In Parliament – Session 2022 - 2023

HS2

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement

Volume 5: Appendix TR-002-00001

Traffic and transport

Transport Assessment Part 2 Addendum

MA01: Hough to Walley's Green

Q69

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Department for Transport

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

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5 Hough to Walley's Green (MA01)

5.1 Introduction

5.1.1 A number of changes to the original scheme reported in Section 5.2 of this report mean that Section 6 of the main Transport Assessment (TA) is generally replaced by Section 5.3 in this document. Where there is no replacement, the text in the main TA remains valid.

5.1.2 The terms used in this report to differentiate between the original proposals assessed as part of the main ES and subsequent changes are set out in the SES1 and AP1 ES Volume 5, Appendix: TR-001-00000 Transport Assessment Part 1 Addendum.

5.1.3 This section provides an overview of the existing and forecast future baseline conditions for the section of the AP1 revised scheme that will pass through the MA01 area. It describes the transport infrastructure and operations that could potentially be affected by the construction or operation of the AP1 revised scheme. It also sets out the SES1 changes and AP1 amendments relevant to traffic and transport in MA01.

5.2 SES1 changes and AP1 amendments for Hough to Walley's Green (MA01)

5.2.1 The original scheme is described in Section 13.1 of the main TA.

5.2.2 The SES1 changes and AP1 amendments relevant to traffic and transport in MA01 are listed as follows:

- additional land permanently required for the realignment and extension of Crewe tunnel (AP1-001-001);
- additional land permanently required for the provision of a power supply to Crewe tunnel (AP1-001-002);
- change to Bill powers required for the diversion of Footpath Crewe 12/1 (AP1-001-003);
- additional land temporarily required for modifications to Warmingham Road and Groby Road junction (AP1-001-004); and
- corrections to the main TA: correction to the existing number of parking spaces at Crewe Truck Stop and Café. This is corrected in the assessment of the AP1 revised scheme. Temporary traffic management on the A532 Weston Road during utility works should have been reported in the main TA and was not included. This is corrected in the assessment of the AP1 revised scheme.

5.3 Existing and future baseline

Study area

5.3.1 The study area is reported in Section 6.1 of the main TA.

5.3.2 Since the production of the main TA there have been three committed or recently completed major highway schemes in the study area that have been taken into account in the future baseline for the AP1 revised scheme. These are:

- Sunnybank Road and Pyms Lane road closures;
- M6 junction 16 to 19 (Crewe to Knutsford) smart motorway; and
- Groby Road/Remer Street/Maw Green Road Junction Improvement Scheme.

5.3.3 In November 2020, Pyms Lane was closed between Minshull New Road and the Crewe Pyms Lane Household Waste Recycling Centre, and Sunnybank Road was closed between Pyms Lane and the North Wales Coast Line railway bridge as part of Bentley Motors' Bill plans to expand its campus in Crewe. This scheme has now been incorporated into the A500 Crewe Area Wide Transport model for the AP1 revised scheme in the 2030, 2038 and 2051 future baseline scenarios.

5.3.4 The M6 junctions 16 to 19 (Crewe to Knutsford) smart motorway was completed in 2019 and comprised the provision of a fourth lane in both directions, plus associated infrastructure. This scheme has now been incorporated into the A500 Crewe Area Wide Transport model for the AP1 revised scheme in the 2030, 2038 and 2051 future baseline scenarios.

5.3.5 The Groby Road/Remer Street/Maw Green Road Junction Improvement Scheme is associated with the nearby Coppenhall East residential development. This scheme includes the Sydney Road/Maw Green Road, Remer Street/Sydney Road/Elm Drive and Remer Street/Groby Drive junctions and was included in the future baseline local junction models for the assessment of the original scheme. However, as the timing of delivery of this improvement scheme remains uncertain, these junctions have been assessed in the local junction models with and without the improvement scheme in place in the 2030, 2038, and 2051 future baseline scenarios.

Local land uses

5.3.6 Local land uses are reported in Section 6.2 of the main TA.

5.3.7 Based on a review of recently consented, committed development, there are two additional committed developments that have been included in the future baseline for the AP1 revised scheme. These are an office building on land at Arden Square, Crewe, and an office building at Admiral Court, Electra Way, Crewe (MA01/258 and MA01/361 respectively as set out in SES1 and AP1 ES Volume 5, Appendix: CT-004-00000).

Baseline surveys

Traffic surveys

5.3.8 Traffic surveys are reported in Section 6.3 of the main TA.

5.3.9 Since the main TA, additional traffic information has been used in the development of updated baseline and future baseline models for the SES1 scheme and AP1 revised scheme. This includes new traffic data from National Highways, as set out in the SES1 and AP1 ES Background Information and Data (BID)[1] TR-004-00001. These data have been combined with information collected for local junction modelling, as set out in the main ES BID[2] TR-004-00001.

Non-motorised user surveys

5.3.10 Non-motorised user surveys are reported in Section 6.3 of the main TA. This section of the main TA is unchanged.

Accident data

5.3.11 Accident data are reported in Section 6.3 of the main TA. This section of the main TA is unchanged.

Highway network

Strategic and primary 'A' road network

5.3.12 The strategic and primary 'A' road network are reported in Section 6.4 of the main TA. This section of the main TA is unchanged.

Local road network

5.3.13 The local road network is reported in Section 6.4 of the main TA. This section of the main TA is unchanged.

[1] High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Background Information and Data accompanying Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement, Transport Assessment policy and data,* BID TR-004-00001 SES1 and AP1 ES. Available online at: https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-1-and-additional-provision-1-environmental-statement.

[2] High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Background Information and Data, Transport Assessment policy and data,* BID TR-004-00001. Available online at: https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement.

Growth in traffic

5.3.14 Growth in traffic is reported in Section 6.4 of the main TA.

5.3.15 Table 6-1 of the main TA summarises the overall growth factors for links within MA01, calculated using the total link flows for each future year. Table 6 below replaces Table 6-1 of the main TA. Differences in growth factors compared to the main ES are due to changes to baseline demand and changes to growth assumptions in light of additional committed and planned developments.

Table 6-1: MA01 traffic growth summary

Period years	AM peak hour	PM peak hour
2018–2030	15%	13%
2018–2038	22%	19%
2018–2051	33%	31%

5.3.16 In the assessment of the AP1 revised scheme, construction traffic associated with HS2 Phase 2a is included in the future baseline in addition to these growth rates. However, the assessment considers both the impact of the AP1 revised scheme in isolation and the combined impact together with HS2 Phase 2a.

Baseline traffic flows

5.3.17 Baseline traffic flows are reported in Section 6.4 of the main TA.

5.3.18 Since the main TA, the baseline traffic forecasts have been updated to take account of the changes described in paragraphs 5.3.1 to 5.3.9. Further details of the updated baseline traffic models are set out in the SES1 and AP1 ES Volume 5, Appendix: TR-001-00000 Transport Assessment Part 1 Addendum.

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

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

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

Location	Direction	2018 baseline AM peak hour (08:00–09:00) - all vehicles	2018 baseline AM peak hour (08:00–09:00) – Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00–18:00) - all vehicles	2018 baseline PM peak hour (17:00–18:00) - HGV
Annions Lane (between A51 London Road and B5071 Main Road)	EB	20	0	36	0
	WB	56	0	11	0
Wybunbury Lane (between Wybunbury Lane and B5071 Stock Lane)	EB	14	0	1	0
	WB	1	0	8	0
Back Lane (between Casey Lane and Newcastle Road)	NB	90	0	48	0
	SB	59	0	152	0
Newcastle Road (between Chorlton Lane and A531 Newcastle Road)	EB	347	12	347	1
	WB	374	9	413	3
Newcastle Road (between Casey Lane and Chorlton Lane)	EB	321	10	322	1
	WB	352	8	408	3
Main Road east (between Newcastle Road and Main Road west)	NB	86	0	24	0
	SB	36	0	12	0
Casey Lane (between Back Lane and Weston Lane)	NB	29	11	26	2
	SB	68	13	60	2
A531 Newcastle Road (between Main Road and A500 Shavington Bypass)	EB	313	11	185	0
	WB	236	10	391	3
A500 Shavington Bypass (between A51 Newcastle Road and B5071 Jack Mills Way)	EB	1,115	76	1,010	48
	WB	991	75	1,458	45
A51 Nantwich Bypass (between A51 Newcastle Road and A534 Crewe Road)	NB	869	71	869	37
	SB	609	60	814	42
Cemetery Road (between Cemetery Road north and Main Road)	EB	52	1	7	0
	WB	102	1	98	0
Cemetery Road (between Whites Lane and Mere Road)	EB	61	0	19	0
	WB	65	0	17	0
A500 Shavington Bypass (between A5020 David Whitby Way and A500 Newcastle Road)	EB	857	79	1,100	58
	WB	1,101	87	970	65
A500 Newcastle Road (between A500 Shavington Bypass and M6 junction 16)	EB	1,180	124	1,339	58
	WB	1,344	99	1,370	68
	EB	1,289	79	1,104	57

Location	Direction	2018 baseline AM peak hour (08:00–09:00) - all vehicles	2018 baseline AM peak hour (08:00–09:00) – Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00–18:00) - all vehicles	2018 baseline PM peak hour (17:00–18:00) - HGV
A500 Shavington Bypass (between B5071 Jack Mills Way and A5020 David Whitby Way)	WB	1,090	88	1,547	50
A5020 David Whitby Way (between A500 Shavington Bypass and B5472 Weston Road)	NB	740	34	339	31
	SB	297	36	910	17
A51 Nantwich Bypass (between A534 Crewe Road and A530 Middlewich Road)	NB	863	60	783	40
	SB	643	63	813	34
Barthomley Road (between Radway Green Road and B5077 Butterton Lane)	NB	108	1	27	1
	SB	60	1	77	1
A530 Middlewich Road (between A51 Nantwich Bypass and Colleys Lane)	NB	876	35	803	14
	SB	752	25	676	7
A532 Weston Road (between A5020 David Whitby Way and Western Road Service Road (southern access))	EB	396	53	1,274	19
	WB	1,235	61	381	30
Weston Road Service Road (between Weston Road south access and Weston Road north access)	EB	99	5	10	2
	WB	14	1	63	0
A532 Weston Road (between Western Road Service Road (northern access) and A534 Crewe Road)	NB	686	24	588	8
	SB	500	21	651	13
A534 Crewe Road (between A532 Weston Road and Gateway)	EB	846	23	453	6
	WB	521	25	603	12
A534 Crewe Road (between Gateway and Electra Way)	EB	612	24	493	6
	WB	690	25	409	15
Union Street (between A5078 Edleston Road and Lord Street)	EB	118	6	143	3
	WB	5	0	62	2
Union Street (between Lord Street and A5019 Mill Street)	EB	117	6	150	3
	WB	8	1	64	2
A530 Middlewich Road (between Colleys Lane and Wistaston Green Road)	NB	1,008	33	785	13
	SB	820	32	662	7
A534 Crewe Green Road (between Electra Way and A5020 University Way)	EB	483	23	560	6
	WB	779	24	399	15
	NB	417	12	702	3

Location	Direction	2018 baseline AM peak hour (08:00–09:00) - all vehicles	2018 baseline AM peak hour (08:00–09:00) – Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00–18:00) - all vehicles	2018 baseline PM peak hour (17:00–18:00) - HGV
A532 Macon Way (between A534 Crewe Road and Hungerford Road)	SB	684	13	516	5
A5020 University Way (between A534 Crewe Green Road and A532 Weston Road)	NB	507	17	477	7
	SB	475	20	624	11
A530 Middlewich Road (between Wistaston Green Road and A532 Coppenhall Lane)	NB	1,132	33	727	15
	SB	935	34	1,099	7
A5078 Oak Street (between A5078 Edleston Road and Cross Street)	EB	240	2	115	1
	WB	339	4	504	2
Wistaston Road (between Flag Lane and Walthall Street)	EB	34	3	37	2
	WB	178	5	230	3
A5019 Vernon Way (between A5019 Mill Street and Lyon Street)	NB	529	2	398	1
	SB	303	3	775	2
A5078 Dunwoody Way (between Flag Lane and A5078 Wistaston Road)	EB	399	9	268	3
	WB	269	13	559	4
A532 Coppenhall Lane (between A530 Middlewich Road and Sunnybank Road)	EB	355	13	537	7
	WB	581	18	406	5
A5019 Vernon Way (between Lyon Street and A532 Earle Street)	NB	524	4	727	1
	SB	607	6	655	0
Sydney Road (between Hungerford Road and Shakespeare Drive)	NB	464	7	543	1
	SB	482	10	543	3
A532 Manchester Bridge (between William Street and Hungerford Road)	EB	1,060	17	1,027	7
	WB	750	20	1,061	12
A532 Earle Street (between A5019 Vernon Way and William Street)	EB	803	12	900	6
	WB	708	18	920	11
A5078 Dunwoody Way (between The Four Eagles PH access and Flag Lane)	EB	341	8	356	3
	WB	296	10	502	3
Coleridge Way (between Hungerford Road and Wordsworth Drive)	NB	27	2	56	2
	SB	39	0	43	0
Shakespeare Drive (between Sydney Road and Laureston Avenue)	EB	4	1	4	0
	WB	12	0	35	0
	NB	12	0	35	0

Location	Direction	2018 baseline AM peak hour (08:00–09:00) - all vehicles	2018 baseline AM peak hour (08:00–09:00) – Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00–18:00) - all vehicles	2018 baseline PM peak hour (17:00–18:00) - HGV
Laureston Avenue (between Shakespeare Drive and Wordsworth Drive)	SB	4	1	4	0
Sydney Road (between Shakespeare Drive and Lansdowne Road)	NB	308	7	380	1
	SB	355	9	362	3
Wordsworth Drive (between Tennyson Avenue and Kipling Way)	EB	7	0	4	0
	WB	8	0	32	0
Wordsworth Drive (between Kipling Way and Laureston Avenue)	EB	5	0	4	0
	WB	10	0	34	0
Wordsworth Drive (between Coleridge Way and Tennyson Avenue)	EB	10	0	8	0
	WB	10	0	34	0
A532 Vernon Way (between A532 Earle Street and A532 West Street)	NB	433	7	722	13
	SB	686	11	602	14
Coleridge Way (between Lansdowne Road and Wordsworth Drive)	NB	20	2	50	2
	SB	33	0	10	0
A532 Coppenhall Lane (between Sunnybank Road and Victoria Avenue)	EB	383	17	797	12
	WB	830	20	481	11
A530 Middlewich Road (between A532 Coppenhall Lane and Pyms Lane)	NB	854	20	606	9
	SB	756	19	812	4
A532 West Street (between Broad Street and A532 Vernon Way)	EB	271	5	370	3
	WB	285	4	280	3
A532 West Street (between Victoria Avenue and Minshull New Road)	EB	516	14	639	11
	WB	740	24	660	9
A5078 Dunwoody Way (A532 West Street and Joseph Reddrop Way)	NB	300	9	579	8
	SB	368	7	438	8
B5076 Vernon Way (between A532 West Street and Badger Avenue)	NB	320	4	633	11
	SB	583	7	421	13
A532 West Street (between Ford Lane and Broad Street)	EB	395	8	375	7
	WB	285	8	208	7
Lansdowne Road (between Coleridge Way and Pelican Close)	NB	5	2	6	2
	SB	14	0	5	0
A532 West Street (between Goddard Street and Ford Lane)	EB	303	7	453	6
	WB	287	7	208	5

Location	Direction	2018 baseline AM peak hour (08:00–09:00) - all vehicles	2018 baseline AM peak hour (08:00–09:00) – Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00–18:00) - all vehicles	2018 baseline PM peak hour (17:00–18:00) - HGV
A532 West Street (between Darlington Avenue and Frank Webb Avenue)	EB	481	7	570	5
	WB	656	11	740	4
Lansdowne Road (between Lansdowne Road and Sydney Road)	EB	11	3	11	2
	WB	52	0	33	0
A532 West Street (between Underwood Lane and Goddard Street)	EB	307	7	500	6
	WB	446	8	316	6
A532 West Street (between A5078 Dunwoody Way and Underwood Lane)	EB	307	3	418	4
	WB	202	4	260	3
B5076 Middlewich Road (between B5076 Vernon Way and Henry Street)	EB	314	0	605	10
	WB	487	2	376	12
A534 Haslington Bypass (between Sydney Road and Clay Lane)	NB	792	32	861	10
	SB	770	28	716	19
B5076 Middlewich Street (between Henry Street and Elm Drive)	NB	266	3	745	11
	SB	711	5	450	13
Sydney Road (between Herbert Street and Maw Green Road)	NB	261	9	355	3
	SB	354	9	369	3
B5076 Middlewich Road (between Elm Drive and Stamp Avenue)	NB	198	3	640	1
	SB	605	5	411	13
Stamp Avenue (between Greenway and B5076 Middlewich Street)	EB	34	0	15	0
	WB	17	0	13	0
B5076 Middlewich Street (between Stamp Avenue and Lime Tree Avenue)	NB	313	3	520	2
	SB	540	5	163	13
Lime Tree Avenue (between B5076 Middlewich Street and Sycamore Avenue)	EB	68	1	40	0
	WB	37	1	28	0
Lime Tree Avenue (between Sycamore Avenue and Acer Avenue)	EB	67	0	36	0
	WB	34	0	25	0
Greenway (between Stamp Avenue and B5076 Middlewich Street)	NB	21	1	31	0
	SB	12	0	7	0
Lime Tree Avenue (between Prunus Road and Elm Drive)	EB	48	1	20	0
	WB	41	1	29	0
	NB	101	5	176	12

Location	Direction	2018 baseline AM peak hour (08:00–09:00) - all vehicles	2018 baseline AM peak hour (08:00–09:00) – Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00–18:00) - all vehicles	2018 baseline PM peak hour (17:00–18:00) - HGV
Elm Drive (between Lime Tree Avenue and Remer Street)	SB	192	6	173	4
Lime Tree Avenue (between Acer Avenue and Prunus Road)	EB	47	0	19	0
	WB	39	1	28	0
B5076 Middlewich Street (between Lime Tree Avenue and Remer Street)	NB	249	4	486	2
	SB	507	5	141	13
Clay Lane (between Newtons Lane and Maw Lane)	EB	52	1	100	0
	WB	97	2	14	0
A530 Middlewich Road (between Pyms Lane and Middlewich Road)	NB	911	19	751	10
	SB	688	21	697	4
Acer Avenue (between Remer Street and Lime Tree Avenue)	NB	26	0	20	0
	SB	0	0	0	0
Remer Street (between Acer Avenue and Groby Road)	EB	351	9	454	7
	WB	424	14	380	13
Remer Street (between B5076 Middlewich Street and Acer Avenue)	EB	332	9	437	7
	WB	429	15	382	14
Selworthy Drive (between B5076 Bradfield Road and Underwood Lane)	NB	127	0	181	0
	SB	25	1	127	1
B5076 Middlewich Street (between Broad Street and Remer Street)	EB	837	12	566	8
	WB	676	16	856	3
Newtons Lane (between Clay Lane and Nesfield Drive)	EB	49	1	94	0
	WB	87	2	10	0
Underwood Lane (between Cliffe Road and Newbury Avenue)	EB	41	3	184	4
	WB	175	4	104	4
B5076 North Street (between Broughton Road and Broad Street)	EB	895	17	592	9
	WB	512	23	785	4
Newtons Lane (between Nesfield Drive and Crewe Road)	EB	104	1	97	0
	WB	137	2	53	0
Underwood Lane (between Newbury Avenue and Pear Tree Avenue)	NB	38	2	177	4
	SB	168	3	103	4
	NB	37	3	172	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 Vehicle (HGV)	2018 baseline PM peak hour (17:00–18:00) - all vehicles	2018 baseline PM peak hour (17:00–18:00) - HGV
Underwood Lane (between Pear Tree Avenue and B5076 Bradfield Road)	SB	166	3	102	4
B5076 Bradfield Road (between Underwood Lane and Broughton Road)	EB	487	17	571	9
	WB	553	21	649	3
B5076 Bradfield Road (between Selworthy Drive and Mablins Lane)	EB	280	13	441	9
	WB	425	18	359	5
B5076 Bradfield Road (between Mablins Lane and Cliffe Road)	EB	438	22	580	16
	WB	495	31	568	10
B5076 Bradfield Road (between Cliffe Road and Underwood Lane)	EB	456	18	410	13
	WB	393	22	557	6
B5076 Bradfield Road (between Parkers Road and Selworthy Drive)	EB	297	12	564	6
	WB	502	15	444	4
Groby Road (between Remer Street and Stoneley Road)	NB	111	3	202	0
	SB	254	3	182	0
Stoneley Road (between B5076 Broad Street and Waldron's Lane)	NB	6	0	23	0
	SB	32	1	21	0
A530 Middlewich Road (between Middlewich Road and Smithy Lane)	NB	841	18	726	10
	SB	666	20	612	4
A534 Haslington Bypass (between Clay Lane and Crewe Road)	NB	800	38	847	14
	SB	893	39	847	22
Broughton Road (between Maplins Moss Place and Parkers Road)	NB	54	2	64	1
	SB	84	2	45	0
Stoneley Road (between Waldron's Lane and Groby Road)	EB	7	1	6	0
	WB	11	0	3	0
B5076 Bradfield Road (between Parkers Road and B5076 Flowers Lane)	EB	572	30	976	14
	WB	856	28	604	11
Parkers Road (between B5076 Bradfield Road and Higher Croft Drive)	EB	249	17	491	9
	WB	445	13	168	7
Parkers Road (between Higher Croft Drive and Parkfield)	EB	249	16	476	10
	WB	251	10	172	7
Parkers Road (between Parkfield and Mablins Lane)	EB	317	14	410	10
	WB	248	12	293	7

Location	Direction	2018 baseline AM peak hour (08:00–09:00) - all vehicles	2018 baseline AM peak hour (08:00–09:00) – Heavy Goods Vehicle (HGV)	2018 baseline PM peak hour (17:00–18:00) - all vehicles	2018 baseline PM peak hour (17:00–18:00) - HGV
Parkers Road (between Mablins Lane and Broughton Road)	EB	336	8	429	5
	WB	358	3	243	4
Waldrons Lane (between Stoneley Road and Warmingham Road)	NB	17	0	26	0
	SB	40	1	27	0
Groby Road (between Stoneley Road and Warmingham Road)	NB	122	3	213	0
	SB	261	2	186	0
Warmingham Road (between Broughton Road and Waldron's Lane)	EB	303	5	322	6
	WB	392	5	261	3
B5076 Flowers Lane (between A530 Middlewich Road and B5076 Bradfield Road)	EB	467	15	267	3
	WB	313	7	434	4
Warmingham Road (between Waldron's Lane and Groby Road)	EB	301	5	339	6
	WB	413	5	279	3
A530 Middlewich Road (between Smithy Lane and B5076 Flowers Lane)	NB	589	10	598	14
	SB	370	16	461	6
A534 Wheelock Bypass (between Crewe Road and Mill Lane)	NB	824	38	685	14
	SB	665	39	861	22
A530 Middlewich Road (between Eardswick Lane and Brookhouse Lane)	NB	546	7	628	7
	SB	526	21	509	4
A534 Wheelock Bypass (between Mill Lane and A533 Old Mill Road)	NB	899	39	711	14
	SB	709	39	887	22
Warmingham Road/School Lane (between Hall Lane and Forge Mill Lane)	NB	265	6	354	3
	SB	318	5	250	2
A534 Old Mill Road (between Brookhouse Road and A533 The Hill)	NB	970	45	887	18
	SB	690	40	753	24
A534 Old Mill Road (between A533 The Hill and Congleton Road)	NB	796	39	517	15
	SB	611	40	642	23
B5074 Over Road/B5074 Swanlow Lane (between Cross Lane and Moor Lane)	NB	344	23	514	7
	SB	384	17	351	4

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

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

Location	Direction	Annual Average Daily Traffic (AADT) - all vehicles	Annual Average Daily Traffic (AADT) - HGV
Annions Lane (between A51 London Road and B5071 Main Road)	EB	312	0
	WB	366	0
Wybunbury Lane (between Wybunbury Lane and B5071 Stock Lane)	EB	84	0
	WB	51	0
Back Lane (between Casey Lane and Newcastle Road)	NB	765	0
	SB	1,173	0
Newcastle Road (between Chorlton Lane and A531 Newcastle Road)	EB	3,840	72
	WB	4,361	66
Newcastle Road (between Casey Lane and Chorlton Lane)	EB	3,557	59
	WB	4,209	61
Main Road east (between Newcastle Road and Main Road west)	NB	606	0
	SB	265	0
Casey Lane (between Back Lane and Weston Lane)	NB	302	70
	SB	710	82
A531 Newcastle Road (between Main Road and A500 Shavington Bypass)	EB	2,755	62
	WB	3,484	70
A500 Shavington Bypass (between A51 Newcastle Road and B5071 Jack Mills Way)	EB	11,765	687
	WB	13,586	666
A51 Nantwich Bypass (between A51 Newcastle Road and A534 Crewe Road)	NB	9,624	598
	SB	7,890	566
Cemetery Road (between Cemetery Road north and Main Road)	EB	320	4
	WB	1,105	5
Cemetery Road (between Whites Lane and Mere Road)	EB	440	0
	WB	449	2
A500 Shavington Bypass (between A5020 David Whitby Way and A500 Newcastle Road)	EB	10,848	760
	WB	11,465	839
A500 Newcastle Road (between A500 Shavington Bypass and M6 junction 16)	EB	13,959	1,005
	WB	15,032	926
A500 Shavington Bypass (between B5071 Jack Mills Way and A5020 David Whitby Way)	EB	13,243	750
	WB	14,625	761
A5020 David Whitby Way (between A500 Shavington Bypass and B5472 Weston Road)	NB	5,956	360
	SB	6,719	294
A51 Nantwich Bypass (between A534 Crewe Road and A530 Middlewich Road)	NB	9,111	556
	SB	8,074	532

Location	Direction	Annual Average Daily Traffic (AADT) - all vehicles	Annual Average Daily Traffic (AADT) - HGV
Barthomley Road (between Radway Green Road and B5077 Butterton Lane)	NB	743	13
	SB	762	8
A530 Middlewich Road (between A51 Nantwich Bypass and Colleys Lane)	NB	9,294	273
	SB	7,906	178
A532 Weston Road (between A5020 David Whitby Way and Western Road Service Road (southern access))	EB	9,293	400
	WB	8,904	502
Weston Road Service Road (between Weston Road south access and Weston Road north access)	EB	602	37
	WB	428	3
A532 Weston Road (between Western Road Service Road (northern access) and A534 Crewe Road)	NB	7,054	179
	SB	6,382	188
A534 Crewe Road (between A532 Weston Road and Gateway)	EB	7,176	158
	WB	6,230	206
A534 Crewe Road (between Gateway and Electra Way)	EB	6,114	167
	WB	6,073	225
Union Street (between A5078 Edleston Road and Lord Street)	EB	1,442	49
	WB	377	14
Union Street (between Lord Street and A5019 Mill Street)	EB	1,479	50
	WB	398	16
A530 Middlewich Road (between Colleys Lane and Wistaston Green Road)	NB	9,917	251
	SB	8,197	217
A534 Crewe Green Road (between Electra Way and A5020 University Way)	EB	5,780	160
	WB	6,507	217
A532 Macon Way (between A534 Crewe Road and Hungerford Road)	NB	6,216	82
	SB	6,640	97
A5020 University Way (between A534 Crewe Green Road and A532 Weston Road)	NB	5,448	132
	SB	6,092	170
A530 Middlewich Road (between Wistaston Green Road and A532 Coppenhall Lane)	NB	10,275	265
	SB	11,270	226
A5078 Oak Street (between A5078 Edleston Road and Cross Street)	EB	1,957	18
	WB	4,678	36
Wistaston Road (between Flag Lane and Walthall Street)	EB	392	28
	WB	2,265	42
A5019 Vernon Way (between A5019 Mill Street and Lyon Street)	NB	5,124	14
	SB	5,994	27

Location	Direction	Annual Average Daily Traffic (AADT) - all vehicles	Annual Average Daily Traffic (AADT) - HGV
A5078 Dunwoody Way (between Flag Lane and A5078 Wistaston Road)	EB	3,689	71
	WB	4,601	89
A532 Coppenhall Lane (between A530 Middlewich Road and Sunnybank Road)	EB	4,953	108
	WB	5,457	125
A5019 Vernon Way (between Lyon Street and A532 Earle Street)	NB	6,937	26
	SB	6,988	38
Sydney Road (between Hungerford Road and Shakespeare Drive)	NB	5,581	43
	SB	5,682	72
A532 Manchester Bridge (between William Street and Hungerford Road)	EB	11,557	137
	WB	10,046	177
A532 Earle Street (between A5019 Vernon Way and William Street)	EB	9,437	101
	WB	9,023	160
A5078 Dunwoody Way (between The Four Eagles PH access and Flag Lane)	EB	3,861	57
	WB	4,434	73
Coleridge Way (between Hungerford Road and Wordsworth Drive)	NB	462	22
	SB	453	0
Shakespeare Drive (between Sydney Road and Laureston Avenue)	EB	45	6
	WB	259	4
Laureston Avenue (between Shakespeare Drive and Wordsworth Drive)	NB	259	4
	SB	45	6
Sydney Road (between Shakespeare Drive and Lansdowne Road)	NB	3,814	41
	SB	3,969	67
Wordsworth Drive (between Tennyson Avenue and Kipling Way)	EB	61	0
	WB	223	0
Wordsworth Drive (between Kipling Way and Laureston Avenue)	EB	50	1
	WB	243	1
Wordsworth Drive (between Coleridge Way and Tennyson Avenue)	EB	100	0
	WB	244	0
A532 Vernon Way (between A532 Earle Street and A532 West Street)	NB	6,411	109
	SB	7,132	142
Coleridge Way (between Lansdowne Road and Wordsworth Drive)	NB	390	22
	SB	237	0
A532 Coppenhall Lane (between Sunnybank Road and Victoria Avenue)	EB	6,561	158
	WB	7,241	167
	NB	8,071	155

Location	Direction	Annual Average Daily Traffic (AADT) - all vehicles	Annual Average Daily Traffic (AADT) - HGV
A530 Middlewich Road (between A532 Coppenhall Lane and Pyms Lane)	SB	8,685	129
A532 West Street (between Broad Street and A532 Vernon Way)	EB	3,555	45
	WB	3,131	39
A532 West Street (between Victoria Avenue and Minshull New Road)	EB	6,405	143
	WB	7,752	185
A5078 Dunwoody Way (A532 West Street and Joseph Reddrop Way)	NB	4,882	94
	SB	4,467	83
B5076 Vernon Way (between A532 West Street and Badger Avenue)	NB	5,292	86
	SB	5,550	109
A532 West Street (between Ford Lane and Broad Street)	EB	4,262	86
	WB	2,724	78
Lansdowne Road (between Coleridge Way and Pelican Close)	NB	60	22
	SB	103	0
A532 West Street (between Goddard Street and Ford Lane)	EB	4,192	74
	WB	2,734	69
A532 West Street (between Darlington Avenue and Frank Webb Avenue)	EB	5,824	64
	WB	7,738	81
Lansdowne Road (between Lansdowne Road and Sydney Road)	EB	123	26
	WB	470	3
A532 West Street (between Underwood Lane and Goddard Street)	EB	4,477	76
	WB	4,212	77
A532 West Street (between A5078 Dunwoody Way and Underwood Lane)	EB	4,018	41
	WB	2,565	39
B5076 Middlewich Road (between B5076 Vernon Way and Henry Street)	EB	5,105	55
	WB	4,775	77
A534 Haslington Bypass (between Sydney Road and Clay Lane)	NB	9,156	231
	SB	8,228	258
B5076 Middlewich Street (between Henry Street and Elm Drive)	NB	5,623	80
	SB	6,420	103
Sydney Road (between Herbert Street and Maw Green Road)	NB	3,417	63
	SB	4,001	65
B5076 Middlewich Road (between Elm Drive and Stamp Avenue)	NB	4,665	24
	SB	5,618	102
	EB	272	3

Location	Direction	Annual Average Daily Traffic (AADT) - all vehicles	Annual Average Daily Traffic (AADT) - HGV
Stamp Avenue (between Greenway and B5076 Middlewich Street)	WB	166	2
B5076 Middlewich Street (between Stamp Avenue and Lime Tree Avenue)	NB	4,624	27
	SB	3,875	103
Lime Tree Avenue (between B5076 Middlewich Street and Sycamore Avenue)	EB	598	4
	WB	358	7
Lime Tree Avenue (between Sycamore Avenue and Acer Avenue)	EB	571	3
	WB	325	2
Greenway (between Stamp Avenue and B5076 Middlewich Street)	NB	288	7
	SB	100	3
Lime Tree Avenue (between Prunus Road and Elm Drive)	EB	378	5
	WB	390	6
Elm Drive (between Lime Tree Avenue and Remer Street)	NB	1,539	95
	SB	2,022	55
Lime Tree Avenue (between Acer Avenue and Prunus Road)	EB	367	3
	WB	369	4
B5076 Middlewich Street (between Lime Tree Avenue and Remer Street)	NB	4,081	29
	SB	3,573	103
Clay Lane (between Newtons Lane and Maw Lane)	EB	847	6
	WB	611	9
A530 Middlewich Road (between Pyms Lane and Middlewich Road)	NB	9,200	165
	SB	7,675	137
Acer Avenue (between Remer Street and Lime Tree Avenue)	NB	253	3
	SB	5	1
Remer Street (between Acer Avenue and Groby Road)	EB	4,465	88
	WB	4,447	154
Remer Street (between B5076 Middlewich Street and Acer Avenue)	EB	4,261	88
	WB	4,490	157
Selworthy Drive (between B5076 Bradfield Road and Underwood Lane)	NB	1,707	3
	SB	846	7
B5076 Middlewich Street (between Broad Street and Remer Street)	EB	7,758	114
	WB	8,495	109
Newtons Lane (between Clay Lane and Nesfield Drive)	EB	794	5
	WB	533	8
	EB	1,251	37

Location	Direction	Annual Average Daily Traffic (AADT) - all vehicles	Annual Average Daily Traffic (AADT) - HGV
Underwood Lane (between Cliffe Road and Newbury Avenue)	WB	1,544	42
B5076 North Street (between Broughton Road and Broad Street)	EB	8,219	146
	WB	7,199	148
Newtons Lane (between Nesfield Drive and Crewe Road)	EB	1,112	6
	WB	1,049	9
Underwood Lane (between Newbury Avenue and Pear Tree Avenue)	NB	1,196	36
	SB	1,495	40
Underwood Lane (between Pear Tree Avenue and B5076 Bradfield Road)	NB	1,168	37
	SB	1,484	39
B5076 Bradfield Road (between Underwood Lane and Broughton Road)	EB	5,867	140
	WB	6,663	131
B5076 Bradfield Road (between Selworthy Drive and Mablins Lane)	EB	4,002	126
	WB	4,335	130
B5076 Bradfield Road (between Mablins Lane and Cliffe Road)	EB	5,645	213
	WB	5,890	226
B5076 Bradfield Road (between Cliffe Road and Underwood Lane)	EB	4,793	171
	WB	5,272	159
B5076 Bradfield Road (between Parkers Road and Selworthy Drive)	EB	4,778	98
	WB	5,239	107
Groby Road (between Remer Street and Stoneley Road)	NB	1,736	21
	SB	2,416	16
Stoneley Road (between B5076 Broad Street and Waldron's Lane)	NB	158	1
	SB	294	5
A530 Middlewich Road (between Middlewich Road and Smithy Lane)	NB	8,676	157
	SB	7,074	129
A534 Haslington Bypass (between Clay Lane and Crewe Road)	NB	9,123	285
	SB	9,633	337
Broughton Road (between Maplins Moss Place and Parkers Road)	NB	656	19
	SB	713	11
Stoneley Road (between Waldron's Lane and Groby Road)	EB	76	4
	WB	81	2
B5076 Bradfield Road (between Parkers Road and B5076 Flowers Lane)	EB	8,593	242
	WB	8,068	213
	EB	4,109	147

Location	Direction	Annual Average Daily Traffic (AADT) - all vehicles	Annual Average Daily Traffic (AADT) - HGV
Parkers Road (between B5076 Bradfield Road and Higher Croft Drive)	WB	3,384	107
Parkers Road (between Higher Croft Drive and Parkfield)	EB	4,025	141
	WB	2,343	92
Parkers Road (between Parkfield and Mablins Lane)	EB	4,029	135
	WB	3,001	103
Parkers Road (between Mablins Lane and Broughton Road)	EB	4,241	72
	WB	3,327	39
Waldrons Lane (between Stoneley Road and Warmingham Road)	NB	239	4
	SB	369	9
Groby Road (between Stoneley Road and Warmingham Road)	NB	1,856	19
	SB	2,469	12
Warmingham Road (between Broughton Road and Waldron's Lane)	EB	3,465	61
	WB	3,610	44
B5076 Flowers Lane (between A530 Middlewich Road and B5076 Bradfield Road)	EB	4,053	96
	WB	4,142	57
Warmingham Road (between Waldron's Lane and Groby Road)	EB	3,547	58
	WB	3,822	47
A530 Middlewich Road (between Smithy Lane and B5076 Flowers Lane)	NB	6,573	136
	SB	4,608	119
A534 Wheelock Bypass (between Crewe Road and Mill Lane)	NB	8,346	287
	SB	8,463	337
A530 Middlewich Road (between Eardswick Lane and Brookhouse Lane)	NB	6,503	78
	SB	5,733	138
A534 Wheelock Bypass (between Mill Lane and A533 Old Mill Road)	NB	8,903	293
	SB	8,846	341
Warmingham Road/School Lane (between Hall Lane and Forge Mill Lane)	NB	3,434	52
	SB	3,140	37
A534 Old Mill Road (between Brookhouse Road and A533 The Hill)	NB	10,278	344
	SB	7,995	357
A534 Old Mill Road (between A533 The Hill and Congleton Road)	NB	7,258	297
	SB	6,940	347
B5074 Over Road/B5074 Swanlow Lane (between Cross Lane and Moor Lane)	NB	4,672	161
	SB	4,000	114

Future baseline traffic flows

5.3.22 Table 6-4, Table 6-5 and Table 6-6 of the main TA summarise the 2030, 2038 and 2046 future baseline traffic flows for the weekday AM peak hour (08:00–09:00), weekday PM peak hour (17:00–18:00) and AADT respectively.

5.3.23 Since the main TA, the future baseline traffic forecasts have been updated to take account of the changes described in paragraphs 5.3.1 to 5.3.9. Further details of the updated future baseline traffic models are set out in the SES1 and AP1 ES Volume 5, Appendix: TR-001-00000 Transport Assessment Part 1 Addendum. The revised traffic forecasts are referred to as the 'future baseline' traffic flows in the remainder of this report. They are summarised in Table 6-4, Table 6-5 and Table 6-6 below, which replace Table 6-4, Table 6-5 and Table 6-6 of the main TA respectively and include the change from a 2046 to a 2051 final assessment year.

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

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

Location	Direction	AM peak hour 2030 - all vehicles	AM peak hour 2030 - HGV	AM peak hour 2038 - all vehicles	AM peak hour 2038 - HGV	AM peak hour 2051 - all vehicles	AM peak hour 2051 - HGV
Annions Lane (between A51 London Road and B5071 Main Road)	EB	27	0	57	0	77	0
	WB	68	0	80	0	90	0
Wybunbury Lane (between Wybunbury Lane and B5071 Stock Lane)	EB	18	0	17	0	9	0
	WB	12	0	34	0	39	0
Back Lane (between Casey Lane and Newcastle Road)	NB	107	0	92	0	105	0
	SB	81	0	149	0	271	0
Newcastle Road (between Chorlton Lane and A531 Newcastle Road)	EB	412	17	428	17	474	18
	WB	484	10	559	19	753	24
Newcastle Road (between Casey Lane and Chorlton Lane)	EB	384	15	402	15	450	16
	WB	461	10	536	18	727	23
Main Road east (between Newcastle Road and Main Road west)	NB	87	0	145	0	253	0
	SB	53	0	68	0	73	0
Casey Lane (between Back Lane and Weston Lane)	NB	88	6	104	6	77	5
	SB	69	12	87	12	96	12
A531 Newcastle Road (between Main Road and A500 Shavington Bypass)	EB	261	17	157	16	158	17
	WB	272	12	219	12	193	11
A500 Shavington Bypass (between A51 Newcastle Road and B5071 Jack Mills Way)	EB	1,438	77	1,436	52	1,314	24
	WB	1,164	74	1,170	60	1,178	48
A51 Nantwich Bypass (between A51 Newcastle Road and A534 Crewe Road)	NB	960	55	989	37	1,022	39
	SB	661	65	649	42	602	15
Cemetery Road (between Cemetery Road north and Main Road)	EB	35	1	31	1	51	1
	WB	104	1	118	2	147	3
Cemetery Road (between Whites Lane and Mere Road)	EB	48	0	46	0	67	0
	WB	69	0	87	1	130	3
A500 Shavington Bypass (between A5020 David Whitby Way and A500 Newcastle Road)	EB	1,049	78	1,139	56	1,199	28
	WB	1,431	83	1,456	64	1,474	50
A500 Newcastle Road (between A500 Shavington Bypass and M6 junction 16)	EB	1,475	125	1,502	105	1,537	78
	WB	1,839	98	1,751	82	1,810	70

Location	Direction	AM peak hour 2030 - all vehicles	AM peak hour 2030 - HGV	AM peak hour 2038 - all vehicles	AM peak hour 2038 - HGV	AM peak hour 2051 - all vehicles	AM peak hour 2051 - HGV
A500 Shavington Bypass (between B5071 Jack Mills Way and A5020 David Whitby Way)	EB	1,587	81	1,558	54	1,666	26
	WB	1,450	87	1,583	72	1,714	58
A5020 David Whitby Way (between A500 Shavington Bypass and B5472 Weston Road)	NB	895	37	1,017	31	1,045	24
	SB	376	38	725	40	882	36
A51 Nantwich Bypass (between A534 Crewe Road and A530 Middlewich Road)	NB	1,046	44	1,109	25	1,129	25
	SB	511	65	562	44	605	18
Barthomley Road (between Radway Green Road and B5077 Butterton Lane)	NB	105	0	195	2	225	2
	SB	116	1	115	1	137	1
A530 Middlewich Road (between A51 Nantwich Bypass and Colleys Lane)	NB	1,131	29	1,217	28	1,275	27
	SB	835	25	823	26	823	26
A532 Weston Road (between A5020 David Whitby Way and Western Road Service Road (southern access))	EB	292	52	389	53	379	53
	WB	1,205	60	1,384	59	1,454	56
Weston Road Service Road (between Weston Road south access and Weston Road north access)	EB	145	5	243	5	299	5
	WB	16	1	18	1	22	2
A532 Weston Road (between Western Road Service Road (northern access) and A534 Crewe Road)	NB	602	25	645	24	628	22
	SB	441	19	667	19	743	19
A534 Crewe Road (between A532 Weston Road and Gateway)	EB	857	26	774	27	748	28
	WB	591	26	711	25	776	23
A534 Crewe Road (between Gateway and Electra Way)	EB	635	27	554	28	527	29
	WB	793	27	915	27	995	25
Union Street (between A5078 Edleston Road and Lord Street)	EB	210	1	148	7	119	9
	WB	4	0	4	0	5	0
Union Street (between Lord Street and A5019 Mill Street)	EB	210	1	147	7	117	9
	WB	6	0	6	0	7	0
A530 Middlewich Road (between Colleys Lane and Wistaston Green Road)	NB	1,208	26	1,290	26	1,321	25
	SB	921	32	875	32	852	33
	EB	589	24	510	25	480	26

Location	Direction	AM peak hour 2030 - all vehicles	AM peak hour 2030 - HGV	AM peak hour 2038 - all vehicles	AM peak hour 2038 - HGV	AM peak hour 2051 - all vehicles	AM peak hour 2051 - HGV
A534 Crewe Green Road (between Electra Way and A5020 University Way)	WB	1,076	26	1,203	26	1,289	24
A532 Macon Way (between A534 Crewe Road and Hungerford Road)	NB	346	12	351	11	337	11
	SB	660	14	763	14	725	20
A5020 University Way (between A534 Crewe Green Road and A532 Weston Road)	NB	702	15	679	10	654	7
	SB	637	21	797	22	934	17
A530 Middlewich Road (between Wistaston Green Road and A532 Coppenhall Lane)	NB	1,267	27	1,314	26	1,320	25
	SB	1,011	33	998	33	991	34
A5078 Oak Street (between A5078 Edleston Road and Cross Street)	EB	240	2	232	2	211	2
	WB	394	3	423	3	381	3
Wistaston Road (between Flag Lane and Walthall Street)	EB	16	3	22	3	17	3
	WB	185	5	192	5	235	6
A5019 Vernon Way (between A5019 Mill Street and Lyon Street)	NB	663	3	764	3	886	3
	SB	475	3	546	3	629	3
A5078 Dunwoody Way (between Flag Lane and A5078 Wistaston Road)	EB	430	10	444	10	413	10
	WB	382	13	421	13	475	13
A532 Coppenhall Lane (between A530 Middlewich Road and Sunnybank Road)	EB	699	13	768	13	930	14
	WB	743	18	711	19	687	18
A5019 Vernon Way (between Lyon Street and A532 Earle Street)	NB	615	5	711	5	814	5
	SB	793	6	859	6	983	6
Sydney Road (between Hungerford Road and Shakespeare Drive)	NB	708	7	593	7	622	5
	SB	787	11	926	10	1,005	10
A532 Manchester Bridge (between William Street and Hungerford Road)	EB	1,114	18	1,313	19	1,417	24
	WB	801	20	884	20	828	19
A532 Earle Street (between A5019 Vernon Way and William Street)	EB	1,069	13	1,213	14	1,327	20
	WB	844	18	922	18	869	18
A5078 Dunwoody Way (between The Four Eagles PH access and Flag Lane)	EB	367	8	370	8	329	7
	WB	408	11	443	11	495	11
Coleridge Way (between Hungerford Road and Wordsworth Drive)	NB	39	2	41	2	33	2
	SB	95	0	106	0	174	0

Location	Direction	AM peak hour 2030 - all vehicles	AM peak hour 2030 - HGV	AM peak hour 2038 - all vehicles	AM peak hour 2038 - HGV	AM peak hour 2051 - all vehicles	AM peak hour 2051 - HGV
Shakespeare Drive (between Sydney Road and Laureston Avenue)	EB	5	1	5	1	4	1
	WB	68	0	77	0	104	0
Laureston Avenue (between Shakespeare Drive and Wordsworth Drive)	NB	68	0	77	0	104	0
	SB	5	1	5	1	4	1
Sydney Road (between Shakespeare Drive and Lansdowne Road)	NB	611	7	494	7	499	5
	SB	775	10	923	10	1,013	10
Wordsworth Drive (between Tennyson Avenue and Kipling Way)	EB	7	0	8	0	7	0
	WB	63	0	72	0	97	0
Wordsworth Drive (between Kipling Way and Laureston Avenue)	EB	6	0	6	0	5	0
	WB	66	0	75	0	101	0
Wordsworth Drive (between Coleridge Way and Tennyson Avenue)	EB	11	0	12	0	13	0
	WB	65	0	73	0	100	0
A532 Vernon Way (between A532 Earle Street and A532 West Street)	NB	410	7	427	7	402	7
	SB	700	11	706	11	854	11
Coleridge Way (between Lansdowne Road and Wordsworth Drive)	NB	31	2	33	2	25	2
	SB	34	0	37	0	78	0
A532 Coppenhall Lane (between Sunnybank Road and Victoria Avenue)	EB	731	17	803	18	973	18
	WB	838	22	810	23	798	23
A530 Middlewich Road (between A532 Coppenhall Lane and Pyms Lane)	NB	739	14	703	13	553	11
	SB	793	20	812	20	842	20
A532 West Street (between Broad Street and A532 Vernon Way)	EB	322	6	313	6	250	5
	WB	266	4	261	4	277	4
A532 West Street (between Victoria Avenue and Minshull New Road)	EB	852	16	901	16	1,022	15
	WB	952	29	936	29	966	30
A5078 Dunwoody Way (A532 West Street and Joseph Reddrop Way)	NB	404	10	437	10	487	10
	SB	357	7	355	7	310	7
B5076 Vernon Way (between A532 West Street and Badger Avenue)	NB	343	4	357	4	300	4
	SB	573	7	580	6	775	7
A532 West Street (between Ford Lane and Broad Street)	EB	432	9	455	9	469	8
	WB	248	7	259	7	287	7

Location	Direction	AM peak hour 2030 - all vehicles	AM peak hour 2030 - HGV	AM peak hour 2038 - all vehicles	AM peak hour 2038 - HGV	AM peak hour 2051 - all vehicles	AM peak hour 2051 - HGV
Lansdowne Road (between Coleridge Way and Pelican Close)	NB	7	2	7	2	10	2
	SB	15	0	17	0	55	0
A532 West Street (between Goddard Street and Ford Lane)	EB	541	6	595	7	613	6
	WB	246	7	256	7	283	8
A532 West Street (between Darlington Avenue and Frank Webb Avenue)	EB	765	6	797	6	873	5
	WB	707	12	717	12	718	12
Lansdowne Road (between Lansdowne Road and Sydney Road)	EB	14	3	15	3	16	3
	WB	46	0	48	0	101	0
A532 West Street (between Underwood Lane and Goddard Street)	EB	563	7	611	7	702	6
	WB	434	8	459	8	518	9
A532 West Street (between A5078 Dunwoody Way and Underwood Lane)	EB	547	4	568	3	630	2
	WB	233	4	238	4	242	5
B5076 Middlewich Road (between B5076 Vernon Way and Henry Street)	EB	262	0	267	0	323	0
	WB	495	2	499	2	724	2
A534 Haslington Bypass (between Sydney Road and Clay Lane)	NB	905	31	999	27	965	26
	SB	948	30	1,308	31	1,528	25
B5076 Middlewich Street (between Henry Street and Elm Drive)	NB	263	3	275	3	351	3
	SB	640	4	661	4	812	4
Sydney Road (between Herbert Street and Maw Green Road)	NB	554	9	431	9	432	7
	SB	731	9	861	9	993	9
B5076 Middlewich Road (between Elm Drive and Stamp Avenue)	NB	211	3	220	3	250	3
	SB	525	4	552	4	674	3
Stamp Avenue (between Greenway and B5076 Middlewich Street)	EB	40	0	100	1	197	1
	WB	27	0	28	0	30	0
B5076 Middlewich Street (between Stamp Avenue and Lime Tree Avenue)	NB	284	3	315	4	302	4
	SB	406	4	389	4	363	4
Lime Tree Avenue (between B5076 Middlewich Street and Sycamore Avenue)	EB	84	1	88	1	92	1
	WB	51	1	52	1	54	1
A530 Middlewich Road (between Pyms Lane and Middlewich Road)	NB	693	14	637	12	445	10
	SB	800	19	809	19	832	20

Location	Direction	AM peak hour 2030 - all vehicles	AM peak hour 2030 - HGV	AM peak hour 2038 - all vehicles	AM peak hour 2038 - HGV	AM peak hour 2051 - all vehicles	AM peak hour 2051 - HGV
Lime Tree Avenue (between Sycamore Avenue and Acer Avenue)	EB	83	0	87	1	91	1
	WB	46	0	47	0	51	0
Greenway (between Stamp Avenue and B5076 Middlewich Street)	NB	17	1	27	1	15	1
	SB	22	0	82	0	179	0
Lime Tree Avenue (between Prunus Road and Elm Drive)	EB	85	1	91	1	116	1
	WB	52	1	54	1	62	1
Elm Drive (between Lime Tree Avenue and Remer Street)	NB	286	5	303	5	371	6
	SB	357	7	410	7	524	9
Lime Tree Avenue (between Acer Avenue and Prunus Road)	EB	83	0	88	1	112	1
	WB	48	1	50	1	58	1
B5076 Middlewich Street (between Lime Tree Avenue and Remer Street)	NB	206	3	233	3	214	3
	SB	361	4	343	4	312	3
Clay Lane (between Newtons Lane and Maw Lane)	EB	30	0	41	0	88	2
	WB	62	1	144	2	361	17
Acer Avenue (between Remer Street and Lime Tree Avenue)	NB	2	0	4	0	6	0
	SB	0	0	1	0	22	0
Remer Street (between Acer Avenue and Groby Road)	EB	973	8	1,019	8	1,045	7
	WB	435	14	436	15	452	15
Remer Street (between B5076 Middlewich Street and Acer Avenue)	EB	974	9	1,020	8	1,067	7
	WB	437	15	439	15	459	15
Selworthy Drive (between B5076 Bradfield Road and Underwood Lane)	NB	137	0	161	0	184	1
	SB	76	2	73	2	77	1
B5076 Middlewich Street (between Broad Street and Remer Street)	EB	1,333	10	1,362	10	1,377	8
	WB	642	16	671	17	670	17
Newtons Lane (between Clay Lane and Nesfield Drive)	EB	25	0	36	0	81	2
	WB	52	1	133	2	342	16
Underwood Lane (between Cliffe Road and Newbury Avenue)	EB	76	4	80	3	65	3
	WB	254	4	266	4	276	4
B5076 North Street (between Broughton Road and Broad Street)	EB	875	16	836	16	812	15
	WB	565	23	588	23	620	23
	EB	84	0	125	0	174	2

Location	Direction	AM peak hour 2030 - all vehicles	AM peak hour 2030 - HGV	AM peak hour 2038 - all vehicles	AM peak hour 2038 - HGV	AM peak hour 2051 - all vehicles	AM peak hour 2051 - HGV
Newtons Lane (between Nesfield Drive and Crewe Road)	WB	102	1	189	2	382	17
Underwood Lane (between Newbury Avenue and Pear Tree Avenue)	NB	74	4	84	3	63	3
	SB	247	3	267	4	271	4
Underwood Lane (between Pear Tree Avenue and B5076 Bradfield Road)	NB	73	4	84	4	61	3
	SB	246	3	266	4	268	4
B5076 Bradfield Road (between Underwood Lane and Broughton Road)	EB	583	16	631	15	635	14
	WB	626	20	650	21	659	20
B5076 Bradfield Road (between Selworthy Drive and Mablins Lane)	EB	302	11	303	11	349	10
	WB	403	16	424	16	480	16
B5076 Bradfield Road (between Mablins Lane and Cliffe Road)	EB	533	21	548	21	581	19
	WB	492	31	511	32	543	32
B5076 Bradfield Road (between Cliffe Road and Underwood Lane)	EB	515	16	553	16	581	14
	WB	386	21	390	21	398	21
B5076 Bradfield Road (between Parkers Road and Selworthy Drive)	EB	391	11	391	10	442	9
	WB	516	13	558	13	633	13
Groby Road (between Remer Street and Stoneley Road)	NB	134	3	147	3	156	2
	SB	396	4	529	4	712	5
Stoneley Road (between B5076 Broad Street and Waldron's Lane)	NB	73	0	93	0	93	0
	SB	25	0	24	0	27	0
A530 Middlewich Road (between Middlewich Road and Smithy Lane)	NB	496	13	472	11	304	9
	SB	680	18	694	18	709	19
A534 Haslington Bypass (between Clay Lane and Crewe Road)	NB	881	38	934	35	976	31
	SB	1,112	42	1,429	44	1,516	26
Broughton Road (between Maplins Moss Place and Parkers Road)	NB	50	2	49	3	52	3
	SB	71	2	68	2	83	2
Stoneley Road (between Waldron's Lane and Groby Road)	EB	44	1	78	1	106	1
	WB	0	0	1	0	1	0
B5076 Bradfield Road (between Parkers Road and B5076 Flowers Lane)	EB	705	27	753	25	781	22
	WB	824	26	846	26	904	26
	EB	321	16	384	15	368	14

Location	Direction	AM peak hour 2030 - all vehicles	AM peak hour 2030 - HGV	AM peak hour 2038 - all vehicles	AM peak hour 2038 - HGV	AM peak hour 2051 - all vehicles	AM peak hour 2051 - HGV
Parkers Road (between B5076 Bradfield Road and Higher Croft Drive)	WB	430	12	438	12	445	13
Parkers Road (between Higher Croft Drive and Parkfield)	EB	434	15	525	14	538	13
	WB	266	10	287	10	305	10
Parkers Road (between Parkfield and Mablins Lane)	EB	514	13	610	12	633	11
	WB	266	12	288	13	311	13
Parkers Road (between Mablins Lane and Broughton Road)	EB	493	7	585	7	635	7
	WB	392	3	425	3	486	4
Waldrons Lane (between Stoneley Road and Warmingham Road)	NB	73	0	93	1	94	1
	SB	69	1	102	1	132	1
Groby Road (between Stoneley Road and Warmingham Road)	NB	287	3	303	2	318	2
	SB	539	3	654	3	781	4
Warmingham Road (between Broughton Road and Waldron's Lane)	EB	466	4	556	4	588	4
	WB	418	5	447	5	504	6
B5076 Flowers Lane (between A530 Middlewich Road and B5076 Bradfield Road)	EB	427	9	450	9	547	7
	WB	275	9	310	9	330	9
A530 Middlewich Road (between Smithy Lane and B5076 Flowers Lane)	NB	320	6	299	5	260	5
	SB	604	22	636	23	655	23
Warmingham Road (between Waldron's Lane and Groby Road)	EB	495	3	571	3	575	3
	WB	443	5	470	5	530	6
A534 Wheelock Bypass (between Crewe Road and Mill Lane)	NB	880	36	912	33	872	31
	SB	712	40	849	43	1,111	26
A530 Middlewich Road (between B5076 Flowers Lane and Eardswick Lane)	NB	515	11	524	11	501	10
	SB	950	28	1,002	28	1,113	26
A530 Middlewich Road (between Eardswick Lane and Brookhouse Lane)	NB	242	3	216	2	175	2
	SB	467	19	507	19	787	19
A534 Wheelock Bypass (between Mill Lane and A533 Old Mill Road)	NB	976	37	1,007	35	992	32
	SB	778	41	910	43	886	27
Warmingham Road/School Lane (between Hall Lane and Forge Mill Lane)	NB	515	5	576	4	610	5
	SB	488	5	602	5	803	8
	NB	1,043	38	1,095	35	1,148	33

Location	Direction	AM peak hour 2030 - all vehicles	AM peak hour 2030 - HGV	AM peak hour 2038 - all vehicles	AM peak hour 2038 - HGV	AM peak hour 2051 - all vehicles	AM peak hour 2051 - HGV
A534 Old Mill Road (between Brookhouse Road and A533 The Hill)	SB	754	42	847	44	909	28
A534 Old Mill Road (between A533 The Hill and Congleton Road)	NB	834	37	872	34	903	33
	SB	646	42	760	44	842	28
B5074 Over Road/B5074 Swanlow Lane (between Cross Lane and Moor Lane)	NB	456	23	486	23	558	24
	SB	455	13	487	14	566	20

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

Location	Direction	PM peak hour 2030 - all vehicles	PM peak hour 2030 - HGV	PM peak hour 2038 - all vehicles	PM peak hour 2038 - HGV	PM peak hour 2051 - all vehicles	PM peak hour 2051 - HGV
Annions Lane (between A51 London Road and B5071 Main Road)	EB	37	0	36	0	54	0
	WB	30	0	52	0	56	0
Wybunbury Lane (between Wybunbury Lane and B5071 Stock Lane)	EB	16	0	16	0	18	0
	WB	14	0	34	0	88	0
Back Lane (between Casey Lane and Newcastle Road)	NB	80	0	146	0	294	0
	SB	197	0	185	0	188	0
Newcastle Road (between Chorlton Lane and A531 Newcastle Road)	EB	572	3	673	4	885	9
	WB	666	3	683	5	789	11
Newcastle Road (between Casey Lane and Chorlton Lane)	EB	551	3	653	4	863	9
	WB	664	3	685	5	792	11
Main Road east (between Newcastle Road and Main Road west)	NB	23	0	25	0	27	0
	SB	19	0	31	0	44	0
Casey Lane (between Back Lane and Weston Lane)	NB	39	0	45	0	61	0
	SB	86	1	110	1	128	1
A531 Newcastle Road (between Main Road and A500 Shavington Bypass)	EB	117	2	127	2	232	7
	WB	411	3	415	4	481	4
A500 Shavington Bypass (between A51 Newcastle Road and B5071 Jack Mills Way)	EB	1,063	34	1,153	24	1,184	15
	WB	1,575	42	1,547	37	1,377	26
	NB	972	32	953	30	974	24

Location	Direction	PM peak hour 2030 - all vehicles	PM peak hour 2030 - HGV	PM peak hour 2038 - all vehicles	PM peak hour 2038 - HGV	PM peak hour 2051 - all vehicles	PM peak hour 2051 - HGV
A51 Nantwich Bypass (between A51 Newcastle Road and A534 Crewe Road)	SB	966	31	1,107	23	1,044	15
Cemetery Road (between Cemetery Road north and Main Road)	EB	18	0	29	0	64	0
	WB	92	0	92	0	96	0
Cemetery Road (between Whites Lane and Mere Road)	EB	45	0	52	0	88	0
	WB	19	0	20	0	23	0
A500 Shavington Bypass (between A5020 David Whitby Way and A500 Newcastle Road)	EB	1,188	42	1,222	33	1,165	20
	WB	1,438	63	1,443	59	1,423	49
A500 Newcastle Road (between A500 Shavington Bypass and M6 junction 16)	EB	1,568	42	1,580	33	1,592	24
	WB	1,921	68	1,934	64	2,016	56
A500 Shavington Bypass (between B5071 Jack Mills Way and A5020 David Whitby Way)	EB	1,337	42	1,612	33	1,760	20
	WB	1,631	48	1,620	42	1,701	32
A5020 David Whitby Way (between A500 Shavington Bypass and B5472 Weston Road)	NB	1,028	32	1,264	31	1,377	30
	SB	1,073	16	1,050	15	1,082	13
A51 Nantwich Bypass (between A534 Crewe Road and A530 Middlewich Road)	NB	964	37	1,068	34	1,118	26
	SB	929	22	1,126	15	1,230	6
Barthomley Road (between Radway Green Road and B5077 Butterton Lane)	NB	31	0	37	1	40	0
	SB	82	0	103	0	127	0
A530 Middlewich Road (between A51 Nantwich Bypass and Colleys Lane)	NB	800	11	820	10	849	7
	SB	640	7	561	7	535	6
A532 Weston Road (between A5020 David Whitby Way and Western Road Service Road (southern access))	EB	1,162	19	997	18	824	16
	WB	289	30	260	30	122	30
Weston Road Service Road (between Weston Road south access and Weston Road north access)	EB	26	2	71	2	104	2
	WB	68	0	100	0	167	0
A532 Weston Road (between Western Road Service Road (northern access) and A534 Crewe Road)	NB	711	8	1,082	8	1,265	7
	SB	589	13	391	12	243	11

Location	Direction	PM peak hour 2030 - all vehicles	PM peak hour 2030 - HGV	PM peak hour 2038 - all vehicles	PM peak hour 2038 - HGV	PM peak hour 2051 - all vehicles	PM peak hour 2051 - HGV
A534 Crewe Road (between A532 Weston Road and Gateway)	EB	847	7	1,259	7	1,267	6
	WB	603	16	547	16	524	14
A534 Crewe Road (between Gateway and Electra Way)	EB	967	8	1,404	8	1,424	7
	WB	430	19	376	19	280	17
Union Street (between A5078 Edleston Road and Lord Street)	EB	182	1	77	1	9	0
	WB	78	3	106	2	115	1
Union Street (between Lord Street and A5019 Mill Street)	EB	188	1	84	1	17	0
	WB	79	3	107	2	116	1
A530 Middlewich Road (between Colleys Lane and Wistaston Green Road)	NB	789	10	823	9	875	9
	SB	791	7	786	7	857	8
A534 Crewe Green Road (between Electra Way and A5020 University Way)	EB	1,080	9	1,512	9	1,513	8
	WB	367	18	317	18	217	15
A532 Macon Way (between A534 Crewe Road and Hungerford Road)	NB	661	6	832	6	841	3
	SB	594	5	652	7	546	6
A5020 University Way (between A534 Crewe Green Road and A532 Weston Road)	NB	956	7	1,103	5	1,217	4
	SB	936	10	930	10	1,019	10
A530 Middlewich Road (between Wistaston Green Road and A532 Coppenhall Lane)	NB	736	12	756	11	795	11
	SB	1,222	7	1,248	7	1,316	8
A5078 Oak Street (between A5078 Edleston Road and Cross Street)	EB	119	1	70	1	37	1
	WB	533	2	536	2	497	2
Wistaston Road (between Flag Lane and Walthall Street)	EB	40	2	41	2	13	2
	WB	267	3	281	3	280	2
A5019 Vernon Way (between A5019 Mill Street and Lyon Street)	NB	393	1	504	1	682	1
	SB	871	2	950	2	1,026	2
A5078 Dunwoody Way (between Flag Lane and A5078 Wistaston Road)	EB	259	4	250	3	268	3
	WB	554	4	568	4	678	4
A532 Coppenhall Lane (between A530 Middlewich Road and Sunnybank Road)	EB	682	7	695	7	660	6
	WB	567	6	598	6	607	7
A5019 Vernon Way (between Lyon Street and A532 Earle Street)	NB	718	1	793	1	867	1
	SB	734	0	821	0	897	0
	NB	818	1	856	1	792	2

Location	Direction	PM peak hour 2030 - all vehicles	PM peak hour 2030 - HGV	PM peak hour 2038 - all vehicles	PM peak hour 2038 - HGV	PM peak hour 2051 - all vehicles	PM peak hour 2051 - HGV
Sydney Road (between Hungerford Road and Shakespeare Drive)	SB	396	2	164	2	118	2
A532 Manchester Bridge (between William Street and Hungerford Road)	EB	881	8	750	9	675	8
	WB	1,162	14	1,340	14	1,508	12
A532 Earle Street (between A5019 Vernon Way and William Street)	EB	789	7	760	8	784	8
	WB	1,073	13	1,136	12	1,159	12
A5078 Dunwoody Way (between The Four Eagles PH access and Flag Lane)	EB	322	3	310	3	328	3
	WB	468	3	478	3	587	3
Coleridge Way (between Hungerford Road and Wordsworth Drive)	NB	108	2	209	2	311	2
	SB	287	0	287	0	265	0
Shakespeare Drive (between Sydney Road and Laureston Avenue)	EB	50	0	132	0	216	0
	WB	257	0	250	0	251	0
Laureston Avenue (between Shakespeare Drive and Wordsworth Drive)	NB	257	0	250	0	251	0
	SB	50	0	132	0	216	0
Sydney Road (between Shakespeare Drive and Lansdowne Road)	NB	740	1	865	1	899	2
	SB	475	2	252	2	205	2
Wordsworth Drive (between Tennyson Avenue and Kipling Way)	EB	53	0	135	0	216	0
	WB	256	0	249	0	248	0
Wordsworth Drive (between Kipling Way and Laureston Avenue)	EB	51	0	133	0	216	0
	WB	257	0	249	0	250	0
Wordsworth Drive (between Coleridge Way and Tennyson Avenue)	EB	57	0	140	0	222	0
	WB	259	0	252	0	252	0
A532 Vernon Way (between A532 Earle Street and A532 West Street)	NB	724	13	697	13	747	13
	SB	557	15	470	15	382	14
Coleridge Way (between Lansdowne Road and Wordsworth Drive)	NB	53	2	71	2	93	2
	SB	30	0	37	0	16	0
A532 Coppenhall Lane (between Sunnybank Road and Victoria Avenue)	EB	854	10	865	10	833	9
	WB	583	8	610	9	604	9
	NB	631	7	674	6	782	7

Location	Direction	PM peak hour 2030 - all vehicles	PM peak hour 2030 - HGV	PM peak hour 2038 - all vehicles	PM peak hour 2038 - HGV	PM peak hour 2051 - all vehicles	PM peak hour 2051 - HGV
A530 Middlewich Road (between A532 Coppenhall Lane and Pyms Lane)	SB	907	5	922	5	972	5
A532 West Street (between Broad Street and A532 Vernon Way)	EB	183	3	158	3	199	3
	WB	299	3	295	3	304	3
A532 West Street (between Victoria Avenue and Minshull New Road)	EB	777	15	784	15	771	15
	WB	816	12	852	12	865	13
A5078 Dunwoody Way (A532 West Street and Joseph Reddrop Way)	NB	514	8	532	8	646	8
	SB	397	8	394	8	416	7
B5076 Vernon Way (between A532 West Street and Badger Avenue)	NB	566	11	550	11	645	11
	SB	513	13	458	13	381	12
A532 West Street (between Ford Lane and Broad Street)	EB	248	7	218	7	241	7
	WB	200	7	197	7	183	6
Lansdowne Road (between Coleridge Way and Pelican Close)	NB	12	2	20	2	42	2
	SB	20	0	28	0	10	0
A532 West Street (between Goddard Street and Ford Lane)	EB	365	6	368	6	371	6
	WB	172	5	178	5	186	5
A532 West Street (between Darlington Avenue and Frank Webb Avenue)	EB	667	5	667	5	650	5
	WB	749	4	752	5	749	5
Lansdowne Road (between Lansdowne Road and Sydney Road)	EB	15	2	24	2	50	2
	WB	53	0	55	0	43	0
A532 West Street (between Underwood Lane and Goddard Street)	EB	399	6	403	7	386	6
	WB	287	6	323	6	379	7
A532 West Street (between A5078 Dunwoody Way and Underwood Lane)	EB	498	4	519	4	509	4
	WB	267	3	277	3	276	3
B5076 Middlewich Road (between B5076 Vernon Way and Henry Street)	EB	593	10	572	10	564	10
	WB	498	12	501	12	400	12
A534 Haslington Bypass (between Sydney Road and Clay Lane)	NB	1,135	10	1,258	9	1,195	7
	SB	1,053	22	1,083	21	1,116	19
B5076 Middlewich Street (between Henry Street and Elm Drive)	NB	741	11	784	11	877	11
	SB	607	13	584	13	510	13

Location	Direction	PM peak hour 2030 - all vehicles	PM peak hour 2030 - HGV	PM peak hour 2038 - all vehicles	PM peak hour 2038 - HGV	PM peak hour 2051 - all vehicles	PM peak hour 2051 - HGV
Sydney Road (between Herbert Street and Maw Green Road)	NB	666	3	781	3	825	4
	SB	481	2	269	2	207	2
B5076 Middlewich Road (between Elm Drive and Stamp Avenue)	NB	633	1	670	1	758	2
	SB	546	13	517	13	443	13
Stamp Avenue (between Greenway and B5076 Middlewich Street)	EB	14	0	15	0	20	0
	WB	128	0	228	0	320	0
B5076 Middlewich Street (between Stamp Avenue and Lime Tree Avenue)	NB	406	1	354	2	392	1
	SB	305	13	285	13	230	13
Lime Tree Avenue (between B5076 Middlewich Street and Sycamore Avenue)	EB	46	0	52	0	76	0
	WB	37	0	36	0	43	0
A530 Middlewich Road (between Pyms Lane and Middlewich Road)	NB	820	6	867	6	923	7
	SB	696	4	708	5	818	5
Lime Tree Avenue (between Sycamore Avenue and Acer Avenue)	EB	43	0	50	0	72	0
	WB	35	0	35	0	38	0
Greenway (between Stamp Avenue and B5076 Middlewich Street)	NB	128	0	229	0	323	1
	SB	7	0	7	0	8	0
Lime Tree Avenue (between Prunus Road and Elm Drive)	EB	45	0	52	0	83	0
	WB	40	0	44	0	52	0
Elm Drive (between Lime Tree Avenue and Remer Street)	NB	285	12	385	12	594	13
	SB	259	3	230	3	236	5
Lime Tree Avenue (between Acer Avenue and Prunus Road)	EB	44	0	50	0	81	0
	WB	38	0	41	0	50	0
B5076 Middlewich Street (between Lime Tree Avenue and Remer Street)	NB	365	1	306	2	324	1
	SB	272	13	253	13	195	13
Clay Lane (between Newtons Lane and Maw Lane)	EB	301	1	452	1	707	3
	WB	16	0	19	0	20	0
Acer Avenue (between Remer Street and Lime Tree Avenue)	NB	2	0	7	0	12	0
	SB	1	0	1	0	9	0
Remer Street (between Acer Avenue and Groby Road)	EB	545	7	676	7	609	7
	WB	711	14	836	14	851	15
	EB	546	7	677	7	618	7

Location	Direction	PM peak hour 2030 - all vehicles	PM peak hour 2030 - HGV	PM peak hour 2038 - all vehicles	PM peak hour 2038 - HGV	PM peak hour 2051 - all vehicles	PM peak hour 2051 - HGV
Remer Street (between B5076 Middlewich Street and Acer Avenue)	WB	713	14	843	14	863	15
Selworthy Drive (between B5076 Bradfield Road and Underwood Lane)	NB	304	1	374	1	449	3
	SB	114	1	113	1	99	1
B5076 Middlewich Street (between Broad Street and Remer Street)	EB	807	8	918	9	802	8
	WB	1,066	4	1,136	4	1,175	5
Newtons Lane (between Clay Lane and Nesfield Drive)	EB	295	1	446	1	700	3
	WB	12	0	15	0	17	0
Underwood Lane (between Cliffe Road and Newbury Avenue)	EB	170	4	168	4	177	4
	WB	98	4	97	4	95	4
B5076 North Street (between Broughton Road and Broad Street)	EB	678	9	652	9	585	8
	WB	948	3	1,053	4	1,283	4
Newtons Lane (between Nesfield Drive and Crewe Road)	EB	298	1	450	1	705	3
	WB	54	0	58	0	62	0
Underwood Lane (between Newbury Avenue and Pear Tree Avenue)	NB	163	4	163	4	171	4
	SB	97	4	97	4	96	4
Underwood Lane (between Pear Tree Avenue and B5076 Bradfield Road)	NB	159	4	158	4	166	4
	SB	97	4	98	4	97	4
B5076 Bradfield Road (between Underwood Lane and Broughton Road)	EB	637	8	603	8	509	8
	WB	770	2	849	3	975	3
B5076 Bradfield Road (between Selworthy Drive and Mablins Lane)	EB	507	9	552	9	554	9
	WB	356	5	327	5	450	5
B5076 Bradfield Road (between Mablins Lane and Cliffe Road)	EB	597	15	584	15	501	15
	WB	645	10	690	9	862	9
B5076 Bradfield Road (between Cliffe Road and Underwood Lane)	EB	489	12	458	12	357	12
	WB	684	6	764	7	892	7
B5076 Bradfield Road (between Parkers Road and Selworthy Drive)	EB	484	5	504	5	441	5
	WB	429	4	443	4	590	5
Groby Road (between Remer Street and Stoneley Road)	NB	223	1	254	0	272	0
	SB	131	0	126	0	134	0
	NB	62	0	77	0	11	0

Location	Direction	PM peak hour 2030 - all vehicles	PM peak hour 2030 - HGV	PM peak hour 2038 - all vehicles	PM peak hour 2038 - HGV	PM peak hour 2051 - all vehicles	PM peak hour 2051 - HGV
Stoneley Road (between B5076 Broad Street and Waldron's Lane)	SB	14	0	17	0	17	0
A530 Middlewich Road (between Middlewich Road and Smithy Lane)	NB	728	6	789	6	841	6
	SB	532	4	541	4	646	4
A534 Haslington Bypass (between Clay Lane and Crewe Road)	NB	1,087	14	1,141	13	1,166	8
	SB	1,082	24	1,106	24	1,119	23
Broughton Road (between Maplins Moss Place and Parkers Road)	NB	60	1	68	1	154	2
	SB	45	0	49	0	52	0
Stoneley Road (between Waldron's Lane and Groby Road)	EB	6	0	8	0	28	0
	WB	47	0	174	0	419	0
B5076 Bradfield Road (between Parkers Road and B5076 Flowers Lane)	EB	888	13	943	13	966	13
	WB	546	11	569	11	773	12
Parkers Road (between B5076 Bradfield Road and Higher Croft Drive)	EB	510	9	543	9	638	9
	WB	154	7	166	7	221	7
Parkers Road (between Higher Croft Drive and Parkfield)	EB	538	9	581	9	682	9
	WB	249	7	337	7	427	7
Parkers Road (between Parkfield and Mablins Lane)	EB	474	10	514	10	611	10
	WB	390	7	486	7	584	7
Parkers Road (between Mablins Lane and Broughton Road)	EB	537	5	624	5	817	5
	WB	256	4	268	4	326	4
Waldrons Lane (between Stoneley Road and Warmingham Road)	NB	109	0	251	1	430	0
	SB	20	0	25	0	44	0
Groby Road (between Stoneley Road and Warmingham Road)	NB	534	1	441	0	265	0
	SB	148	0	145	0	135	0
Warmingham Road (between Broughton Road and Waldron's Lane)	EB	430	6	517	6	788	7
	WB	287	3	306	3	366	3
B5076 Flowers Lane (between A530 Middlewich Road and B5076 Bradfield Road)	EB	230	2	224	2	193	2
	WB	274	4	273	4	328	5
A530 Middlewich Road (between Smithy Lane and B5076 Flowers Lane)	NB	601	11	622	11	786	12
	SB	399	6	422	7	450	8
	EB	485	6	710	6	1,103	7

Location	Direction	PM peak hour 2030 - all vehicles	PM peak hour 2030 - HGV	PM peak hour 2038 - all vehicles	PM peak hour 2038 - HGV	PM peak hour 2051 - all vehicles	PM peak hour 2051 - HGV
Warmingham Road (between Waldron's Lane and Groby Road)	WB	254	3	274	3	295	3
A534 Wheelock Bypass (between Crewe Road and Mill Lane)	NB	930	14	1,003	14	1,105	9
	SB	853	24	856	24	863	23
A530 Middlewich Road (between B5076 Flowers Lane and Eardswick Lane)	NB	840	15	858	15	1,075	17
	SB	595	8	609	10	605	10
A530 Middlewich Road (between Eardswick Lane and Brookhouse Lane)	NB	421	4	413	5	508	5
	SB	357	4	361	5	314	6
A534 Wheelock Bypass (between Mill Lane and A533 Old Mill Road)	NB	985	15	1,028	14	1,050	9
	SB	878	24	884	24	894	24
Warmingham Road/School Lane (between Hall Lane and Forge Mill Lane)	NB	828	4	935	4	998	4
	SB	233	1	238	1	274	1
A534 Old Mill Road (between Brookhouse Road and A533 The Hill)	NB	1,124	17	1,159	16	1,165	11
	SB	751	26	749	26	738	26
A534 Old Mill Road (between A533 The Hill and Congleton Road)	NB	724	16	775	16	776	11
	SB	634	25	635	25	639	25
B5074 Over Road/B5074 Swanlow Lane (between Cross Lane and Moor Lane)	NB	537	5	554	7	637	4
	SB	404	4	465	4	518	4

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

Location	Direction	AADT 2030	AADT 2038	AADT 2051
Annions Lane (between A51 London Road and B5071 Main Road)	EB	351	518	726
	WB	538	732	807
Wybunbury Lane (between Wybunbury Lane and B5071 Stock Lane)	EB	186	179	147
	WB	145	376	707
Back Lane (between Casey Lane and Newcastle Road)	NB	1,035	1,325	2,224
	SB	1,544	1,854	2,538
Newcastle Road (between Chorlton Lane and A531 Newcastle Road)	EB	5,459	6,107	7,545
	WB	6,380	6,887	8,540
Newcastle Road (between Casey Lane and Chorlton Lane)	EB	5,187	5,855	7,293
	WB	6,241	6,770	8,418
Main Road east (between Newcastle Road and Main Road west)	NB	608	931	1,536
	SB	398	542	644

Location	Direction	AADT 2030	AADT 2038	AADT 2051
Casey Lane (between Back Lane and Weston Lane)	NB	700	826	766
	SB	856	1,091	1,242
A531 Newcastle Road (between Main Road and A500 Shavington Bypass)	EB	2,085	1,572	2,165
	WB	3,793	3,522	3,745
A500 Shavington Bypass (between A51 Newcastle Road and B5071 Jack Mills Way)	EB	13,834	14,326	13,826
	WB	15,190	15,068	14,160
A51 Nantwich Bypass (between A51 Newcastle Road and A534 Crewe Road)	NB	10,702	10,755	11,055
	SB	9,022	9,749	9,137
Cemetery Road (between Cemetery Road north and Main Road)	EB	291	334	637
	WB	1,088	1,163	1,342
Cemetery Road (between Whites Lane and Mere Road)	EB	512	542	859
	WB	482	587	838
A500 Shavington Bypass (between A5020 David Whitby Way and A500 Newcastle Road)	EB	12,397	13,080	13,087
	WB	15,887	16,058	16,039
A500 Newcastle Road (between A500 Shavington Bypass and M6 junction 16)	EB	16,860	17,076	17,328
	WB	20,823	20,417	21,203
A500 Shavington Bypass (between B5071 Jack Mills Way and A5020 David Whitby Way)	EB	16,181	17,557	18,983
	WB	17,072	17,738	18,915
A5020 David Whitby Way (between A500 Shavington Bypass and B5472 Weston Road)	NB	10,659	12,647	13,428
	SB	8,059	9,848	10,884
A51 Nantwich Bypass (between A534 Crewe Road and A530 Middlewich Road)	NB	11,126	12,055	12,448
	SB	7,997	9,378	10,194
Barthomley Road (between Radway Green Road and B5077 Butterton Lane)	NB	748	1,277	1,456
	SB	1,096	1,210	1,464
A530 Middlewich Road (between A51 Nantwich Bypass and Colleys Lane)	NB	10,678	11,263	11,740
	SB	8,162	7,653	7,504
A532 Weston Road (between A5020 David Whitby Way and Western Road Service Road (southern access))	EB	8,094	7,706	6,686
	WB	8,228	9,045	8,664
Weston Road Service Road (between Weston Road south access and Weston Road north access)	EB	945	1,731	2,224
	WB	468	662	1,053
A532 Weston Road (between Western Road Service Road (northern access) and A534 Crewe Road)	NB	7,280	9,591	10,519
	SB	5,710	5,845	5,433
A534 Crewe Road (between A532 Weston Road and Gateway)	EB	9,439	11,285	11,183
	WB	6,612	6,954	7,187
A534 Crewe Road (between Gateway and Electra Way)	EB	8,890	10,887	10,854
	WB	6,750	7,122	7,025

Location	Direction	AADT 2030	AADT 2038	AADT 2051
Union Street (between A5078 Edleston Road and Lord Street)	EB	2,172	1,242	703
	WB	461	617	668
Union Street (between Lord Street and A5019 Mill Street)	EB	2,204	1,275	739
	WB	475	633	686
A530 Middlewich Road (between Colleys Lane and Wistaston Green Road)	NB	11,037	11,681	12,137
	SB	9,475	9,195	9,465
A534 Crewe Green Road (between Electra Way and A5020 University Way)	EB	9,271	11,251	11,091
	WB	7,957	8,374	8,285
A532 Macon Way (between A534 Crewe Road and Hungerford Road)	NB	5,595	6,575	6,552
	SB	6,940	7,832	7,032
A5020 University Way (between A534 Crewe Green Road and A532 Weston Road)	NB	9,195	9,890	10,394
	SB	8,731	9,572	10,819
A530 Middlewich Road (between Wistaston Green Road and A532 Coppenhall Lane)	NB	11,067	11,434	11,686
	SB	12,375	12,448	12,793
A5078 Oak Street (between A5078 Edleston Road and Cross Street)	EB	1,982	1,663	1,364
	WB	5,137	5,318	4,868
Wistaston Road (between Flag Lane and Walthall Street)	EB	313	355	167
	WB	2,513	2,627	2,858
A5019 Vernon Way (between A5019 Mill Street and Lyon Street)	NB	5,836	7,008	8,673
	SB	7,475	8,302	9,187
A5078 Dunwoody Way (between Flag Lane and A5078 Wistaston Road)	EB	3,805	3,831	3,764
	WB	5,190	5,487	6,397
A532 Coppenhall Lane (between A530 Middlewich Road and Sunnybank Road)	EB	7,647	8,103	8,787
	WB	7,245	7,246	7,157
A5019 Vernon Way (between Lyon Street and A532 Earle Street)	NB	7,385	8,334	9,312
	SB	8,455	9,304	10,408
Sydney Road (between Hungerford Road and Shakespeare Drive)	NB	8,453	8,035	7,842
	SB	6,529	5,998	6,170
A532 Manchester Bridge (between William Street and Hungerford Road)	EB	11,040	11,398	11,546
	WB	10,892	12,341	12,972
A532 Earle Street (between A5019 Vernon Way and William Street)	EB	10,275	10,909	11,662
	WB	10,631	11,413	11,246
A5078 Dunwoody Way (between The Four Eagles PH access and Flag Lane)	EB	3,815	3,763	3,640
	WB	4,851	5,103	5,993
Coleridge Way (between Hungerford Road and Wordsworth Drive)	NB	817	1,390	1,923
	SB	2,126	2,183	2,438
	EB	309	768	1,229

Location	Direction	AADT 2030	AADT 2038	AADT 2051
Shakespeare Drive (between Sydney Road and Laureston Avenue)	WB	1,812	1,819	1,972
Laureston Avenue (between Shakespeare Drive and Wordsworth Drive)	NB	1,812	1,819	1,972
	SB	309	768	1,229
Sydney Road (between Shakespeare Drive and Lansdowne Road)	NB	7,489	7,543	7,761
	SB	6,906	6,475	6,705
Wordsworth Drive (between Tennyson Avenue and Kipling Way)	EB	336	797	1,248
	WB	1,781	1,783	1,920
Wordsworth Drive (between Kipling Way and Laureston Avenue)	EB	319	779	1,235
	WB	1,800	1,805	1,950
Wordsworth Drive (between Coleridge Way and Tennyson Avenue)	EB	381	848	1,312
	WB	1,805	1,810	1,959
A532 Vernon Way (between A532 Earle Street and A532 West Street)	NB	6,296	6,239	6,384
	SB	6,956	6,501	6,819
Coleridge Way (between Lansdowne Road and Wordsworth Drive)	NB	467	577	654
	SB	353	407	522
A532 Coppenhall Lane (between Sunnybank Road and Victoria Avenue)	EB	8,783	9,240	9,995
	WB	7,857	7,856	7,755
A530 Middlewich Road (between A532 Coppenhall Lane and Pyms Lane)	NB	7,579	7,629	7,406
	SB	9,423	9,606	10,052
A532 West Street (between Broad Street and A532 Vernon Way)	EB	2,790	2,599	2,486
	WB	3,132	3,082	3,220
A532 West Street (between Victoria Avenue and Minshull New Road)	EB	9,020	9,327	9,918
	WB	9,782	9,895	10,137
A5078 Dunwoody Way (A532 West Street and Joseph Reddrop Way)	NB	5,093	5,374	6,284
	SB	4,178	4,147	4,026
B5076 Vernon Way (between A532 West Street and Badger Avenue)	NB	5,042	5,032	5,253
	SB	6,010	5,744	6,380
A532 West Street (between Ford Lane and Broad Street)	EB	3,761	3,717	3,921
	WB	2,481	2,524	2,594
Lansdowne Road (between Coleridge Way and Pelican Close)	NB	105	151	292
	SB	196	248	355
A532 West Street (between Goddard Street and Ford Lane)	EB	5,010	5,317	5,438
	WB	2,314	2,400	2,591
A532 West Street (between Darlington Avenue and Frank Webb Avenue)	EB	7,926	8,099	8,421
	WB	8,065	8,134	8,128
Lansdowne Road (between Lansdowne Road and Sydney Road)	EB	160	214	368
	WB	551	574	796

Location	Direction	AADT 2030	AADT 2038	AADT 2051
A532 West Street (between Underwood Lane and Goddard Street)	EB	5,321	5,603	6,011
	WB	3,984	4,326	4,959
A532 West Street (between A5078 Dunwoody Way and Underwood Lane)	EB	5,780	6,017	6,301
	WB	2,769	2,854	2,873
B5076 Middlewich Road (between B5076 Vernon Way and Henry Street)	EB	4,749	4,662	4,925
	WB	5,502	5,536	6,207
A534 Haslington Bypass (between Sydney Road and Clay Lane)	NB	11,310	12,512	11,972
	SB	11,086	13,231	14,619
B5076 Middlewich Street (between Henry Street and Elm Drive)	NB	5,587	5,894	6,828
	SB	6,906	6,893	7,306
Sydney Road (between Herbert Street and Maw Green Road)	NB	6,762	6,726	6,981
	SB	6,702	6,230	6,604
B5076 Middlewich Road (between Elm Drive and Stamp Avenue)	NB	4,696	4,953	5,609
	SB	5,936	5,918	6,173
Stamp Avenue (between Greenway and B5076 Middlewich Street)	EB	297	635	1,196
	WB	862	1,429	1,956
B5076 Middlewich Street (between Stamp Avenue and Lime Tree Avenue)	NB	3,829	3,709	3,847
	SB	3,933	3,728	3,276
Lime Tree Avenue (between B5076 Middlewich Street and Sycamore Avenue)	EB	717	776	933
	WB	490	486	538
A530 Middlewich Road (between Pyms Lane and Middlewich Road)	NB	8,386	8,339	7,600
	SB	8,279	8,398	9,136
Lime Tree Avenue (between Sycamore Avenue and Acer Avenue)	EB	695	753	903
	WB	447	449	494
Greenway (between Stamp Avenue and B5076 Middlewich Street)	NB	813	1,426	1,891
	SB	164	491	1,030
Lime Tree Avenue (between Prunus Road and Elm Drive)	EB	719	786	1,097
	WB	504	542	630
Elm Drive (between Lime Tree Avenue and Remer Street)	NB	3,161	3,816	5,354
	SB	3,407	3,537	4,193
Lime Tree Avenue (between Acer Avenue and Prunus Road)	EB	702	765	1,071
	WB	473	508	594
B5076 Middlewich Street (between Lime Tree Avenue and Remer Street)	NB	3,172	2,988	2,981
	SB	3,503	3,297	2,805
Clay Lane (between Newtons Lane and Maw Lane)	EB	1,843	2,748	4,429
	WB	430	896	2,094
	NB	25	59	100

Location	Direction	AADT 2030	AADT 2038	AADT 2051
Acer Avenue (between Remer Street and Lime Tree Avenue)	SB	7	12	168
Remer Street (between Acer Avenue and Groby Road)	EB	8,389	9,370	9,138
	WB	6,360	7,061	7,239
Remer Street (between B5076 Middlewich Street and Acer Avenue)	EB	8,396	9,381	9,306
	WB	6,385	7,121	7,339
Selworthy Drive (between B5076 Bradfield Road and Underwood Lane)	NB	2,451	2,972	3,520
	SB	1,056	1,035	972
B5076 Middlewich Street (between Broad Street and Remer Street)	EB	11,823	12,602	12,038
	WB	9,480	10,033	10,245
Newtons Lane (between Clay Lane and Nesfield Drive)	EB	1,787	2,688	4,358
	WB	353	814	1,969
Underwood Lane (between Cliffe Road and Newbury Avenue)	EB	1,370	1,381	1,346
	WB	1,938	2,002	2,048
B5076 North Street (between Broughton Road and Broad Street)	EB	8,588	8,228	7,724
	WB	8,401	9,114	10,573
Newtons Lane (between Nesfield Drive and Crewe Road)	EB	2,128	3,197	4,896
	WB	863	1,362	2,443
Underwood Lane (between Newbury Avenue and Pear Tree Avenue)	NB	1,315	1,372	1,306
	SB	1,893	2,008	2,025
Underwood Lane (between Pear Tree Avenue and B5076 Bradfield Road)	NB	1,292	1,347	1,264
	SB	1,891	2,007	2,010
B5076 Bradfield Road (between Underwood Lane and Broughton Road)	EB	6,759	6,831	6,328
	WB	7,739	8,309	9,067
B5076 Bradfield Road (between Selworthy Drive and Mablins Lane)	EB	4,490	4,745	5,011
	WB	4,204	4,153	5,147
B5076 Bradfield Road (between Mablins Lane and Cliffe Road)	EB	6,259	6,274	5,986
	WB	6,303	6,661	7,802
B5076 Bradfield Road (between Cliffe Road and Underwood Lane)	EB	5,562	5,592	5,181
	WB	5,942	6,410	7,175
B5076 Bradfield Road (between Parkers Road and Selworthy Drive)	EB	4,850	4,963	4,893
	WB	5,232	5,538	6,771
Groby Road (between Remer Street and Stoneley Road)	NB	1,980	2,226	2,373
	SB	2,903	3,608	4,656
Stoneley Road (between B5076 Broad Street and Waldron's Lane)	NB	746	941	571
	SB	218	228	239
A530 Middlewich Road (between Middlewich Road and Smithy Lane)	NB	6,787	7,001	6,371
	SB	6,701	6,827	7,498

Location	Direction	AADT 2030	AADT 2038	AADT 2051
A534 Haslington Bypass (between Clay Lane and Crewe Road)	NB	10,912	11,505	11,872
	SB	12,152	14,019	14,572
Broughton Road (between Maplins Moss Place and Parkers Road)	NB	611	650	1,145
	SB	642	652	747
Stoneley Road (between Waldron's Lane and Groby Road)	EB	275	473	735
	WB	265	974	2,347
B5076 Bradfield Road (between Parkers Road and B5076 Flowers Lane)	EB	8,830	9,402	9,686
	WB	7,574	7,824	9,285
Parkers Road (between B5076 Bradfield Road and Higher Croft Drive)	EB	4,612	5,140	5,584
	WB	3,223	3,333	3,674
Parkers Road (between Higher Croft Drive and Parkfield)	EB	5,392	6,132	6,765
	WB	2,853	3,458	4,057
Parkers Road (between Parkfield and Mablins Lane)	EB	5,467	6,220	6,888
	WB	3,641	4,302	4,973
Parkers Road (between Mablins Lane and Broughton Road)	EB	5,710	6,697	8,052
	WB	3,583	3,831	4,492
Waldrons Lane (between Stoneley Road and Warmingham Road)	NB	1,011	1,915	2,917
	SB	492	700	972
Groby Road (between Stoneley Road and Warmingham Road)	NB	4,559	4,127	3,230
	SB	3,784	4,399	5,040
Warmingham Road (between Broughton Road and Waldron's Lane)	EB	4,961	5,940	7,628
	WB	3,901	4,164	4,809
B5076 Flowers Lane (between A530 Middlewich Road and B5076 Bradfield Road)	EB	3,631	3,721	4,083
	WB	3,041	3,223	3,643
A530 Middlewich Road (between Smithy Lane and B5076 Flowers Lane)	NB	5,113	5,115	5,822
	SB	5,546	5,853	6,113
Warmingham Road (between Waldron's Lane and Groby Road)	EB	5,432	7,100	9,320
	WB	3,852	4,109	4,557
A534 Wheelock Bypass (between Crewe Road and Mill Lane)	NB	10,024	10,610	10,959
	SB	8,670	9,444	10,921
A530 Middlewich Road (between B5076 Flowers Lane and Eardswick Lane)	NB	7,517	7,671	8,760
	SB	8,540	8,906	9,491
A530 Middlewich Road (between Eardswick Lane and Brookhouse Lane)	NB	3,686	3,498	3,796
	SB	4,556	4,801	6,075
A534 Wheelock Bypass (between Mill Lane and A533 Old Mill Road)	NB	10,864	11,268	11,312
	SB	9,176	9,935	9,857
	NB	7,450	8,385	8,927

Location	Direction	AADT 2030	AADT 2038	AADT 2051
Warmingham Road/School Lane (between Hall Lane and Forge Mill Lane)	SB	3,979	4,633	5,935
A534 Old Mill Road (between Brookhouse Road and A533 The Hill)	NB	12,005	12,489	12,810
	SB	8,335	8,831	9,114
A534 Old Mill Road (between A533 The Hill and Congleton Road)	NB	8,625	9,112	9,292
	SB	7,087	7,719	8,193
B5074 Over Road/B5074 Swanlow Lane (between Cross Lane and Moor Lane)	NB	5,403	5,661	6,506
	SB	4,678	5,182	5,904

Junction operation

5.3.25 Junction operation is reported in Section 6.4 of the main TA.

5.3.26 The operation of 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. Where there are changes to infrastructure compared to the main TA, these are highlighted.

5.3.27 Where a junction will be affected by construction of the AP1 revised scheme, future baseline results are included for 2030. Where a junction will be affected by the operation of the AP1 revised scheme, which is primarily due to changes in traffic as a result of infrastructure changes or changes in demand associated with the AP1 revised scheme, results are included for 2038 and 2051. Junctions affected by both construction and operation include results for all three assessment years.

5.3.28 The results are presented in the same order as presented in the main TA.

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

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

5.3.30 Table 6-7 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-7 below replaces Table 6-7 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5078 Radway Green Road	415	83%	3
M6 junction 16 off-slip (north)	781	43%	6
A500 (east)	1,794	75%	9
M6 junction 16 off-slip (south)	689	45%	6
A500 Newcastle Road	1,351	74%	11
	2018 PM peak hour (17:00–18:00) baseline results		
B5078 Radway Green Road	280	55%	1
M6 junction 16 off-slip (north)	787	38%	6
A500 (east)	1,584	79%	10
M6 junction 16 off-slip (south)	701	46%	6
A500 Newcastle Road	1,438	79%	11

5.3.31 The conclusions drawn in paragraph 6.4.16 of the main TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 83% on the B5078 Radway Green Road approach in the AM peak hour with an associated queue length of three PCU. In the PM peak hour, the maximum VoC of 79% is on both the A500 (east) and A500 Newcastle Road approaches with an associated queue length of 10 PCU and 11 PCU respectively."

5.3.32 Table 6-8 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-8 below replaces Table 6-8 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
B5078 Radway Green Road	234	104%	6
M6 junction 16 off-slip (north)	1,310	72%	10
A500 (east)	2,273	99%	12
M6 junction 16 off-slip (south)	733	48%	6
A500 Newcastle Road	1,650	91%	14
	2030 PM peak hour (17:00–18:00)		
B5078 Radway Green Road	234	106%	6
M6 junction 16 off-slip (north)	1,403	67%	10
A500 (east)	1,938	99%	11
M6 junction 16 off-slip (south)	851	55%	7
A500 Newcastle Road	1,650	91%	14

5.3.33 The conclusions drawn in paragraph 6.4.18 of the main TA are replaced by:

"This junction operates over capacity in the 2030 future baseline with a maximum VoC of 104% on the B5078 Radway Green Road approach in the AM peak hour with an associated queue length of six PCU. In the PM peak hour, the maximum VoC of 106% on the B5078 Radway Green Road approach with an associated queue length of six PCU."

M6 junction 17/A534 Congleton Road

5.3.34 Table 6-9 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-9 below replaces Table 6-9 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
M6 southbound off-slip (junction 17)	181	32%	2
A534 Congleton Road (east)	620	103%	7
A534 Congleton Road (east) (left slip)	161	14%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
M6 northbound off-slip (junction 17) (roundabout entry)	223	24%	0
M6 northbound off-slip (junction 17) (left slip)	121	17%	0
A534 Old Mill Road (west)	740	53%	0
A534 Old Mill Road (motorway overbridge eastbound)	963	82%	8
A534 Old Mill Road (motorway overbridge westbound)	781	48%	0
	2018 PM peak hour (17:00–18:00) baseline results		
M6 southbound off-slip (junction 17)	323	68%	5
A534 Congleton Road (east)	657	91%	8
A534 Congleton Road (east) (left slip)	281	24%	0
M6 northbound off-slip (junction 17) (roundabout entry)	383	55%	2
M6 northbound off-slip (junction 17) (left slip)	163	27%	1
A534 Old Mill Road (west)	655	55%	1
A534 Old Mill Road (motorway overbridge eastbound)	1,038	69%	10
A534 Old Mill Road (motorway overbridge westbound)	979	60%	1

5.3.35 The conclusions drawn in paragraph 6.4.20 of the main TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 103% on the A534 Congleton Road (east) approach with an associated queue length of seven PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 91% on the A534 Congleton Road (east) approach with an associated queue length of eight PCU."

5.3.36 Table 6-10 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6 below replaces Table 6-10 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00-09:00)		
M6 southbound off-slip (junction 17)	327	58%	4
A534 Congleton Road (east)	602	100%	7
A534 Congleton Road (east) (left slip)	268	25%	0
M6 northbound off-slip (junction 17) (roundabout entry)	268	35%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
M6 northbound off-slip (junction 17) (left slip)	136	20%	0
A534 Old Mill Road (west)	808	64%	0
A534 Old Mill Road (motorway overbridge eastbound)	1,075	91%	9
A534 Old Mill Road (motorway overbridge westbound)	927	57%	0
	2030 PM peak hour (17:00–18:00)		
M6 southbound off-slip (junction 17)	445	94%	7
A534 Congleton Road (east)	640	89%	8
A534 Congleton Road (east) (left slip)	450	40%	0
M6 northbound off-slip (junction 17) (roundabout entry)	424	71%	4
M6 northbound off-slip (junction 17) (left slip)	268	42%	1
A534 Old Mill Road (west)	701	70%	2
A534 Old Mill Road (motorway overbridge eastbound)	1,125	74%	11
A534 Old Mill Road (motorway overbridge westbound)	1,085	66%	1

5.3.37 The conclusions drawn in paragraph 6.4.22 of the main TA are replaced by:

"In the 2030 future baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 100% on the A534 Congleton Road (east) approach with an associated queue length of seven PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2030 future baseline with a maximum VoC of 94% on the M6 southbound off-slip (junction 17) approach with an associated queue length of seven PCU."

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

5.3.38 Table 6-11 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-11 below replaces Table 6-11 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A51 Nantwich Bypass	693	50%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
Cheerbrook Road	264	29%	0
A500 Shavington Bypass	1,097	58%	0
Newcastle Road	418	45%	0
A51 Newcastle Road	903	69%	1
	2018 PM peak hour (17:00–18:00) baseline results		
A51 Nantwich Bypass	883	54%	0
Cheerbrook Road	116	13%	0
A500 Shavington Bypass	1,542	83%	1
Newcastle Road	257	39%	0
A51 Newcastle Road	632	48%	0

5.3.39 The conclusions drawn in paragraph 6.4.24 of the main TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 83% on the A500 Shavington Bypass approach with an associated queue length of one PCU."

5.3.40 Table 6-12 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-12 below replaces Table 6-12 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A51 Nantwich Bypass	750	67%	1
Cheerbrook Road	319	47%	1
A500 Shavington Bypass	1,270	68%	0
Newcastle Road	459	60%	1
A51 Newcastle Road	1,178	94%	4
	2030 PM peak hour (17:00–18:00)		
A51 Nantwich Bypass	1,023	66%	1
Cheerbrook Road	162	22%	0
A500 Shavington Bypass	1,656	101%	9
Newcastle Road	351	62%	1
A51 Newcastle Road	680	57%	1

5.3.41 The conclusions drawn in paragraph 6.4.26 of the main TA are replaced by:

"In the 2030 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 A51 Newcastle Road 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 2030 future baseline with a maximum VoC of

101% on the A500 Shavington Bypass approach with an associated queue length of nine PCU."

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

5.3.42 Table 6-13 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-13 below replaces Table 6-13 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5472 Weston Road	332	30%	0
A500 Newcastle Road	1,483	67%	0
A531 Newcastle Road	330	72%	1
A500 Shavington Bypass	967	53%	0
	2018 PM peak hour (17:00–18:00) baseline results		
B5472 Weston Road	396	40%	0
A500 Newcastle Road	1,484	70%	0
A531 Newcastle Road	189	39%	0
A500 Shavington Bypass	1,195	64%	0

5.3.43 The conclusions drawn in paragraph 6.4.28 of the main TA remain unchanged.

5.3.44 Table 6-14 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-14 of the main TA is replaced by Table 6-14 below.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
B5472 Weston Road	348	95%	3
A500 Newcastle Road	1,979	61%	0
A531 Newcastle Road	285	95%	4
A500 Shavington Bypass	1,159	65%	0
	2030 PM peak hour (17:00–18:00)		
B5472 Weston Road	386	105%	4
A500 Newcastle Road	2,042	60%	0
A531 Newcastle Road	121	35%	0
A500 Shavington Bypass	1,264	101%	4

5.3.45 The conclusions drawn in paragraph 6.4.30 of the main TA are replaced by:

"In the 2030 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 95% on both the B5472 Weston Road

and A531 Newcastle Road approaches with an associated queue length of three PCU and four PCU respectively. In the PM peak hour, the assessment shows that this junction is over capacity in the 2030 future baseline with a maximum VoC of 105% on the B5472 Weston Road approach with an associated queue length of four PCU."

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

5.3.46 Table 6-15 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6 below replaces Table 6-15 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A51 Nantwich Bypass (north)	730	39%	0
A534 Crewe Road	564	38%	0
Park Road	67	12%	0
A51 Nantwich Bypass (south)	968	81%	1
B5338 Crewe Road	406	64%	1
	2018 PM peak hour (17:00–18:00) baseline results		
A51 Nantwich Bypass (north)	872	46%	0
A534 Crewe Road	476	37%	0
Park Road	94	19%	0
A51 Nantwich Bypass (south)	933	78%	1
B5338 Crewe Road	380	55%	0

5.3.47 The conclusions drawn in paragraph 6.4.32 of the main TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2018 baseline with a maximum VoC of 81% on the A51 Nantwich Bypass (south) approach in the AM peak hour with an associated queue length of one PCU. In the PM peak hour, the maximum VoC of 78% is on the A51 Nantwich Bypass (south) approach with an associated queue length of one PCU."

5.3.48 Table 6-16 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-16 below replaces Table 6-16 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A51 Nantwich Bypass (north)	600	35%	0
A534 Crewe Road	744	49%	0
Park Road	98	20%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
A51 Nantwich Bypass (south)	1,039	87%	2
B5338 Crewe Road	519	94%	4
	2030 PM peak hour (17:00–18:00)		
A51 Nantwich Bypass (north)	974	51%	0
A534 Crewe Road	803	67%	1
Park Road	122	35%	0
A51 Nantwich Bypass (south)	1,031	86%	2
B5338 Crewe Road	376	63%	1

5.3.49 The conclusions drawn in paragraph 6.4.34 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2030 future baseline with a maximum VoC of 94% on the B5338 Crewe Road approach in the AM peak hour with an associated queue length of four PCU. In the PM peak hour, the maximum VoC of 86% is on the A51 Nantwich Bypass (south) approach with an associated queue length of two PCU."

A500 Shavington Bypass/B5071 Jack Mills Way

5.3.50 Table 6-17 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-17 below replaces Table 6-17 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5071 Jack Mills Way	425	37%	0
A500 Shavington Bypass (east)	1,213	54%	0
B5071	192	18%	0
A500 Shavington Bypass (west)	1,222	60%	0
	2018 PM peak hour (17:00–18:00) baseline results		
B5071 Jack Mills Way	440	34%	0
A500 Shavington Bypass (east)	1,638	76%	0
B5071	122	18%	0
A500 Shavington Bypass (west)	1,091	52%	0

5.3.51 The conclusions drawn in paragraph 6.4.36 of the main TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC 76% on the A500 Shavington Bypass (east) approach with an associated queue length of zero PCU."

5.3.52 Table 6-18 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-18 below replaces Table 6-18 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
B5071 Jack Mills Way	585	60%	1
A500 Shavington Bypass (east)	1,574	72%	0
B5071	267	36%	0
A500 Shavington Bypass (west)	1,550	91%	2
	2030 PM peak hour (17:00–18:00)		
B5071 Jack Mills Way	796	63%	1
A500 Shavington Bypass (east)	1,722	89%	1
B5071	194	37%	0
A500 Shavington Bypass (west)	1,125	60%	0

5.3.53 The conclusions drawn in paragraph 6.4.38 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2030 future baseline with a maximum VoC of 91% on the A500 Shavington Bypass (west) approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the maximum VoC of 89% is on the A500 Shavington Bypass (east) approach with an associated queue length of one PCU."

A500 Shavington Bypass/A5020 David Whitby Way

5.3.54 Table 6-19 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-19 below replaces Table 6-19 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5020 David Whitby Way	347	26%	0
A500 Shavington Bypass (east)	1,223	61%	0
A500 Shavington Bypass (west)	1,401	70%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A5020 David Whitby Way	948	71%	1
A500 Shavington Bypass (east)	1,072	67%	1
A500 Shavington Bypass (west)	1,198	52%	0

5.3.55 The conclusions drawn in paragraph 6.4.40 of the main TA remain unchanged.

5.3.56 Table 6-20 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-20 below replaces Table 6-20 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A5020 David Whitby Way	429	38%	0
A500 Shavington Bypass (east)	1,550	81%	1
A500 Shavington Bypass (west)	1,704	88%	1
	2030 PM peak hour (17:00–18:00)		
A5020 David Whitby Way	1,112	76%	1
A500 Shavington Bypass (east)	1,545	95%	4
A500 Shavington Bypass (west)	1,415	77%	1

5.3.57 The conclusions drawn in paragraph 6.4.42 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2030 future baseline with a maximum VoC of 88% on the A500 Shavington Bypass (west) approach in the AM peak hour with an associated queue length of one PCU. In the PM peak hour, the maximum VoC of 95% is on the A500 Shavington Bypass (east) approach with an associated queue length of four PCU."

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

5.3.58 Table 6-21 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-21 below replaces Table 6-21 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Alvaston Business Park Approach	18	2%	0
A530 Middlewich Road	791	107%	7
A51 Nantwich Bypass (east)	948	79%	1
B5334 Middlewich Road	612	41%	0
A51 Nantwich Bypass (west)	959	59%	1
	2018 PM peak hour (17:00–18:00) baseline results		
Alvaston Business Park Approach	118	13%	0
A530 Middlewich Road	698	104%	7
A51 Nantwich Bypass (east)	850	71%	1
B5334 Middlewich Road	703	43%	0
A51 Nantwich Bypass (west)	947	58%	0

5.3.59 The conclusions drawn in paragraph 6.4.44 of the main TA are replaced by:

"This junction operates over capacity in the 2018 baseline with a maximum VoC of 107% on the A530 Middlewich Road approach in the AM peak hour with an associated queue length of seven PCU. In the PM peak hour, the maximum VoC of 104% is on the A530 Middlewich Road approach with an associated queue length of seven PCU."

5.3.60 Table 6-22 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-22 below replaces Table 6-22 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00) baseline results		
Alvaston Business Park Approach	20	3%	0
A530 Middlewich Road	875	107%	6
A51 Nantwich Bypass (east)	1,110	93%	3
B5334 Middlewich Road	985	81%	2
A51 Nantwich Bypass (west)	632	106%	7
	2030 PM peak hour (17:00–18:00) baseline results		
Alvaston Business Park Approach	130	16%	0
A530 Middlewich Road	661	108%	7
A51 Nantwich Bypass (east)	1,029	86%	2
B5334 Middlewich Road	629	41%	0
A51 Nantwich Bypass (west)	1,079	67%	1

5.3.61 The conclusions drawn in paragraph 6.4.46 of the main TA are replaced by:

"This junction operates over capacity in the 2030 future baseline with a maximum VoC of 107% on the A530 Middlewich Road 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 A530 Middlewich Road approach with an associated queue length of seven PCU."

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

5.3.62 Table 6-23 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-23 below replaces Table 6-23 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5020 University Way	523	29%	0
B5472 Weston Road	1,019	85%	1
A5020 David Whitby Way	783	72%	1
Savoy Road	52	18%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
A532 Weston Road	469	27%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A5020 University Way	648	68%	1
B5472 Weston Road	458	38%	0
A5020 David Whitby Way	382	21%	0
Savoy Road	128	18%	0
A532 Weston Road	1,321	75%	1

5.3.63 The conclusions drawn in paragraph 6.4.48 of the main TA are replaced by:

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

5.3.64 Table 6-24 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-24 below replaces Table 6-24 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A5020 University Way	684	35%	0
B5472 Weston Road	1,094	91%	2
A5020 David Whitby Way	949	87%	3
Savoy Road	53	23%	0
A532 Weston Road	362	24%	0
	2030 PM peak hour (17:00–18:00)		
A5020 University Way	940	95%	5
B5472 Weston Road	243	21%	0
A5020 David Whitby Way	1,084	51%	0
Savoy Road	129	26%	0
A532 Weston Road	1,206	103%	10

5.3.65 The conclusions drawn in paragraph 6.4.50 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2030 future baseline with a maximum VoC of 91% on the B5472 Weston Road approach in the AM peak hour with an associated queue length of two PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2030 future baseline with a maximum VoC of 103% on the A532 Weston Road approach with an associated queue length of 10 PCU."

Valley Road/Wistaston Green Road

5.3.66 Table 6-25 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-25 below replaces Table 6-25 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Wistaston Green Road	402	52%	0
Valley Road (north)	244	26%	0
Valley Road (south)	717	67%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Wistaston Green Road	716	80%	1
Valley Road (north)	609	86%	2
Valley Road (south)	567	65%	0

5.3.67 The conclusions drawn in paragraph 6.4.52 of the main TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates well within capacity in the AM peak hour. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 86% on the Valley Road (north) approach with an associated queue length of two PCU."

5.3.68 Table 6-26 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-26 below replaces Table 6-26 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Wistaston Green Road	408	53%	0
Valley Road (north)	297	34%	0
Valley Road (south)	720	68%	0
	2030 PM peak hour (17:00–18:00)		
Wistaston Green Road	723	81%	1
Valley Road (north)	679	95%	3
Valley Road (south)	607	69%	0

5.3.69 The conclusions drawn in paragraph 6.4.54 of the main TA are replaced by:

"In the 2030 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 2030 future baseline with a maximum VoC of 95% on the Valley Road (north) approach with an associated queue length of three PCU."

Wistaston Green Road/Capesthorne Road

5.3.70 Table 6-27 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-27 below replaces Table 6-27 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Capesthorne Road	271	44%	0
Wistaston Green Road (east)	314	28%	0
Wistaston Green Road (west)	868	54%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Capesthorne Road	438	91%	3
Wistaston Green Road (east)	561	38%	0
Wistaston Green Road (west)	923	56%	0

5.3.71 The conclusions drawn in paragraph 6.4.56 of the main TA remain unchanged.

5.3.72 Table 6-28 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-28 below replaces Table 6-28 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Capesthorne Road	281	44%	0
Wistaston Green Road (east)	305	26%	0
Wistaston Green Road (west)	976	61%	0
	2030 PM peak hour (17:00–18:00)		
Capesthorne Road	444	94%	3
Wistaston Green Road (east)	567	37%	0
Wistaston Green Road (west)	930	57%	0

5.3.73 The conclusions drawn in paragraph 6.4.58 of the main TA are replaced by:

"In the 2030 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 2030 future baseline with a maximum VoC of 94% on the Capesthorne Road approach with an associated queue length of three PCU."

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

5.3.74 Table 6-29 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-29 below replaces Table 6-29 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A532 Macon Way	703	76%	6
A534 Crewe Road	558	49%	5
A532 Weston Road	721	50%	7
A534 Nantwich Road	884	55%	5
Tommy's Lane	66	5%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A532 Macon Way	629	67%	5
A534 Crewe Road	630	49%	6
A532 Weston Road	689	35%	6
A534 Nantwich Road	743	45%	5
Tommy's Lane	74	5%	0

5.3.75 The conclusions drawn in paragraph 6.4.60 of the main TA remain unchanged.

5.3.76 Table 6-30 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-30 below replaces Table 6-30 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A532 Macon Way	630	68%	5
A534 Crewe Road	630	56%	6
A532 Weston Road	637	44%	6
A534 Nantwich Road	935	58%	6
Tommy's Lane	68	5%	0
	2030 PM peak hour (17:00–18:00)		
A532 Macon Way	710	76%	6
A534 Crewe Road	635	49%	6
A532 Weston Road	844	43%	8
A534 Nantwich Road	986	59%	6
Tommy's Lane	75	7%	0

5.3.77 The conclusions drawn in paragraph 6.4.62 of the main TA are replaced by:

"In the 2030 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 2030 future baseline with a maximum VoC of 76% on the A532 Macon Way approach with an associated queue length of six PCU."

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

5.3.78 Table 6-31 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-31 below replaces Table 6-31 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Sydney Road	638	12%	0
A534	812	40%	5
B5077 Crewe Road	726	85%	8
A5020 University Way	533	21%	5
A534 Crewe Green Road	523	53%	7
	2018 PM peak hour (17:00–18:00) baseline results		
Sydney Road	871	16%	0
A534	753	102%	9
B5077 Crewe Road	492	77%	6
A5020 University Way	494	20%	4
A534 Crewe Green Road	631	38%	7

5.3.79 The conclusions drawn in paragraph 6.4.65 of the main TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 85% on the B5077 Crewe Road approach with an associated queue length of eight PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2018 baseline with a maximum of 102% on the A534 approach with an associated queue length of nine PCU."

5.3.80 Table 6-32 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-32 below replaces Table 6-32 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00)		
Sydney Road (north)	754	53%	6
Sydney Road (south)	482	69%	6
Hungerford Road	499	49%	4
	2018 PM peak hour (17:00–18:00)		
Sydney Road (north)	714	73%	8
Sydney Road (south)	664	56%	7
Hungerford Road	556	82%	6

5.3.81 The conclusions drawn in paragraph 6.4.67 of the main TA are replaced by:

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

5.3.82 Table 6-33 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-33 below replaces Table 6-33 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Sydney Road	806	37%	0
A534	994	43%	0
B5077 Crewe Road	867	87%	3
A5020 University Way	726	56%	1
A534 Crewe Green Road	634	28%	0
	2030 PM peak hour (17:00–18:00)		
Sydney Road	405	18%	7
A534	1,099	48%	0
B5077 Crewe Road	452	39%	0
A5020 University Way	981	34%	0
A534 Crewe Green Road	1,167	57%	1

5.3.83 The conclusions drawn in paragraph 6.4.69 of the main TA are replaced by:

"In the 2030 future baseline the assessment shows that this junction operates close to capacity with a maximum VoC of 87% on the B5077 Crewe Road approach in the AM peak hour 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 2030 future baseline."

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

5.3.84 Table 6-34 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-34 below replaces Table 6-34 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00)		
William Street	482	65%	1
A532 Manchester Bridge	784	36%	0
Grand Junction Way	20	2%	0
A532 Earle Street	825	38%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00)		
William Street	356	50%	0
A532 Manchester Bridge	1,095	49%	0
Grand Junction Way	15	1%	0
A532 Earle Street	924	45%	0

5.3.85 The conclusions drawn in the paragraph 6.4.71 of the main TA remain unchanged.

5.3.86 Table 6-35 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-35 below replaces Table 6-35 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
William Street	530	76%	1
A532 Manchester Bridge	835	40%	0
Grand Junction Way	24	2%	0
A532 Earle Street	1,095	51%	0
	2030 PM peak hour (17:00–18:00)		
William Street	477	59%	0
A532 Manchester Bridge	1,201	56%	0
Grand Junction Way	16	2%	0
A532 Earle Street	812	40%	0

5.3.87 The conclusions drawn in paragraph 6.4.73 of the main TA are replaced by:

"In the 2030 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 76% on the William Street approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2030 future baseline."

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

5.3.88 Table 6-36 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-36 below replaces Table 6-36 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A532 Vernon Way	706	41%	0
A532 Earle Street	763	64%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A5019 Vernon Way	533	30%	0
Earle Street	216	18%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A532 Vernon Way	634	37%	0
A532 Earle Street	975	81%	1
A5019 Vernon Way	740	43%	0
Earle Street	293	24%	0

5.3.89 The conclusions drawn in paragraph 6.4.75 of the main TA are replaced by:

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

5.3.90 Table 6-37 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-37 below replaces Table 6-37 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A532 Vernon Way	721	51%	0
A532 Earle Street	902	75%	1
A5019 Vernon Way	625	35%	0
Earle Street	434	36%	0
	2030 PM peak hour (17:00–18:00)		
A532 Vernon Way	588	35%	0
A532 Earle Street	1,134	95%	2
A5019 Vernon Way	731	48%	0
Earle Street	323	27%	0

5.3.91 The conclusions drawn in paragraph 6.4.77 of the main TA are replaced by:

"In the 2030 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 75% on the A532 Earle Street approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2030 future baseline with a maximum VoC of 95% on the A532 Earle Street approach with an associated queue length of two PCU."

A532 West Street/A5078 Dunwoody Way/Bessemer Way

5.3.92 Table 6-38 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-38 below replaces Table 6-38 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A532 West Street (east)	210	69%	7
A5078 Dunwoody Way	301	24%	5
Bessemer Way	51	44%	2
A532 West Street (west)	609	75%	14
	2018 PM peak hour (17:00–18:00) baseline results		
A532 West Street (east)	268	81%	9
A5078 Dunwoody Way	639	56%	11
Bessemer Way	31	27%	1
A532 West Street (west)	669	88%	16

5.3.93 The conclusions drawn in paragraph 6.4.79 of the main TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 75% on the A532 West Street (west) approach with an associated queue length of 14 PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 88% on the A532 West Street (west) approach with an associated queue length of 16 PCU."

5.3.94 Table 6-39 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-39 below replaces Table 6-39 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A532 West Street (east)	241	80%	8
A5078 Dunwoody Way	402	22%	7
Bessemer Way	51	44%	2
A532 West Street (west)	735	96%	17
	2030 PM peak hour (17:00–18:00)		
A532 West Street (east)	275	83%	9
A5078 Dunwoody Way	566	36%	10
Bessemer Way	31	27%	1
A532 West Street (west)	686	95%	17

5.3.95 The conclusions drawn in paragraph 6.4.81 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2030 future baseline with a maximum VoC of 96% on the A532 West Street (west) approach in the AM peak hour with an associated queue length of 17 PCU. In the PM peak hour, the maximum

VoC of 95% is on the A532 West Street (west) approach with an associated queue length of 17 PCU."

Badger Avenue/Broad Street

5.3.96 Table 6-40 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-40 below replaces Table 6-40 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Broad Street (north)	616	87%	9
Badger Avenue (east)	233	28%	3
Broad Street (south)	337	47%	5
Badger Avenue (west)	231	44%	4
	2018 PM peak hour (17:00–18:00) baseline results		
Broad Street (north)	538	77%	8
Badger Avenue (east)	386	48%	5
Broad Street (south)	323	46%	5
Badger Avenue (west)	285	52%	5

5.3.97 The conclusions drawn in paragraph 6.4.83 of the main 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 87% on the Broad Street (north) approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2018 baseline with a maximum VoC of 77% on the Broad Street (north) approach with an associated queue length of eight PCU."

5.3.98 Table 6-41 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6 below replaces table 6-41 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Broad Street (north)	621	95%	9
Badger Avenue (east)	286	38%	4
Broad Street (south)	421	59%	6
Badger Avenue (west)	392	92%	7
	2030 PM peak hour (17:00–18:00)		
Broad Street (north)	515	95%	8
Badger Avenue (east)	364	50%	5
Broad Street (south)	409	66%	6
Badger Avenue (west)	367	67%	6

5.3.99 The conclusions drawn in paragraph 6.4.85 of the main TA are replaced by:

"In the 2030 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 Broad Street (north) approach with an associated queue length of nine PCU. In the PM peak hour, the maximum VoC of 95% is on the Broad Street (north) approach with an associated queue length of eight PCU."

Badger Avenue/Underwood Lane

5.3.100 Table 6-42 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-42 below replaces Table 6-42 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Underwood Lane (north)	246	42%	3
Badger Avenue (east)	539	97%	6
Underwood Lane (south)	452	82%	6
Badger Avenue (west)	284	32%	3
	2018 PM peak hour (17:00–18:00) baseline results		
Underwood Lane (north)	284	54%	4
Badger Avenue (east)	556	74%	6
Underwood Lane (south)	469	97%	7
Badger Avenue (west)	235	28%	3

5.3.101 The conclusions drawn in paragraph 6.4.87 of the main TA are replaced by:

"The assessment shows this junction operates close to capacity in the 2018 baseline with a maximum VoC of 97% on the Badger Avenue (east) approach in the AM peak hour with an associated queue length of six PCU. In the PM peak hour, the maximum VoC of 97% is on the Underwood Lane (south) approach with an associated queue length of seven PCU."

5.3.102 Table 6-43 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-43 below replaces Table 6-43 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Underwood Lane (north)	249	44%	3
Badger Avenue (east)	605	94%	6
Underwood Lane (south)	472	95%	6
Badger Avenue (west)	330	37%	3
	2030 PM peak hour (17:00–18:00)		
Underwood Lane (north)	321	63%	4
Badger Avenue (east)	624	97%	7
Underwood Lane (south)	473	98%	7

Approach	Flow, PCU/hr	VoC	Q, PCU
Badger Avenue (west)	398	47%	4

5.3.103 The conclusions drawn in paragraph 6.4.89 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2030 future baseline with a maximum VoC of 95% on the Underwood Lane (south) approach in the AM peak hour with an associated queue length of six PCU. In the PM peak hour, the maximum VoC of 98% is on the Underwood Lane (south) approach with an associated queue length of seven PCU."

Broad Street/Davenport Street/McLaren Street

5.3.104 Table 6-44 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6 below replaces Table 6-44 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Broad Street (north)	476	32%	0
Davenport Street*	-	-	-
Broad Street (south)	371	23%	0
McLaren Street	464	64%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Broad Street (north)	318	21%	0
Davenport Street*	-	-	-
Broad Street (south)	425	27%	0
McLaren Street	411	55%	0

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

5.3.105 The conclusions drawn in paragraph 6.4.91 of the main TA remain unchanged.

5.3.106 Table 6-45 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-45 below replaces Table 6-45 of the main TA.

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

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Broad Street (north)	386	28%	0
Davenport Street*	-	-	-
Broad Street (south)	752	46%	0
McLaren Street	566	94%	3
	2030 PM peak hour (17:00–18:00)		
Broad Street (north)	451	33%	0
Davenport Street*	-	-	-

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 PM peak hour (17:00–18:00)		
Broad Street (south)	538	34%	0
McLaren Street	436	61%	0

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

5.3.107 The conclusions drawn in paragraph 6.4.93 of the main TA are replaced by:

"In the 2030 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 McLaren Street approach with an associated queue length of three PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2030 future baseline."

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

Sydney Road/Maw Green Road

5.3.108 Table 6-46 of the main TA summarises the operation of the junction for the 2019 existing baseline AM and PM peak hours. Table 6-46 below replaces Table 6-46 of the main TA.

Table 6-46: 2019 baseline performance at Sydney Road/Maw Green Road junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2019 AM peak hour (08:00–09:00) baseline results		
Sydney Road (north) (ahead)	736	-	-
Sydney Road (north) (left)	74	-	-
Maw Green Road (left)	60	0.17	0
Maw Green Road (right)	164	0.54	1
Sydney Road (south) (ahead and right)	532	0.07	0
	2019 PM peak hour (17:00–18:00) baseline results		
Sydney Road (north) (ahead)	630	-	-
Sydney Road (north) (left)	134	-	-
Maw Green Road (left)	46	0.10	0
Maw Green Road (right)	72	0.24	0
Sydney Road (south) (ahead and right)	686	0.03	0

5.3.109 The conclusions drawn in paragraph 6.4.98 of the main TA remain unchanged.

5.3.110 Table 6-47 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-47 below replaces Table 6-47 of the main TA.

Table 6-47: Future baseline performance at Sydney Road/Maw Green Road junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Sydney Road (north) (ahead)	1143	-	-

Approach	Flow, PCU/hr	RFC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Sydney Road (north) (left)	50	-	-
Maw Green Road (left)	34	1.72	9
Maw Green Road (right)	277	1.71	70
Sydney Road (south) (ahead and right)	828	0.02	0
	2030 PM peak hour (17:00–18:00)		
Sydney Road (north) (ahead)	780	-	-
Sydney Road (north) (left)	474	-	-
Maw Green Road (left)	9	0.02	0
Maw Green Road (right)	47	0.26	0
Sydney Road (south) (ahead and right)	1004	0.05	0

5.3.111 The conclusions drawn in paragraph 6.4.100 of the main TA are replaced by:

"In the 2030 future baseline the assessment shows that the junction operates over capacity in the AM peak hour with a maximum RFC of 1.72 on the Maw Green Road (left) approach with an associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2030 future baseline."

Remer Street/Sydney Road/Elm Drive

5.3.112 Table 6-48 of the main TA summarises the operation of the junction for the 2019 existing baseline AM and PM peak hours. Table 6-48 below replaces Table 6-48 of the main TA.

Table 6-48: 2019 baseline performance at Remer Street/Sydney Road/Elm Drive junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2019 AM peak hour (08:00–09:00) baseline results		
Remer Street (ahead and right)	883	0.16	0
Sydney Road (ahead)	605	-	-
Sydney Road (left)	57	-	-
Elm Drive (left)	55	0.11	0
Elm Drive (right)	14	0.06	0
	2019 PM peak hour (17:00–18:00) baseline results		
Remer Street (ahead and right)	792	0.13	0
Sydney Road (ahead)	698	-	-
Sydney Road (left)	47	-	-
Elm Drive (left)	59	0.12	0
Elm Drive (right)	39	0.17	0

5.3.113 The conclusions drawn in paragraph 6.4.102 of the main TA remain unchanged.

5.3.114 Table 6-49 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-49 below replaces Table 6-49 of the main TA.

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

Approach	Flow, PCU/hr	RFC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Remer Street (ahead and right)	1,449	0.72	5
Sydney Road (ahead)	1,300	-	-
Sydney Road (left)	50	-	-
Elm Drive (left)	252	N/A*	140
Elm Drive (right)	4	N/A*	2
	2030 PM peak hour (17:00–18:00)		
Remer Street (ahead and right)	1,385	0.46	1
Sydney Road (ahead)	1,170	-	-
Sydney Road (left)	14	-	-
Elm Drive (left)	153	2.58	52
Elm Drive (right)	55	2.53	19

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

5.3.115 The conclusions drawn in paragraph 6.4.104 of the main TA are replaced by:

"This junction operates over capacity in the 2030 future baseline with a maximum RFC on both the Elm Drive (left) and Elm Drive (right) approaches in the AM peak hour which are in excess of the upper limit of the software and are not reported. In the PM peak hour, the maximum RFC of 2.58 is on the Elm Drive (left) approach with an associated queue length of 52 PCU."

Remer Street/Groby Road

5.3.116 Table 6-50 of the main TA summarises the operation of the junction for the 2017 existing baseline AM and PM peak hours. Table 6-50 below replaces Table 6-50 of the main TA.

Table 6-50: 2019 baseline performance at Remer Street/Groby Road junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2019 AM peak hour (08:00–09:00) baseline results		
Remer Street (north) (ahead)	568	-	-
Remer Street (north) (left)	13	-	-
Groby Road (left and right)	338	0.73	3
Remer Street (south) (ahead and right)	660	0.20	0
	2019 PM peak hour (17:00–18:00) baseline results		
Remer Street (north) (ahead)	633	-	-
Remer Street (north) (left)	10	-	-
Groby Road (left and right)	171	0.39	1

Approach	Flow, PCU/hr	RFC	Q, PCU
Remer Street (south) (ahead and right)	757	0.37	1

5.3.117 The conclusions drawn in paragraph 6.4.106 of the main TA remain unchanged.

5.3.118 Table 6-51 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-51 below replaces Table 6-51 of the main TA.

Table 6-51: Future baseline performance at Remer Street/Groby Road junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Remer Street (north) (ahead)	858	-	-
Remer Street (north) (left)	348	-	-
Groby Road (left and right)	674	N/A*	780
Remer Street (south) (ahead and right)	1,300	2.06	622
	2030 PM peak hour (17:00–18:00)		
Remer Street (north) (ahead)	695	-	-
Remer Street (north) (left)	42	-	-
Groby Road (left and right)	855	2.32	499
Remer Street (south) (ahead and right)	912	0.33	1

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

5.3.119 The conclusions drawn in paragraph 6.4.108 of the main TA are replaced by:

"This junction operates over capacity in the 2030 future baseline with a maximum RFC on the Groby Road (left and right) approach in the AM peak hour which is in excess of the upper limit of the software and is not reported. The RFC on the Remer Street (south) (ahead and right) approach is 2.06 in the AM peak hour with an associated queue length of 622 PCU. This will result in queuing that will exceed the length of the right turn lane which will impact on neighbouring junctions. However due to limitations of the modelling software this is not reflected in the 2030 future baseline results presented at the Sydney Road/Maw Green Road junction or Remer Street/Sydney Road/Elm Drive junction. In the PM peak hour, the maximum RFC of 2.32 is on the Groby Road (left and right) approach with a queue length of 499 PCU."

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

5.3.120 Table 6-52 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-52 below replaces Table 6-52 of the main TA. As the junction is only affected by the construction of the AP1 revised scheme, future baseline results are presented for 2030 only.

Table 6-52: Future baseline performance at Remer Street/Groby Road/Sydney Road/Elm Drive/Maw Green Road junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Groby Road	674	0.83	4
Maw Green Road	310	0.86	5
Sydney Road	827	0.92	9
Elm Drive	256	0.40	1
Remer Street	1,205	1.54	307
	2030 PM peak hour (17:00–18:00)		
Groby Road	1,155	1.21	89
Maw Green Road	55	0.11	0
Sydney Road	1,004	0.95	13
Elm Drive	207	0.33	1
Remer Street	736	0.77	3

5.3.121 The conclusions drawn in paragraph 6.4.111 of the main TA are replaced by:

"This junction operates over capacity in the 2030 future baseline with a maximum RFC of 1.54 on the Remer Street approach in the AM peak hour with an associated queue length of 307 PCU. In the PM peak hour, the maximum RFC of 1.21 is on the Groby Road approach with an associated queue length of 89 PCU."

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

5.3.122 Table 6-53 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-53 below replaces Table 6-53 of the main TA.

Table 6-53: 2018 baseline performance at B5076 Middlewich Street/B5076 North Street/Broad Street/Stoneley Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Stoneley Road	25	4%	0
Broad Street (north)*	-	-	-
B5076 Middlewich Street	702	58%	0
Greenway	22	3%	0
Broad Street (south)	223	21%	0
B5076 North Street	925	72%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Stoneley Road	16	2%	0
Broad Street (north)*	-	-	-
B5076 Middlewich Street	875	68%	0
Greenway	32	5%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
Broad Street (south)	195	22%	0
B5076 North Street	615	47%	0

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

5.3.123 The conclusions drawn in paragraph 6.4.113 of the main TA remain unchanged.

5.3.124 Table 6-54 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-54 below replaces Table 6-54 of the main TA.

Table 6-54: Future baseline performance at B5076 Middlewich Street/B5076 North Street/Broad Street/Stoneley Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Stoneley Road	149	33%	0
Broad Street (north)*	-	-	-
B5076 Middlewich Street	667	56%	0
Greenway	19	3%	0
Broad Street (south)	697	44%	0
B5076 North Street	903	96%	4
	2030 PM peak hour (17:00–18:00)		
Stoneley Road	9	1%	0
Broad Street (north)*	-	-	-
B5076 Middlewich Street	1,089	84%	0
Greenway	131	26%	0
Broad Street (south)	383	24%	0
B5076 North Street	701	60%	0

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

5.3.125 The conclusions drawn in paragraph 6.4.115 of the main TA are replaced by:

"In the 2030 future baseline the assessment shows that this junction operates close to capacity In the AM peak hour with a maximum VoC of 96% on the B5076 North Street approach with an associated queue length of four PCU. In the PM peak hour, the assessment shows that this junction is within capacity in the 2030 future baseline with a maximum VoC of 84% on the B5076 Middlewich Street approach with an associated queue length of zero PCU."

B5076 Bradfield Road/B5076 North Street/Broughton Road

5.3.126 Table 6-55 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-55 below replaces Table 6-55 of the main TA.

Table 6-55: 2018 baseline performance at B5076 Bradfield Road/B5076 North Street/Broughton Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Broughton Road	141	17%	0
B5076 North Street	601	37%	0
B5076 Bradfield Road	513	30%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Broughton Road	75	9%	0
B5076 North Street	713	45%	0
B5076 Bradfield Road	593	35%	0

5.3.127 The conclusions drawn in paragraph 6.4.117 of the main TA remain unchanged.

5.3.128 Table 6-56 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-56 below replaces Table 6-56 of the main TA.

Table 6-56: Future baseline performance at B5076 Bradfield Road/B5076 North Street/Broughton Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Broughton Road	173	20%	0
B5076 North Street	655	41%	0
B5076 Bradfield Road	608	36%	0
	2030 PM peak hour (17:00–18:00)		
Broughton Road	89	10%	0
B5076 North Street	853	54%	0
B5076 Bradfield Road	659	39%	0

5.3.129 The conclusions drawn in paragraph 6.4.119 of the main TA remain unchanged.

B5076 Bradfield Road/Mablins Lane

5.3.130 Table 6-57 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-57 below replaces Table 6-57 of the main TA.

Table 6-57: 2018 baseline performance at B5076 Bradfield Road/Mablins Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Mablins Lane	257	33%	0
B5076 Bradfield Road (east)	541	35%	0
B5076 Bradfield Road (west)	300	18%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Mablins Lane	165	19%	0
B5076 Bradfield Road (east)	592	41%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
B5076 Bradfield Road (west)	461	27%	0

5.3.131 The conclusions drawn in paragraph 6.4.121 of the main TA remain unchanged.

5.3.132 Table 6-58 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-58 below replaces Table 6-58 of the main TA.

Table 6-58: Future baseline performance at B5076 Bradfield Road/Mablins Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Mablins Lane	338	42%	0
B5076 Bradfield Road (east)	538	35%	0
B5076 Bradfield Road (west)	319	19%	0
	2030 PM peak hour (17:00–18:00)		
Mablins Lane	229	26%	0
B5076 Bradfield Road (east)	670	49%	0
B5076 Bradfield Road (west)	528	32%	0

5.3.133 The conclusions drawn in paragraph 6.4.123 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2030 future baseline."

B5076 Bradfield Road/Parkers Road

5.3.134 Table 6-59 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-59 below replaces Table 6-59 of the main TA.

Table 6-59: 2018 baseline performance at B5076 Bradfield Road/Parkers Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Parkers Road	431	101%	5
B5076 Bradfield Road (south)	503	54%	4
B5076 Bradfield Road (north)	617	73%	8
	2018 PM peak hour (17:00–18:00) baseline results		
Parkers Road	265	46%	5
B5076 Bradfield Road (south)	470	39%	4
B5076 Bradfield Road (north)	1,013	75%	14

5.3.135 The conclusions drawn in paragraph 6.4.125 of the main 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 101% on the Parkers Road approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this

junction is within capacity in the 2018 baseline with a maximum VoC of 75% on the B5076 Bradfield Road (north) approach with an associated queue length of 14 PCU."

5.3.136 Table 6-60 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-60 below replaces Table 6-60 of the main TA.

Table 6-60: Future baseline performance at B5076 Bradfield Road/Parkers Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Parkers Road	430	101%	5
B5076 Bradfield Road (south)	503	49%	4
B5076 Bradfield Road (north)	747	88%	10
	2030 PM peak hour (17:00–18:00)		
Parkers Road	242	43%	4
B5076 Bradfield Road (south)	450	37%	4
B5076 Bradfield Road (north)	922	68%	13

5.3.137 The conclusions drawn in paragraph 6.4.127 of the main TA are replaced by:

"In the 2030 future baseline this junction operates over capacity in the AM peak hour with a maximum VoC of 101% on the Parkers Road approach with an associated queue length of five PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2030 future baseline."

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

5.3.138 Table 6-61 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-61 below replaces Table 6-61 of the main TA.

Table 6-61: 2018 baseline performance at B5076 Flowers Lane/B5076 Bradfield Road/Minshull New Road/Smithy Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
B5076 Flowers Lane	489	62%	0
B5076 Bradfield Road	900	103%	6
Minshull New Road	131	23%	0
Smithy Lane	377	46%	0
	2018 PM peak hour (17:00–18:00) baseline results		
B5076 Flowers Lane	276	51%	0
B5076 Bradfield Road	629	59%	0
Minshull New Road	525	74%	1
Smithy Lane	555	90%	2

5.3.139 The conclusions drawn in paragraph 6.4.129 of the main TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates over capacity in the AM peak hour with a maximum VoC of 103% on the B5076 Bradfield Road approach with an associated queue length of six PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 90% on the Smithy Lane approach with an associated queue length of two PCU."

5.3.140 Table 6-62 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-62 below replaces Table 6-62 of the main TA.

Table 6-62: Future baseline performance at B5076 Flowers Lane/B5076 Bradfield Road/Minshull New Road/Smithy Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
B5076 Flowers Lane	442	50%	0
B5076 Bradfield Road	866	82%	0
Minshull New Road	35	6%	0
Smithy Lane	348	38%	0
	2030 PM peak hour (17:00–18:00)		
B5076 Flowers Lane	238	34%	0
B5076 Bradfield Road	571	52%	0
Minshull New Road	120	17%	0
Smithy Lane	645	70%	0

5.3.141 The conclusions drawn in paragraph 6.4.131 of the main TA are replaced by:

"In the 2030 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 82% on the B5076 Bradfield Road approach with an associated queue length of zero PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2030 future baseline."

A534/Crewe Road

5.3.142 Table 6-63 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-63 below replaces Table 6-63 of the main TA.

Table 6-63: 2018 baseline performance at A534/Crewe Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Crewe Road (north)	321	27%	0
A534 Wheelock Bypass	721	60%	0
Crewe Road (south)	513	43%	0
A534 Haslington Bypass	861	72%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Crewe Road (north)	396	33%	0
A534 Wheelock Bypass	905	75%	1

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 PM peak hour (17:00–18:00) baseline results		
Crewe Road (south)	412	34%	0
A534 Haslington Bypass	887	74%	1

5.3.143 The conclusions drawn in paragraph 6.4.133 of the main 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 75% on the A534 Wheelock Bypass approach with an associated queue length of one PCU. "

5.3.144 Table 6-64 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-64 below replaces Table 6-64 of the main TA.

Table 6-64: Future baseline performance at A534/Crewe Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Crewe Road (north)	443	37%	0
A534 Wheelock Bypass	770	64%	0
Crewe Road (south)	538	45%	0
A534 Haslington Bypass	941	78%	1
	2030 PM peak hour (17:00–18:00)		
Crewe Road (north)	493	44%	0
A534 Wheelock Bypass	899	75%	1
Crewe Road (south)	578	48%	0
A534 Haslington Bypass	1,132	94%	3

5.3.145 The conclusions drawn in paragraph 6.4.135 on the main TA are replaced by:

"In the 2030 future baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 78% on the A534 Haslington Bypass approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2030 future baseline with a maximum VoC of 94% on the A534 Haslington Bypass approach with an associated queue length of three PCU."

Warmingham Road/Waldrons Lane

5.3.146 Table 6-65 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-65 below replaces Table 6-65 of the main TA.

Table 6-65: 2018 baseline performance at Warmingham Road/Waldrons Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Warmingham Road (north)	423	26%	0

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Waldrons Lane	18	2%	0
Warmingham Road (south)	313	19%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Warmingham Road (north)	288	18%	0
Waldrons Lane	27	4%	0
Warmingham Road (south)	336	20%	0

5.3.147 The conclusions drawn in paragraph 6.4.137 in the main TA remain unchanged.

5.3.148 Table 6-66 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-66 below replaces Table 6-66 of the main TA.

Table 6-66: Future baseline performance at Warmingham Road/Waldrons Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Warmingham Road (north)	453	28%	0
Waldrons Lane	74	15%	0
Warmingham Road (south)	475	29%	0
	2030 PM peak hour (17:00–18:00)		
Warmingham Road (north)	263	16%	0
Waldrons Lane	111	16%	0
Warmingham Road (south)	445	26%	0

5.3.149 The conclusions drawn in paragraph 6.4.139 in the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2030 future baseline."

Warmingham Road/Groby Road

5.3.150 Table 6-67 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-67 below replaces Table 6-67 of the main TA.

Table 6-67: 2018 baseline performance at Warmingham Road/Groby Road junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Warmingham Road (north)	749	-	-
Groby Road	153	0.35	-
Warmingham Road (south)	343	0.23	1
	2018 PM peak hour (17:00–18:00) baseline results		
Warmingham Road (north)	424	-	-
Groby Road	282	0.53	-
Warmingham Road (south)	344	0.14	0

5.3.151 The conclusions drawn in paragraph 6.4.141 of the main TA remain unchanged.

5.3.152 Table 6-68 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-68 below replaces Table 6-68 of the main TA.

Table 6-68: Future baseline performance at Warmingham Road/Groby Road junction

Approach	Flow, PCU/hr	RFC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Warmingham Road (north)	1110	-	-
Groby Road	359	1.31	43
Warmingham Road (ahead and right)	563	0.62	3
	2030 PM peak hour (17:00–18:00)		
Warmingham Road (north)	377	-	-
Groby Road	682	1.51	155
Warmingham Road (ahead and right)	471	0.10	0

5.3.153 The conclusions drawn in paragraph 6.4.143 of the main TA are replaced by:

"This junction operates over capacity in the 2030 future baseline with a maximum RFC of 1.31 on the Groby Road approach in the AM peak hour with an associated queue length of 43 PCU. In the PM peak hour, the maximum RFC of 1.51 is on the Groby Road approach with an associated queue length of 155 PCU."

A530 Middlewich Road/B5076 Flowers Lane/Eardswick Lane

5.3.154 Table 6-69 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-69 below replaces Table 6-69 of the main TA.

Table 6-69: 2018 baseline performance at A530 Middlewich Road/B5076 Flowers Lane/Eardswick Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A530 Middlewich Road (north)	557	83%	13
B5076 Flowers Lane	324	98%	9
A530 Middlewich Road (south)	608	97%	14
Eardswick Lane	326	97%	9
	2018 PM peak hour (17:00–18:00) baseline results		
A530 Middlewich Road (north)	524	67%	13
B5076 Flowers Lane	446	102%	13
A530 Middlewich Road (south)	628	100%	16
Eardswick Lane	229	94%	8

5.3.155 The conclusions drawn in paragraph 6.4.145 of the main TA are replaced with:

"In the 2018 baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 98% on the B5076 Flowers Lane approach with an

associated queue length of nine PCU. In the PM peak hour, the assessment shows that this junction is over capacity in the 2018 baseline with a maximum VoC of 102% is on the B5076 Flowers Lane approach with an associated queue length of 13 PCU."

5.3.156 Table 6-70 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-70 below replaces Table 6-70 of the main TA.

Table 6-70: Future baseline performance at A530 Middlewich Road/B5076 Flowers Lane/Eardswick Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A530 Middlewich Road (north)	495	58%	8
B5076 Flowers Lane	289	39%	0
A530 Middlewich Road (south)	330	21%	0
Eardswick Lane	499	98%	13
	2030 PM peak hour (17:00–18:00)		
A530 Middlewich Road (north)	369	69%	9
B5076 Flowers Lane	284	33%	0
A530 Middlewich Road (south)	626	41%	0
Eardswick Lane	249	49%	4

5.3.157 The conclusions drawn in paragraph 6.4.147 of the main TA are replaced with:

"In the 2030 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 98% on the Eardswick Lane approach with an associated queue length of 13 PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2030 future baseline."

Warmingham Road/Hall Lane

5.3.158 Table 6-71 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-71 below replaces Table 6-71 of the main TA.

Table 6-71: 2018 baseline performance at Warmingham Road/Hall Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Warmingham Road (north)	327	20%	0
Hall Lane	554	36%	0
Warmingham Road (south)	357	26%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Warmingham Road (north)	256	16%	0
Hall Lane	411	25%	0
Warmingham Road (south)	539	36%	0

5.3.159 The conclusions drawn in paragraph 6.4.149 of the main TA remain unchanged.

5.3.160 Table 6-72 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-72 below replaces Table 6-72 of the main TA.

Table 6-72: Future baseline performance at Warmingham Road/Hall Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Warmingham Road (north)	498	30%	0
Hall Lane	655	49%	1
Warmingham Road (south)	683	50%	0
	2030 PM peak hour (17:00–18:00)		
Warmingham Road (north)	238	15%	0
Hall Lane	478	35%	0
Warmingham Road (south)	1,047	67%	0

5.3.161 The conclusions drawn in paragraph 6.4.151 of the main TA are replaced with:

"The assessment shows that this junction operates well within capacity in the 2030 baseline."

A534 Wheelock Bypass/A533 Old Mill Road

5.3.162 Table 6-73 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6 below replaces Table 6-73 of the main TA.

Table 6-73: 2018 baseline performance at A534 Wheelock Bypass/A533 Old Mill Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Brookhouse Road	69	7%	0
A533 Old Mill Road (east)	748	76%	1
A534 Wheelock Bypass	956	80%	1
A533 Old Mill Road (west)	617	51%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Brookhouse Road	197	21%	0
A533 Old Mill Road (east)	798	95%	3
A534 Wheelock Bypass	741	62%	0
A533 Old Mill Road (west)	938	78%	1

5.3.163 The conclusions drawn in paragraph 6.4.153 of the main TA are replaced by:

"In the 2018 baseline the assessment shows that this junction operates within capacity in the AM peak hour with a maximum VoC of 80% on the A534 Wheelock Bypass approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is close to capacity in the 2018 baseline with a maximum VoC of 95% on the A533 Old Mill Road (east) approach with an associated queue length of three PCU".

5.3.164 Table 6-74 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-74 below replaces Table 6-74 of the main TA.

Table 6-74: Future baseline performance at A534 Wheelock Bypass/A533 Old Mill Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Brookhouse Road	70	8%	0
A533 Old Mill Road (east)	814	85%	1
A534 Wheelock Bypass	1,032	86%	1
A533 Old Mill Road (west)	684	57%	1
	2030 PM peak hour (17:00–18:00)		
Brookhouse Road	200	27%	0
A533 Old Mill Road (east)	799	97%	4
A534 Wheelock Bypass	1,021	85%	1
A533 Old Mill Road (west)	1,022	85%	2

5.3.165 The conclusions drawn in paragraph 6.4.155 of the main TA are replaced by:

"The assessment shows that this junction operates close to capacity in the 2030 future baseline with a maximum VoC of 86% on the A534 Wheelock Bypass approach in the AM peak hour with an associated queue length of one PCU. In the PM peak hour, the maximum VoC of 97% is on the A533 Old Mill Road (east) with an associated queue length of four PCU".

Brookhouse Lane/Eardswick Lane/Cross Lane

5.3.166 Table 6-75 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-75 below replaces Table 6-75 of the main TA.

Table 6-75: 2018 baseline performance at Brookhouse Lane/Eardswick Lane/Cross Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Brookhouse Lane	389	69%	1
Eardswick Lane	373	23%	0
Cross Lane	855	53%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Brookhouse Lane	276	47%	0
Eardswick Lane	415	25%	0
Cross Lane	594	37%	0

5.3.167 The conclusions drawn in paragraph 6.4.157 of the main TA remain unchanged.

5.3.168 Table 6-76 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-76 below replaces Table 6-76 of the main TA.

Table 6-76: Future baseline performance at Brookhouse Lane/Eardswick Lane/Cross Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Brookhouse Lane	451	83%	1

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Eardswick Lane	243	15%	0
Cross Lane	1,123	70%	0
	2030 PM peak hour (17:00–18:00)		
Brookhouse Lane	304	50%	0
Eardswick Lane	354	22%	0
Cross Lane	703	44%	0

5.3.169 The conclusions drawn in paragraph 6.4.159 of the main TA are replaced by:

"In the 2030 future baseline the assessment shows that this junction operates close to capacity in the AM peak hour with a maximum VoC of 83% on the Brookhouse Lane approach with an associated queue length of one PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2030 future baseline."

A533 London Road/B5079 Station Road

5.3.170 Table 6-77 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-77 below replaces Table 6-77 of the main TA.

Table 6-77: 2018 baseline performance at A533 London Road/B5079 Station Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 London Road (north)	594	59%	7
A533 London Road (south)	433	68%	8
B5079 Station Road	283	65%	6
	2018 PM peak hour (17:00–18:00) baseline results		
A533 London Road (north)	705	68%	9
A533 London Road (south)	443	70%	8
B5079 Station Road	258	59%	6

5.3.171 The conclusions drawn in paragraph 6.4.161 of the main TA remain unchanged.

5.3.172 Table 6-78 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-78 below replaces Table 6-78 of the main TA.

Table 6-78: Future baseline performance at A533 London Road/B5079 Station Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A533 London Road (north)	755	67%	9
A533 London Road (south)	485	76%	9
B5079 Station Road	349	80%	7
	2030 PM peak hour (17:00–18:00)		
A533 London Road (north)	866	81%	11

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 PM peak hour (17:00–18:00)		
A533 London Road (south)	506	80%	9
B5079 Station Road	362	83%	8

5.3.173 The conclusions drawn in paragraph 6.4.163 of the main TA are replaced by:

"The assessment shows that this junction operates within capacity in the 2030 future baseline with a maximum VoC of 80% on the B5079 Station Road approach in the AM peak hour with an associated queue length of seven PCU. In the PM peak hour, the maximum VoC of 83% is on the B5079 Station Road approach with an associated queue length of eight PCU".

A534 Congleton Road/A534 Old Mill Road/Congleton Road

5.3.174 Table 6-79 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-79 below replaces Table 6-79 of the main TA.

Table 6-79: 2018 baseline performance at A534 Congleton Road/A534 Old Mill Road/Congleton Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A534 Congleton Road	858	50%	0
A534 Old Mill Road	853	50%	0
A534 Old Mill Road (left turn slip)	47	5%	0
Congleton Road	609	70%	2
	2018 PM peak hour (17:00–18:00) baseline results		
A534 Congleton Road	1,033	61%	0
A534 Old Mill Road	545	32%	0
A534 Old Mill Road (left turn slip)	6	1%	0
Congleton Road	474	44%	0

5.3.175 The conclusions drawn in paragraph 6.4.165 of the main TA remain unchanged.

5.3.176 Table 6-80 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-80 below replaces Table 6-80 of the main TA.

Table 6-80: Future baseline performance at A534 Congleton Road/A534 Old Mill Road/Congleton Road junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A534 Congleton Road	913	54%	0
A534 Old Mill Road	889	52%	0
A534 Old Mill Road (left turn slip)	42	4%	0
Congleton Road	712	95%	7

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 PM peak hour (17:00–18:00)		
A534 Congleton Road	1,081	64%	0
A534 Old Mill Road	758	45%	0
A534 Old Mill Road (left turn slip)	4	0%	0
Congleton Road	587	71%	2

5.3.177 The conclusions drawn in paragraph 6.4.167 of the main TA are replaced by:

"In the 2030 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 Congleton Road approach with an associated queue length of seven PCU. In the PM peak hour, the assessment shows that this junction is well within capacity in the 2030 future baseline.

A533 London Road/Moss Lane

5.3.178 Table 6-81 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-81 below replaces Table 6-81 of the main TA.

Table 6-81: 2018 baseline performance at A533 London Road/Moss Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
A533 London Road (north)	570	34%	0
A533 London Road (south)	719	43%	0
Moss Lane	75	17%	0
	2018 PM peak hour (17:00–18:00) baseline results		
A533 London Road (north)	654	40%	0
A533 London Road (south)	704	42%	0
Moss Lane	154	34%	0

5.3.179 The conclusions drawn in paragraph 6.4.169 of the main TA remain unchanged.

5.3.180 Table 6-82 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-82 below replaces Table 6-82 of the main TA.

Table 6-82: Future baseline performance at A533 London Road/Moss Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
A533 London Road (north)	702	43%	0
A533 London Road (south)	838	50%	0
Moss Lane	135	35%	0
	2030 PM peak hour (17:00–18:00)		
A533 London Road (north)	824	51%	0
A533 London Road (south)	873	52%	0
Moss Lane	199	53%	1

5.3.181 The conclusions drawn in paragraph 6.4.171 of the main TA are replaced by:

"The assessment shows that this junction operates well within capacity in the 2030 future baseline".

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

5.3.182 Table 6-83 of the main TA summarises the operation of the junction for the 2018 existing baseline AM and PM peak hours. Table 6-83 below replaces Table 6-83 of the main TA.

Table 6-83: 2018 baseline performance at Forge Mill Lane/Dragons Lane/Tetton Lane/White Hall Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2018 AM peak hour (08:00–09:00) baseline results		
Tetton Lane*	-	-	-
Dragons Lane	137	8%	0
White Hall Lane	294	27%	0
Forge Mill Lane	450	30%	0
	2018 PM peak hour (17:00–18:00) baseline results		
Tetton Lane*	-	-	-
Dragons Lane	125	8%	0
White Hall Lane	374	34%	0
Forge Mill Lane	338	23%	0

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

5.3.183 The conclusions drawn in paragraph 6.4.173 of the main TA remain unchanged.

5.3.184 Table 6-84 of the main TA summarises the future year baseline performance and the results for the AM and PM peak hours. Table 6-84 below replaces Table 6-84 of the main TA.

Table 6-84: Future baseline performance at Forge Mill Lane/Dragons Lane/Tetton Lane/White Hall Lane junction

Approach	Flow, PCU/hr	VoC	Q, PCU
	2030 AM peak hour (08:00–09:00)		
Tetton Lane*	-	-	-
Dragons Lane	156	10%	0
White Hall Lane	549	51%	0
Forge Mill Lane	622	43%	0
	2030 PM peak hour (17:00–18:00)		
Tetton Lane*	-	-	-
Dragons Lane	159	10%	0
White Hall Lane	858	80%	0
Forge Mill Lane	328	22%	0

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

5.3.185 The conclusions drawn in paragraph 6.4.175 of the main TA are replaced by:

"In the 2030 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 2030 future baseline with the maximum VoC of 80% on the White Hall Lane approach with an associated queue length of zero PCU."

Accidents and safety

5.3.186 Accidents and safety are reported in Section 6.4 of the main TA.

5.3.187 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 of the AP1 revised scheme.

Parking and loading

5.3.188 Parking and loading are reported in Section 6.4 of the main TA. This section of the main TA is unchanged.

Public transport

Rail network

5.3.189 The rail network is reported in Section 6.5 of the main TA. This section of the main TA is unchanged.

Local bus network

5.3.190 Local bus services are reported in Section 6.5 of the main TA. This section of the main TA is unchanged.

Public transport interchanges

5.3.191 Public transport interchanges are reported in Section 6.5 of the main TA. This section of the main TA is unchanged.

Pedestrians, cyclists and equestrians

Pedestrian facilities

5.3.192 Pedestrian facilities are reported in Section 6.6 of the main TA. This section of the main TA is unchanged.

Cycle facilities

5.3.193 Cycle facilities are reported in Section 6.6 of the main TA. This section of the main TA is unchanged.

Equestrian facilities

5.3.194 Equestrian facilities are reported in Section 6.6 of the main TA. This section of the main TA is unchanged.

Waterways and canals

5.3.195 Waterways and canals are reported in Section 6.7 of the main TA. This section of the main TA is unchanged.

Air transport

5.3.196 Air transport is reported in Section 6.8 of the main TA. This section of the main TA is unchanged.

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