50 Warrington Road (between Clamhunger Lane and B5569 Chester Road)	EB	478	17	569	17	620	11
	WB	442	9	467	13	515	11
Cann Lane/Whitley Lane/Rowley Bank Lane/Halliwell's Brow (between Budworth Road and A50 Warrington Road)	NB	129	2	132	2	135	2
	SB	131	9	138	9	176	9
A5034 Mereside Road (between Clamhunger Lane and Ciceley Mill Lane)*	NB	26	0	27	0	27	0
	SB	510	8	492	8	507	8
A50 Chester Road (between B5569 Chester Road (south) and B5569 Chester Road (north))	NB	530	10	562	14	627	17
	SB	452	22	550	22	600	17
	NB	254	6	256	6	264	6

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
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	SB	79	3	82	3	84	3
A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)	NB	459	12	490	16	556	19
	SB	422	18	519	18	564	12
A50 Knutsford Road (between A556 northbound on-slip and Hoo Green Lane)	NB	263	9	291	13	346	12
	SB	453	19	540	18	586	12
A556 (between A50 Knutsford Road and off-slip from B5569 Chester Road)	NB	2,731	222	2,866	218	2,991	211
	SB	2,237	156	2,390	168	2,529	160
Hulse Heath Lane (between A50 Knutsford Road and Bowden View Lane)	NB	11	0	11	0	12	0
	SB	7	0	8	0	8	0
A50 Knutsford Road/Warrington Road (between Hoo Green Lane and Wrenshot Lane)	EB	487	18	577	17	621	11
	WB	241	6	271	10	322	9
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	50	0	51	0	52	0
	SB	67	4	68	4	72	5
Hulse Heath Lane (between Bowden View Lane and Chapel Lane)*	NB	0	0	0	0	0	0
	SB	0	0	0	0	0	0
A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)	EB	486	17	576	17	621	11
	WB	241	6	271	10	322	9
Wrenshot Lane (between A50 Warrington Road and Broadoak Lane)*	NB	0	0	0	0	0	0
	SB	1	1	0	0	0	0
A50 Warrington Road (between B5159 West Lane and Halliwell's Brow)	EB	616	26	709	26	791	20
	WB	368	7	397	11	451	11
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	NB	32	0	33	0	34	0
	SB	49	0	50	0	54	0
B5159 West Lane east (between A50 Warrington Road and B5159 West Lane west)	NB	193	3	184	3	179	3
	SB	184	5	223	5	290	6
B5159 West Lane west (between A50 Warrington Road and B5159 West Lane east)	NB	81	0	59	0	60	0
	SB	101	2	97	2	101	2
A50 Warrington Road (between Swineyard Lane and B5159 West Lane)	EB	513	21	545	21	561	15
	WB	276	7	311	11	373	10
Chapel Lane/Peacock Lane (between Back Lane and Hulse Heath Lane)	EB	49	0	50	0	54	0
	WB	32	0	33	0	34	0
Swineyard Lane (between Heath Lane and A50 Warrington Road)	EB	101	0	93	0	116	0
	WB	57	3	57	3	60	3

Location	Direction	AM peak hour 2031 - all vehicles	AM peak hour 2031 - HGV	AM peak hour 2039 - all vehicles	AM peak hour 2039 - HGV	AM peak hour 2051 - all vehicles	AM peak hour 2051 - HGV
B5159 West Lane (between B5159 West Lane east and Wrenshot Lane)	NB	274	3	242	3	239	3
	SB	286	7	320	8	391	8
Heath Lane (between Swineyard Lane and A50 Warrington Road)	NB	70	2	78	2	78	2
	SB	45	0	55	0	61	0
Wrenshot Lane (between B5159 West Lane and Broadoak Lane)*	EB	0	0	0	0	0	0
	WB	0	0	0	0	0	0
A50 Warrington Road (between Swineyard Lane and Mag Lane)	EB	412	21	452	20	446	14
	WB	219	4	254	8	314	7
Broadoak Lane (between Wrenshot Lane and Peacock Lane)*	NB	0	0	0	0	0	0
	SB	1	1	0	0	0	0
A50 Warrington Road (between Heath Lane and Mag Lane)	EB	412	20	452	20	446	14
	WB	196	4	231	8	287	7
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	NB	78	1	53	1	55	1
	SB	40	1	41	1	42	1
Peacock Lane (between Moss Lane and Back Lane)*	EB	72	1	46	1	51	1
	WB	17	1	17	1	18	1
A50 Cliff Lane/A50 Warrington Road (between M6 junction 20 and Heath Lane)	EB	457	20	506	20	506	14
	WB	266	6	308	10	365	9
B5159 West Lane (between Wrenshot Lane and Peacock Lane)	NB	387	4	356	4	356	4
	SB	229	5	260	5	326	5
Peacock Lane (between Broadoak Lane and B5159 West Lane)*	EB	72	0	46	0	51	0
	WB	16	0	17	0	18	1
Mag Lane (between A50 Warrington Road and Crouchley Lane)*	NB	23	0	23	0	27	0
	SB	0	0	0	0	0	0
Boothbank Lane (between Agden Lane and Millington Lane)	EB	27	0	30	0	32	0
	WB	18	0	18	0	20	0
B5159 West Lane (between Peacock Lane and Beechtree Lane)	NB	342	4	336	4	335	4
	SB	239	5	270	5	339	5
Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)	NB	15	0	15	0	18	0
	SB	18	0	48	0	51	0
Crouchley Lane/Beechtree Lane (between Mag Lane and B5159 West Lane)*	EB	0	0	0	0	0	0
	WB	0	0	0	0	0	0
Reddy Lane (between Millington Lane and A56 Lymm Road)	NB	30	0	31	0	29	0
	SB	7	0	6	0	7	0
A56 Lymm Road (between Bowdon Roundabout and Reddy Lane)	EB	705	5	719	5	659	6
	WB	225	5	211	5	219	5

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
A56 Lymm Road (between Reddy Lane and Agden Park Lane)	EB	675	4	688	5	630	6
	WB	218	4	204	5	212	5

** Some traffic movements may not be precisely reflected due to the simplified way in which the road network is represented in the strategic traffic models, however, this is not expected to change the conclusions of the assessment.*

Table 8-5: MA03 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
A556 Chester Road (between Plumley Moor Road and A5033 Northwich Road)	NB	1,336	40	1,460	45	1,575	46
	SB	1,663	43	1,668	41	1,726	40
Beggarmans Lane (between A50 Toft Road and Bexton Lane)*	EB	0	0	0	0	0	0
	WB	12	0	19	0	64	0
Bexton Road (between Bexton Lane and B5083 Stanley Road)*	NB	12	0	19	0	64	0
	SB	0	0	0	0	0	0
B5391 Pickmere Lane (between Park Lane and Budworth Road)	EB	44	1	41	1	45	1
	WB	88	5	114	5	150	5
A537 Brook Street (between B5085 Mobberley Road and B5085 Hollow Lane)	EB	186	8	165	8	172	13
	WB	426	10	403	11	512	9
B5085 Mobberley Road (between A537 Chelford Road and B5085 Hollow Lane)	NB	263	0	269	0	196	0
	SB	681	2	662	2	674	2
A5033 Northwich Road (between Ladies Mile and A556 Chester Road)	EB	525	4	530	4	537	5
	WB	824	5	817	11	789	9
Budworth Road (between Westage Lane and Cann Lane)	NB	225	1	239	1	222	1
	SB	218	5	252	5	319	5
A5033 Northwich Road (between A50 Manchester Road and B5083 Stanley Road)	EB	605	4	779	4	798	5
	WB	1,220	5	1,250	10	1,197	8
A556 Chester Road (between A5033 Northwich Road and B5391 Pickmere Lane)	NB	1,104	42	1,210	51	1,333	50
	SB	1,306	47	1,329	45	1,450	45
Tatton Street (between A50 King Edward Road and B5083 Garden Road)*	NB	0	0	42	0	146	0
	SB	177	0	193	0	231	0
B5083 Garden Road (between Tatton Street and A50 Manchester Road)*	EB	0	0	0	0	0	0
	WB	118	4	139	3	125	2
Tabley Road (between Ladies Mile and A50 Manchester Road)	EB	161	0	161	0	155	0
	WB	154	0	183	0	150	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
Budworth Road (between Old Hall Lane and B5391 Pickmere Lane)	EB	82	1	82	1	86	2
	WB	81	0	79	0	82	0
B5391 Pickmere Lane (between Budworth Road and A556 Chester Road)	EB	98	1	92	1	94	1
	WB	140	5	162	5	196	4
Budworth Road (between Cann Lane and Old Hall Lane)	EB	29	0	26	0	26	0
	WB	70	0	69	0	71	0
Tabley Road (between Sugar Pit Lane and Green Lane)*	EB	78	0	186	0	126	0
	WB	123	0	125	0	153	0
Tabley Hill Lane (between A556 Chester Road and Green Lane)	EB	78	0	186	0	126	0
	WB	123	0	125	0	153	0
A50 Manchester Road (between Sugar Pit Lane and Green Lane)	NB	914	12	974	8	1,010	9
	SB	408	9	240	7	297	11
A556 (between M6 junction 19 and B5569 Old Hall Lane)	NB	2,700	95	2,828	93	2,980	90
	SB	2,844	101	3,193	98	3,264	89
Chester Road (between B5569 Old Hall Lane East and Moss Lane)	NB	22	0	23	0	86	0
	SB	10	0	9	0	5	0
Old Hall Lane (between Budworth Road and A556 northbound off-slip)*	NB	3	0	4	0	9	0
	SB	3	0	5	0	9	1
A556 (between B5569 Old Hall Lane and A50 Knutsford Road)	NB	2,587	92	2,767	90	2,925	87
	SB	2,699	99	2,865	93	2,956	84
Old Hall Lane (between A556 southbound on-slip and B5569 Chester Road)	EB	117	4	67	4	66	4
	WB	148	2	334	5	319	6
Old Hall Lane (between A556 northbound off-slip and A556 southbound on-slip)*	EB	117	4	67	4	66	4
	WB	3	0	6	0	10	1
B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)	NB	118	4	68	4	67	4
	SB	137	2	322	4	239	5
A50 Warrington Road (between A5034 Mereside Road and Clamhunger Lane)	EB	242	8	38	6	63	9
	WB	750	9	867	6	830	6
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	161	3	104	2	115	3
	SB	167	1	203	2	239	2
Clamhunger Lane (between A50 Warrington Road and A5034 Mereside Road)	NB	30	0	17	0	18	0
	SB	51	1	96	1	88	2
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	227	2	198	2	318	2
	SB	333	1	390	2	454	2
	EB	272	8	55	6	81	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
A50 Warrington Road (between Clamhunger Lane and B5569 Chester Road)	WB	802	10	963	7	918	8
Cann Lane/Whitley Lane/Rowley Bank Lane/Halliwell's Brow (between Budworth Road and A50 Warrington Road)	NB	141	0	155	0	138	0
	SB	173	3	191	4	252	4
A5034 Mereside Road (between Clamhunger Lane and Ciceley Mill Lane)*	NB	130	0	104	0	150	0
	SB	227	1	254	1	245	1
A50 Chester Road (between B5569 Chester Road (south) and B5569 Chester Road (north))	NB	858	13	797	8	809	8
	SB	353	9	153	8	166	12
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	NB	126	3	111	2	185	3
	SB	157	1	232	2	297	3
A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)	NB	940	14	856	9	871	9
	SB	304	9	127	7	148	11
A50 Knutsford Road (between A556 northbound on-slip and Hoo Green Lane)	NB	547	14	404	8	444	8
	SB	322	9	147	7	178	11
A556 (between A50 Knutsford Road and off-slip from B5569 Chester Road)	NB	2,996	94	3,236	93	3,379	89
	SB	2,699	99	2,865	93	2,956	84
Hulse Heath Lane (between A50 Knutsford Road and Bowden View Lane)	NB	16	0	17	0	18	0
	SB	40	0	42	0	44	0
A50 Knutsford Road/Warrington Road (between Hoo Green Lane and Wrenshot Lane)	EB	320	9	116	7	140	10
	WB	723	14	558	8	603	8
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	18	0	40	0	51	0
	SB	86	1	58	1	58	1
Hulse Heath Lane (between Bowden View Lane and Chapel Lane)*	NB	0	0	0	0	0	0
	SB	0	0	0	0	0	0
A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)	EB	320	8	116	7	140	10
	WB	723	13	558	8	602	8
Wrenshot Lane (between A50 Warrington Road and Broadoak Lane)*	NB	0	0	0	0	0	0
	SB	0	0	0	0	0	0
A50 Warrington Road (between B5159 West Lane and Halliwell's Brow)	EB	447	12	254	11	337	14
	WB	819	13	660	8	685	8
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	NB	122	0	97	0	152	0
	SB	19	0	22	0	27	0
B5159 West Lane east (between A50 Warrington Road and B5159 West Lane west)	NB	254	3	251	3	208	3
	SB	148	2	146	2	195	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
B5159 West Lane west (between A50 Warrington Road and B5159 West Lane east)	NB	53	1	56	1	69	1
	SB	116	8	96	8	94	8
A50 Warrington Road (between Swineyard Lane and B5159 West Lane)	EB	352	11	164	9	211	13
	WB	681	19	505	13	571	13
Chapel Lane/Peacock Lane (between Back Lane and Hulse Heath Lane)	EB	19	0	22	0	27	0
	WB	122	0	97	0	152	0
Swineyard Lane (between Heath Lane and A50 Warrington Road)	EB	61	1	66	1	95	1
	WB	145	2	158	4	154	4
B5159 West Lane (between B5159 West Lane east and Wrenshot Lane)	NB	308	4	307	4	278	4
	SB	264	10	241	11	289	11
Heath Lane (between Swineyard Lane and A50 Warrington Road)	NB	65	0	65	0	71	0
	SB	73	0	63	0	65	0
Wrenshot Lane (between B5159 West Lane and Broadoak Lane)*	EB	0	0	0	0	0	0
	WB	0	0	0	0	0	0
A50 Warrington Road (between Swineyard Lane and Mag Lane)	EB	295	10	102	8	121	12
	WB	539	17	351	9	421	10
Broadoak Lane (between Wrenshot Lane and Peacock Lane)*	NB	0	0	0	0	0	0
	SB	0	0	0	0	0	0
A50 Warrington Road (between Heath Lane and Mag Lane)	EB	295	9	102	8	121	12
	WB	507	15	305	7	385	7
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	NB	139	1	113	1	169	1
	SB	27	0	32	1	34	1
Peacock Lane (between Moss Lane and Back Lane)*	EB	23	1	29	1	34	1
	WB	15	0	23	1	24	1
A50 Cliff Lane/A50 Warrington Road (between M6 junction 20 and Heath Lane)	EB	368	10	165	9	185	12
	WB	571	15	371	8	457	8
B5159 West Lane (between Wrenshot Lane and Peacock Lane)	NB	432	4	444	4	425	4
	SB	188	2	167	2	207	3
Peacock Lane (between Broadoak Lane and B5159 West Lane)*	EB	23	1	29	1	33	1
	WB	15	0	23	0	24	0
Mag Lane (between A50 Warrington Road and Crouchley Lane)*	NB	32	2	45	2	36	2
	SB	1	1	0	0	0	0
Boothbank Lane (between Agden Lane and Millington Lane)	EB	10	0	11	0	11	1
	WB	39	0	75	0	116	0
	NB	416	3	428	3	408	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
B5159 West Lane (between Peacock Lane and Beechtree Lane)	SB	179	1	157	2	200	2
Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)	NB	128	0	136	0	232	0
	SB	9	0	10	0	10	0
Crouchley Lane/Beechtree Lane (between Mag Lane and B5159 West Lane)*	EB	0	0	0	0	0	0
	WB	0	0	0	0	1	0
Reddy Lane (between Millington Lane and A56 Lymm Road)	NB	8	0	9	0	7	0
	SB	13	0	13	0	16	0
A56 Lymm Road (between Bowdon Roundabout and Reddy Lane)	EB	301	4	310	5	331	5
	WB	631	3	596	3	583	3
A56 Lymm Road (between Reddy Lane and Agden Park Lane)	EB	293	3	301	5	324	4
	WB	618	3	583	3	567	3

** Some traffic movements may not be precisely reflected due to the simplified way in which the road network is represented in the strategic traffic models, however, this is not expected to change the conclusions of the assessment.*

Table 8-6: MA03 strategic and local road network future baseline flows AADT

Location	Direction	AADT 2031	AADT 2039	AADT 2051
A556 Chester Road (between Plumley Moor Road and A5033 Northwich Road)	NB	18,749	20,828	22,578
	SB	19,592	20,074	20,911
Beggarmans Lane (between A50 Toft Road and Bexton Lane)*	EB	1	0	0
	WB	86	131	436
Bexton Road (between Bexton Lane and B5083 Stanley Road)*	NB	86	131	436
	SB	1	0	0
B5391 Pickmere Lane (between Park Lane and Budworth Road)	EB	1,098	1,107	1,229
	WB	1,029	1,193	1,391
A537 Brook Street (between B5085 Mobberley Road and B5085 Hollow Lane)	EB	3,517	3,354	3,391
	WB	5,547	5,526	6,621
B5085 Mobberley Road (between A537 Chelford Road and B5085 Hollow Lane)	NB	3,054	3,118	2,445
	SB	7,853	7,892	8,278
A5033 Northwich Road (between Ladies Mile and A556 Chester Road)	EB	7,992	7,905	7,644
	WB	9,538	9,578	9,622
Budworth Road (between Westage Lane and Cann Lane)	NB	2,887	3,023	2,971
	SB	2,718	3,017	3,803
A5033 Northwich Road (between A50 Manchester Road and B5083 Stanley Road)	EB	7,521	8,786	8,839
	WB	14,963	15,732	16,046
	NB	16,497	18,249	20,095

Location	Direction	AADT 2031	AADT 2039	AADT 2051
A556 Chester Road (between A5033 Northwich Road and B5391 Pickmere Lane)	SB	17,417	17,694	18,674
Tatton Street (between A50 King Edward Road and B5083 Garden Road)*	NB	1	291	1,003
	SB	2,956	3,393	4,141
B5083 Garden Road (between Tatton Street and A50 Manchester Road)*	EB	0	0	0
	WB	1,590	1,873	1,962
Tabley Road (between Ladies Mile and A50 Manchester Road)	EB	1,829	1,881	1,911
	WB	2,418	2,608	2,388
Budworth Road (between Old Hall Lane and B5391 Pickmere Lane)	EB	994	1,008	1,009
	WB	837	879	955
B5391 Pickmere Lane (between Budworth Road and A556 Chester Road)	EB	1,748	1,703	1,739
	WB	1,524	1,661	1,842
Budworth Road (between Cann Lane and Old Hall Lane)	EB	317	285	252
	WB	630	626	659
Tabley Road (between Sugar Pit Lane and Green Lane)*	EB	1,003	1,728	1,498
	WB	878	886	1,078
Tabley Hill Lane (between A556 Chester Road and Green Lane)*	EB	1,003	1,728	1,498
	WB	878	886	1,078
A50 Manchester Road (between Sugar Pit Lane and Green Lane)	NB	9,650	10,252	10,854
	SB	7,008	6,053	6,398
A556 (between M6 junction 19 and B5569 Old Hall Lane)	NB	37,872	39,615	41,459
	SB	36,183	39,566	40,934
Chester Road (between B5569 Old Hall Lane East and Moss Lane)	NB	245	250	689
	SB	253	247	220
Old Hall Lane (between Budworth Road and A556 northbound off-slip)*	NB	87	135	232
	SB	39	52	97
A556 (between B5569 Old Hall Lane and A50 Knutsford Road)	NB	35,052	37,267	39,141
	SB	33,978	36,175	37,754
Old Hall Lane (between A556 southbound on-slip and B5569 Chester Road)	EB	2,913	2,490	2,569
	WB	2,250	3,455	3,296
Old Hall Lane (between A556 northbound off-slip and A556 southbound on-slip)*	EB	2,913	2,490	2,569
	WB	42	58	111
B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)	NB	2,760	2,343	2,427
	SB	2,107	3,305	2,686
A50 Warrington Road (between A5034 Mereside Road and Clamhunger Lane)	EB	3,955	3,201	3,689
	WB	7,782	8,744	8,825
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	1,845	1,487	1,582
	SB	3,054	2,859	2,745
	NB	1,215	1,109	1,154

Location	Direction	AADT 2031	AADT 2039	AADT 2051
Clamhunger Lane (between A50 Warrington Road and A5034 Mereside Road)	SB	770	1,090	1,028
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	2,483	2,322	3,154
	SB	5,933	6,210	6,775
A50 Warrington Road (between Clamhunger Lane and B5569 Chester Road)	EB	5,170	4,309	4,844
	WB	8,553	9,835	9,852
Cann Lane/Whitley Lane/Rowley Bank Lane/Halliwell's Brow (between Budworth Road and A50 Warrington Road)	NB	1,858	1,973	1,880
	SB	2,096	2,261	2,947
A5034 Mereside Road (between Clamhunger Lane and Ciceley Mill Lane)*	NB	1,073	903	1,214
	SB	5,081	5,145	5,181
A50 Chester Road (between B5569 Chester Road (south) and B5569 Chester Road (north))	NB	9,547	9,352	9,883
	SB	5,550	4,856	5,286
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	NB	2,625	2,528	3,093
	SB	1,622	2,154	2,620
A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)	NB	9,621	9,258	9,811
	SB	5,001	4,454	4,913
A50 Knutsford Road (between A556 northbound on-slip and Hoo Green Lane)	NB	5,570	4,777	5,438
	SB	5,343	4,741	5,273
A556 (between A50 Knutsford Road and off-slip from B5569 Chester Road)	NB	39,426	42,010	43,849
	SB	33,978	36,175	37,754
Hulse Heath Lane (between A50 Knutsford Road and Bowden View Lane)	NB	188	195	204
	SB	328	339	356
A50 Knutsford Road/Warrington Road (between Hoo Green Lane and Wrenshot Lane)	EB	5,564	4,780	5,258
	WB	6,629	5,697	6,360
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	469	631	707
	SB	1,053	870	902
Hulse Heath Lane (between Bowden View Lane and Chapel Lane)*	NB	0	0	0
	SB	3	2	2
A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)	EB	5,558	4,776	5,255
	WB	6,627	5,695	6,358
Wrenshot Lane (between A50 Warrington Road and Broadoak Lane)*	NB	2	2	2
	SB	5	3	2
A50 Warrington Road (between B5159 West Lane and Halliwell's Brow)	EB	7,326	6,639	7,782
	WB	8,159	7,272	7,820
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	NB	1,064	896	1,277
	SB	468	496	559
B5159 West Lane east (between A50 Warrington Road and B5159 West Lane west)	NB	3,081	2,988	2,668
	SB	2,289	2,542	3,345
	NB	925	790	890

Location	Direction	AADT 2031	AADT 2039	AADT 2051
B5159 West Lane west (between A50 Warrington Road and B5159 West Lane east)	SB	1,497	1,325	1,343
A50 Warrington Road (between Swineyard Lane and B5159 West Lane)	EB	5,963	4,891	5,331
	WB	6,577	5,611	6,497
Chapel Lane/Peacock Lane (between Back Lane and Hulse Heath Lane)	EB	468	496	559
	WB	1,060	894	1,275
Swineyard Lane (between Heath Lane and A50 Warrington Road)	EB	1,117	1,092	1,451
	WB	1,394	1,476	1,468
B5159 West Lane (between B5159 West Lane east and Wrenshot Lane)	NB	4,006	3,779	3,559
	SB	3,786	3,867	4,688
Heath Lane (between Swineyard Lane and A50 Warrington Road)	NB	926	985	1,026
	SB	815	811	865
Wrenshot Lane (between B5159 West Lane and Broadoak Lane)*	EB	0	0	0
	WB	0	0	0
A50 Warrington Road (between Swineyard Lane and Mag Lane)	EB	4,876	3,825	3,910
	WB	5,209	4,159	5,056
Broadoak Lane (between Wrenshot Lane and Peacock Lane)*	NB	2	2	2
	SB	5	3	2
A50 Warrington Road (between Heath Lane and Mag Lane)	EB	4,869	3,822	3,907
	WB	4,829	3,687	4,628
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	NB	1,490	1,146	1,536
	SB	462	504	522
Peacock Lane (between Moss Lane and Back Lane)*	EB	654	519	583
	WB	218	276	286
A50 Cliff Lane/A50 Warrington Road (between M6 junction 20 and Heath Lane)	EB	5,683	4,633	4,772
	WB	5,755	4,671	5,653
B5159 West Lane (between Wrenshot Lane and Peacock Lane)	NB	5,640	5,508	5,375
	SB	2,870	2,942	3,674
Peacock Lane (between Broadoak Lane and B5159 West Lane)*	EB	652	517	580
	WB	212	272	284
Mag Lane (between A50 Warrington Road and Crouchley Lane)*	NB	380	473	429
	SB	7	3	3
Boothbank Lane (between Agden Lane and Millington Lane)	EB	256	285	296
	WB	387	639	932
B5159 West Lane (between Peacock Lane and Beechtree Lane)	NB	5,215	5,260	5,118
	SB	2,885	2,938	3,713
Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)	NB	981	1,032	1,715
	SB	189	401	422
	EB	0	0	0

Location	Direction	AADT 2031	AADT 2039	AADT 2051
Crouchley Lane/Beechtree Lane (between Mag Lane and B5159 West Lane)*	WB	0	0	7
Reddy Lane (between Millington Lane and A56 Lymm Road)	NB	263	270	249
	SB	140	131	161
A56 Lymm Road (between Bowdon Roundabout and Reddy Lane)	EB	6,939	7,097	6,827
	WB	5,883	5,546	5,515
A56 Lymm Road (between Reddy Lane and Agden Park Lane)	EB	6,676	6,827	6,578
	WB	5,743	5,414	5,354

** Some traffic movements may not be precisely reflected due to the simplified way in which the road network is represented in the strategic traffic models, however, this is not expected to change the conclusions of the assessment.*

Junction operation

7.3.19 Junction operation is reported in Section 8.4 of the main TA and Section 7.3 of the SES1 and AP1 ES TA.

7.3.20 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.

7.3.21 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.

7.3.22 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 A50 Holmes Chapel Road/B5081 Middlewich Road junction. Where no updates to junction operation are provided, junction operation is as described in Section 7.4 of the SES1 and AP1 ES TA.

7.3.23 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 19/A556 Chester Road/A556 and A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane

7.3.24 The assessment of M6 junction 19 and the nearby junction of A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane have been assessed as part of a combined network using LinSig software with results for each junction presented separately. The assessment of the

existing baseline is based on the highway layout before recent changes promoted by National Highways and Cheshire East Council (CEC), described in Section 8.1 of the main TA. The assessment of the future baseline is based on the highway layout following completion of the improvement schemes.

M6 junction 19/A556 Chester Road/A556

7.3.25 Table 8-7 in the SES1 and AP1 ES TA replaced Table 8-7 in the main TA and summarised the operation of the junction for the 2020 existing baseline AM and PM peak hours. Table 8-7 below replaces Table 8-7 of the SES1 and AP1 ES TA.

Table 8-7: 2020 baseline performance at M6 junction 19/A556 Chester Road/A556 junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2020 AM peak hour (08:00–09:00) baseline results		
M6 junction 19 southbound off-slip (nearside) (left)	399	92%	14
M6 junction 19 southbound off-slip (offside) (left)	401	93%	15
Circulatory at M6 junction 19 southbound off-slip (nearside and centre)	1,110	90%	20
Circulatory at M6 junction 19 southbound off-slip (offside)	1,199	97%	23
A556 (north) (nearside) (left)	1,011	52%	1
A556 (north) (centre) (ahead and left)	555	67%	5
A556 (north) (offside) (ahead)	382	52%	4
M6 junction 19 northbound off-slip (nearside) (left and ahead)	752	99%	31
M6 junction 19 northbound off-slip (offside) (ahead)	717	95%	24
Circulatory at M6 junction 19 northbound off-slip (nearside)	767	80%	18
Circulatory at M6 junction 19 northbound off-slip (centre)	763	82%	18
Circulatory at M6 junction 19 northbound off-slip (offside)	21	2%	0
A556 Chester Road (nearside) (ahead and left)	1,006	76%	11
A556 Chester Road (offside) (ahead)	482	53%	9
Circulatory at A556 Chester Road (nearside)	651	88%	5
Circulatory at A556 Chester Road (offside)	719	98%	4
	2020 PM peak hour (17:00–18:00) baseline results		
M6 junction 19 southbound off-slip (nearside) (left)	301	70%	8
M6 junction 19 southbound off-slip (offside) (left)	316	73%	9
Circulatory at M6 junction 19 southbound off-slip (nearside and centre)	968	78%	17
Circulatory at M6 junction 19 southbound off-slip (offside)	1,094	88%	19
A556 (north) (nearside) (left)	1,328	68%	1
A556 (north) (centre) (ahead and left)	619	72%	5
A556 (north) (offside) (ahead)	529	68%	6
M6 junction 19 northbound off-slip (nearside) (left and ahead)	680	90%	20

Approach	Flow, PCU/hr	DoS	Q, PCU
M6 junction 19 northbound off-slip (offside) (ahead)	672	89%	19
Circulatory at M6 junction 19 northbound off-slip (nearside)	851	91%	20
Circulatory at M6 junction 19 northbound off-slip (centre)	830	89%	20
Circulatory at M6 junction 19 northbound off-slip (offside)	22	2%	0
A556 Chester Road (nearside) (ahead and left)	778	59%	7
A556 Chester Road (offside) (ahead)	422	48%	8
Circulatory at A556 Chester Road (nearside)	618	82%	2
Circulatory at A556 Chester Road (offside)	679	90%	1

7.3.26 The conclusions drawn in paragraph 7.3.27 of the SES1 and AP1 ES TA, are replaced by:

"In the 2020 baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 99% on the M6 junction 19 northbound off-slip (nearside) (left and ahead) approach with an associated queue of 31 PCU. In the PM peak hour, the maximum VoC of 91% is on the circulatory at M6 junction 19 northbound off-slip (nearside) approach with an associated queue length of 20 PCU."

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

Table 8-8: Future baseline performance at M6 junction 19/A556 Chester Road/A556 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)		
M6 junction 19 southbound off-slip (nearside) (left)	318	27%	4	277	24%	3	280	26%	3
M6 junction 19 southbound off-slip (offside) (left)	325	28%	4	312	27%	4	288	27%	4
Circulatory at M6 junction 19 southbound off-slip (nearside and centre)	303	65%	6	353	72%	7	377	67%	7
Circulatory at M6 junction 19 southbound off-slip (offside)	724	78%	8	793	82%	8	863	77%	9
Cut-through northbound (nearside) (ahead)	1,040	85%	8	1,053	86%	6	1,079	90%	10
Cut-through northbound (centre and offside) (ahead)	1,138	67%	1	1,144	67%	1	1,136	68%	1
Circulatory at Cut-through northbound (nearside) (left)	308	70%	2	358	82%	1	382	83%	1
Circulatory at Cut-through northbound (centre) (left)	363	83%	1	398	91%	1	432	93%	2
Circulatory at Cut-through northbound (offside) (left and ahead)	361	82%	1	395	90%	1	431	93%	2

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A556 (north) (nearside) (left)	1,597	82%	2	1,678	86%	3	1,727	89%	4
A556 (north) (centre) (ahead and left)	638	64%	1	720	72%	1	770	77%	2
A556 (north) (offside) (ahead)	454	46%	0	451	45%	0	492	49%	1
M6 junction 19 northbound off-slip (nearside and centre) (left and ahead)	1,057	86%	22	1,068	89%	24	1,086	93%	27
M6 junction 19 northbound off-slip (offside) (ahead)	1,138	93%	29	1,144	96%	32	1,136	97%	34
Circulatory at M6 junction 19 northbound off-slip (nearside)	390	89%	8	443	96%	10	467	96%	10
Circulatory at M6 junction 19 northbound off-slip (centre)	429	98%	9	444	96%	10	488	100%	11
Circulatory at M6 junction 19 northbound off-slip (offside)	26	6%	0	8	2%	0	4	1%	0
Cut-through southbound (nearside) (ahead)	313	28%	2	272	33%	2	275	39%	2
Cut-through southbound (offside) (ahead)	325	29%	2	312	38%	2	288	41%	3
Circulatory at Cut-through southbound (nearside) (left)	399	78%	1	450	56%	0	469	51%	0
Circulatory at Cut-through southbound (centre 1) (left)	437	85%	1	452	56%	0	493	53%	0
Circulatory at Cut-through southbound (centre 2 offside) (ahead)	26	13%	1	8	4%	0	4	2%	0
A556 Chester Road (nearside) (ahead and left)	861	51%	3	943	59%	2	1,013	65%	2
A556 Chester Road (offside (ahead)	724	51%	4	793	56%	2	863	61%	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)**		
M6 junction 19 southbound off-slip (nearside) (left)	192	23%	3	240	44%	5	248	26%	3
M6 junction 19 southbound off-slip (offside) (left)	225	27%	3	261	47%	5	275	28%	4
Circulatory at M6 junction 19 southbound off-slip (nearside and centre)	170	21%	1	227	21%	0	270	41%	2
Circulatory at M6 junction 19 southbound off-slip (offside)	563	40%	1	626	37%	0	713	57%	3
Cut-through northbound (nearside) (ahead)	1,071	86%	7	1,120	89%	7	1,140	84%	8
Cut-through northbound (centre and offside) (ahead)	1,134	65%	2	1,122	64%	0	1,140	61%	3

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
Circulatory at Cut-through northbound (nearside) (left)	172	42%	3	231	53%	4	272	70%	5
Circulatory at Cut-through northbound (centre) (left)	290	70%	6	320	73%	6	366	94%	8
Circulatory at Cut-through northbound (offside) (left and ahead)	273	66%	5	306	70%	6	347	89%	7
A556 (north) (nearside) (left)	1,706	88%	3	1,765	91%	5	1,797	92%	6
A556 (north) (centre) (ahead and left)	734	77%	2	794	81%	2	824	84%	3
A556 (north) (offside) (ahead)	584	60%	1	822	84%	3	798	81%	3
M6 junction 19 northbound off-slip (nearside and centre) (left and ahead)	1,096	97%	32	1,142	103%	53	1,161	107%	73
M6 junction 19 northbound off-slip (offside) (ahead)	1,134	101%	46	1,122	102%	50	1,140	106%	68
Circulatory at M6 junction 19 northbound off-slip (nearside)	519	97%	11	553	99%	12	576	99%	13
Circulatory at M6 junction 19 northbound off-slip (centre)	517	96%	11	552	99%	12	575	98%	13
Circulatory at M6 junction 19 northbound off-slip (offside)	68	13%	1	276	49%	5	224	38%	4
Cut-through southbound (nearside) (ahead)	190	28%	1	236	77%	4	246	31%	2
Cut-through southbound (offside) (ahead)	225	33%	1	261	82%	5	275	34%	2
Circulatory at Cut-through southbound (nearside) (left)	532	56%	0	561	43%	0	584	70%	2
Circulatory at Cut-through southbound (centre 1) (left)	529	56%	0	566	43%	0	588	71%	2
Circulatory at Cut-through southbound (centre 2 offside) (ahead)	68	35%	2	276	43%	6	224	84%	5
A556 Chester Road (nearside) (ahead and left)	625	39%	1	689	61%	7	764	50%	2
A556 Chester Road (offside (ahead)	563	40%	1	626	64%	12	713	53%	3

7.3.28 The conclusions drawn in paragraph 7.3.29 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 DoS of 93% on the M6 junction 19 northbound off-slip (offside) (ahead) approach with an associated queue length of 29 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2031 future baseline with a maximum DoS of 101% on the M6 junction 19 northbound off-slip (offside) (ahead) approach with an associated queue length of 46 PCU.

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 96% on the M6 junction 19 northbound off-slip (offside) (ahead) approach with an associated queue length of 32 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2039 future baseline with a maximum DoS of 103% on the M6 junction 19 northbound off-slip (nearside and centre) (left and ahead) approach with an associated queue length of 53 PCU.

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 100% on the circulatory at M6 junction 19 northbound off-slip (centre) approach with an associated queue length of 11 PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 future baseline with a maximum DoS of 107% on the M6 junction 19 northbound off-slip (nearside and centre) (left and ahead) approach with an associated queue length of 73 PCU."

A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane

7.3.29 Table 8-37 in the SES1 and AP1 ES TA replaced Table 8-37 in the main TA and summarised the operation of the junction for the 2020 existing baseline AM and PM peak hours.

7.3.30 The conclusions drawn in paragraph 7.3.31 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2020 existing baseline."

7.3.31 Table 8-38 of the SES1 and AP1 ES TA replaced Table 8-38 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-38 below replaces Table 8-38 of the SES1 and AP1 ES TA.

Table 8-38: Future baseline performance at A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane 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 Chester Road (north) (left and ahead)	712	58%	6	722	59%	6	764	61%	5
A556 Chester Road (north) (ahead and right)	762	60%	6	764	60%	6	781	62%	5
Tabley Hill Lane (left)	4	2%	0	4	2%	0	5	3%	0
A556 Chester Road (south) (left and ahead)	764	64%	11	814	70%	13	882	75%	16
A556 Chester Road (south) (ahead)	696	60%	10	775	66%	12	850	73%	15

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
B5391 Pickmere Lane (left)	163	38%	2	167	41%	2	164	43%	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) (left and ahead)	722	61%	6	797	67%	4	830	71%	9
A556 Chester Road (north) (ahead and right)	754	61%	6	827	67%	4	863	71%	10
Tabley Hill Lane (left)	103	53%	3	119	54%	3	168	69%	5
A556 Chester Road (south) (left and ahead)	601	65%	11	645	66%	12	696	75%	14
A556 Chester Road (south) (ahead)	510	55%	9	581	60%	10	667	72%	13
B5391 Pickmere Lane (left)	100	20%	1	96	20%	1	100	22%	1

7.3.32 The conclusions drawn in paragraphs 7.3.33 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.

The assessment shows that this junction operates within capacity in the 2051 future baseline with a maximum DoS of 75% on the A556 Chester Road (south) (left and ahead) approach in the AM peak hour with an associated queue length of 16 PCU. In the PM peak hour, the maximum DoS of 75% is on the A556 Chester Road (south) (left and ahead) approach with an associated queue length of 14 PCU."

M6 junction 20/A50 Cliff Lane/B5158 Cherry Lane

7.3.33 Table 8-9 in the SES1 and AP1 ES TA and Table 8-9 in the main TA and summarise the operation of the junction for the 2018 existing baseline AM and PM peak hours.

7.3.34 The conclusions drawn in paragraph 7.3.35 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 2018 baseline in the AM peak hour with a maximum DoS of 76% on the A50 Cliff Lane (nearside) (ahead) 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 DoS of 94% on the A50 Cliff Lane (east) (offside) (ahead) approach with queue length of seven PCU."

7.3.35 Table 8-10 of the SES1 and AP1 ES TA replaced Table 8-10 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-10 below replaces Table 8-10 of the SES1 and AP1 ES TA.

Table 8-10: Future baseline performance at M6 junction 20/A50 Cliff Lane/B5158 Cherry Lane junction

Approach	Flow, PCU/hr	DoS	Q, PCU
	2031 AM peak hour (08:00–09:00)		
M6 southbound off-slip (nearside) (left and ahead)	476	57%	1
M6 southbound off-slip (offside) (ahead)	281	50%	1
B5158 Cherry Lane (nearside) (ahead)	169	24%	0
B5158 Cherry Lane (offside) (ahead)	241	57%	2
A50 Cliff Lane (east) (nearside) (left)	345	40%	0
A50 Cliff Lane (east) (offside) (ahead)	490	48%	1
M6 northbound off-slip (nearside) (ahead)	537	56%	10
M6 northbound off-slip (offside) (ahead)	514	50%	9
A50 Cliff Lane (west) (nearside) (left)	486	59%	3
A50 Cliff Lane (west) (offside) (ahead)	468	64%	3
A50 Cliff Lane (nearside) (ahead)	1,592	81%	2
	2031 PM peak hour (17:00–18:00)		
M6 southbound off-slip (nearside) (left and ahead)	499	55%	1
M6 southbound off-slip (offside) (ahead)	378	55%	1
B5158 Cherry Lane (nearside) (ahead)	113	14%	0
B5158 Cherry Lane (offside) (ahead)	136	25%	0
A50 Cliff Lane (east) (nearside) (left)	282	30%	0
A50 Cliff Lane (east) (offside) (ahead)	955	81%	2
M6 northbound off-slip (nearside) (ahead)	798	90%	22
M6 northbound off-slip (offside) (ahead)	723	76%	16
A50 Cliff Lane (west) (nearside) (left)	275	38%	0
A50 Cliff Lane (west) (offside) (ahead)	281	46%	0
A50 Cliff Lane (nearside) (ahead)	989	50%	1

7.3.36 The conclusions drawn in paragraph 7.3.37 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 81% on the A50 Cliff Lane (nearside) (ahead) 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 DoS of 90% on the M6 northbound off-slip (nearside) (ahead) approach with an associated queue length of 22 PCU."

A50 Toft Road/Goughs Lane

7.3.37 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 8-11: 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

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

"In the 2018 baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is 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."

7.3.39 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.

Table 8-12: Future baseline performance at A50 Toft Road/Goughs 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)**		
A50 Toft Road (north)	408	30%	0	440	32%	0	488	35%	0
Goughs Lane	420	79%	1	457	86%	1	487	95%	3
A50 Toft Road (south)	442	32%	0	444	32%	0	481	35%	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)**		
A50 Toft Road (north)	576	42%	0	585	42%	0	669	48%	0
Goughs Lane	518	111%	6	511	113%	6	464	110%	6
A50 Toft Road (south)	817	59%	0	919	67%	0	972	70%	0

7.3.40 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.

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 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 2039 future baseline with a maximum VoC of 113% on the Goughs 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 95% 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 2051 future baseline with a maximum VoC of 110% on the Goughs Lane approach with an associated queue length of six PCU."

B5391 Pickmere Lane/School Lane

7.3.41 Table 8-13 in the SES1 and AP1 ES TA replaced Table 8-13 in the main TA and summarised the operation of the junction for the 2017 existing baseline AM and PM peak hours.

7.3.42 The conclusions drawn in paragraph 7.3.43 of the SES1 and AP1 ES TA remain unchanged.

7.3.43 Table 8-14 of the SES1 and AP1 ES TA replaced Table 8-14 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-14 below replaces Table 8-14 of the SES1 and AP1 ES TA.

Table 8-14: Future baseline performance at B5391 Pickmere Lane/School 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)**		
B5391 Pickmere Lane (east) (ahead, left and right)	63	0.02	0	60	0.02	0	54	0.02	0
B5391 Pickmere Lane (west) (ahead, left and right)	183	0.00	0	189	0.00	0	212	0.00	0
School Lane (ahead and left)	11	0.02	0	12	0.02	0	13	0.02	0
School Lane (ahead and right)	0	0.00	0	0	0.00	0	0	0.00	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)**		
B5391 Pickmere Lane (east) (ahead, left and right)	105	0.02	0	134	0.02	0	172	0.02	0
B5391 Pickmere Lane (west) (ahead, left and right)	56	0.00	0	53	0.00	0	56	0.00	0
School Lane (ahead and left)	11	0.02	0	12	0.02	0	13	0.02	0

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
School Lane (ahead and right)	0	0.00	0	0	0.00	0	0	0.00	0

7.3.44 The conclusions drawn in paragraph 7.3.45 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."

B5391 Pickmere Lane/Flittogate Lane

7.3.45 Table 8-15 in the SES1 and AP1 ES TA replaced Table 8-15 in the main TA and summarised the operation of the junction for the 2017 existing baseline AM and PM peak hours.

7.3.46 The conclusions drawn in paragraph 7.3.47 of the SES1 and AP1 ES TA remain unchanged.

7.3.47 Table 8-16 of the SES1 and AP1 ES TA replaced Table 8-16 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-16 below replaces Table 8-16 of the SES1 and AP1 ES TA.

Table 8-16: Future baseline performance at B5391 Pickmere Lane/Flittogate 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)**		
B5391 Pickmere Lane (north) (ahead)	52	0	0	50	0	0	44	0	0
B5391 Pickmere Lane (north) (left)	7	0	0	7	0	0	7	0	0
Flittogate Lane (left)	10	0.02	0	10	0.02	0	10	0.02	0
Flittogate Lane (right)	65	0.14	0	69	0.15	0	76	0.17	0
B5391 Pickmere Lane (south) (ahead and right)	182	0.06	0	188	0.06	0	210	0.07	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)**		
B5391 Pickmere Lane (north) (ahead)	95	0	0	122	0	0	159	0	0
B5391 Pickmere Lane (north) (left)	3	0	0	4	0	0	4	0	0
Flittogate Lane (left)	9	0.02	0	11	0.02	0	13	0.02	0
Flittogate Lane (right)	19	0.04	0	19	0.04	0	20	0.04	0
B5391 Pickmere Lane (south) (ahead and right)	55	0.03	0	52	0.03	0	56	0.04	0

7.3.48 The conclusions drawn in paragraph 7.3.49 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."

School Lane/Frog Lane

7.3.49 Table 8-17 in the SES1 and AP1 ES TA replaced Table 8-17 in the main TA and summarised the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 8-17 below replaces Table 8-17 of the SES1 and AP1 ES TA.

Table 8-17: 2017 baseline performance at School Lane/Frog Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
Frog Lane (north) (ahead)	1	-	-
Frog Lane (north) (left)	10	-	-
School Lane (left)	0	0.00	0
School Lane (right)	20	0.04	0
Frog Lane (south) (ahead and right)	1	0.00	0
	2017 PM peak hour (17:00–18:00) baseline results		
Frog Lane (north) (ahead)	3	-	-
Frog Lane (north) (left)	10	-	-
School Lane (left)	0	0.00	0
School Lane (right)	20	0.04	0
Frog Lane (south) (ahead and right)	1	0.00	0

7.3.50 The conclusions drawn in paragraph 7.3.51 of the SES 1 and AP1 ES TA remain unchanged.

7.3.51 Table 8-18 of the SES1 and AP1 ES TA replaced Table 8-18 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-18 below replaces Table 8-18 of the SES1 and AP1 ES TA.

Table 8-18: Future baseline performance at School Lane/Frog 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)**		
Frog Lane (north) (ahead)	1	-	-	1	-	-	1	-	-
Frog Lane (north) (left)	11	-	-	12	-	-	13	-	-
School Lane (left)	0	0.00	0	0	0.00	0	0	0.00	0
School Lane (right)	22	0.05	0	24	0.05	0	26	0.06	0
Frog Lane (south) (ahead and right)	1	0.00	0	1	0.00	0	1	0.00	0

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)**		
Frog Lane (north) (ahead)	3	-	-	4	-	-	4	-	-
Frog Lane (north) (left)	11	-	-	12	-	-	13	-	-
School Lane (left)	0	0.00	0	0	0.00	0	0	0.00	0
School Lane (right)	22	0.05	0	24	0.05	0	26	0.06	0
Frog Lane (south) (ahead and right)	1	0.00	0	1	0.00	0	1	0.00	0

7.3.52 The conclusions drawn in paragraph 7.3.53 of the SES1 and AP1 ES TA are replaced by:

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

Budworth Road/Frog Lane

7.3.53 Table 8-19 in the SES1 and AP1 ES TA replaced Table 8-19 in the main TA and summarised the operation of the junction for the 2017 existing baseline AM and PM peak hours.

7.3.54 The conclusions drawn in paragraph 7.3.55 of the SES1 and AP1 ES TA remain unchanged.

7.3.55 Table 8-20 of the SES1 and AP1 ES TA replaced Table 8-20 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-20 below replaces Table 8-20 of the SES1 and AP1 ES TA.

Table 8-20: Future baseline performance at Budworth Road/Frog 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)**		
Budworth Road (west) (ahead and right)	48	0.02	0	49	0.02	0	51	0.02	0
Budworth Road (east) (ahead and left)	45	-	-	43	-	-	39	-	-
Frog Lane (left)	18	0.03	0	19	0.03	0	19	0.03	0
Frog Lane (right)	4	0.01	0	5	0.01	0	6	0.01	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)**		
Budworth Road (west) (ahead and right)	42	0.02	0	42	0.02	0	44	0.02	0

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
Budworth Road (east) (ahead and left)	93	-	-	90	-	-	90	-	-
Frog Lane (left)	22	0.04	0	23	0.04	0	24	0.04	0
Frog Lane (right)	2	0.00	0	2	0.00	0	2	0.00	0

7.3.56 The conclusions drawn in paragraph 7.3.57 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."

A50 Toft Road/A537 Adams Hill/B5083 Stanley Road

7.3.57 Table 8-21 in the SES1 and AP1 ES TA replaced Table 8-21 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-21 below replaces Table 8-21 of the SES1 and AP1 ES TA.

Table 8-21: 2018 baseline performance at the A50 Toft Road/A537 Adams Hill/B5083 Stanley Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A50 Toft Road (north)	1,221	102%	6
A537 Adams Hill (east)	753	89%	9
A50 Toft Road (south)	433	32%	7
	2018 PM peak hour (17:00–18:00) baseline results		
A50 Toft Road (north)	951	80%	5
A537 Adams Hill (east)	866	104%	12
A50 Toft Road (south)	781	45%	11

7.3.58 The conclusions drawn in paragraph 7.3.59 of the SES1 and AP1 ES TA, are replaced by:

"This junction operates over capacity in the 2018 baseline with a maximum VoC of 102% on the A50 Toft Road (north) approach in the AM peak hour with an associated queue length of six PCU. In the PM peak hour, the maximum VoC of 104% is on the A537 Adams Hill (east) approach with an associated queue length of 12 PCU."

7.3.59 Table 8-22 of the SES1 and AP1 ES TA replaced Table 8-22 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-22 below replaces Table 8-22 of the SES1 and AP1 ES TA.

Table 8-22: Future baseline performance at the A50 Toft Road/A537 Adams Hill/B5083 Stanley 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)**		
A50 Toft Road (north)	1,163	97%	6	1,207	101%	6	1,232	103%	7
A537 Adams Hill (east)	776	91%	10	772	91%	10	793	94%	10
A50 Toft Road (south)	394	28%	6	406	30%	6	451	33%	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)**		
A50 Toft Road (north)	954	80%	5	933	78%	5	938	78%	5
A537 Adams Hill (east)	866	105%	12	859	108%	11	865	102%	12
A50 Toft Road (south)	737	43%	11	772	45%	11	850	49%	12

7.3.60 The conclusions drawn in paragraph 7.3.61 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 A50 Toft Road (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 105% on the A537 Adams Hill (east) approach with an associated queue length of 12 PCU.

This junction operates over capacity in the 2039 future baseline with a maximum VoC of 101% on the A50 Toft Road (north) approach in the AM peak hour with an associated queue length of six PCU. In the PM peak hour, the maximum VoC of 108% is on the A537 Adams Hill (east) approach with an associated queue length of 11 PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 103% on the A50 Toft Road (north) approach with an associated queue length of seven PCU. In the PM peak hour, the maximum VoC of 102% is on the A537 Adams Hill (east) approach with an associated queue length of 12 PCU."

A537 Brook Street/B5085 Hollow Lane/Lilybrook Drive

7.3.61 Table 8-23 in the SES1 and AP1 ES TA replaced Table 8-23 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours.

7.3.62 Table 8-23 below replaces Table 8-23 of the SES1 and AP1 ES TA.

Table 8-23: 2018 baseline performance at the A537 Brook Street/B5085 Hollow Lane/Lilybrook Drive junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5085 Hollow Lane	525	50%	8
A537 Brook Street (east)	380	35%	3
Lilybrook Drive*	-	-	-
A537 Brook Street (west)	797	74%	7
	2018 PM peak hour (17:00–18:00) baseline results		
B5085 Hollow Lane	678	64%	7
A537 Brook Street (east)	517	101%	7
Lilybrook Drive*	-	-	-
A537 Brook Street (west)	754	91%	10

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

7.3.63 The conclusions drawn in paragraph 7.3.63 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 A537 Brook Street (east) approach with an associated queue length of seven PCU."

7.3.64 Table 8-24 of the SES1 and AP1 ES TA replaced Table 8-24 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-24 below replaces Table 8-24 of the SES1 and AP1 ES TA.

Table 8-24: Future baseline performance at the A537 Brook Street/B5085 Hollow Lane/Lilybrook 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)**		
B5085 Hollow Lane	524	50%	8	524	50%	8	524	50%	8
A537 Brook Street (east)	402	37%	4	424	39%	4	474	44%	4
Lilybrook Drive*	-	-	-	-	-	-	-	-	-
A537 Brook Street (west)	802	74%	7	804	74%	7	765	71%	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)**		
B5085 Hollow Lane	735	68%	8	747	69%	8	680	64%	7
A537 Brook Street (east)	438	59%	6	417	53%	6	523	102%	7
Lilybrook Drive*	-	-	-	-	-	-	-	-	-

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A537 Brook Street (west)	721	87%	10	702	85%	9	730	88%	10

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

7.3.65 The conclusions drawn in paragraph 7.3.65 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 87% on the A537 Brook Street (west) approach with an associated queue length of 10 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 85% on the A537 Brook Street (west) approach with an associated queue length of 9 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 102% on the A537 Brook Street (east) approach with an associated queue length of seven PCU."

A537 Brook Street/A537 Adams Hill/B5083 King Street

7.3.66 Table 8-25 in the SES1 and AP1 ES TA replaced Table 8-25 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-25 below replaces Table 8-25 of the SES1 and AP1 ES TA.

Table 8-25: 2018 baseline performance at A537 Brook Street/A537 Adams Hill/B5083 King Street junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5083 King Street (north)*	-	-	-
A537 Brook Street (east)	902	83%	3
A537 Adams Hill (west)**	797	94%	1
	2018 PM peak hour (17:00–18:00) baseline results		
B5083 King Street (north)*	-	-	-
A537 Brook Street (east)	1,163	108%	5
A537 Adams Hill (west)**	755	89%	1

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

*** This approach is unopposed; the VoC reported represents the capacity of the link approaching the junction not at the entry to the junction itself.*

7.3.67 The conclusions drawn in paragraph 7.3.67 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 94% on the A537 Adams Hill (west) approach in

with an associated queue 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 108% on the A537 Brook Street (east) approach with an associated queue length of five PCU."

7.3.68 Table 8-26 of the SES1 and AP1 ES TA replaced Table 8-26 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-26 below replaces Table 8-26 of the SES1 and AP1 ES TA.

Table 8-26: Future baseline performance at A537 Brook Street/A537 Adams Hill/B5083 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)**		
B5083 King Street (north)*	-	-	-	-	-	-	-	-	-
A537 Brook Street (east)	925	86%	3	947	88%	3	996	92%	4
A537 Adams Hill (west)**	802	94%	1	804	94%	1	765	90%	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)**		
B5083 King Street (north)*	-	-	-	-	-	-	-	-	-
A537 Brook Street (east)	1,161	107%	6	1,161	107%	7	1,163	108%	5
A537 Adams Hill (west)**	721	85%	1	702	82%	1	730	86%	1

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

*** This approach is unopposed; the VoC reported represents the capacity of the link approaching the junction not at the entry to the junction itself.*

7.3.69 The conclusions drawn in paragraph 7.3.69 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 94% on the A537 Adams Hill (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 baseline with a maximum VoC of 107% on the A537 Brook Street (east) approach with an associated queue length of six 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 94% on the A537 Adams Hill (west) approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that the junction is over capacity in the 2039 baseline with a maximum VoC of 107% on the A537 Brook Street (east) 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 92% on the A537 Brook Street (east)

approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2051 baseline with a maximum VoC of 108% on the A537 Brook Street (east) approach with an associated queue length of five PCU."

A556 Chester Road/A5033 Northwich Road

7.3.70 Table 8-27 in the SES1 and AP1 ES TA replaced Table 8-27 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-27 below replaces Table 8-27 of the SES1 and AP1 ES TA.

Table 8-27: 2018 baseline performance at the A556 Chester Road/A5033 Northwich Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A556 Chester Road (north)	1,381	106%	18
A5033 Northwich Road	548	54%	7
A556 Chester Road (south)	1,564	61%	16
	2018 PM peak hour (17:00–18:00) baseline results		
A556 Chester Road (north)	1,365	103%	18
A5033 Northwich Road	779	114%	9
A556 Chester Road (south)	1,276	66%	13

7.3.71 The conclusions drawn in paragraph 7.3.71 of the SES1 and AP1 ES TA are replaced by:

"This junction operates over capacity in 2018 baseline with a maximum VoC of 106% on the A556 Chester Road (north) approach in the AM peak hour with an associated queue length of 18 PCU. In the PM peak hour, the maximum VoC of 114% is on the A5033 Northwich Road approach with an associated queue length of nine PCU."

7.3.72 Table 8-28 of the SES1 and AP1 ES TA replaced Table 8-28 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-28 below replaces Table 8-28 of the SES1 and AP1 ES TA.

Table 8-28: Future baseline performance at the A556 Chester Road/A5033 Northwich 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)	1,333	104%	17	1,353	105%	18	1,372	106%	18
A5033 Northwich Road	593	64%	8	604	67%	9	638	99%	9
A556 Chester Road (south)	1,518	60%	16	1,703	88%	18	1,847	95%	19

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)**		
A556 Chester Road (north)	1,366	104%	29	1,385	105%	29	1,507	102%	31
A5033 Northwich Road	830	109%	17	830	110%	16	799	114%	16
A556 Chester Road (south)	1,387	70%	22	1,517	76%	23	1,632	82%	23

7.3.73 The conclusions drawn in paragraph 7.3.73 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 104% on the A556 Chester Road (north) approach in the AM peak hour with an associated queue length of 17 PCU. In the PM peak hour, the maximum VoC of 109% is on the A5033 Northwich Road approach with an associated queue length of 17 PCU.

This junction operates over capacity in the 2039 future baseline with a maximum VoC of 105% on the A556 Chester Road (north) approach in the AM peak hour with an associated queue length of 18 PCU. In the PM peak hour, the maximum VoC of 110% is on the A5033 Northwich Road approach with an associated queue length of 16 PCU.

This junction operates over capacity in the 2051 future baseline with a maximum VoC of 106% on the A556 Chester Road (north) approach in the AM peak hour with an associated queue length of 18 PCU. In the PM peak hour, the maximum VoC of 114% is on the A5033 Northwich Road approach with an associated queue length of 16 PCU."

B5085 Mobberley Road/B5085 Hollow Lane

7.3.74 Table 8-29 in the SES1 and AP1 ES TA replaced Table 8-29 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-29 below replaces Table 8-29 of the SES1 and AP1 ES TA.

Table 8-29: 2018 baseline performance at B5085 Mobberley Road/B5085 Hollow Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5085 Mobberley Road (north)	689	40%	0
B5085 Mobberley Road (south)	174	59%	1
B5085 Hollow Lane	385	36%	0
	2018 PM peak hour (17:00–18:00) baseline results		
B5085 Mobberley Road (north)	586	34%	0
B5085 Mobberley Road (south)	257	89%	3
B5085 Hollow Lane	531	49%	5

7.3.75 The conclusions drawn in paragraph 7.3.75 of the SES1 and AP1 ES TA remain unchanged.

7.3.76 Table 8-30 of the SES1 and AP1 ES TA replaced Table 8-30 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-30 below replaces Table 8-30 of the SES1 and AP1 ES TA.

Table 8-30: Future baseline performance at B5085 Mobberley Road/B5085 Hollow Lane 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)**		
B5085 Mobberley Road (north)	734	42%	0	799	46%	0
B5085 Mobberley Road (south)	190	57%	1	164	62%	1
B5085 Hollow Lane	450	42%	1	422	39%	1
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
B5085 Mobberley Road (north)	564	33%	0	523	30%	0
B5085 Mobberley Road (south)	269	95%	4	196	101%	6
B5085 Hollow Lane	530	49%	6	548	51%	6

7.3.77 The conclusions drawn in paragraph 7.3.77 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 operates close to capacity in the 2039 future baseline with a maximum VoC of 95% on the B5085 Mobberley Road (south) 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 operates over capacity in the 2051 future baseline with a maximum VoC of 101% on the B5085 Mobberley Road (south) with an associated queue length of six PCU."

A5033 Northwich Road/Ladies Mile

7.3.78 Table 8-31 in the SES1 and AP1 ES TA replaced Table 8-31 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-31 below replaces Table 8-31 of the SES1 and AP1 ES TA.

Table 8-31: 2018 baseline performance at A5033 Northwich Road/Ladies Mile junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5033 Northwich Road (west)	527	29%	0
Ladies Mile	315	69%	1
A5033 Northwich Road (east)	1,093	36%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A5033 Northwich Road (west)	450	25%	0
Ladies Mile	320	85%	2
A5033 Northwich Road (east)	1,376	47%	0

7.3.79 The conclusions drawn in paragraph 7.3.79 of the SES1 and AP1 ES TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2018 baseline with a maximum VoC of 69% on the Ladies Mile approach in the AM peak hour 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 85% on the Ladies Mile approach with an associated queue length of two PCU."

7.3.80 Table 8-32 of the SES1 and AP1 ES TA replaced Table 8-32 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-32 below replaces Table 8-32 of the SES1 and AP1 ES TA.

Table 8-32: Future baseline performance at A5033 Northwich Road/Ladies Mile 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)**		
A5033 Northwich Road (west)	656	37%	0	640	36%	0	595	33%	0
Ladies Mile	344	80%	1	337	80%	1	333	75%	1
A5033 Northwich Road (east)	1,078	36%	0	1,156	39%	0	1,272	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)**		
A5033 Northwich Road (west)	529	30%	0	535	30%	0	543	30%	0
Ladies Mile	240	86%	2	180	79%	2	157	78%	2
A5033 Northwich Road (east)	1,394	49%	0	1,439	51%	0	1,405	51%	0

7.3.81 The conclusions drawn in paragraph 7.3.81 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 80% on the Ladies Mile 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 86% on the Ladies Mile approach with an associated queue length of two PCU.

The assessment shows that this junction operates within capacity in the 2039 future baseline with a maximum VoC of 80% on the Ladies Mile approach in the AM peak hour with an associated queue length of one PCU. In the PM peak hour, the maximum VoC of 79% is on the Ladies Mile approach with an associated queue length of two PCU.

The assessment shows that this junction operates within capacity in the 2051 future baseline with a maximum VoC of 75% on the Ladies Mile approach in the AM peak hour with an associated queue length of one PCU. In the PM peak hour, the maximum VoC of 78% is on the Ladies Mile approach with a queue length of two PCU."

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

7.3.82 Table 8-33 in the SES1 and AP1 ES TA replaced Table 8-33 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-33 below replaces Table 8-33 of the SES1 and AP1 ES TA.

Table 8-33: 2018 baseline performance at A50 Manchester Road/A50 King Edward Road/A5033 Northwich Road/Canute Place junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A50 Manchester Road	539	79%	1
Canute Place	370	49%	0
A50 King Edward Road	1,078	90%	2
Gaskell Avenue*	-	-	-
A5033 Northwich Road	462	44%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A50 Manchester Road	463	67%	1
Canute Place	165	22%	0
A50 King Edward Road	1,247	104%	7
Gaskell Avenue*	-	-	-
A5033 Northwich Road	514	47%	0

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

7.3.83 The conclusions drawn in paragraph 7.3.83 of the SES1 and AP1 ES TA, are replaced by:

"In the 2018 baseline, the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 90% on the A50 King Edward 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 2018 baseline with a maximum VoC of 104% on the A50 King Edward Road approach with an associated queue length of seven PCU."

7.3.84 Table 8-34 of the SES1 and AP1 ES TA replaced Table 8-34 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-34 below replaces Table 8-34 of the SES1 and AP1 ES TA.

Table 8-34: Future baseline performance at A50 Manchester Road/A50 King Edward Road/A5033 Northwich Road/Canute Place 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)**		
A50 Manchester Road	507	74%	1	536	78%	1
Canute Place	309	41%	0	381	50%	1
A50 King Edward Road	1,061	89%	2	1,102	92%	2
Gaskell Avenue*	-	-	-	-	-	-

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A5033 Northwich Road	519	46%	0	508	45%	0
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
A50 Manchester Road	522	76%	1	518	76%	1
Canute Place	193	25%	0	231	30%	0
A50 King Edward Road	1,222	102%	8	1,261	105%	8
Gaskell Avenue*	-	-	-	-	-	-
A5033 Northwich Road	784	75%	0	803	81%	1

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

7.3.85 The conclusions drawn in paragraph 7.3.85 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 89% on the A50 King Edward 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 A50 King Edward Road approach with an associated queue length of eight 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 A50 King Edward 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 2051 future baseline with a maximum VoC of 105% on the A50 King Edward Road approach with an associated queue length of eight PCU."

Tabley Road/Ladies Mile

7.3.86 Table 8-35 in the SES1 and AP1 ES TA replaced Table 8-35 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-35 below replaces Table 8-35 of the SES1 and AP1 ES TA.

Table 8-35: 2018 baseline performance at Tabley Road/Ladies Mile junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Tabley Road (east)	206	103%	1
Ladies Mile	184	27%	0
Tabley Road (west)	203	101%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Tabley Road (east)	186	93%	1
Ladies Mile	294	45%	0
Tabley Road (west)	201	100%	0

7.3.87 The conclusions drawn in paragraph 7.3.87 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 Tabley Road (east) approach in the AM peak hour 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 100% on the Tabley Road (west) approach with no queue."

7.3.88 Table 8-36 of the SES1 and AP1 ES TA replaced Table 8-36 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-36 below replaces Table 8-36 of the SES1 and AP1 ES TA.

Table 8-36: Future baseline performance at Tabley Road/Ladies Mile 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)**		
Tabley Road (east)	203	101%	1	203	101%	1	204	102%	1
Ladies Mile	187	28%	0	193	29%	0	203	30%	0
Tabley Road (west)	201	101%	0	201	101%	0	202	101%	0
	2031 PM peak hour (17:00–18:00)			**2039 AM peak hour (08:00–09:00)**			**2051 AM peak hour (08:00–09:00)**		
Tabley Road (east)	178	89%	0	195	98%	0	186	93%	0
Ladies Mile	259	40%	0	150	22%	0	178	27%	0
Tabley Road (west)	155	77%	0	183	91%	0	150	75%	0

7.3.89 The conclusions drawn in paragraph 7.3.89 of the SES1 and AP1 ES TA are replaced by:

"In the 2031 future baseline, this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on both the Tabley Road (east) and the Tabley Road (west) approaches with an associated queue length of one PCU and no queue respectively. 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 89% on the Tabley Road (east) approach with no queue.

In the 2039 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on the Tabley Road (east) and Tabley Road (west) approaches with an associated queue length of one PCU and no queue respectively. 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 98% on the Tabley Road (east) approach with no queue.

In the 2051 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 102% on the Tabley Road (east) 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 2051 future baseline with a maximum VoC of 93% on the Tabley Road (east) approach with no queue."

B5569 Chester Road/Old Hall Lane

7.3.90 Table 8-39 in the SES1 and AP1 ES TA replaced Table 8-39 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-39 below replaces Table 8-39 of the SES1 and AP1 ES TA.

Table 8-39: 2018 baseline performance at the B5569 Chester Road/Old Hall Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5569 Chester Road (north)	97	6%	0
B5569 Chester Road (south)	14	1%	0
Old Hall Lane	218	12%	0
	2018 PM peak hour (17:00–18:00) baseline results		
B5569 Chester Road (north)	102	7%	0
B5569 Chester Road (south)	28	2%	0
Old Hall Lane	136	8%	0

7.3.91 The conclusions drawn in paragraph 7.3.91 of the SES1 and AP1 ES TA remain unchanged.

7.3.92 Table 8-40 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-40 of the SES1 and AP1 ES TA replaced Table 8-40 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-40 below replaces Table 8-40 of the SES1 and AP1 ES TA.

Table 8-40: Future baseline performance at the B5569 Chester Road/Old Hall Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5569 Chester Road (north)	186	12%	0
B5569 Chester Road (south)	14	1%	0
Old Hall Lane	321	18%	0
	2031 PM peak hour (17:00–18:00)		
B5569 Chester Road (north)	140	9%	0
B5569 Chester Road (south)	23	1%	0
Old Hall Lane	122	7%	0

7.3.93 The conclusions drawn in paragraph 7.3.93 of the SES1 and AP1 ES TA remain unchanged.

A556/Old Hall Lane

7.3.94 Table 8-41 in the SES1 and AP1 ES TA replaced Table 8-41 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-41 below replaces Table 8-41 of the SES1 and AP1 ES TA.

Table 8-41: 2018 baseline performance at the A556/Old Hall Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Old Hall Lane (east)	4	0%	0
A556 northbound off-slip	212	14%	0
Old Hall Lane (south)	7	0%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Old Hall Lane (east)	3	0%	0
A556 northbound off-slip	134	9%	0
Old Hall Lane (south)	2	0%	0

7.3.95 The conclusions drawn in paragraph 7.3.95 of the SES1 and AP1 ES TA remain unchanged.

7.3.96 Table 8-42 of the SES1 and AP1 ES TA replaced Table 8-42 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-42 below replaces Table 8-42 of the SES1 and AP1 ES TA.

Table 8-42: Future baseline performance at the A556/Old Hall Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Old Hall Lane (east)	4	0%	0
A556 northbound off-slip	310	21%	0
Old Hall Lane (south)	12	1%	0
	2031 PM peak hour (17:00–18:00)		
Old Hall Lane (east)	4	0%	0
A556 northbound off-slip	118	8%	0
Old Hall Lane (south)	3	0%	0

7.3.97 The conclusions drawn in paragraph 7.3.97 of the SES1 and AP1 ES TA remain unchanged.

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

7.3.98 Table 8-43 in the SES1 and AP1 ES TA replaced Table 8-43 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-43 below replaces Table 8-43 of the SES1 and AP1 ES TA.

Table 8-43: 2018 baseline performance at A50 Warrington Road/A5034 Mereside Road/A50 Manchester Road/Moss Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Mereside Road (left)	251	0.43	0
Mereside Road (right)	18	0.07	0
Manchester Road (east) (ahead and right)	697	0.31	1

Approach	Flow, PCU/hr	RFC	Q, PCU
Moss Lane*	-	-	-
Manchester Road (west) (ahead and left)	525	-	0
	2018 PM peak hour (17:00–18:00) baseline results		
Mereside Road (left)	239	0.39	1
Mereside Road (right)	79	0.25	0
Manchester Road (east) (ahead and right)	914	0.15	0
Moss Lane*	-	-	-
Manchester Road (west) (ahead and left)	283	0	0

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

7.3.99 The conclusions drawn in paragraph 7.3.99 of the SES1 and AP1 ES TA remain unchanged.

7.3.100 Table 8-44 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-44 of the SES1 and AP1 ES TA replaced Table 8-44 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-44 below replaces Table 8-44 of the SES1 and AP1 ES TA.

Table 8-44: Future baseline performance at A50 Warrington Road/A5034 Mereside Road/A50 Manchester Road/Moss 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)**		
Mereside Road (left)	283	0.47	1	210	0.37	1	155	0.28	0
Mereside Road (right)	23	0.08	0	23	0.08	0	23	0.09	0
Manchester Road (east) (ahead and right)	606	0.19	0	641	0.18	0	699	0.18	0
Moss Lane*	-	-	-	-	-	-	-	-	-
Manchester Road (west) (ahead and left)	481	0	0	605	0	0	655	0	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)**		
Mereside Road (left)	155	0.25	0	191	0.29	0	230	0.35	1
Mereside Road (right)	59	0.20	0	74	0.22	0	71	0.22	0
Manchester Road (east) (ahead and right)	990	0.19	0	1,064	0.13	0	1,069	0.15	0
Moss Lane*	-	-	-	-	-	-	-	-	-

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
Manchester Road (west) (ahead and left)	277	0	0	50	0	0	81	0	0

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

7.3.101 The conclusions drawn in paragraph 7.3.101 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."

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

7.3.102 Table 8-45 in the SES1 and AP1 ES TA replaced Table 8-45 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-45 below replaces Table 8-45 of the SES1 and AP1 ES TA.

Table 8-45: 2018 baseline performance at A50 Warrington Road/A50 Chester Road/B5569 Chester Road (south) junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5569 Chester Road	195	15%	3
A50 Chester Road	484	42%	6
A50 Warrington Road	438	44%	6
	2018 PM peak hour (17:00–18:00) baseline results		
B5569 Chester Road	136	11%	2
A50 Chester Road	357	41%	5
A50 Warrington Road	784	100%	10

7.3.103 The conclusions drawn in paragraph 7.3.103 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 100% on the A50 Warrington Road approach with an associated queue length of 10 PCU."

7.3.104 Table 8-46 of the SES1 and AP1 ES TA replaced Table 8-46 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-46 below replaces Table 8-46 of the SES1 and AP1 ES TA.

Table 8-46: Future baseline performance at A50 Warrington Road/A50 Chester Road/B5569 Chester Road (south) 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)**		
B5569 Chester Road	298	23%	4	287	22%	4	305	24%	4
A50 Chester Road	492	42%	6	591	52%	8	636	59%	8
A50 Warrington Road	463	44%	6	494	46%	6	541	51%	7
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (08:00–09:00)**			**2051 PM peak hour (08:00–09:00)**		
B5569 Chester Road	123	10%	2	72	6%	1	72	6%	1
A50 Chester Road	365	45%	5	163	107%	2	181	106%	2
A50 Warrington Road	813	100%	10	971	94%	12	927	101%	12

7.3.105 The conclusions drawn in paragraph 7.3.105 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 100% on the A50 Warrington Road approach with an associated queue length of 10 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 A50 Chester Road 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 106% on the A50 Chester Road approach with an associated queue length of two PCU."

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

7.3.106 Table 8-47 in the SES1 and AP1 ES TA replaced Table 8-47 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-47 below replaces Table 8-47 of the SES1 and AP1 ES TA.

Table 8-47: 2018 baseline performance at the A50 Knutsford Road/A50 Chester Road/B5569 Chester Road (north) junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A50 Knutsford Road	458	31%	0
B5569 Chester Road (north)	106	10%	0
A50 Warrington Road	550	31%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A50 Knutsford Road	305	20%	0
B5569 Chester Road (north)	197	19%	1
A50 Warrington Road	888	50%	1

7.3.107 The conclusions drawn in paragraph 7.3.107 of the SES1 and AP1 ES TA remain unchanged.

7.3.108 Table 8-48 of the SES1 and AP1 ES TA replaced Table 8-48 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-48 below replaces Table 8-48 of the SES1 and AP1 ES TA.

Table 8-48: Future baseline performance at A50 Knutsford Road/A50 Chester Road/B5569 Chester Road (north) junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A50 Knutsford Road	456	30%	0
B5569 Chester Road (north)	117	12%	0
A50 Warrington Road	555	31%	0
	2031 PM peak hour (17:00–18:00)		
A50 Knutsford Road	315	21%	0
B5569 Chester Road (north)	202	20%	1
A50 Warrington Road	874	49%	1

7.3.109 The conclusions drawn in paragraph 7.3.109 of the SES1 and AP1 ES TA remain unchanged.

A50 Knutsford Road/A556

7.3.110 Table 8-49 in the SES1 and AP1 ES TA replaced Table 8-49 in the main TA and summarised the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-49 below replaces Table 8-49 of the SES1 and AP1 ES TA.

Table 8-49: 2018 baseline performance at A50 Knutsford Road/A556 junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A50 Knutsford Road (north)	509	41%	0
A50 Knutsford Road (south)	489	39%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A50 Knutsford Road (north)	347	28%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
A50 Knutsford Road (south)	967	77%	1

7.3.111 The conclusions drawn in paragraph 7.3.111 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 within capacity in the 2018 baseline with a maximum VoC of 77% on the A50 Knutsford Road (south) approach with an associated queue length of one PCU."

7.3.112 Table 8-50 of the SES1 and AP1 ES TA replaced Table 8-50 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-50 below replaces Table 8-50 of the SES1 and AP1 ES TA.

Table 8-50: Future baseline performance at A50 Knutsford Road/A556 junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A50 Knutsford Road (north)	488	39%	0
A556 On-Slip*	-	-	-
A50 Knutsford Road (south)	486	39%	0
	2031 PM peak hour (17:00–18:00)		
A50 Knutsford Road (north)	334	27%	0
A556 On-Slip*	-	-	-
A50 Knutsford Road (south)	957	76%	1

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

7.3.113 The conclusions drawn in paragraph 7.3.113 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 76% on the A50 Knutsford Road (south) approach with an associated queue length of one PCU."

A50 Knutsford Road/Bucklow Hill Lane/Hoo Green Lane

7.3.114 Table 8-51 in the SES1 and AP1 ES TA replaced Table 8-51 in the main TA and summarised the operation of the junction for the 2017 existing baseline AM and PM peak hours.

7.3.115 The conclusions drawn in paragraph 8.4.119 of the main TA and Section 7.3 of the SES1 and AP1 ES TA remain unchanged.

7.3.116 Table 8-52 of the SES1 and AP1 ES TA replaced Table 8-52 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-52 below replaces Table 8-52 of the SES1 and AP1 ES TA.

Table 8-52: Future baseline performance at A50 Knutsford Road/Bucklow Hill Lane/Hoo 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)**		
Bucklow Hill Lane (ahead, left and right)	14	0.03	0	14	0.03	0	15	0.04	0
A50 (east) (ahead, left and right)	332	0.03	0	373	0.04	0	439	0.05	0
Hoo Green Lane (ahead and left)	4	0.01	0	5	0.01	0	4	0.01	0
Hoo Green Lane (ahead and right)	14	0.04	0	15	0.05	0	16	0.05	0
A50 (west) (ahead, left and right)	546	0.03	0	645	0.04	0	684	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)**		
Bucklow Hill Lane (ahead, left and right)	54	0.2	0	58	0.13	0	61	0.14	0
A50 (east) (ahead, left and right)	760	0.04	0	585	0.05	0	641	0.06	0
Hoo Green Lane (ahead and left)	22	0.05	0	15	0.03	0	13	0.03	0
Hoo Green Lane (ahead and right)	16	0.08	0	26	0.08	0	30	0.11	0
A50 (west) (ahead, left and right)	937	0.13	0	365	0.03	0	456	0.03	0

7.3.117 The conclusions drawn in paragraph 7.3.117 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."

A50 Warrington Road/B5159 West Lane (east)

7.3.118 Table 8-53 in the SES1 and AP1 ES TA replaced Table 8-53 in the main TA and summarised the operation of the junction for the 2017 existing baseline AM and PM peak hours.

7.3.119 The conclusions drawn in paragraph 7.3.119 of the SES1 and AP1 ES TA remain unchanged.

7.3.120 Table 8-54 of the SES1 and AP1 ES TA replaced Table 8-54 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-54 below replaces Table 8-54 of the SES1 and AP1 ES TA.

Table 8-54: Future baseline performance at A50 Warrington Road/B5159 West Lane (east) 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)**		
B5159 West Lane (left and right)	220	0.45	1	264	0.56	1	342	0.74	3
A50 Warrington Road (east) (ahead and right)	439	0.32	1	482	0.31	0	545	0.29	0

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
A50 Warrington Road (west) (ahead)	463	-	-	514	-	-	520	-	-
A50 Warrington Road (west) (left)	1	-	-	4	-	-	8	-	-
	2031 PM peak hour (17:00–18:00)			**2039 PM peak hour (17:00–18:00)**			**2051 PM peak hour (17:00–18:00)**		
B5159 West Lane (left and right)	169	0.32	1	105	0.29	0	220	0.40	1
A50 Warrington Road (east) (ahead and right)	874	0.28	0	689	0.26	0	724	0.22	0
A50 Warrington Road (west) (ahead)	283	-	-	104	-	-	138	-	-
A50 Warrington Road (west) (left)	1	-	-	1	-	-	3	-	-

7.3.121 The conclusions drawn in paragraph 7.3.121 of the SES1 and AP1 ES TA are replaced by:

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

Peacock Lane/Back Lane

7.3.122 Table 8-55 in the SES1 and AP1 ES TA replaced Table 8-55 in the main TA and summarised the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 8-55 below replaces Table 8-55 of the SES1 and AP1 ES TA.

Table 8-55: 2017 baseline performance at Peacock Lane/Back Lane junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2017 AM peak hour (08:00–09:00) baseline results		
Peacock Lane (west) (ahead)	72	0	0
Peacock Lane (west) (left)	7	0	0
Back Lane (left and right)	12	0.02	0
Peacock Lane (east) (ahead and right)	55	0.01	0
	2017 PM peak hour (17:00–18:00) baseline results		
Peacock Lane (west) (ahead)	16	0	0
Peacock Lane (west) (left)	2	0	0
Back Lane (left and right)	24	0.05	0
Peacock Lane (east) (ahead and right)	111	0.02	0

7.3.123 The conclusions drawn in paragraph 7.3.123 of the SES1 and AP1 ES TA remain unchanged.

7.3.124 Table 8-56 of the SES1 and AP1 ES TA replaced Table 8-56 in the main TA and summarised the future year baseline performance and the results for the AM and PM peak hours. Table 8-56 below replaces Table 8-56 of the SES1 and AP1 ES TA.

Table 8-56: Future baseline performance at Peacock Lane/Back 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)**		
Peacock Lane (west) (ahead)	75	0	0	80	0	0	83	0	0
Peacock Lane (west) (left)	7	0	0	8	0	0	8	0	0
Back Lane (left and right)	13	0.02	0	14	0.03	0	14	0.03	0
Peacock Lane (east) (ahead and right)	56	0.01	0	40	0	0	43	0	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)**		
Peacock Lane (west) (ahead)	18	0	0	17	0	0	26	0	0
Peacock Lane (west) (left)	4	0	0	0	0	0	3	0	0
Back Lane (left and right)	25	0.05	0	29	0.06	0	31	0.07	0
Peacock Lane (east) (ahead and right)	108	0.03	0	135	0.03	0	158	0.04	0

7.3.125 The conclusions drawn in paragraph 7.3.125 of the SES1 and AP1 ES TA are replaced by:

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

M56 junction 10

7.3.126 Table 8-56.1 of the SES1 and AP1 ES TA summarises the operation of the junction for the 2018 existing baseline AM and PM hours. Table 8-56.1 below replaces Table 8-56.1 of the SES1 and AP1 ES TA.

Table 8-56.1: 2018 baseline performance at M56 junction 10

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Tarporley Road*	-	-	-
M56 westbound off-slip	809	44%	7
A559 Northwich Road	695	89%	3
A49 Tarporley Road (south)	961	80%	2

Approach	Flow, PCU/hr	VoC	Q, PCU
M56 eastbound off-slip	1,173	79%	1
A49 Tarporley Road (north)	288	36%	1
	2018 PM peak hour (17:00–18:00) baseline results		
Tarporley Road*	-	-	-
M56 westbound off-slip	712	39%	6
A559 Northwich Road	494	55%	1
A49 Tarporley Road (south)	622	42%	0
M56 eastbound off-slip	1,027	56%	0
A49 Tarporley Road (north)	432	36%	1

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

7.3.127 The conclusions drawn in paragraph 7.3.127 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 89% on the A559 Northwich Road approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2018 baseline."

7.3.128 Table 8-56.2 of the SES1 and AP1 ES TA summarises the future baseline performance and the results for the AM and PM peak hours. Table 8-56.2 below replaces Table 8-56.2 of the SES1 and AP1 ES TA.

Table 8-56.2: Future baseline performance at M56 junction 10

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
Tarporley Road*	-	-	-
M56 westbound off-slip	787	43%	7
A559 Northwich Road	693	91%	4
A49 Tarporley Road (south)	951	84%	3
M56 eastbound off-slip	1,266	84%	2
A49 Tarporley Road (north)	270	35%	1
	2031 PM peak hour (17:00–18:00)		
Tarporley Road*	-	-	-
M56 westbound off-slip	765	42%	7
A559 Northwich Road	488	56%	1
A49 Tarporley Road (south)	635	44%	0
M56 eastbound off-slip	1,077	61%	1
A49 Tarporley Road (north)	396	36%	1

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

7.3.129 The conclusions drawn in paragraph 7.3.129 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 91% on the A559 Northwich 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 2031 future baseline. "

A56 Higher Lane/Agden Park Lane

7.3.130 Table 8-56.3 of the SES1 and AP1 ES TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 8-56.3 below replaces Table 8-56.3 of the SES1 and AP1 ES TA.

Table 8-56.3: 2018 baseline performance at A56 Higher Lane/Agden Park Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A56 Lymm Road	255	19%	0
Agden Park Lane	14	2%	0
A56 Higher Lane	689	50%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A56 Lymm Road	659	50%	0
Agden Park Lane	92	21%	0
A56 Higher Lane	270	20%	0

7.3.131 The conclusions drawn in paragraph 7.3.131 of the SES1 and AP1 ES TA remain unchanged.

7.3.132 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 7-69. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

7.3.133 Table 8-56.4 of the SES1 and AP1 ES TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-56.4 replaces Table 8-56.4 of the SES1 and AP1 ES TA.

Table 8-56.4: Future baseline performance at A56 Higher Lane/Agden Park Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A56 Lymm Road	229	17%	0
Agden Park Lane	15	2%	0
A56 Higher Lane	715	52%	0
	2031 PM peak hour (17:00–18:00)		
A56 Lymm Road	621	47%	0
Agden Park Lane	128	28%	0
A56 Higher Lane	306	22%	0

7.3.134 The conclusions drawn in paragraph 7.3.133 of the SES1 and AP1 ES TA are replaced by:

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

A50 Holmes Chapel Road/B5081 Middlewich Road

7.3.135 Table 8-56.5 of the SES1 and AP1 ES TA summarises the operation of the junction for the 2018 existing baseline AM and PM hours. 2018 baseline performance at A50 Holmes Chapel Road/B5081 Middlewich Road. Table 8-56.5 below replaces Table 8-56.5 of the SES1 and AP1 ES TA.

Table 8-56.5: 2018 baseline performance at A50 Holmes Chapel Road/B5081 Middlewich Road

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A50 Holmes Chapel Road (south)	247	19%	0
B5081 Middlewich Road	457	104%	6
A50 Holmes Chapel Road (north)	729	53%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A50 Holmes Chapel Road (south)	138	10%	0
B5081 Middlewich Road	367	78%	1
A50 Holmes Chapel Road (north)	894	66%	1

7.3.136 The conclusions drawn in paragraph 7.3.135 of the SES1 and AP1 ES TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 104% on the B5081 Middlewich Road 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 78% on the B5081 Middlewich Road approach with an associated queue length of one PCU."

7.3.137 Table 8-56.6 of the SES1 and AP1 ES TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 8-56.6 below replaces Tables 8-56.6 of the SES1 and AP1 ES TA.

Table 8-56.6: Future baseline performance at A50 Holmes Chapel Road/B5081 Middlewich Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
A50 Holmes Chapel Road (south)	170	13%	0
B5081 Middlewich Road	472	102%	6
A50 Holmes Chapel Road (north)	760	55%	0
	2031 PM peak hour (17:00–18:00)		
A50 Holmes Chapel Road (south)	133	10%	0
B5081 Middlewich Road	312	67%	1
A50 Holmes Chapel Road (north)	874	65%	1

7.3.138 The conclusions drawn in paragraph 7.3.137 of the SES1 and AP1 ES TA are replaced by:

"In the 2031 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 102% on the B5081 Middlewich 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."

A50 Warrington Road/B5159 West Lane (west)

7.3.139 This junction is a four-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 Junctions 9 software and is shown in Table 8-57.

Table 8-57: 2018 baseline performance at A50 Warrington Road/B5159 West Lane (west) junction

Approach	Flow, PCU/hr	RFC	Q, PCU
08:00-09:00	**2018 AM peak hour (08:00–09:00) baseline results**		
B5159 West Lane (left)	0	0.00	0
B5159 West Lane (right)	77	0.24	0
A50 Warrington Road (east) (ahead and right)	246	0.00	0
A50 Warrington Road (west) (ahead and left)	667	-	-
17:00-18:00	**2018 PM peak hour (17:00–18:00) baseline results**		
B5159 West Lane (left)	0	0.00	0
B5159 West Lane (right)	76	0.22	0
A50 Warrington Road (east) (ahead and right)	652	0.00	0
A50 Warrington Road (west) (ahead and left)	389	-	-

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

7.3.141 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 8-57.1. As the junction is only affected by the construction of the AP2 revised scheme, future baseline results are presented for 2031 only.

Table 8-57.1: Future baseline performance at A50 Warrington Road/B5159 West Lane (west) junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2031 AM peak hour (08:00–09:00)		
B5159 West Lane (left)	0	0.00	0
B5159 West Lane (right)	75	0.22	0
A50 Warrington Road (east) (ahead and right)	221	0.00	0
A50 Warrington Road (west) (ahead and left)	610	-	-
	2031 PM peak hour (17:00–18:00)		
B5159 West Lane (left)	0	0.00	0
B5159 West Lane (right)	76	0.15	0
A50 Warrington Road (east) (ahead and right)	577	0.00	0

Approach	Flow, PCU/hr	RFC	Q, PCU
A50 Warrington Road (west) (ahead and left)	386	-	-

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

Tabley Road/Sugar Pit Lane

7.3.143 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 8-58.

Table 8-58: 2018 baseline performance at Tabley Road/Sugar Pit Lane

Approach	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	**2018 AM peak hour (08:00–09:00) baseline results**		
Tabley Road (west)	136	13%	0
Sugar Pit Lane	90	45%	0
Tabley Road (east)	143	72%	0
17:00-18:00	**2018 PM peak hour (17:00–18:00) baseline results**		
Tabley Road (west)	57	5%	0
Sugar Pit Lane	185	93%	1
Tabley Road (east)	194	97%	1

7.3.144 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 97% on the Tabley Road (east) approach with an associated queue length of one PCU.

7.3.145 The future year baseline performance and the results for the AM and PM peak hours are shown in Table 8-58.1. 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 8-58.1: Future baseline performance at Tabley Road/Sugar Pit Lane

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)**		
Tabley Road (west)	67	6%	0	94	9%	0
Sugar Pit Lane	146	73%	0	116	58%	0
Tabley Road (east)	142	71%	0	144	72%	0
	2039 PM peak hour (17:00–18:00)			**2051 PM peak hour (17:00–18:00)**		
Tabley Road (west)	186	17%	0	126	12%	0
Sugar Pit Lane	73	36%	0	136	68%	0
Tabley Road (east)	187	94%	1	202	101%	1

7.3.146 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 94% on the Tabley Road (east) approach with an associated queue length of one PCU.

7.3.147 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 101% on the Tabley Road (east) approach with an associated queue length of one PCU.

Accidents and safety

7.3.148 Accidents and safety are reported in Section 8.4 of the main TA and Section 7.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

7.3.149 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

7.3.150 Parking and loading are reported in Section 8.4 of the main TA and Section 7.3 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

7.3.151 The rail network is reported in Section 8.5 of the main TA and Section 7.3 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

7.3.152 Local bus services are reported in Section 8.5 of the main TA and Section 7.3 of the SES1 and AP1 ES TA.

7.3.153 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

7.3.154 Public transport interchanges are reported in Section 8.5 of the main TA and Section 7.3 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

7.3.155 Pedestrian facilities are reported in Section 8.6 of the main TA and Section 7.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Cycle facilities

7.3.156 Cycle facilities are reported in Section 8.6 of the main TA and Section 7.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Equestrian facilities

7.3.157 Equestrian facilities are reported in Section 8.6 of the main TA and Section 7.3 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

7.3.158 Waterways and canals are reported in Section 8.7 of the main TA and Section 7.3 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Air transport

7.3.159 Air transport is reported in Section 8.8 of the main TA and Section 7.3 of the SES1 and AP1 ES.

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