

High Speed Rail (Crewe – Manchester)

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

Volume 5: Appendix TR-003-00003 – Report 1 of 2

Traffic and transport

Transport Assessment Part 3 Addendum

MA03: Pickmere to Agden and Hulseheath

High Speed Rail (Crewe – Manchester)

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Transport Assessment Part 3 Addendum

MA03: Pickmere to Agden and Hulseheath



Department
for Transport

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

Telephone: 08081 434 434

General email enquiries: HS2enquiries@hs2.org.uk

Website: www.hs2.org.uk

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

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

MWJV

Mott MacDonald | WSP

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13 Pickmere to Agden and Hulseheath (MA03)

13.1 AP2 revised scheme construction description

Introduction

- 13.1.1 A number of changes to the original scheme reported in Section 4.2 of this report mean that Section 15.2 of the main Transport Assessment (main TA) and Section 12.1 of the Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement TA (SES1 and AP1 ES TA) are generally replaced by Section 12.1 in this document. Where there is no replacement, the text in the main TA and the SES1 and AP1 ES TA (the AP1 revised scheme) remains valid.
- 13.1.2 The terms used in this report to differentiate between the original scheme assessed as part of the main Environmental Statement (ES) and subsequent changes are set out in the SES2 and AP2 ES TA Part 1 Addendum (SES2 and AP2 ES Volume 5, Appendix: TR-001-00000).
- 13.1.3 This section provides an overview of the construction traffic and transport impacts for the section of the AP2 revised scheme that will pass through the Pickmere to Agden and Hulseheath (MA03) community area. It describes the transport infrastructure and operations that could potentially be affected by the construction or operation of the AP2 revised scheme. It also sets out the SES2 changes and AP2 amendments relevant to traffic and transport in MA03.
- 13.1.4 Construction of the AP2 revised scheme is expected to commence in 2026 with construction activity continuing to 2039 (although activity in 2039 will be limited to testing and commissioning). Construction activities have been assessed against 2031 baseline traffic flows, irrespective of when they occur during the construction period.

Construction activities and phasing

- 13.1.5 Details of the main construction works and the time periods when each compound is operational are summarised in the indicative construction programme. For the construction programme refer to SES2 and AP2 ES Volume 2, Community Area report: Pickmere to Agden and Hulseheath (MA03), Section 6.
- 13.1.6 A complete description of the works associated with the AP2 revised scheme in the MA03 area is provided in SES2 and AP2 ES Volume 2, Community Area report: Pickmere to Agden and Hulseheath (MA03), Sections 2 and 4. The construction works will be carried out throughout MA03 for the majority of the construction period. The overall programme has been outlined on a year-by-year basis.

13.1.7 Table 15-1 in the SES1 and AP1 ES TA replaced Table 15-1 in the main TA and summarised the key construction activities, along with their start dates. Table 15-1 below replaces Table 15-1 in the SES1 and AP1 ES TA.

Table 15-1: AP2 revised scheme key highway construction activities in the MA03 area

Activity	Community area (CA)	Start date
Area advance works	MA03	2026 Q1
Arley brook viaduct	MA03	2028 Q2
Heyrose Embankment	MA03	2028 Q2
Hoo Green North cutting retaining wall and Hoo Green West cutting	MA03	2028 Q2
Smoker Brook viaduct	MA03	2029 Q1
M6 Mere viaduct and M6 realignment	MA03	2028 Q4
Pickmere embankment	MA03	2029 Q1
A50 Warrington Road overbridge and realignment and Hoo Green Lane diversion	MA03	2029 Q1
Peacock Lane Highways Works	MA03	2026 Q2
B5391 Pickmere Lane realignment	MA03	2029 Q3
Temporary overbridge over the M56 at Yarwoodheath Lane	MA06	2029 Q3

Compounds and construction sites

13.1.8 The AP2 revised scheme will be constructed from compounds. This will include main compounds that manage and coordinate the work from satellite compounds. Where material is required to be transferred from site haul movements to highway movements, this will be undertaken through transfer nodes.

13.1.9 Table 15-2 in the SES1 and AP1 ES TA replaced Table 15-2 in the main TA and summarised the expected average and peak workforce (site workers plus staff) at each construction compound in the MA03 area. Table 15-2 below replaces Table 15-2 in the SES1 and AP1 ES TA.

13.1.10 The location of the construction compounds and the associated construction Heavy Goods Vehicle (HGV) routes in MA03 are shown in SES2 and AP2 ES Volume 5, Traffic and transport Map Book: Map Series TR-08 – Construction Routes to the Strategic Network.

Table 15-2: AP2 revised scheme assumed workforce at construction sites in the MA03 area

Compound type	Compound name	Number of site workers (peak)	Number of staff (peak)	Total workforce (site plus staff)	
				Average	Peak
Satellite	Smoker Brook viaduct north satellite compound	95	45	106	140
Satellite	Pickmere Lane satellite compound	120	45	111	165
Satellite	Arley Brook viaduct satellite compound	75	53	88	120
Satellite	Budworth Road satellite compound	60	45	93	105

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Compound type	Compound name	Number of site workers (peak)	Number of staff (peak)	Total workforce (site plus staff)	
				Average	Peak
Satellite	M6 viaduct south satellite compound	85	45	85	130
Satellite	M6 viaduct north satellite compound	135	45	98	180
Main	A50 Warrington Road main compound	150	136	188	285
Satellite	Wrenshot Lane satellite compound	50	45	89	95
Satellite	Bowden View satellite compound	100	45	101	145
Satellite	Peacock Lane satellite compound	60	45	95	105
Satellite	Peacock Lane ATFS satellite compound	115	47	78	160

- 13.1.11 Table 15-3 in the SES1 and AP1 ES TA replaced Table 15-3 in the main TA and summarised the compound set up date and the duration of active use. Table 15-3 below replaces Table 15-3 in the SES1 and AP1 ES TA.
- 13.1.12 Table 15-3 also provides a summary of the HGV and car/Light Goods Vehicle (LGV) access trips at each compound in the peak month of activity and during the busy period. For each compound, the peak month of activity is the month within which HGV traffic is at its highest for that compound. The busy period is the period during which HGV traffic serving that compound will be greater than 50% of the HGV traffic in the peak month. The average daily combined two-way vehicle trips¹ for the busy period is the lower end of the range shown in Table 15-3 and the average daily combined two-way vehicle trips for the peak month is the upper end of the range shown. The estimated duration of busy period is also provided.

Table 15-3: AP2 revised scheme typical vehicle trip generation for construction site compounds in the MA03 area

Compound type	Compound name	Indicative start/set up date (years/quarter)	Estimated duration of active use (years/months)	Average daily combined two-way car/LGV trips during busy period and within peak month of activity	Average daily combined two-way HGV trips during busy period and within peak month of activity	Estimate duration of busy period (months)
Satellite	Smoker Brook viaduct north satellite compound	2028 Q3	3 years and 6 months	180-238	400-498	6
Satellite	Pickmere Lane satellite compound	2028 Q2	4 years	160-280	90-114	7
Satellite	Arley Brook viaduct satellite compound	2028 Q2	4 years and 3 months	200-248	92-108	7

¹ Two-way trips refer to the total number of vehicle movements in both directions (i.e. with 200 westbound (or arriving) vehicles and 100 eastbound (or departing), there would be 300 two-way trips).

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Compound type	Compound name	Indicative start/set up date (years/quarter)	Estimated duration of active use (years/months)	Average daily combined two-way car/LGV trips during busy period and within peak month of activity	Average daily combined two-way HGV trips during busy period and within peak month of activity	Estimate duration of busy period (months)
Satellite	Budworth Road satellite compound	2028 Q2	3 years and 6 months	178-178	424-478	8
Satellite	M6 viaduct south satellite compound	2028 Q2	5 years	122-220	66-86	9
Satellite	M6 viaduct north satellite compound	2028 Q2	4 years and 6 months	160-302	356-478	3
Main	A50 Warrington Road main compound	2028 Q2	5 years and 6 months	452-494	174-272	12
Satellite	Wrenshot Lane satellite compound	2028 Q4	2 years and 3 months	160-164	264-342	6
Satellite	Bowden View satellite compound	2028 Q2	4 years and 6 months	172-244	320-464	3
Satellite	Peacock Lane satellite compound	2026 Q2	4 years and 6 months	132-178	36-44	7
Satellite	Peacock Lane ATFS satellite compound	2027 Q2	6 years and 3 months	90-268	58-86	16

13.1.13 The indicative construction programme in the SES2 and AP2 ES Volume 2, Community Area report: Pickmere to Agden and Hulseheath (MA03), Section 6 illustrates how the phasing of activities at different compounds will generally be staggered and that construction activities at individual compounds may not occur over the whole duration presented in Table 15-3.

Construction HGV routes

- 13.1.14 Construction vehicle movements required to construct the AP2 revised scheme will include the delivery of plant and materials, movement of surpluses and site workforce trips. Works will include utilities diversions, earthworks, and the construction of underpasses, viaducts, bridges and highways.
- 13.1.15 HGV have been routed, where reasonably practicable, along the strategic or primary road network, although some access locations will be via local roads. Where reasonably practicable, the use of the local road network has been limited to site set up, access for environmental surveys and ongoing servicing (including refuse collection and general deliveries).
- 13.1.16 The location of the compounds and the associated construction HGV routes are shown on the SES2 and AP2 ES Volume 5, Traffic and transport Map Book: Map Series TR-08. Table 15-4

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in the SES1 and AP1 ES TA replaced Table 15-4 in the main TA and summarised the construction HGV routes to and from each compound to the main road network. Table 15-4 below replaces Table 15-4 in the SES1 and AP1 ES TA. For some compounds, Table 15-4 includes multiple construction HGV routes. This is either because the construction HGV route varies depending on the origin/destination of the trip or because the construction HGV route varies over time to account for changes to the highway network or changes in construction activity through the construction period.

Table 15-4: AP2 revised scheme construction HGV routes for construction compounds in the MA03 area

Compound name(s)	Access routes to/from compound(s) to main road network
Smoker Brook viaduct north	Site haul route, A556 Chester Road
Pickmere Lane satellite compound	B5391 Pickmere Lane and A556 Chester Road B5391 Pickmere Lane, Flittogate Lane and A556 (occasional route).
Arley Brook viaduct satellite compound	Budworth Road, B5391 Pickmere Lane and A556 Chester Road (to be used before closure of Budworth Road) Budworth Road, Frog Lane, School Lane, B5391 Pickmere Lane and A556 Chester Road (to be used after closure of Budworth Road)
Budworth Road satellite compound	B5391 Pickmere Lane and A556 Chester Road
M6 viaduct south satellite compound	Site haul route, Budworth Road, B5391 Pickmere Lane and A556 Chester Road (to be used before closure of Budworth Road) Site haul route, Budworth Road, Frog Lane, School Lane, B5391 Pickmere Lane and A556 Chester Road (to be used after closure of Budworth Road)
M6 viaduct north satellite compound	Site haul route, Old Hall Lane, B5569 Chester Road and A556 Chester Road
A50 Warrington Road main compound	A50 Warrington Road
Wrenshot Lane satellite compound	Site haul route, A50 Warrington Road (to be used before and after closure of the A556 temporary construction slip roads) Site haul route, Peacock Lane, Chapel Lane, A556 temporary construction slip roads and A556 Chester Road (to be used while the A556 temporary construction slip roads are open)
Bowden View satellite compound	Site haul route, A50 Warrington Road (to be used before and after closure of the A556 temporary construction slip roads) Site haul route, Peacock Lane, Chapel Lane, A556 temporary construction slip roads and A556 Chester Road (to be used while the A556 temporary construction slip roads are open)
Peacock Lane satellite compound	Route to/from the west: Peacock Lane, B5159 West Lane and A50 Warrington Road Incoming route from the north: A556 Chester Road, A5034 Chester Road, Chapel Lane and Peacock Lane Outgoing route to the south:

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Compound name(s)	Access routes to/from compound(s) to main road network
	Peacock Lane, Chapel Lane, A5034 Chester Road, B5569 Chester Road, A556 Chester Road (to be used before opening and after closure of the A556 temporary construction slip roads) Peacock Lane, Chapel Lane, A556 temporary construction slip roads and A556 (to be used while the A556 temporary construction slip roads are open)
Peacock Lane ATFS satellite compound	Incoming route from the north: A556 Chester Road, A5034 Chester Road, Chapel Lane and Peacock Lane Outgoing route to the south: Peacock Lane, Chapel Lane, A5034 Chester Road, B5569 Chester Road, A556 (to be used before opening and after closure of the A556 temporary construction slip roads) Peacock Lane, Chapel Lane, A556 temporary construction slip roads and A556 (to be used while the A556 temporary construction slip roads are open)

- 13.1.17 Table 15-5 in the SES1 and AP1 ES TA replaced Table 15-5 in the main TA and summarised the peak daily construction traffic flows associated with the AP1 revised scheme, both in HGV and total vehicles (which includes LGV and workforce trips), on roads within the MA03 area that form part of construction HGV routes. Table 15-5 below replaces Table 15-5 in the SES1 and AP1 ES TA.
- 13.1.18 Table 15-5 indicates increases and reductions in construction traffic when compared to the AP1 revised scheme, with an overall increase in construction traffic in the MA03 community area. Locations with the greatest increases in construction traffic include parts of the A556 Chester Road (south of M6 junction 19) and parts of the A556 (north of M6 junction 19). Parts of the A556 Chester Road south of M6 junction 19, along with the B5391 Pickmere Lane realignment, are the locations with the greatest percentage increases in all vehicle construction traffic.
- 13.1.19 Locations with the greatest increases in HGV construction traffic include the A556 and parts of the A50 Warrington Road (east of the B5569 Chester Road (south)). Locations with the greatest percentage increase in HGV construction traffic also include the B5569 Chester Road (south), parts of the A50 Warrington Road (between B5569 Chester Road (south) and A5034 Mereside Road) and parts of A5034 Mereside Road. Locations with the greatest reduction in HGV construction traffic are the A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip) and parts of the B5569 Chester Road (north) (between the A50 Knutsford Road and Chapel Lane).
- 13.1.20 Where zero 'all vehicle' and/or 'HGV' construction flows are indicated, these represent links that are no longer a main construction route when considering the AP2 revised scheme. These links may, however, be subject to occasional or infrequent use by AP2 revised scheme construction traffic.
- 13.1.21 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.

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Table 15-5: AP2 revised scheme MA03 peak daily construction traffic flow

Location	Direction	Daily peak HGV vehicles	Daily peak all vehicles
A556 Chester Road (between Plumley Moor Road and A5033 Northwich Road)	NB	691	1,930
	SB	691	2,001
B5391 Pickmere Lane realignment (between School Lane and Budworth Road)	EB	353	584
	WB	353	578
Frog Lane realignment/School Lane realignment (between B5391 Pickmere Lane and Budworth Road)	NB	90	129
	SB	90	128
A556 Chester Road (between A5033 Northwich Road and B5391 Pickmere Lane)	NB	691	1,952
	SB	691	1,946
Budworth Road (between Old Hall Lane and B5391 Pickmere Lane)	EB	82	181
	WB	82	110
Budworth Road (between Cann Lane and Old Hall Lane)	EB	82	102
	WB	82	111
B5391 Pickmere Lane (between Budworth Road and A556 Chester Road)	EB	353	663
	WB	353	567
Budworth Road (between Cann Lane and Frog Lane/School Lane realignment)	EB	10	25
	WB	10	15
Old Hall Lane (between Budworth Road and A556 northbound off-slip)	NB	10	14
	SB	10	99
A556 (between M6 junction 19 and B5569 Old Hall Lane)	NB	1,677	2,714
	SB	1,672	2,764
Old Hall Lane (between A556 southbound on-slip and B5569 Chester Road)	EB	287	483
	WB	456	698
Old Hall Lane (between A556 northbound off-slip and A556 southbound on-slip)	EB	299	482
	WB	0	52
A556 (between B5569 Old Hall Lane and A50 Knutsford Road)	NB	1,643	2,542
	SB	1,627	2,629
B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)	NB	287	483
	SB	456	698
A50 Warrington Road (between A5034 Mereside Road and Clamhunger Lane)	EB	308	502
	WB	459	547
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	308	447
	SB	459	478
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	308	462
	SB	459	516
A50 Warrington Road (between Clamhunger Lane and B5569 Chester Road)	EB	308	647
	WB	459	710
A50 Chester Road (between B5569 Chester Road (south) and B5569 Chester Road (north))	NB	117	286
	SB	193	494

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Location	Direction	Daily peak HGV vehicles	Daily peak all vehicles
A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)	NB	117	463
	SB	51	247
A50 Knutsford Road (between A556 northbound on-slip and Hoo Green Lane)	NB	68	263
	SB	68	439
A556 (between A50 Knutsford Road and off-slip from B5569 Chester Road)	NB	1,648	2,828
	SB	1,627	2,629
A50 Warrington Road realignment (between Wrenshot Lane and Hoo Green Lane)	EB	68	508
	WB	68	253
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	0	17
	SB	214	506
B5569 Chester Road (between A5034 Mereside Road and Chapel Lane)	NB	0	35
	SB	214	529
A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)	EB	68	507
	WB	68	253
A50 Warrington Road (between B5159 West Lane and Halliwell's Brow)	EB	68	517
	WB	68	284
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	EB	238	430
	WB	238	306
A50 Warrington Road (between B5159 West Lane west and B5159 West Lane east)	EB	68	446
	WB	68	235
Chapel Lane/Peacock Lane (between Back Lane and Hulse Heath Lane)	EB	165	207
	WB	165	332
B5159 West Lane east (between A50 Warrington Road and B5159 West Lane west)	NB	10	84
	SB	10	78
B5159 West Lane west (between A50 Warrington Road and B5159 West Lane east)	NB	2	89
	SB	2	193
A50 Warrington Road (between Swineyard Lane and B5159 West Lane)	EB	69	532
	WB	69	397
B5159 West Lane (between B5159 West Lane east and Wrenshot Lane)	NB	2	167
	SB	2	257
A50 Warrington Road (between Swineyard Lane and Mag Lane)	EB	69	472
	WB	69	353
A50 Warrington Road (between Heath Lane and Mag Lane)	EB	69	472
	WB	69	353
Peacock Lane (between Moss Lane and Back Lane)	EB	20	201
	WB	20	216
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	NB	10	339
	SB	10	93
B5159 West Lane (between Wrenshot Lane and Peacock Lane)	NB	2	170

Location	Direction	Daily peak HGV vehicles	Daily peak all vehicles
	SB	2	255
Peacock Lane (between Broadoak Lane and B5159 West Lane)	EB	2	211
	WB	2	200
Boothbank Lane (between Agden Lane and Millington Lane)	EB	10	236
	WB	10	193
A50 Cliff Lane/A50 Warrington Road (between M6 junction 20 and Heath Lane)	EB	69	572
	WB	69	449
A50 Cliff Lane (between M6 junction 20 northbound off-slip and M6 junction 20 southbound on-slip)	EB	52	257
	WB	17	176
A56 Lymm Road (between Bowdon Roundabout and Reddy Lane)	EB	10	250
	WB	10	112
A56 Lymm Road (between Reddy Lane and Agden Park Lane)	EB	10	24
	WB	10	36

Traffic management, road closures and diversions

13.1.22 The approach to traffic management, road closures and diversions is reported in Section 15.2 of the main TA and Section 12.1 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Public rights of way, closures and diversions

13.1.23 The approach to PRoW closures and diversions is reported in Section 15.2 of the main TA and Section 12.1 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

13.2 AP2 revised scheme assessment of construction impacts

13.2.1 The MA03 construction assessment (for the original scheme) is reported in Section 15.3 of the main TA and Section 12.2 of the SES1 and AP1 ES TA (for the AP1 revised scheme).

13.2.2 The SES2 changes and AP2 amendments reported in Section 4.2 of this report mean that Section 15.3 of the main TA and Section 12.2 of the SES1 and AP1 ES TA are generally replaced by Section 12.2 in this document. Where there is no replacement, the text in the main TA and the SES1 and AP1 ES TA remains valid.

Key construction transport issues

13.2.3 The construction assessment takes account of all of the impacts of the AP2 revised scheme in the MA03 area. The main temporary traffic and transport impacts in this area will include:

- construction and workforce vehicle movements to and from the various construction compounds;
- road closures, realignments and diversions; and
- alternative routes for PRow and roadside footways.

13.2.4 The construction assessment has also considered any impacts in this area that arise from construction of the AP2 revised scheme in the adjoining community areas.

13.2.5 Refinements to the construction process and programme will result in further changes to construction traffic on the local road network compared to the AP1 revised scheme.

Highway network

Highway diversions, realignments and closures

13.2.6 Highway diversions, realignments and closures required to accommodate construction of the original scheme are reported in Section 15.3 of the main TA and those required to accommodate construction of the AP1 revised scheme are provided in Section 12.2 of the SES1 and AP1 ES TA.

13.2.7 The AP2 revised scheme will introduce modifications to the highway network to mitigate construction impacts at the following junctions:

- A556 Chester Road/A5033 Northwich Road (temporary) (AP2-003-001);
- M6 junction 19/A556 Chester Road/A556 (permanent) (AP2-003-002); and
- M6 junction 20/A50 Cliff Lane/B5158 Cherry Lane (permanent) (AP2-003-004).

13.2.8 These junction modifications will be constructed during the utilities scenario and will be in place throughout construction scenarios 1-5 (see paragraph 12.2.13). Upon completion of the construction phase of the AP2 revised scheme, the M6 junction 19 and M6 junction 20 modifications will be retained permanently, recognising the impact and disruption which would result from their removal. The A556 Chester Road/A5033 Northwich Road junction will be reverted to its existing layout.

13.2.9 During implementation (and where applicable removal) of the junction modifications, temporary traffic management will be required, with no change in journey lengths.

13.2.10 These may involve lane closures and partial lane closures under traffic control for the tie-in of the new alignments, intermittent lane restrictions and temporary road closures. Closures and diversions will be restricted to short-term overnight and/or weekend closures where reasonably practicable.

13.2.11 Permanent realignments, diversions and closures are considered under the operational assessment.

Highway network analysis

- 13.2.12 The impacts of construction of the AP2 revised scheme on the highway network have been assessed by undertaking strategic model runs for a number of 'with AP2 revised scheme' construction scenarios, and by comparing the flows and delays against the 2031 future baseline scenario.
- 13.2.13 Changes have been made within the strategic model to reflect construction including HS2 construction traffic and changes to the road network including road closures, traffic management and changes to junction operations. These changes are only relevant to some aspects of the assessment, namely those related to highway impacts due to the combination of highway changes and construction traffic. These aspects are changes in:
- traffic flows;
 - junction performance; and
 - bus journey times.
- 13.2.14 To ensure the assessment addresses the different combinations and interactions of advance works, utility diversions, temporary highway closures and diversions and construction HGV movements through the construction programme period, the impacts have been considered in a utilities scenario and in five construction scenarios representing six distinct temporal phases. These scenarios ensure that all activities are assessed and combined impacts identified. It should be noted that, due to changes in the construction programme of the AP2 revised scheme and to ensure a robust assessment, these scenarios differ slightly from those reported in the SES1 and AP1 ES TA:
- utilities scenario, 2026 Q1 - 2027 Q4. This corresponds with utility and advance works. Temporary traffic management is in place during this scenario, associated with implementing AP2 temporary and permanent junction mitigation schemes. There are negligible construction traffic movements in this scenario as a percentage of peak construction movements;
 - scenario 1, 2028 Q1 - 2028 Q2. This corresponds with the setting-up of a number of compounds and the commencement of works in the Pickmere and Hoo Green areas. This scenario equates to 61% of the overall peak in construction traffic across the whole construction period;
 - scenario 2, 2028 Q3 - 2029 Q2. This corresponds with the peak in construction traffic movements prior to the installation of M56 temporary overbridge at Yarwoodheath Lane in the Hulseheath to Manchester Airport area (MA06). This scenario includes construction of the Arley Brook viaduct and the Agden Brook viaduct. This scenario equates to 77% of the overall peak in construction traffic across the whole construction period;
 - scenario 3, 2029 Q3 - 2030 Q1. This corresponds with the construction peak following the opening of the M56 temporary overbridge at Yarwoodheath Lane in the Hulseheath to Manchester Airport area (MA06). This scenario equates to 71% of the overall peak in construction traffic across the whole construction period;

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- scenario 4, 2030 Q2 - 2032 Q2. This corresponds with the construction peak and includes ongoing work to construct the Smoker Brook Viaduct, Heyrose embankment, M6 Mere viaduct, Hoo Green North cutting retaining wall, Hoo Green South cutting retaining wall, A50 Warrington Road overbridge, Hulseheath North embankment and Hulseheath south embankment. This scenario equates to the overall peak (100%) in construction traffic across the whole construction period; and
- scenario 5, 2032 Q3 onwards This corresponds with the construction peak following the removal of the M56 temporary overbridge at Yarwoodheath Lane in the Hulseheath to Manchester Airport area (MA06). All permanent realignments, diversions and closures are also included in this scenario. This scenario equates to 47% of the overall peak in construction traffic across the whole construction period.

13.2.15 Table 15-6 in the SES1 and AP1 ES TA replaced Table 15-6 in the main TA and summarised the advance works, utility diversions, main works and construction HGV movements included in each scenario, ensuring that the impacts of the relevant activities are assessed in combination, as appropriate. Table 15-6 below replaces Table 15-6 in the SES1 and AP1 ES TA.

Table 15-6: AP2 revised scheme construction highway interventions by scenario in the MA03 area

Type	Intervention	Utilities scenario	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
Main works	A556 Chester Road/A5033 Northwich Road junction (temporary shuttle working)*	Included	Not included	Not included	Not included	Not included	Not included
Main works	M6 junction 19 (one lane closed on the northbound off-slip and on the northbound bridge across the junction)*	Included	Not included	Not included	Not included	Not included	Not included
Main works	M6 junction 20 (lane closure on the northbound on-slip and temporary speed limit and lane closure on the M6 northbound approaching the on-slip)*	Included	Not included	Not included	Not included	Not included	Not included
Utilities	Temporary Local Road Network closures	Included	Not included	Not included	Not included	Not included	Not included
Main works	Speed restriction on M56 (50mph) in the Hulseheath to Manchester Airport area (MA06)	Not included	Included **	Included **	Included ***	Not included	Not included
Main works	Old Hall Lane access, direct accesses from the A556 in the Hulseheath to Manchester Airport area (MA06 and temporary slip-roads at Chapel Lane	Not included	Not included	Included	Included	Included	Included
Main works	School Lane and Frog Lane realignments and permanent closure of Budworth Road and Bowden View Lane	Not included	Not included	Included	Included	Included	Included

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Type	Intervention	Utilities scenario	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
Main works	Millington Lane closure in the Hulseheath to Manchester Airport area (MA06)	Not included	Not included	Included	Included	Not included	Not included
Main works	M56 temporary overbridge at Yarwoodheath Lane in the Hulseheath to Manchester Airport area (MA06)	Not included	Not included	Not included	Included	Included	Not included
Main works	B5391 Pickmere Lane realignment	Not included	Not included	Not Included	Not Included	Included	Included
Main works	Speed restriction on M6 between junction 19 and junction 20 (50mph)	Not included	Not included	Not included	Not included	Included	Not included
Main works	Hoo Green Lane diversion and the A50 Warrington Road realignment	Not included	Not included	Not included	Not included	Not included	Included
	Construction HGV traffic assessed as a percentage of peak construction HGV traffic	Negligible	61%	77%	71%	100%	47%

* Temporary traffic management during construction of the junction modifications.

** Junction 6 to junction 7.

*** Junction 5 to junction 7.

Strategic and local road network traffic flows

- 13.2.16 During the construction period a number of roads will be affected by the construction of the AP2 revised scheme. An assessment of the impact of construction related vehicle movements and temporary diversions has been undertaken and is detailed below. The flows outlined in the following sections will not necessarily occur concurrently, as impacts on different parts of the network will occur at different times.
- 13.2.17 The M6 junction 19 model has been used to model the construction scenarios across MA03. In the MA03 area the model covers the area from Pickmere in the south to Oughtrington in the north, and from the M56 junction 9 in the west to Rostherne in the east.
- 13.2.18 The strategic traffic model used to assess the impacts of the AP2 revised scheme within the MA03 area has been updated since the SES1 and AP1 ES TA. This has led to traffic flow changes in the baseline and future baseline traffic scenarios, as set out in this report.
- 13.2.19 Table 15-7, Table 15-8, Table 15-8.1 and Table 15-8.2 in the SES1 and AP1 ES TA replaced Table 15-7 and Table 15-8 in the main TA and set out the traffic flows for the 2030 future baseline and the AP1 revised scheme on the roads most affected by construction of the AP1 revised scheme for the AM and PM peak hours respectively. Table 15-7, Table 15-8, Table 15-8.1 and Table 15-8.2 below replace Table 15-7, Table 15-8, Table 15-8.1 and Table 15-8.2 in the SES1 and AP1 ES TA, with the 2030 baseline replaced by 2031. In both time periods, the percentage changes in HGV flows are generally higher than the percentage changes in all traffic flows as a result of the relatively low number of HGV movements in the future baseline. Due to the simplified way in which the road network is represented in the strategic

models, the use of some local roads may not be precisely reflected in the forecast traffic flows during construction of the AP2 revised scheme. However, this is not expected to change the conclusions of the assessment

- 13.2.20 Traffic flows on all other roads are either unaffected from the future baseline or there are only small changes in traffic flows (HGV or all vehicles of less than 10%) compared to the future baseline daily flow.
- 13.2.21 It should be noted that, unless identified in the next section of this report relating to junction impacts, these changes in traffic will not result in material increases in congestion or delay.
- 13.2.22 Figure 15-1 to Figure 15-8 in the SES1 and AP1 ES TA replaced Figure 15-1 to Figure 15-8 in the main TA and set out traffic flow changes for each scenario for the AM and PM peak hours. Figure 15-1 to Figure 15-12 below replace Figure 15-1 to Figure 15-8 in the SES1 and AP1 ES TA. The width of the band indicates the proportional change in traffic, with red representing an increase and green a decrease compared with the 2031 future baseline scenario. It should be noted that due to the simplified way in which the road network is represented in the strategic models, the location of some modelled links may not precisely match the location of the corresponding roads shown on the mapping. However, this does not change the conclusions of the assessment.
- 13.2.23 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.

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Table 15-7: 2031 future baseline and with the AP2 revised scheme construction traffic (vehicles) - AM peak hour (08:00–09:00) – utilities scenario, scenario 1 and scenario 2

Location	Direction	2031 baseline flows		2031 Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A556 Chester Road (between Plumley Moor Road and A5033 Northwich Road)	NB	1,386	76	1,450	77	5%	1%	1,358	81	-2%	7%	1,397	107	1%	41%
	SB	1,184	63	577	51	-51%	-19%	1,558	72	32%	14%	1,682	97	42%	54%
Beggarmans Lane (between A50 Toft Road and Bexton Lane)*	EB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
B5391 Pickmere Lane (between Park Lane and School Lane)	EB	115	5	106	5	-8%	0%	113	4	-2%	-20%	119	4	3%	-20%
	WB	62	4	174	4	181%	0%	49	4	-21%	0%	61	4	-2%	0%
Bexton Road (between Bexton Lane and B5083 Stanley Road)*	NB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	SB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
B5391 Pickmere Lane realignment (between School Lane and Budworth Road)	EB	115	5	107	4	-7%	-20%	118	13	3%	160%	136	21	18%	320%
	WB	62	4	175	4	182%	0%	119	12	92%	200%	185	20	198%	400%
A5033 Northwich Road (between A556 Chester Road and Ladies Mile)	EB	636	5	375	1	-41%	-80%	804	9	26%	80%	812	10	28%	100%
	WB	562	14	372	9	-34%	-36%	537	13	-4%	-7%	553	11	-2%	-21%
Frog Lane realignment/School Lane realignment (between B5391 Pickmere Lane and Budworth Road)	NB	21	0	1	0	-95%	0%	-	-	-	-	25	9	19%	0%
	SB	17	0	1	0	-94%	0%	-	-	-	-	17	9	0%	0%
	NB	195	3	242	3	24%	0%	206	3	6%	0%	205	3	5%	0%

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Location	Direction	2031 baseline flows		2031 Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Budworth Road (between Westage Lane and Cann Lane)	SB	176	10	251	11	43%	10%	181	10	3%	0%	201	11	14%	10%
A556 Chester Road (between A5033 Northwich Road and B5391 Pickmere Lane)	NB	1,291	84	1,196	80	-7%	-5%	1,227	88	-5%	5%	1,272	112	-1%	33%
	SB	1,224	62	411	49	-66%	-21%	1,709	75	40%	21%	1,855	101	52%	63%
B5083 Garden Road (between Tatton Street and A50 Manchester Road)*	EB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	113	4	165	4	46%	0%	146	5	29%	25%	153	5	35%	25%
Tabley Road (between Ladies Mile and A50 Manchester Road)	EB	105	0	147	0	40%	0%	63	0	-40%	0%	62	0	-41%	0%
	WB	196	0	190	6	-3%	0%	80	0	-59%	0%	83	0	-58%	0%
Budworth Road (between Old Hall Lane and B5391 Pickmere Lane)	EB	62	0	89	4	44%	0%	77	12	24%	0%	69	4	11%	0%
	WB	41	0	33	0	-20%	0%	69	13	68%	0%	48	4	17%	0%
B5391 Pickmere Lane (between Budworth Road and A556 Chester Road)	EB	156	5	126	5	-19%	0%	153	16	-2%	220%	145	17	-7%	240%
	WB	81	4	138	0	70%	-100%	146	16	80%	300%	174	17	115%	325%
Budworth Road (between Cann Lane and Old Hall Lane)	EB	17	0	-	-	-	-	16	1	-6%	0%	-	-	-	-
	WB	21	0	-	-	-	-	24	1	14%	0%	-	-	-	-
Tabley Road (between Sugar Pit Lane and Green Lane)*	EB	68	0	217	0	219%	0%	15	0	-78%	0%	15	0	-78%	0%
	WB	5	0	5	0	0%	0%	1	0	-80%	0%	2	0	-60%	0%
	NB	10	1	12	1	20%	0%	22	6	120%	500%	23	7	130%	600%

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Location	Direction	2031 baseline flows		2031 Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Old Hall Lane (between Budworth Road and A556 northbound off-slip)*	SB	3	1	35	4	1067%	300%	13	5	333%	400%	12	5	300%	400%
Tabley Hill Lane (between A556 Chester Road and Green Lane)*	EB	68	0	217	0	219%	0%	15	0	-78%	0%	15	0	-78%	0%
	WB	5	0	5	0	0%	0%	1	0	-80%	0%	2	0	-60%	0%
Chester Road (between B5569 Old Hall Lane East and Moss Lane)	NB	13	0	13	0	0%	0%	13	0	0%	0%	13	0	0%	0%
	SB	26	0	25	0	-4%	0%	27	0	4%	0%	26	0	0%	0%
Old Hall Lane (between A556 southbound on-slip and B5569 Chester Road)	EB	305	7	265	5	-13%	-29%	339	22	11%	214%	373	40	22%	471%
	WB	179	10	119	13	-34%	30%	198	42	11%	320%	225	59	26%	490%
Old Hall Lane (between A556 northbound off-slip and A556 southbound on-slip)*	EB	305	7	265	5	-13%	-29%	346	29	13%	314%	374	41	23%	486%
	WB	3	1	39	5	1200%	400%	-	-	-	-	-	-	-	-
A556 (between B5569 Old Hall Lane and A50 Knutsford Road)	NB	2,504	218	2,126	187	-15%	-14%	2,479	287	-1%	32%	2,470	302	-1%	39%
	SB	2,237	156	2,100	154	-6%	-1%	2,315	215	3%	38%	2,363	243	6%	56%
B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)	NB	282	7	245	5	-13%	-29%	319	22	13%	214%	351	40	24%	471%
	SB	168	10	110	12	-35%	20%	190	42	13%	320%	216	59	29%	490%
A50 Warrington Road (between A5034 Mereside Road and Clamhunger Lane)	EB	332	14	417	16	26%	14%	307	24	-8%	71%	317	40	-5%	186%
	WB	381	6	500	7	31%	17%	422	25	11%	317%	448	51	18%	750%
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	107	2	145	3	36%	50%	134	14	25%	600%	151	31	41%	1450%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
	SB	276	9	134	11	-51%	22%	275	29	0%	222%	303	55	10%	511%
Clamhunger Lane (between A50 Warrington Road and A5034 Mereside Road)	NB	146	4	102	3	-30%	-25%	170	4	16%	0%	216	4	48%	0%
	SB	61	2	33	1	-46%	-50%	61	2	0%	0%	64	2	5%	0%
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	134	3	169	3	26%	0%	165	15	23%	400%	184	31	37%	933%
	SB	528	9	575	11	9%	22%	509	29	-4%	222%	526	55	0%	511%
A50 Warrington Road (between Clamhunger Lane and B5569 Chester Road)	EB	478	17	519	19	9%	12%	477	28	0%	65%	533	44	12%	159%
	WB	442	9	533	9	21%	0%	483	27	9%	200%	511	53	16%	489%
Cann Lane/Whitley Lane/Rowley Bank Lane/Halliwell's Brow (between Budworth Road and A50 Warrington Road)	NB	129	2	182	2	41%	0%	136	2	5%	0%	140	2	9%	0%
	SB	131	9	204	9	56%	0%	130	9	-1%	0%	159	9	21%	0%
A5034 Mereside Road (between Clamhunger Lane and Ciceley Mill Lane)*	NB	26	0	28	0	8%	0%	30	0	15%	0%	32	0	23%	0%
	SB	510	8	533	9	5%	13%	461	8	-10%	0%	434	8	-15%	0%
A50 Chester Road (between B5569 Chester Road (south) and B5569 Chester Road (north))	NB	530	10	632	10	19%	0%	595	22	12%	120%	600	25	13%	150%
	SB	452	22	483	28	7%	27%	464	45	3%	105%	485	34	7%	55%
A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)	NB	459	12	567	11	24%	-8%	547	27	19%	125%	602	27	31%	125%
	SB	422	18	453	20	7%	11%	407	21	-4%	17%	433	23	3%	28%
	NB	254	6	243	6	-4%	0%	305	18	20%	200%	369	34	45%	467%

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Location	Direction	2031 baseline flows		2031 Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	SB	79	3	75	3	-5%	0%	107	23	35%	667%	150	49	90%	1533%
A50 Knutsford Road (between A556 northbound on-slip and Hoo Green Lane)	NB	263	9	349	8	33%	-11%	358	14	36%	56%	372	16	41%	78%
	SB	453	19	576	21	27%	11%	430	25	-5%	32%	500	25	10%	32%
A50 Warrington Road realignment (between Wrenshot Lane and Hoo Green Lane)	EB	487	18	613	19	26%	6%	534	23	10%	28%	640	24	31%	33%
	WB	241	6	332	5	38%	-17%	289	11	20%	83%	290	13	20%	117%
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	50	0	46	0	-8%	0%	56	0	12%	0%	55	0	10%	0%
	SB	67	4	67	8	0%	100%	125	29	87%	625%	165	12	146%	200%
A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)	EB	486	17	613	19	26%	12%	534	23	10%	35%	640	24	32%	41%
	WB	241	6	332	5	38%	-17%	289	11	20%	83%	290	13	20%	117%
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	EB	49	0	26	0	-47%	0%	68	17	39%	0%	83	18	69%	0%
	WB	32	0	7	0	-78%	0%	84	17	163%	0%	130	18	306%	0%
Wrenshot Lane (between A50 Warrington Road and Broadoak Lane)*	NB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	SB	1	1	0	0	-100%	-100%	1	1	0%	0%	0	0	-100%	-100%
A50 Warrington Road (between B5159 West Lane and Halliwell's Brow)	EB	616	26	811	29	32%	12%	662	31	7%	19%	792	33	29%	27%
	WB	368	7	508	7	38%	0%	422	12	15%	71%	423	15	15%	114%
	EB	49	0	26	0	-47%	0%	68	17	39%	0%	69	4	41%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Chapel Lane/Peacock Lane (between Back Lane and Hulse Heath Lane)	WB	32	0	7	0	-78%	0%	84	17	163%	0%	117	4	266%	0%
B5159 West Lane west (between A50 Warrington Road and B5159 West Lane east)	NB	81	0	50	0	-38%	0%	108	0	33%	0%	91	1	12%	0%
	SB	101	2	106	2	5%	0%	107	2	6%	0%	108	2	7%	0%
A50 Warrington Road (between Swineyard Lane and B5159 West Lane)	EB	513	21	638	23	24%	10%	571	26	11%	24%	635	28	24%	33%
	WB	276	7	403	8	46%	14%	334	12	21%	71%	331	14	20%	100%
Swineyard Lane (between Heath Lane and A50 Warrington Road)	EB	101	0	238	0	136%	0%	121	2	20%	0%	118	0	17%	0%
	WB	57	3	99	3	74%	0%	68	3	19%	0%	81	3	42%	0%
Heath Lane (between Swineyard Lane and A50 Warrington Road)	NB	70	2	40	2	-43%	0%	56	0	-20%	-100%	68	2	-3%	0%
	SB	45	0	23	0	-49%	0%	81	0	80%	0%	100	0	122%	0%
Wrenshot Lane (between B5159 West Lane and Broadoak Lane)*	EB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
A50 Warrington Road (between Swineyard Lane and Mag Lane)	EB	412	21	401	22	-3%	5%	450	25	9%	19%	517	27	25%	29%
	WB	219	4	304	4	39%	0%	266	9	21%	125%	250	11	14%	175%
Broadoak Lane (between Wrenshot Lane and Peacock Lane)*	NB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	SB	1	1	0	0	-100%	-100%	1	1	0%	0%	0	0	-100%	-100%
	EB	412	20	400	22	-3%	10%	450	24	9%	20%	517	27	25%	35%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A50 Warrington Road (between Heath Lane and Mag Lane)	WB	196	4	278	4	42%	0%	243	8	24%	100%	227	11	16%	175%
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	NB	78	1	0	0	-100%	-100%	77	2	-1%	100%	71	2	-9%	100%
	SB	40	1	0	0	-100%	-100%	43	2	8%	100%	81	2	103%	100%
Peacock Lane (between Moss Lane and Back Lane)*	EB	72	1	26	0	-64%	-100%	101	1	40%	0%	104	2	44%	100%
	WB	17	1	7	0	-59%	-100%	17	2	0%	100%	35	3	106%	200%
Peacock Lane (between Broadoak Lane and B5159 West Lane)*	EB	72	0	26	0	-64%	0%	100	0	39%	0%	128	1	78%	0%
	WB	16	0	7	0	-56%	0%	16	0	0%	0%	16	1	0%	0%
Mag Lane (between A50 Warrington Road and Crouchley Lane)*	NB	23	0	26	0	13%	0%	24	0	4%	0%	24	0	4%	0%
	SB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Boothbank Lane (between Agden Lane and Millington Lane)	EB	27	0	43	1	59%	0%	55	1	104%	0%	50	1	85%	0%
	WB	18	0	42	0	133%	0%	21	1	17%	0%	56	1	211%	0%
A50 Cliff Lane/A50 Warrington Road (between M6 junction 20 and Heath Lane)	EB	457	20	423	22	-7%	10%	531	25	16%	25%	616	27	35%	35%
	WB	266	6	318	6	20%	0%	299	9	12%	50%	295	13	11%	117%
Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)	NB	15	0	26	1	73%	0%	15	0	0%	0%	13	0	-13%	0%
	SB	18	0	60	0	233%	0%	47	0	161%	0%	49	0	172%	0%
	EB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%

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Location	Direction	2031 baseline flows		2031 Proposed Scheme flows - utilities scenario		Utilities scenario - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Crouchley Lane/Beechtree Lane (between Mag Lane and B5159 West Lane)*	WB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Reddy Lane (between Millington Lane and A56 Lymm Road)	NB	30	0	31	1	3%	0%	30	0	0%	0%	30	0	0%	0%
	SB	7	0	13	1	86%	0%	9	0	29%	0%	36	0	414%	0%
A56 Lymm Road (between Bowdon Roundabout and Reddy Lane)	EB	705	5	734	5	4%	0%	708	6	0%	20%	706	6	0%	20%
	WB	225	5	323	5	44%	0%	209	6	-7%	20%	232	6	3%	20%
A56 Lymm Road (between Reddy Lane and Agden Park Lane)	EB	675	4	704	5	4%	25%	678	5	0%	25%	676	5	0%	25%
	WB	218	4	310	5	42%	25%	200	5	-8%	25%	195	5	-11%	25%

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

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Table 15-8: 2031 future baseline and with the AP2 revised scheme construction traffic (vehicles), AM peak hour (08:00-09:00) – scenario 3, scenario 4 and scenario 5

Location	Direction	2031 Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A556 Chester Road (between Plumley Moor Road and A5033 Northwich Road)	NB	1,394	105	1%	38%	1,495	146	8%	92%	1,381	90	0%	18%
	SB	1,733	99	46%	57%	1,823	125	54%	98%	1,599	80	35%	27%
Beggarmans Lane (between A50 Toft Road and Bexton Lane)*	EB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
B5391 Pickmere Lane (between Park Lane and School Lane)	EB	124	4	8%	-20%	113	4	-2%	-20%	125	4	9%	-20%
	WB	59	3	-5%	-25%	50	4	-19%	0%	63	4	2%	0%
Bexton Road (between Bexton Lane and B5083 Stanley Road)*	NB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	SB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
B5391 Pickmere Lane realignment (between School Lane and Budworth Road)	EB	159	40	38%	700%	138	31	20%	520%	136	9	18%	80%
	WB	187	38	202%	850%	176	30	184%	650%	82	8	32%	100%
A5033 Northwich Road (between A556 Chester Road and Ladies Mile)	EB	808	10	27%	100%	610	2	-4%	-60%	765	9	20%	80%
	WB	554	12	-1%	-14%	481	11	-14%	-21%	507	13	-10%	-7%
Frog Lane realignment/School Lane realignment (between B5391 Pickmere Lane and Budworth Road)	NB	17	3	-19%	0%	26	6	24%	0%	18	4	-14%	0%
	SB	10	3	-41%	0%	19	6	12%	0%	10	4	-41%	0%
Budworth Road (between Westage Lane and Cann Lane)	NB	199	3	2%	0%	216	3	11%	0%	191	3	-2%	0%
	SB	191	11	9%	10%	248	11	41%	10%	170	10	-3%	0%
	NB	1,241	110	-4%	31%	1,291	151	0%	80%	1,251	97	-3%	15%

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Location	Direction	2031 Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A556 Chester Road (between A5033 Northwich Road and B5391 Pickmere Lane)	SB	1,859	101	52%	63%	1,765	120	44%	94%	1,742	81	42%	31%
B5083 Garden Road (between Tatton Street and A50 Manchester Road)*	EB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	157	5	39%	25%	158	4	40%	0%	115	4	2%	0%
Tabley Road (between Ladies Mile and A50 Manchester Road)	EB	61	0	-42%	0%	52	0	-50%	0%	61	0	-42%	0%
	WB	89	0	-55%	0%	133	0	-32%	0%	101	0	-48%	0%
Budworth Road (between Old Hall Lane and B5391 Pickmere Lane)	EB	69	4	11%	0%	69	4	11%	0%	70	4	13%	0%
	WB	48	4	17%	0%	48	4	17%	0%	49	5	20%	0%
B5391 Pickmere Lane (between Budworth Road and A556 Chester Road)	EB	169	35	8%	600%	147	26	-6%	420%	145	4	-7%	-20%
	WB	176	35	117%	775%	164	26	102%	550%	70	4	-14%	0%
Budworth Road (between Cann Lane and Old Hall Lane)	EB	-	-	-	-	-	-	-	-	-	-	-	-
	WB	-	-	-	-	-	-	-	-	-	-	-	-
Tabley Road (between Sugar Pit Lane and Green Lane)*	EB	15	0	-78%	0%	0	0	-100%	0%	15	0	-78%	0%
	WB	3	0	-40%	0%	3	0	-40%	0%	3	0	-40%	0%
Old Hall Lane (between Budworth Road and A556 northbound off-slip)*	NB	22	7	120%	600%	23	7	130%	600%	24	7	140%	600%
	SB	11	5	267%	400%	12	5	300%	400%	12	5	300%	400%
Tabley Hill Lane (between A556 Chester Road and Green Lane)*	EB	15	0	-78%	0%	0	0	-100%	0%	15	0	-78%	0%
	WB	3	0	-40%	0%	3	0	-40%	0%	3	0	-40%	0%
	NB	13	0	0%	0%	13	0	0%	0%	13	0	0%	0%

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Location	Direction	2031 Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Chester Road (between B5569 Old Hall Lane East and Moss Lane)	SB	26	0	0%	0%	26	0	0%	0%	27	0	4%	0%
Old Hall Lane (between A556 southbound on-slip and B5569 Chester Road)	EB	347	15	14%	114%	355	14	16%	100%	364	35	19%	400%
	WB	169	16	-6%	60%	168	15	-6%	50%	200	37	12%	270%
Old Hall Lane (between A556 northbound off-slip and A556 southbound on-slip)*	EB	348	16	14%	129%	379	38	24%	443%	363	35	19%	400%
	WB	25	4	733%	300%	35	4	1067%	300%	21	5	600%	400%
A556 (between B5569 Old Hall Lane and A50 Knutsford Road)	NB	2,478	318	-1%	46%	2,516	356	0%	63%	2,547	255	2%	17%
	SB	2,352	264	5%	69%	2,513	304	12%	95%	2,369	193	6%	24%
B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)	NB	325	15	15%	114%	336	14	19%	100%	344	35	22%	400%
	SB	160	16	-5%	60%	162	14	-4%	40%	194	37	15%	270%
A50 Warrington Road (between A5034 Mereside Road and Clamhunger Lane)	EB	303	13	-9%	-7%	442	13	33%	-7%	329	44	-1%	214%
	WB	405	5	6%	-17%	470	7	23%	17%	457	39	20%	550%
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	131	4	22%	100%	104	1	-3%	-50%	119	31	11%	1450%
	SB	242	9	-12%	0%	224	7	-19%	-22%	325	40	18%	344%
Clamhunger Lane (between A50 Warrington Road and A5034 Mereside Road)	NB	215	4	47%	0%	174	4	19%	0%	229	4	57%	0%
	SB	64	2	5%	0%	54	1	-11%	-50%	59	2	-3%	0%
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	164	4	22%	33%	136	2	1%	-33%	177	31	32%	933%
	SB	448	9	-15%	0%	503	10	-5%	11%	572	40	8%	344%
	EB	518	17	8%	0%	615	17	29%	0%	558	48	17%	182%

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Location	Direction	2031 Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A50 Warrington Road (between Clamhunger Lane and B5569 Chester Road)	WB	468	8	6%	-11%	524	8	19%	-11%	516	42	17%	367%
Cann Lane/Whitley Lane/Rowley Bank Lane/Halliwell's Brow (between Budworth Road and A50 Warrington Road)	NB	135	2	5%	0%	149	2	16%	0%	131	2	2%	0%
	SB	148	9	13%	0%	207	9	58%	0%	125	9	-5%	0%
A5034 Mereside Road (between Clamhunger Lane and Ciceley Mill Lane)*	NB	32	0	23%	0%	33	0	27%	0%	88	0	238%	0%
	SB	415	8	-19%	0%	479	8	-6%	0%	505	8	-1%	0%
A50 Chester Road (between B5569 Chester Road (south) and B5569 Chester Road (north))	NB	598	18	13%	80%	692	19	31%	90%	600	25	13%	150%
	SB	484	28	7%	27%	611	27	35%	23%	492	33	9%	50%
A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)	NB	597	19	30%	58%	691	20	51%	67%	548	26	19%	117%
	SB	444	21	5%	17%	550	19	30%	6%	439	17	4%	-6%
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	NB	347	8	37%	33%	277	5	9%	-17%	319	35	26%	483%
	SB	96	3	22%	0%	77	3	-3%	0%	121	34	53%	1033%
A50 Knutsford Road (between A556 northbound on-slip and Hoo Green Lane)	NB	368	13	40%	44%	444	12	69%	33%	270	9	3%	0%
	SB	517	23	14%	21%	612	20	35%	5%	460	18	2%	-5%
A50 Warrington Road realignment (between Wrenshot Lane and Hoo Green Lane)	EB	662	21	36%	17%	754	19	55%	6%	520	17	7%	-6%
	WB	283	11	17%	83%	360	9	49%	50%	231	6	-4%	0%
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	56	0	12%	0%	41	0	-18%	0%	38	0	-24%	0%
	SB	150	7	124%	75%	155	8	131%	100%	96	16	43%	300%
	EB	661	21	36%	24%	754	19	55%	12%	520	17	7%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)	WB	283	11	17%	83%	360	9	49%	50%	231	6	-4%	0%
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	EB	82	18	67%	0%	77	24	57%	0%	58	4	18%	0%
	WB	133	18	316%	0%	117	24	266%	0%	128	4	300%	0%
Wrenshot Lane (between A50 Warrington Road and Broadoak Lane)*	NB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	SB	0	0	-100%	-100%	0	0	-100%	-100%	0	0	-100%	-100%
A50 Warrington Road (between B5159 West Lane and Halliwell's Brow)	EB	803	30	30%	15%	955	28	55%	8%	644	25	5%	-4%
	WB	412	12	12%	71%	503	10	37%	43%	361	8	-2%	14%
Chapel Lane/Peacock Lane (between Back Lane and Hulse Heath Lane)	EB	66	2	35%	0%	60	7	22%	0%	58	3	18%	0%
	WB	117	2	266%	0%	101	7	216%	0%	128	3	300%	0%
B5159 West Lane west (between A50 Warrington Road and B5159 West Lane east)	NB	99	0	22%	0%	66	1	-19%	0%	105	1	30%	0%
	SB	103	2	2%	0%	107	2	6%	0%	105	2	4%	0%
A50 Warrington Road (between Swineyard Lane and B5159 West Lane)	EB	650	25	27%	19%	750	23	46%	10%	557	20	9%	-5%
	WB	327	12	18%	71%	378	10	37%	43%	315	8	14%	14%
Swineyard Lane (between Heath Lane and A50 Warrington Road)	EB	125	0	24%	0%	115	1	14%	0%	110	0	9%	0%
	WB	76	3	33%	0%	73	3	28%	0%	72	3	26%	0%
Heath Lane (between Swineyard Lane and A50 Warrington Road)	NB	60	2	-14%	0%	99	2	41%	0%	65	2	-7%	0%
	SB	98	0	118%	0%	105	0	133%	0%	73	0	62%	0%
	EB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Wrenshot Lane (between B5159 West Lane and Broadoak Lane)	WB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
A50 Warrington Road (between Swineyard Lane and Mag Lane)	EB	525	24	27%	14%	635	22	54%	5%	448	20	9%	-5%
	WB	250	8	14%	100%	305	7	39%	75%	242	4	11%	0%
Broadoak Lane (between Wrenshot Lane and Peacock Lane)*	NB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	SB	0	0	-100%	-100%	0	0	-100%	-100%	0	0	-100%	-100%
A50 Warrington Road (between Heath Lane and Mag Lane)	EB	525	24	27%	20%	635	21	54%	5%	447	20	8%	0%
	WB	225	8	15%	100%	279	7	42%	75%	239	4	22%	0%
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	NB	69	2	-12%	100%	39	1	-50%	0%	137	2	76%	100%
	SB	84	2	110%	100%	79	1	98%	0%	71	1	78%	0%
Peacock Lane (between Moss Lane and Back Lane)*	EB	108	1	50%	0%	113	2	57%	100%	74	1	3%	0%
	WB	34	1	100%	0%	34	2	100%	100%	15	0	-12%	-100%
Peacock Lane (between Broadoak Lane and B5159 West Lane)*	EB	133	0	85%	0%	137	1	90%	0%	74	1	3%	0%
	WB	16	1	0%	0%	16	1	0%	0%	15	0	-6%	0%
Mag Lane (between A50 Warrington Road and Crouchley Lane)*	NB	26	0	13%	0%	26	0	13%	0%	4	0	-83%	0%
	SB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Boothbank Lane (between Agden Lane and Millington Lane)	EB	49	1	81%	0%	51	2	89%	0%	38	2	41%	0%
	WB	59	1	228%	0%	61	1	239%	0%	24	1	33%	0%
	EB	623	24	36%	20%	740	21	62%	5%	520	20	14%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A50 Cliff Lane/A50 Warrington Road (between M6 junction 20 and Heath Lane)	WB	285	11	7%	83%	378	9	42%	50%	304	6	14%	0%
Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)	NB	13	0	-13%	0%	17	0	13%	0%	78	0	420%	0%
	SB	49	0	172%	0%	79	0	339%	0%	57	0	217%	0%
Crouchley Lane/Beechtree Lane (between Mag Lane and B5159 West Lane)*	EB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
Reddy Lane (between Millington Lane and A56 Lymm Road)	NB	30	0	0%	0%	29	0	-3%	0%	30	0	0%	0%
	SB	40	0	471%	0%	45	0	543%	0%	11	0	57%	0%
A56 Lymm Road (between Bowdon Roundabout and Reddy Lane)	EB	690	6	-2%	20%	687	6	-3%	20%	715	6	1%	20%
	WB	230	6	2%	20%	240	6	7%	20%	216	6	-4%	20%
A56 Lymm Road (between Reddy Lane and Agden Park Lane)	EB	660	5	-2%	25%	658	5	-3%	25%	685	6	1%	50%
	WB	191	5	-12%	25%	195	5	-11%	25%	205	6	-6%	50%

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

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Table 15-8.1: 2031 future baseline and with the AP2 revised scheme construction traffic (vehicles), PM peak hour (17:00–18:00) – utilities scenario, scenario 1 and scenario 2

Location	Direction	2031 baseline flows		2031 Proposed Scheme flows - Utilities scenario		Utilities scenario - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A556 Chester Road (between Plumley Moor Road and A5033 Northwiche Road)	NB	1,336	40	1,353	44	1%	10%	1,511	48	13%	20%	1,632	76	22%	90%
	SB	1,663	43	695	35	-58%	-19%	1,829	51	10%	19%	1,873	79	13%	84%
Beggarmans Lane (between A50 Toft Road and Bexton Lane)*	EB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	12	0	26	0	117%	0%	20	0	67%	0%	24	0	100%	0%
B5391 Pickmere Lane (between Park Lane and School Lane)	EB	44	1	48	1	9%	0%	35	1	-20%	0%	36	1	-18%	0%
	WB	88	5	379	6	331%	20%	66	6	-25%	20%	80	6	-9%	20%
Bexton Road (between Bexton Lane and B5083 Stanley Road)*	NB	12	0	26	0	117%	0%	20	0	67%	0%	24	0	100%	0%
	SB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
B5391 Pickmere Lane realignment (between School Lane and Budworth Road)	EB	44	1	48	1	9%	0%	111	9	152%	800%	180	18	309%	1700%
	WB	88	5	391	6	344%	20%	71	14	-19%	180%	150	22	70%	340%
A5033 Northwiche Road (between A556 Chester Road and Ladies Mile)	EB	525	4	382	1	-27%	-75%	655	5	25%	25%	656	6	25%	50%
	WB	824	5	435	0	-47%	-100%	936	9	14%	80%	969	9	18%	80%
Frog Lane realignment/School Lane realignment (between B5391 Pickmere Lane and Budworth Road)	NB	70	0	12	0	-83%	0%	-	-	-	-	71	9	1%	0%
	SB	29	0	1	0	-97%	0%	-	-	-	-	32	9	10%	0%
Budworth Road (between Westage Lane and Cann Lane)	NB	225	1	271	1	20%	0%	235	1	4%	0%	235	1	4%	0%
	SB	218	5	434	5	99%	0%	245	5	12%	0%	270	5	24%	0%
	NB	1,104	42	966	43	-13%	2%	1,254	55	14%	31%	1,374	82	24%	95%

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Location	Direction	2031 baseline flows		2031 Proposed Scheme flows - Utilities scenario		Utilities scenario - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A556 Chester Road (between A5033 Northwich Road and B5391 Pickmere Lane)	SB	1,306	47	445	41	-66%	-13%	1,362	56	4%	19%	1,377	84	5%	79%
B5083 Garden Road (between Tatton Street and A50 Manchester Road)*	EB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	118	4	125	5	6%	25%	111	3	-6%	-25%	117	3	-1%	-25%
Tabley Road (between Ladies Mile and A50 Manchester Road)	EB	161	0	161	0	0%	0%	166	0	3%	0%	166	0	3%	0%
	WB	154	0	170	0	10%	0%	48	0	-69%	0%	40	0	-74%	0%
Budworth Road (between Old Hall Lane and B5391 Pickmere Lane)	EB	82	1	94	4	15%	300%	113	14	38%	1300%	112	6	37%	500%
	WB	81	0	19	0	-77%	0%	90	9	11%	0%	24	1	-70%	0%
B5391 Pickmere Lane (between Budworth Road and A556 Chester Road)	EB	98	1	68	1	-31%	0%	184	17	88%	1600%	237	17	142%	1600%
	WB	140	5	336	2	140%	-60%	121	17	-14%	240%	119	17	-15%	240%
Budworth Road (between Cann Lane and Old Hall Lane)	EB	29	0	-	-	-	-	26	1	-10%	0%	-	-	-	-
	WB	70	0	-	-	-	-	72	1	3%	0%	-	-	-	-
Tabley Road (between Sugar Pit Lane and Green Lane)*	EB	78	0	85	0	9%	0%	1	0	-99%	0%	1	0	-99%	0%
	WB	123	0	109	0	-11%	0%	54	0	-56%	0%	51	0	-59%	0%
Old Hall Lane (between Budworth Road and A556 northbound off-slip)*	NB	3	0	2	0	-33%	0%	7	1	133%	0%	8	2	167%	0%
	SB	3	0	36	3	1100%	0%	27	6	800%	0%	55	6	1733%	0%
	EB	78	0	85	0	9%	0%	1	0	-99%	0%	1	0	-99%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Tabley Hill Lane (between A556 Chester Road and Green Lane)*	WB	123	0	109	0	-11%	0%	54	0	-56%	0%	51	0	-59%	0%
Chester Road (between B5569 Old Hall Lane East and Moss Lane)	NB	22	0	104	0	373%	0%	20	0	-9%	0%	20	0	-9%	0%
	SB	10	0	11	0	10%	0%	12	0	20%	0%	11	0	10%	0%
Old Hall Lane (between A556 southbound on-slip and B5569 Chester Road)	EB	117	4	60	1	-49%	-75%	159	15	36%	275%	181	33	55%	725%
	WB	148	2	195	5	32%	150%	490	36	231%	1700%	556	53	276%	2550%
Old Hall Lane (between A556 northbound off-slip and A556 southbound on-slip)*	EB	117	4	60	1	-49%	-75%	166	22	42%	450%	182	35	56%	775%
	WB	3	0	41	3	1267%	0%	-	-	-	-	-	-	-	-
A556 (between B5569 Old Hall Lane and A50 Knutsford Road)	NB	2,587	92	2,161	85	-16%	-8%	2,661	171	3%	86%	2,679	197	4%	114%
	SB	2,699	99	2,464	95	-9%	-4%	2,600	158	-4%	60%	2,515	193	-7%	95%
B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)	NB	118	4	64	1	-46%	-75%	160	15	36%	275%	182	33	54%	725%
	SB	137	2	106	4	-23%	100%	483	36	253%	1700%	548	53	300%	2550%
A50 Warrington Road (between A5034 Mereside Road and Clamhunger Lane)	EB	242	8	261	9	8%	13%	264	17	9%	113%	285	33	18%	313%
	WB	750	9	941	13	25%	44%	852	23	14%	156%	865	50	15%	456%
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	161	3	40	3	-75%	0%	158	13	-2%	333%	190	29	18%	867%
	SB	167	1	192	1	15%	0%	218	21	31%	2000%	255	48	53%	4700%
Clamhunger Lane (between A50 Warrington Road and A5034 Mereside Road)	NB	30	0	28	0	-7%	0%	38	0	27%	0%	42	0	40%	0%
	SB	51	1	27	1	-47%	0%	103	1	102%	0%	132	1	159%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	227	2	247	3	9%	50%	204	13	-10%	550%	237	29	4%	1350%
	SB	333	1	332	1	0%	0%	422	21	27%	2000%	520	48	56%	4700%
A50 Warrington Road (between Clamhunger Lane and B5569 Chester Road)	EB	272	8	289	10	6%	25%	302	17	11%	113%	328	33	21%	313%
	WB	802	10	969	14	21%	40%	955	24	19%	140%	997	50	24%	400%
Cann Lane/Whitley Lane/Rowley Bank Lane/Halliwell's Brow (between Budworth Road and A50 Warrington Road)	NB	141	0	179	1	27%	0%	150	0	6%	0%	150	0	6%	0%
	SB	173	3	358	4	107%	33%	186	3	8%	0%	207	3	20%	0%
A5034 Mereside Road (between Clamhunger Lane and Ciceley Mill Lane)*	NB	130	0	145	0	12%	0%	81	0	-38%	0%	96	0	-26%	0%
	SB	227	1	227	1	0%	0%	223	1	-2%	0%	217	1	-4%	0%
A50 Chester Road (between B5569 Chester Road (south) and B5569 Chester Road (north))	NB	858	13	983	14	15%	8%	795	16	-7%	23%	788	20	-8%	54%
	SB	353	9	365	14	3%	56%	470	33	33%	267%	489	22	39%	144%
A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)	NB	940	14	1,065	16	13%	14%	846	20	-10%	43%	837	21	-11%	50%
	SB	304	9	314	10	3%	11%	347	11	14%	22%	357	13	17%	44%
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	NB	126	3	130	3	3%	0%	160	13	27%	333%	183	30	45%	900%
	SB	157	1	132	1	-16%	0%	300	21	91%	2000%	433	47	176%	4600%
A50 Knutsford Road (between A556 northbound on-slip and Hoo Green Lane)	NB	547	14	703	16	29%	14%	460	13	-16%	-7%	455	15	-17%	7%
	SB	322	9	366	10	14%	11%	398	12	24%	33%	417	14	30%	56%
	EB	320	9	363	10	13%	11%	338	12	6%	33%	342	14	7%	56%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A50 Warrington Road realignment (between Wrenshot Lane and Hoo Green Lane)	WB	723	14	879	15	22%	7%	679	12	-6%	-14%	692	15	-4%	7%
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	18	0	18	0	0%	0%	19	0	6%	0%	18	0	0%	0%
	SB	86	1	87	4	1%	300%	135	27	57%	2600%	138	10	60%	900%
A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)	EB	320	8	363	10	13%	25%	338	12	6%	50%	342	14	7%	75%
	WB	723	13	879	15	22%	15%	678	12	-6%	-8%	691	15	-4%	15%
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	EB	19	0	6	0	-68%	0%	41	17	116%	0%	68	18	258%	0%
	WB	122	0	61	0	-50%	0%	91	17	-25%	0%	146	18	20%	0%
Wrenshot Lane (between A50 Warrington Road and Broadoak Lane)*	NB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	SB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
A50 Warrington Road (between B5159 West Lane and Halliwell's Brow)	EB	447	12	675	14	51%	17%	476	15	6%	25%	499	17	12%	42%
	WB	819	13	1,012	16	24%	23%	781	12	-5%	-8%	793	15	-3%	15%
Chapel Lane/Peacock Lane (between Back Lane and Hulse Heath Lane)	EB	19	0	6	0	-68%	0%	41	17	116%	0%	54	4	184%	0%
	WB	122	0	61	0	-50%	0%	92	17	-25%	0%	134	4	10%	0%
B5159 West Lane west (between A50 Warrington Road and B5159 West Lane east)	NB	53	1	28	0	-47%	-100%	58	1	9%	0%	54	1	2%	0%
	SB	116	8	147	8	27%	0%	135	8	16%	0%	179	8	54%	0%
A50 Warrington Road (between Swineyard Lane and B5159 West Lane)	EB	352	11	473	13	34%	18%	372	14	6%	27%	371	17	5%	55%
	WB	681	19	929	23	36%	21%	601	18	-12%	-5%	675	20	-1%	5%

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Location	Direction	2031 baseline flows		2031 Proposed Scheme flows - Utilities scenario		Utilities scenario - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Swineyard Lane (between Heath Lane and A50 Warrington Road)	EB	61	1	111	2	82%	100%	70	1	15%	0%	75	1	23%	0%
	WB	145	2	263	2	81%	0%	167	2	15%	0%	174	2	20%	0%
Heath Lane (between Swineyard Lane and A50 Warrington Road)	NB	65	0	46	0	-29%	0%	102	0	57%	0%	123	0	89%	0%
	SB	73	0	47	0	-36%	0%	71	0	-3%	0%	72	0	-1%	0%
Wrenshot Lane (between B5159 West Lane and Broadoak Lane)	EB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
A50 Warrington Road (between Swineyard Lane and Mag Lane)	EB	295	10	368	10	25%	0%	303	14	3%	40%	300	16	2%	60%
	WB	539	17	671	21	24%	24%	436	16	-19%	-6%	505	18	-6%	6%
Broadoak Lane (between Wrenshot Lane and Peacock Lane)*	NB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	SB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
A50 Warrington Road (between Heath Lane and Mag Lane)	EB	295	9	367	9	24%	0%	302	13	2%	44%	299	15	1%	67%
	WB	507	15	644	19	27%	27%	382	13	-25%	-13%	441	16	-13%	7%
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	NB	139	1	0	0	-100%	-100%	155	2	12%	100%	276	2	99%	100%
	SB	27	0	0	0	-100%	0%	29	2	7%	0%	45	2	67%	0%
Peacock Lane (between Moss Lane and Back Lane)*	EB	23	1	6	0	-74%	-100%	24	2	4%	100%	46	3	100%	200%
	WB	15	0	61	0	307%	0%	50	2	233%	0%	82	3	447%	0%
Peacock Lane (between Broadoak Lane and B5159 West Lane)*	EB	23	1	6	0	-74%	-100%	23	1	0%	0%	25	1	9%	0%
	WB	15	0	61	0	307%	0%	49	0	227%	0%	106	1	607%	0%
	NB	32	2	27	2	-16%	0%	53	2	66%	0%	64	2	100%	0%

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Location	Direction	2031 baseline flows		2031 Proposed Scheme flows - Utilities scenario		Utilities scenario - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 1		Scenario 1 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 2		Scenario 2 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Mag Lane (between A50 Warrington Road and Crouchley Lane)*	SB	1	1	1	1	0%	0%	1	1	0%	0%	1	1	0%	0%
Boothbank Lane (between Agden Lane and Millington Lane)	EB	10	0	18	1	80%	0%	45	1	350%	0%	106	1	960%	0%
	WB	39	0	138	0	254%	0%	121	2	210%	0%	45	2	15%	0%
A50 Cliff Lane/A50 Warrington Road (between M6 junction 20 and Heath Lane)	EB	368	10	413	10	12%	0%	373	13	1%	30%	372	16	1%	60%
	WB	571	15	690	19	21%	27%	484	14	-15%	-7%	563	16	-1%	7%
Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)	NB	128	0	122	0	-5%	0%	188	0	47%	0%	156	0	22%	0%
	SB	9	0	22	1	144%	0%	9	0	0%	0%	8	0	-11%	0%
Crouchley Lane/Beechtree Lane (between Mag Lane and B5159 West Lane)*	EB	0	0	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	0	0	26	0	0%	0%	3	0	0%	0%	6	0	0%	0%
Reddy Lane (between Millington Lane and A56 Lymm Road)	NB	8	0	8	0	0%	0%	73	0	813%	0%	85	0	963%	0%
	SB	13	0	15	1	15%	0%	13	0	0%	0%	19	0	46%	0%
A56 Lymm Road (between Bowdon Roundabout and Reddy Lane)	EB	301	4	293	4	-3%	0%	363	5	21%	25%	360	5	20%	25%
	WB	631	3	746	4	18%	33%	591	4	-6%	33%	640	4	1%	33%
A56 Lymm Road (between Reddy Lane and Agden Park Lane)	EB	293	3	285	4	-3%	33%	290	5	-1%	67%	276	5	-6%	67%
	WB	618	3	731	3	18%	0%	578	4	-6%	33%	621	4	0%	33%

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

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Table 15-8.2: 2031 future baseline and with the AP2 revised scheme construction traffic (vehicles), PM peak hour (17:00-18:00) – scenario 3, scenario 4 and scenario 5

Location	Direction	2031 Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A556 Chester Road (between Plumley Moor Road and A5033 Northwich Road)	NB	1,671	77	25%	93%	1,755	108	31%	170%	1,565	56	17%	40%
	SB	1,854	80	11%	86%	1,897	111	14%	158%	1,819	59	9%	37%
Beggarmans Lane (between A50 Toft Road and Bexton Lane)*	EB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	24	0	100%	0%	32	0	167%	0%	26	0	117%	0%
B5391 Pickmere Lane (between Park Lane and School Lane)	EB	36	1	-18%	0%	38	1	-14%	0%	37	1	-16%	0%
	WB	75	6	-15%	20%	77	6	-13%	20%	72	6	-18%	20%
Bexton Road (between Bexton Lane and B5083 Stanley Road)*	NB	24	0	100%	0%	32	0	167%	0%	26	0	117%	0%
	SB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
B5391 Pickmere Lane realignment (between School Lane and Budworth Road)	EB	182	36	314%	3500%	172	27	291%	2600%	62	5	41%	400%
	WB	161	41	83%	720%	154	32	75%	540%	128	10	45%	100%
A5033 Northwich Road (between A556 Chester Road and Ladies Mile)	EB	676	6	29%	50%	642	5	22%	25%	653	5	24%	25%
	WB	954	9	16%	80%	915	7	11%	40%	946	9	15%	80%
Frog Lane realignment/School Lane realignment (between B5391 Pickmere Lane and Budworth Road)	NB	61	3	-13%	0%	66	6	-6%	0%	56	4	-20%	0%
	SB	25	3	-14%	0%	19	6	-34%	0%	25	4	-14%	0%
Budworth Road (between Westage Lane and Cann Lane)	NB	242	1	8%	0%	233	1	4%	0%	252	1	12%	0%
	SB	263	5	21%	0%	324	5	49%	0%	239	5	10%	0%
A556 Chester Road (between A5033 Northwich Road and B5391 Pickmere Lane)	NB	1,397	84	27%	100%	1,480	113	34%	169%	1,318	63	19%	50%
	SB	1,373	85	5%	81%	1,418	114	9%	143%	1,355	64	4%	36%

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Location	Direction	2031 Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
B5083 Garden Road (between Tatton Street and A50 Manchester Road)*	EB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	117	3	-1%	-25%	95	2	-19%	-50%	91	2	-23%	-50%
Tabley Road (between Ladies Mile and A50 Manchester Road)	EB	166	0	3%	0%	165	0	2%	0%	167	0	4%	0%
	WB	40	0	-74%	0%	48	0	-69%	0%	49	0	-68%	0%
Budworth Road (between Old Hall Lane and B5391 Pickmere Lane)	EB	95	6	16%	500%	92	6	12%	500%	82	6	0%	500%
	WB	24	1	-70%	0%	23	1	-72%	0%	22	0	-73%	0%
B5391 Pickmere Lane (between Budworth Road and A556 Chester Road)	EB	223	36	128%	3500%	206	26	110%	2500%	94	5	-4%	400%
	WB	131	35	-6%	600%	119	26	-15%	420%	100	4	-29%	-20%
Budworth Road (between Cann Lane and Old Hall Lane)	EB	-	-	-	-	-	-	-	-	-	-	-	-
	WB	-	-	-	-	-	-	-	-	-	-	-	-
Tabley Road (between Sugar Pit Lane and Green Lane)*	EB	1	0	-99%	0%	1	0	-99%	0%	1	0	-99%	0%
	WB	51	0	-59%	0%	47	0	-62%	0%	44	0	-64%	0%
Old Hall Lane (between Budworth Road and A556 northbound off-slip)*	NB	9	2	200%	0%	7	2	133%	0%	7	1	133%	0%
	SB	39	6	1200%	0%	35	6	1067%	0%	25	6	733%	0%
Tabley Hill Lane (between A556 Chester Road and Green Lane)*	EB	1	0	-99%	0%	1	0	-99%	0%	1	0	-99%	0%
	WB	51	0	-59%	0%	47	0	-62%	0%	44	0	-64%	0%
Chester Road (between B5569 Old Hall Lane East and Moss Lane)	NB	20	0	-9%	0%	20	0	-9%	0%	20	0	-9%	0%
	SB	11	0	10%	0%	12	0	20%	0%	11	0	10%	0%
Old Hall Lane (between A556 southbound on-slip and B5569 Chester Road)	EB	162	9	38%	125%	222	8	90%	100%	176	27	50%	575%
	WB	553	11	274%	450%	340	9	130%	350%	479	31	224%	1450%

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Location	Direction	2031 Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Old Hall Lane (between A556 northbound off-slip and A556 southbound on-slip)*	EB	163	10	39%	150%	247	31	111%	675%	174	27	49%	575%
	WB	13	5	333%	0%	13	5	333%	0%	11	5	267%	0%
A556 (between B5569 Old Hall Lane and A50 Knutsford Road)	NB	2,693	215	4%	134%	2,744	256	6%	178%	2,720	136	5%	48%
	SB	2,494	215	-8%	117%	2,560	235	-5%	137%	2,682	133	-1%	34%
B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)	NB	163	9	38%	125%	224	8	90%	100%	177	27	50%	575%
	SB	544	11	297%	450%	333	9	143%	350%	471	30	244%	1400%
A50 Warrington Road (between A5034 Mereside Road and Clamhunger Lane)	EB	265	6	10%	-25%	282	7	17%	-13%	290	38	20%	375%
	WB	809	4	8%	-56%	849	5	13%	-44%	846	37	13%	311%
A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)	NB	180	3	12%	0%	143	2	-11%	-33%	194	31	20%	933%
	SB	198	2	19%	100%	159	14	-5%	1300%	229	32	37%	3100%
Clamhunger Lane (between A50 Warrington Road and A5034 Mereside Road)	NB	43	0	43%	0%	30	0	0%	0%	29	0	-3%	0%
	SB	170	1	233%	0%	85	1	67%	0%	161	1	216%	0%
A5034 Mereside Road (between Ashley Road and Mereheath Lane)	NB	228	3	0%	50%	198	2	-13%	0%	260	31	15%	1450%
	SB	444	2	33%	100%	361	14	8%	1300%	405	32	22%	3100%
A50 Warrington Road (between Clamhunger Lane and B5569 Chester Road)	EB	308	7	13%	-13%	312	7	15%	-13%	319	38	17%	375%
	WB	979	5	22%	-50%	934	5	16%	-50%	1,006	37	25%	270%
Cann Lane/Whitley Lane/Rowley Bank Lane/Halliwell's Brow (between Budworth Road and A50 Warrington Road)	NB	155	0	10%	0%	143	0	1%	0%	162	0	15%	0%
	SB	200	3	16%	0%	246	3	42%	0%	178	3	3%	0%

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Location	Direction	2031 Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A5034 Mereside Road (between Clamhunger Lane and Ciceley Mill Lane)*	NB	99	0	-24%	0%	118	0	-9%	0%	161	0	24%	0%
	SB	208	1	-8%	0%	251	14	11%	1300%	275	1	21%	0%
A50 Chester Road (between B5569 Chester Road (south) and B5569 Chester Road (north))	NB	780	13	-9%	0%	955	13	11%	0%	821	18	-4%	38%
	SB	491	17	39%	89%	442	16	25%	78%	433	22	23%	144%
A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)	NB	819	14	-13%	0%	972	13	3%	-7%	875	18	-7%	29%
	SB	363	11	19%	22%	356	10	17%	11%	320	8	5%	-11%
Ashley Road (between A5034 Mereside Road and Rostherne Lane)	NB	172	3	37%	0%	111	2	-12%	-33%	127	31	1%	933%
	SB	405	1	158%	0%	195	1	24%	0%	286	32	82%	3100%
A50 Knutsford Road (between A556 northbound on-slip and Hoo Green Lane)	NB	460	13	-16%	-7%	557	11	2%	-21%	419	8	-23%	-43%
	SB	422	12	31%	33%	419	10	30%	11%	347	8	8%	-11%
A50 Warrington Road realignment (between Wrenshot Lane and Hoo Green Lane)	EB	344	12	8%	33%	341	10	7%	11%	325	8	2%	-11%
	WB	699	12	-3%	-14%	789	11	9%	-21%	613	8	-15%	-43%
B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)	NB	28	0	56%	0%	61	0	239%	0%	14	0	-22%	0%
	SB	132	6	53%	500%	102	6	19%	500%	121	14	41%	1300%
A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)	EB	344	11	8%	38%	341	10	7%	25%	325	8	2%	0%
	WB	699	12	-3%	-8%	789	11	9%	-15%	613	8	-15%	-38%
Chapel Lane (between Hulse Heath Lane and B5569 Chester Road)	EB	68	18	258%	0%	60	24	216%	0%	33	4	74%	0%
	WB	156	18	28%	0%	178	24	46%	0%	162	4	33%	0%
	NB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%

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		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
Wrenshot Lane (between A50 Warrington Road and Broadoak Lane)*	SB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
A50 Warrington Road (between B5159 West Lane and Halliwell's Brow)	EB	495	15	11%	25%	537	14	20%	17%	456	11	2%	-8%
	WB	805	12	-2%	-8%	882	11	8%	-15%	728	8	-11%	-38%
Chapel Lane/Peacock Lane (between Back Lane and Hulse Heath Lane)	EB	52	2	174%	0%	44	7	132%	0%	32	3	68%	0%
	WB	142	2	16%	0%	163	7	34%	0%	165	3	35%	0%
B5159 West Lane west (between A50 Warrington Road and B5159 West Lane east)	NB	53	1	0%	0%	38	1	-28%	0%	61	1	15%	0%
	SB	183	8	58%	0%	214	8	84%	0%	134	8	16%	0%
A50 Warrington Road (between Swineyard Lane and B5159 West Lane)	EB	373	14	6%	27%	379	13	8%	18%	366	10	4%	-9%
	WB	681	18	0%	-5%	793	17	16%	-11%	575	14	-16%	-26%
Swineyard Lane (between Heath Lane and A50 Warrington Road)	EB	71	1	16%	0%	88	1	44%	0%	69	1	13%	0%
	WB	184	2	27%	0%	230	3	59%	50%	170	2	17%	0%
Heath Lane (between Swineyard Lane and A50 Warrington Road)	NB	119	0	83%	0%	125	0	92%	0%	93	0	43%	0%
	SB	64	0	-12%	0%	40	0	-45%	0%	78	0	7%	0%
Wrenshot Lane (between B5159 West Lane and Broadoak Lane)*	EB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
A50 Warrington Road (between Swineyard Lane and Mag Lane)	EB	305	14	3%	40%	313	12	6%	20%	299	10	1%	0%
	WB	500	16	-7%	-6%	585	14	9%	-18%	407	11	-24%	-35%
Broadoak Lane (between Wrenshot Lane and Peacock Lane)*	NB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	SB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	EB	304	13	3%	44%	312	12	6%	33%	299	9	1%	0%

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Location	Direction	2031 Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A50 Warrington Road (between Heath Lane and Mag Lane)	WB	439	13	-13%	-13%	523	12	3%	-20%	401	9	-21%	-40%
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)	NB	296	2	113%	100%	346	2	149%	100%	225	2	62%	100%
	SB	45	2	67%	0%	28	1	4%	0%	38	2	41%	0%
Peacock Lane (between Moss Lane and Back Lane)*	EB	44	1	91%	0%	53	3	130%	200%	16	1	-30%	0%
	WB	86	1	473%	0%	83	2	453%	0%	36	1	140%	0%
Peacock Lane (between Broadoak Lane and B5159 West Lane)*	EB	25	1	9%	0%	33	1	43%	0%	16	1	-30%	0%
	WB	111	0	640%	0%	106	0	607%	0%	36	1	140%	0%
Mag Lane (between A50 Warrington Road and Crouchley Lane)*	NB	62	2	94%	0%	62	2	94%	0%	6	2	-81%	0%
	SB	1	1	0%	0%	1	1	0%	0%	0	0	-100%	-100%
Boothbank Lane (between Agden Lane and Millington Lane)	EB	111	1	1010%	0%	112	2	1020%	0%	38	2	280%	0%
	WB	45	2	15%	0%	134	3	244%	0%	89	2	128%	0%
A50 Cliff Lane/A50 Warrington Road (between M6 junction 20 and Heath Lane)	EB	368	13	0%	30%	353	12	-4%	20%	377	10	2%	0%
	WB	557	14	-2%	-7%	648	12	13%	-20%	494	10	-13%	-33%
Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)	NB	171	0	34%	0%	328	1	156%	0%	232	0	81%	0%
	SB	8	0	-11%	0%	10	0	11%	0%	17	0	89%	0%
Crouchley Lane/Beechtree Lane (between Mag Lane and B5159 West Lane)*	EB	0	0	0%	0%	0	0	0%	0%	0	0	0%	0%
	WB	7	0	0%	0%	9	0	0%	0%	0	0	0%	0%
Reddy Lane (between Millington Lane and A56 Lymm Road)	NB	89	0	1013%	0%	133	0	1563%	0%	37	0	363%	0%
	SB	19	0	46%	0%	18	0	38%	0%	13	0	0%	0%

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Location	Direction	2031 Proposed Scheme flows - scenario 3		Scenario 3 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 4		Scenario 4 - % change from 2031 baseline		2031 Proposed Scheme flows - scenario 5		Scenario 5 - % change from 2031 baseline	
		All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV	All vehicles	HGV
A56 Lymm Road (between Bowdon Roundabout and Reddy Lane)	EB	366	5	22%	25%	416	5	38%	25%	335	5	11%	25%
	WB	636	4	1%	33%	654	4	4%	33%	628	4	0%	33%
A56 Lymm Road (between Reddy Lane and Agden Park Lane)	EB	276	5	-6%	67%	283	5	-3%	67%	298	5	2%	67%
	WB	617	4	0%	33%	636	4	3%	33%	615	4	0%	33%

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

Figure 15-1: MA03 traffic flow changes between 2031 future baseline and AP2 revised scheme utilities scenario, AM peak hour

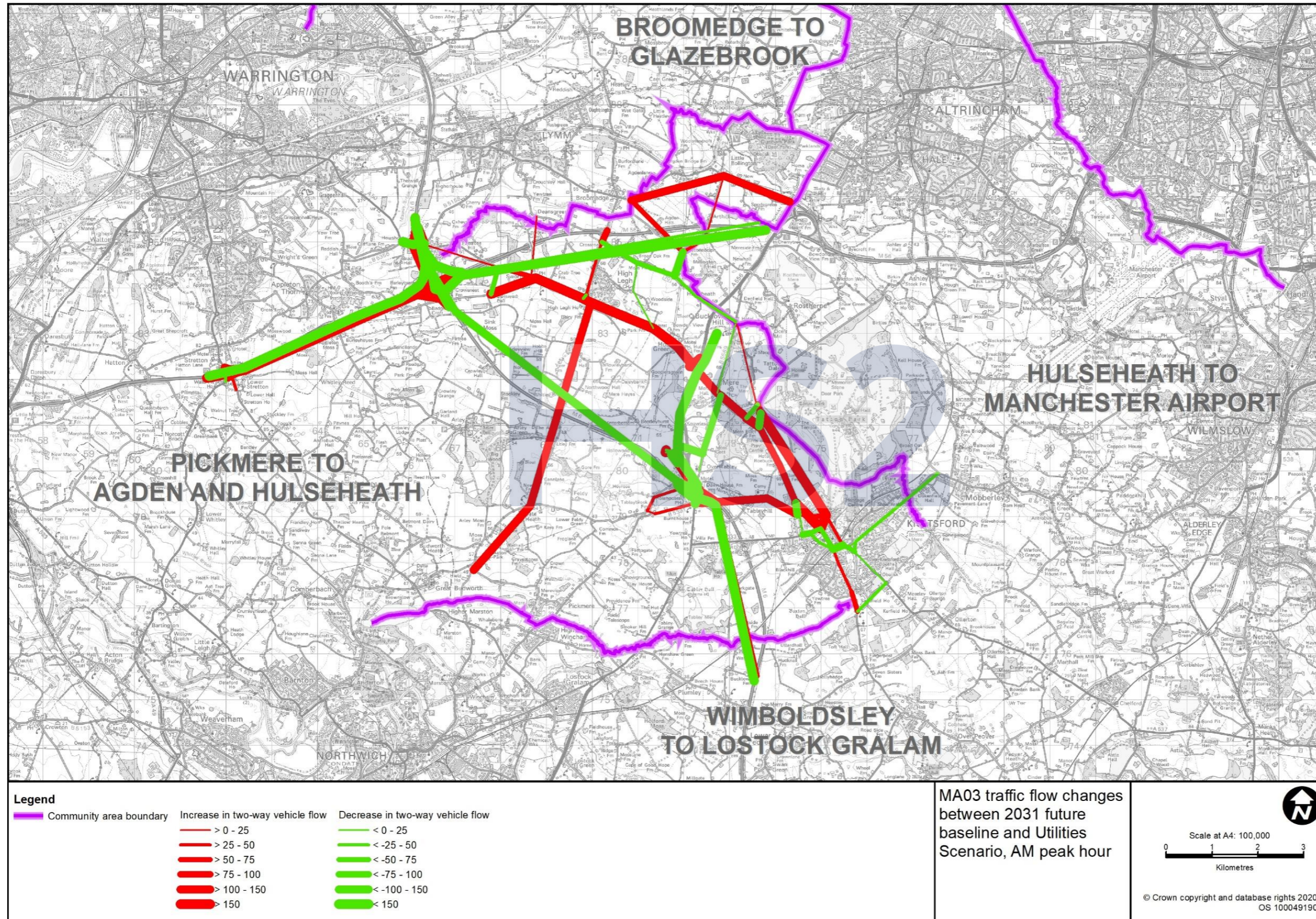


Figure 15-2: MA03 traffic flow changes between 2031 future baseline and AP2 revised scheme utilities scenario, PM peak hour

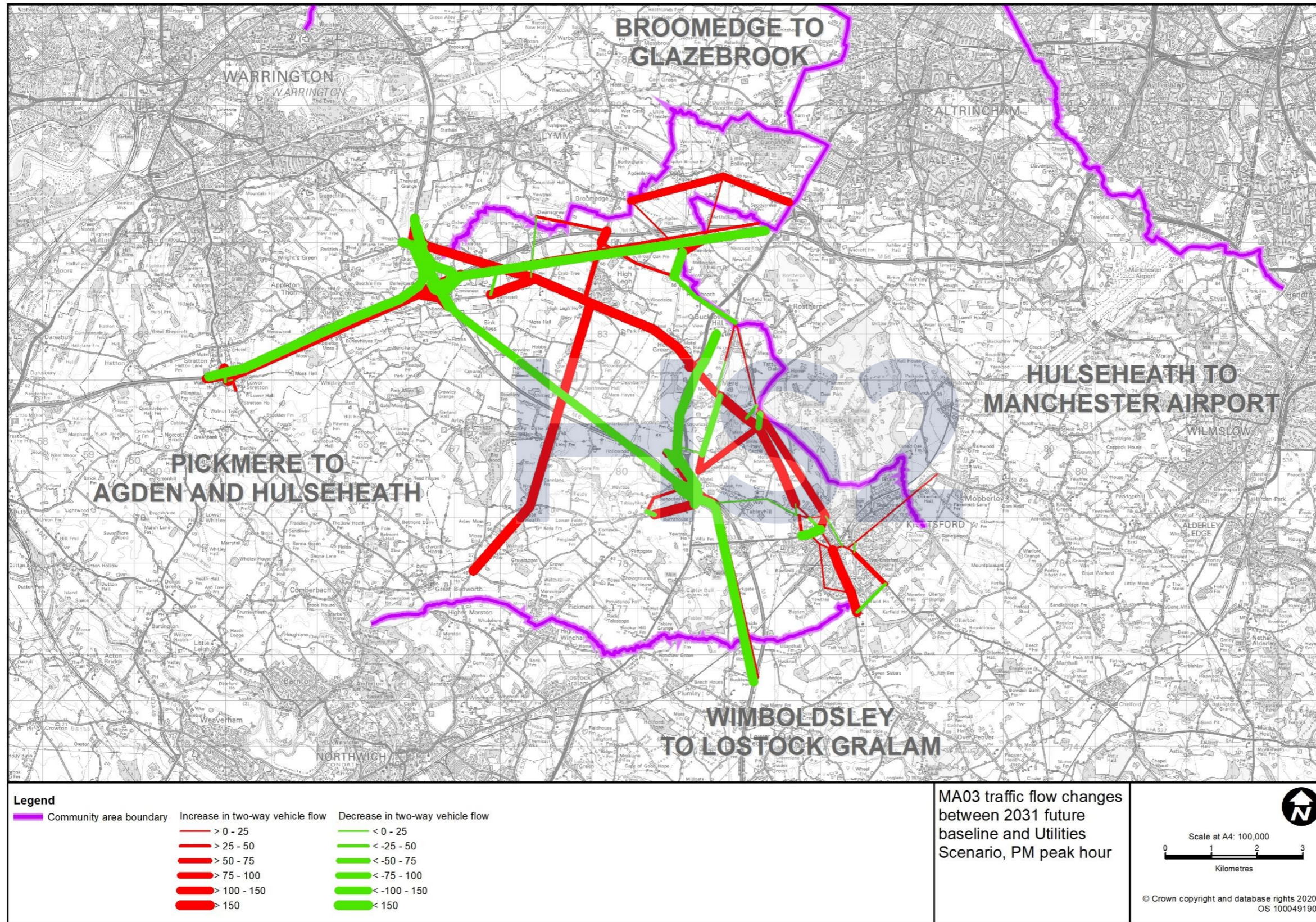


Figure 15-3: MA03 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 1, AM peak hour

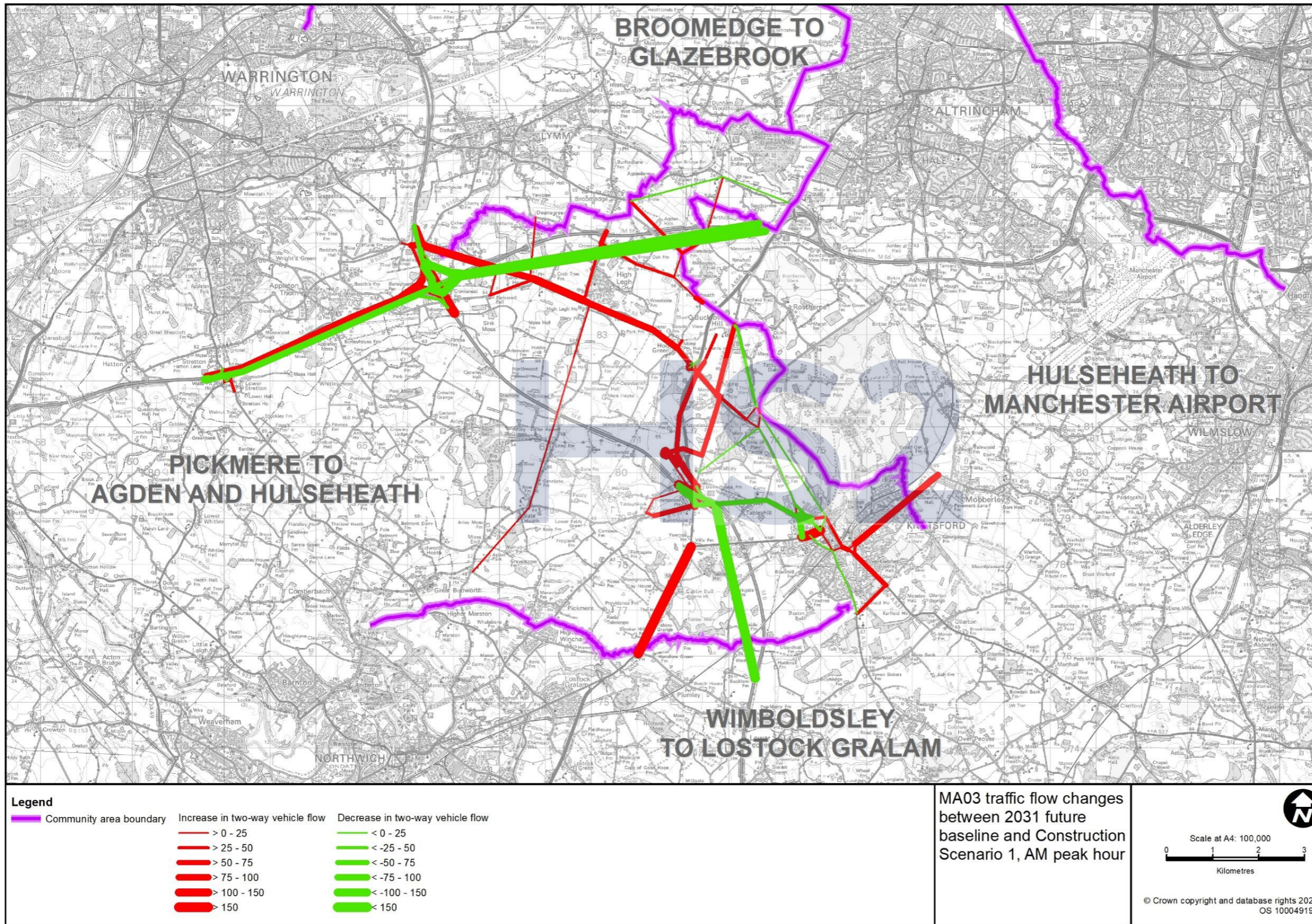


Figure 15-4: MA03 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 1, PM peak hour

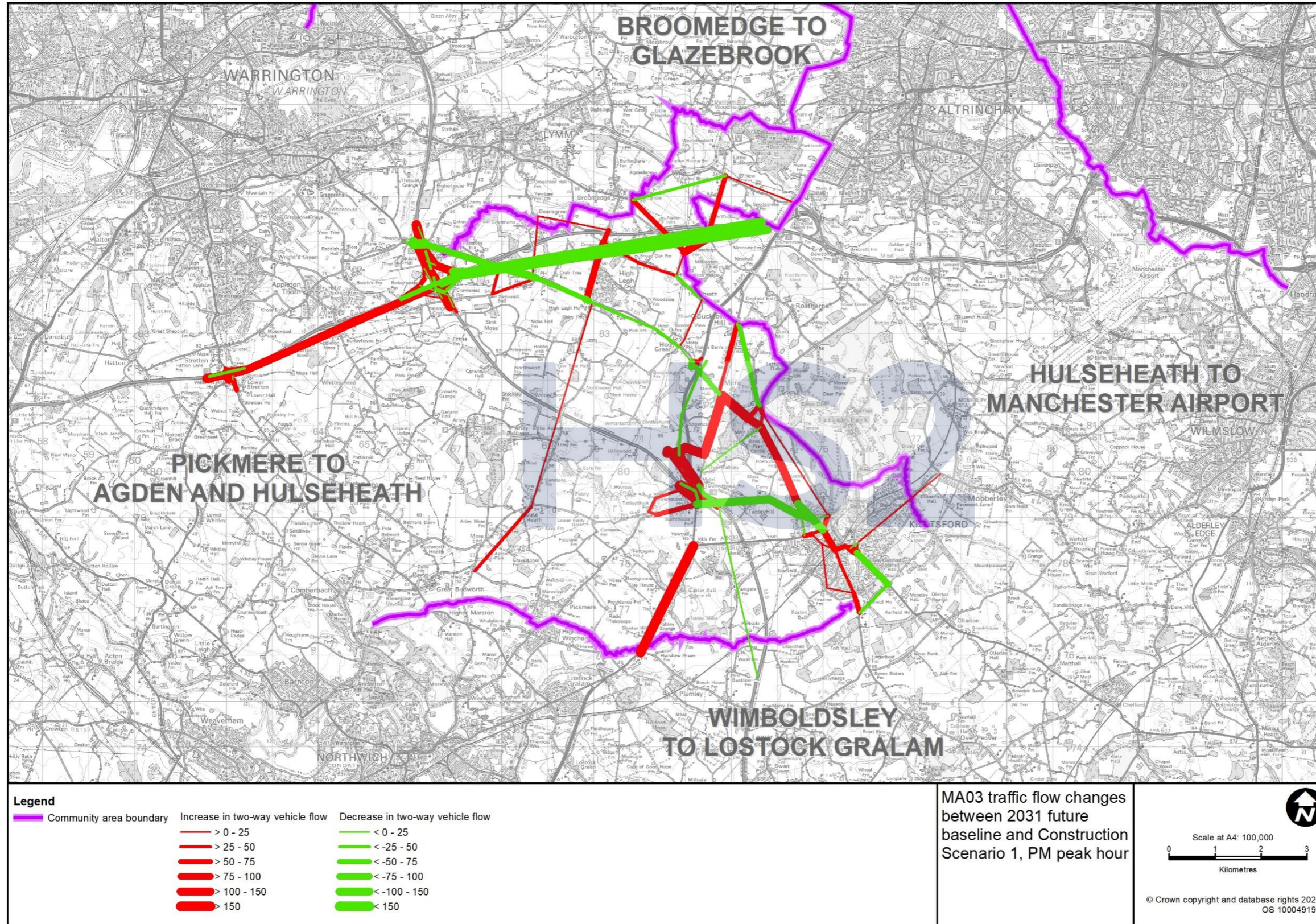


Figure 15-5: MA03 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 2, AM peak hour

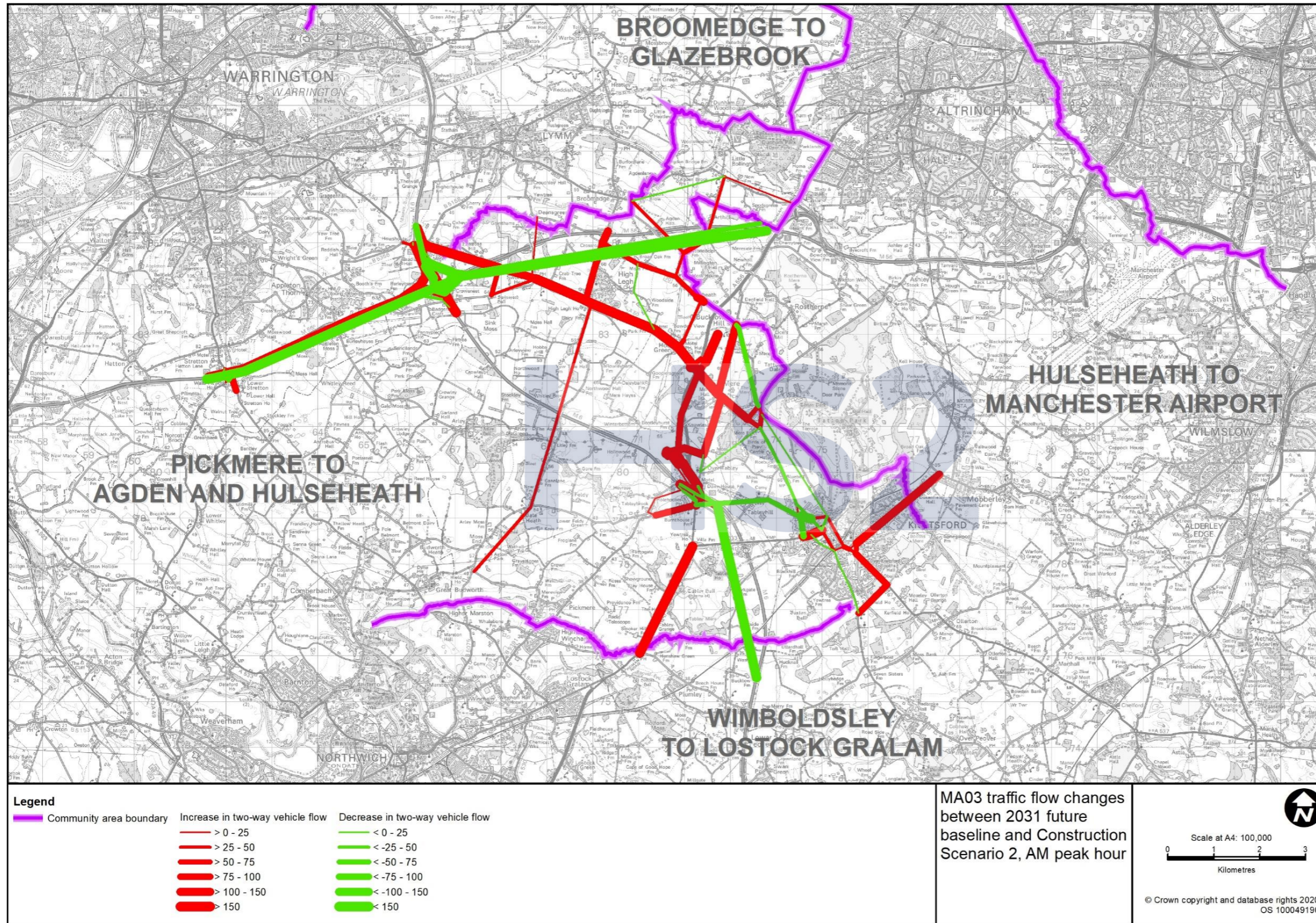


Figure 15-6: MA03 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 2, PM peak hour

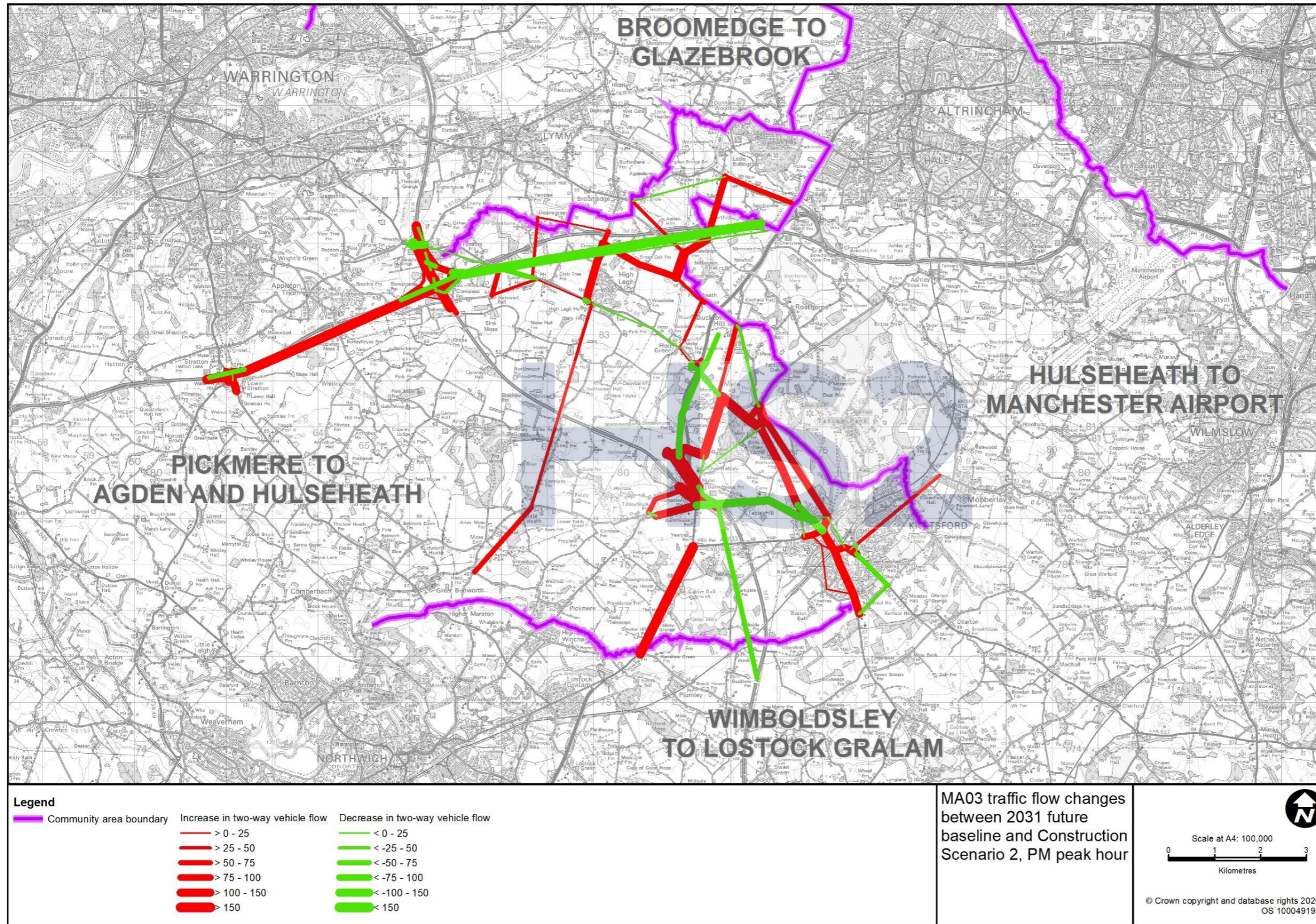


Figure 15-7: MA03 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 3, AM peak hour

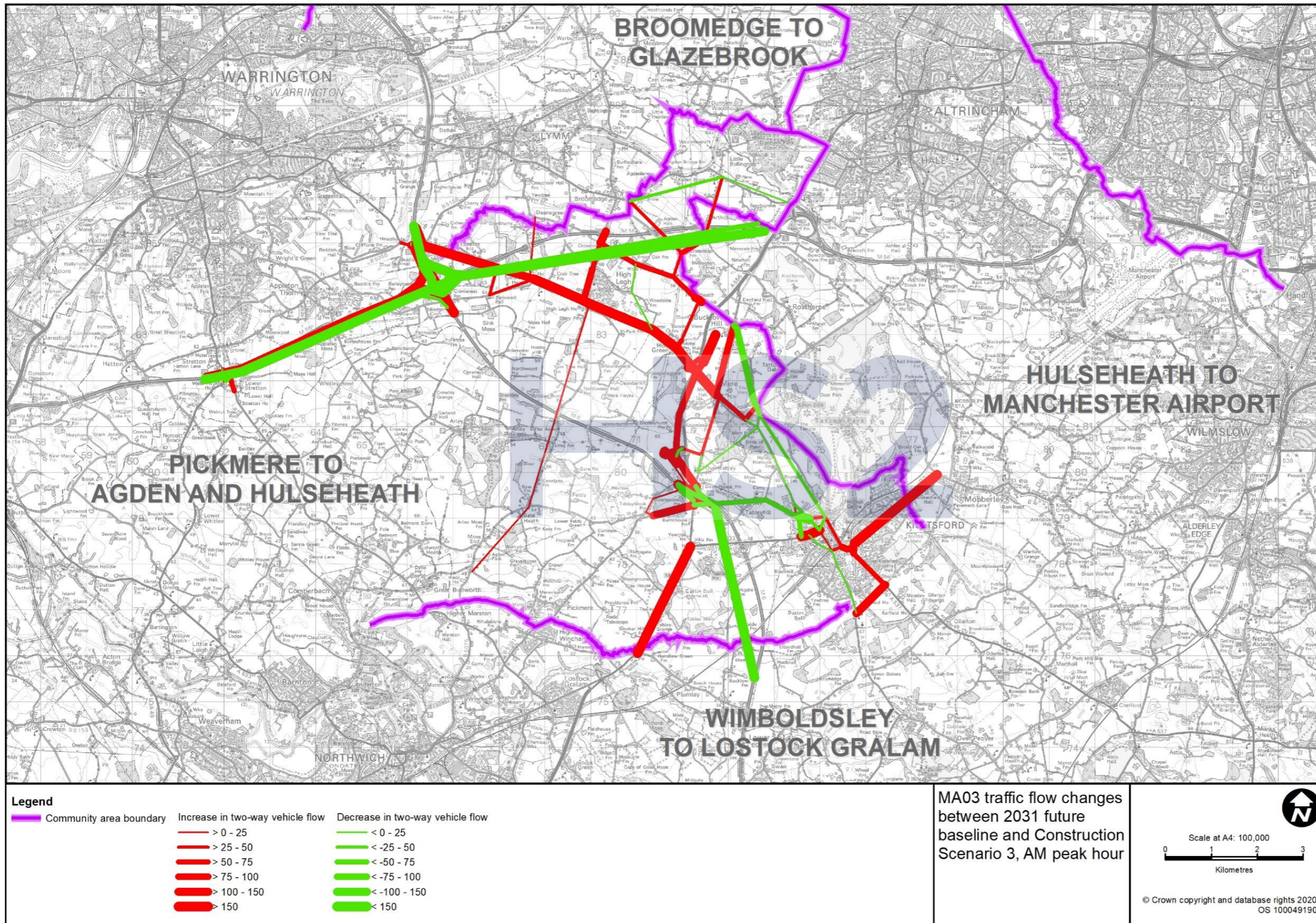


Figure 15-8: MA03 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 3, PM peak hour

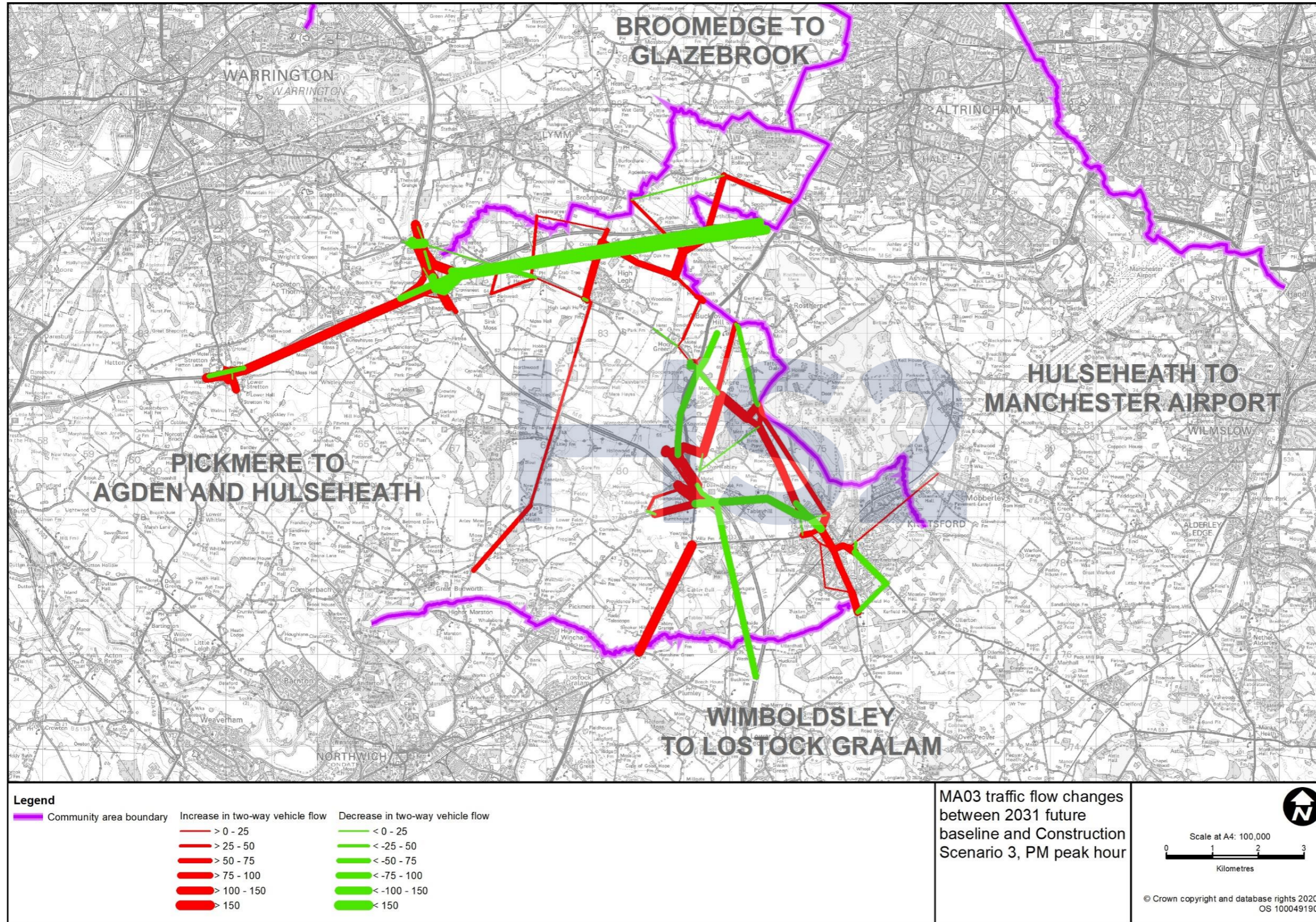


Figure 15-9: MA03 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 4, AM peak hour

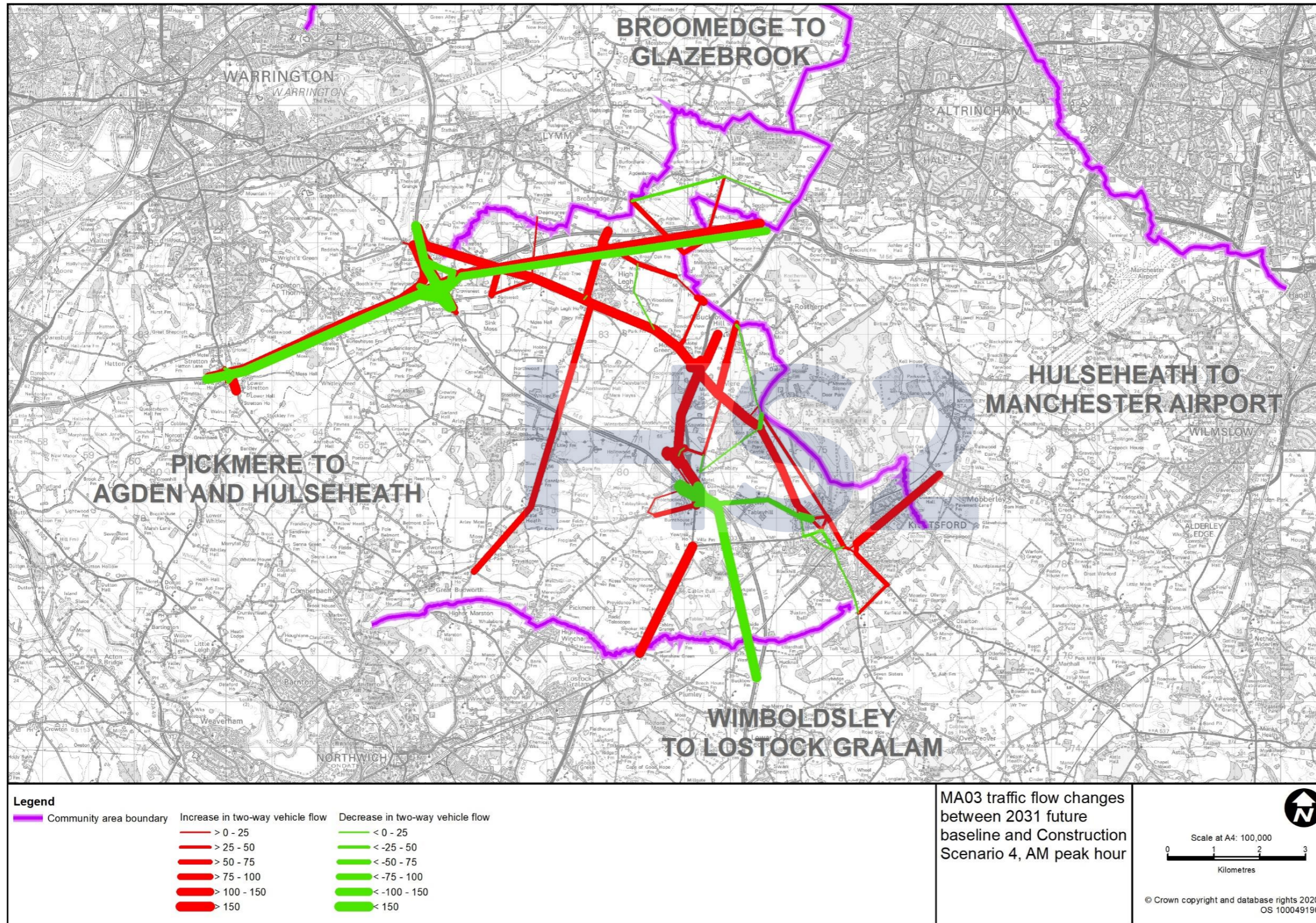


Figure 15-10: MA03 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 4, PM peak hour

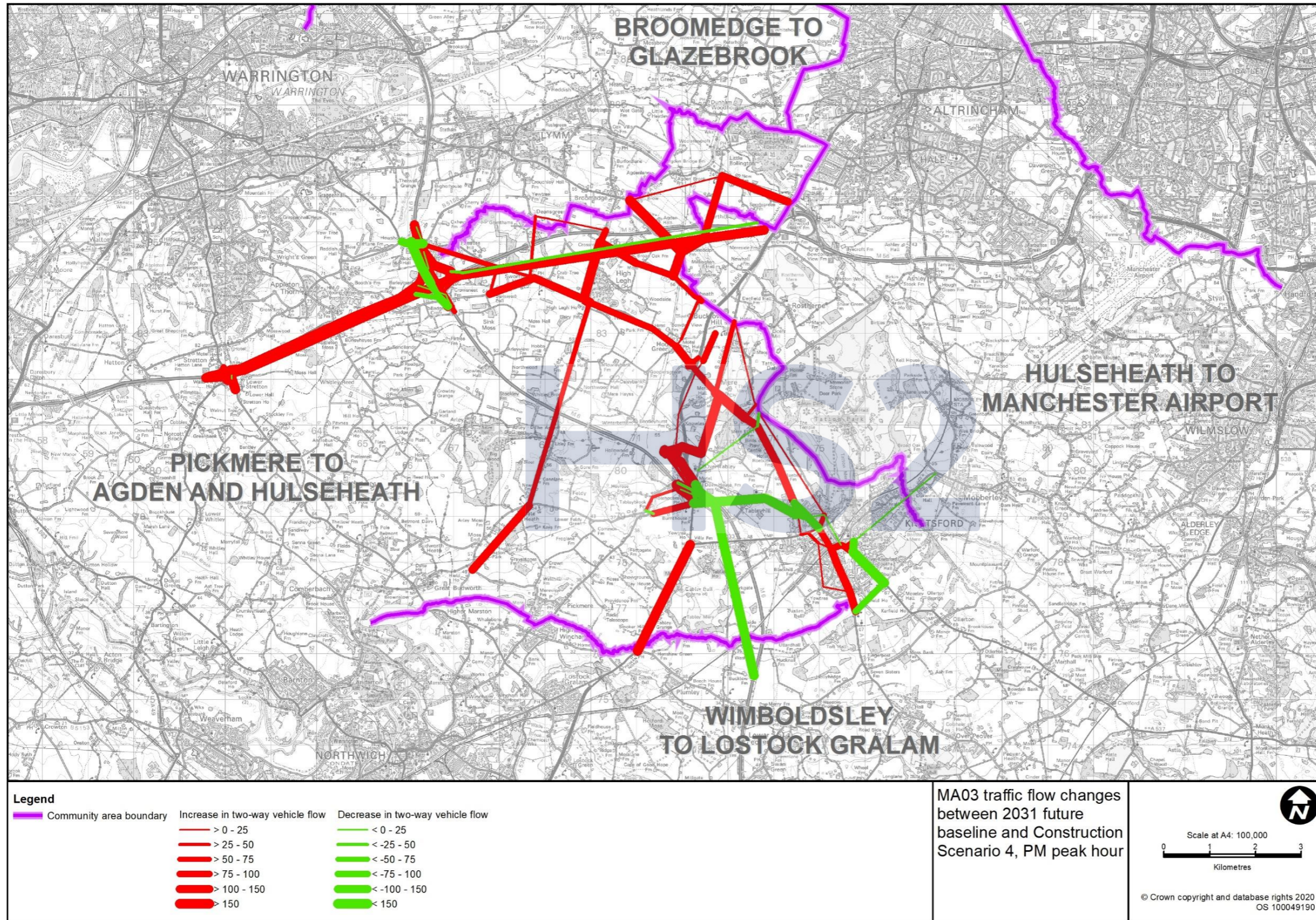


Figure 15-11.1: MA03 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 5, AM peak hour

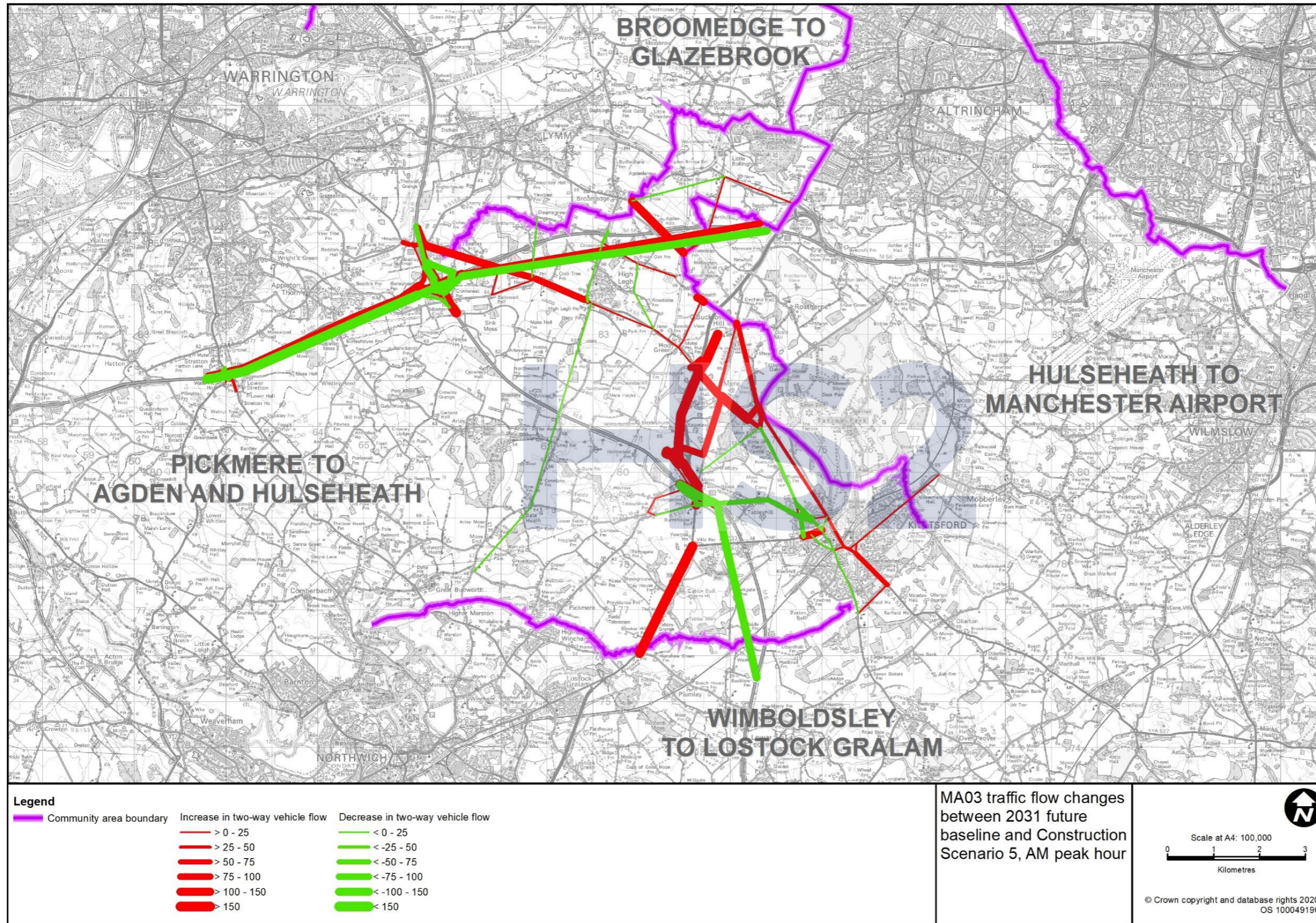
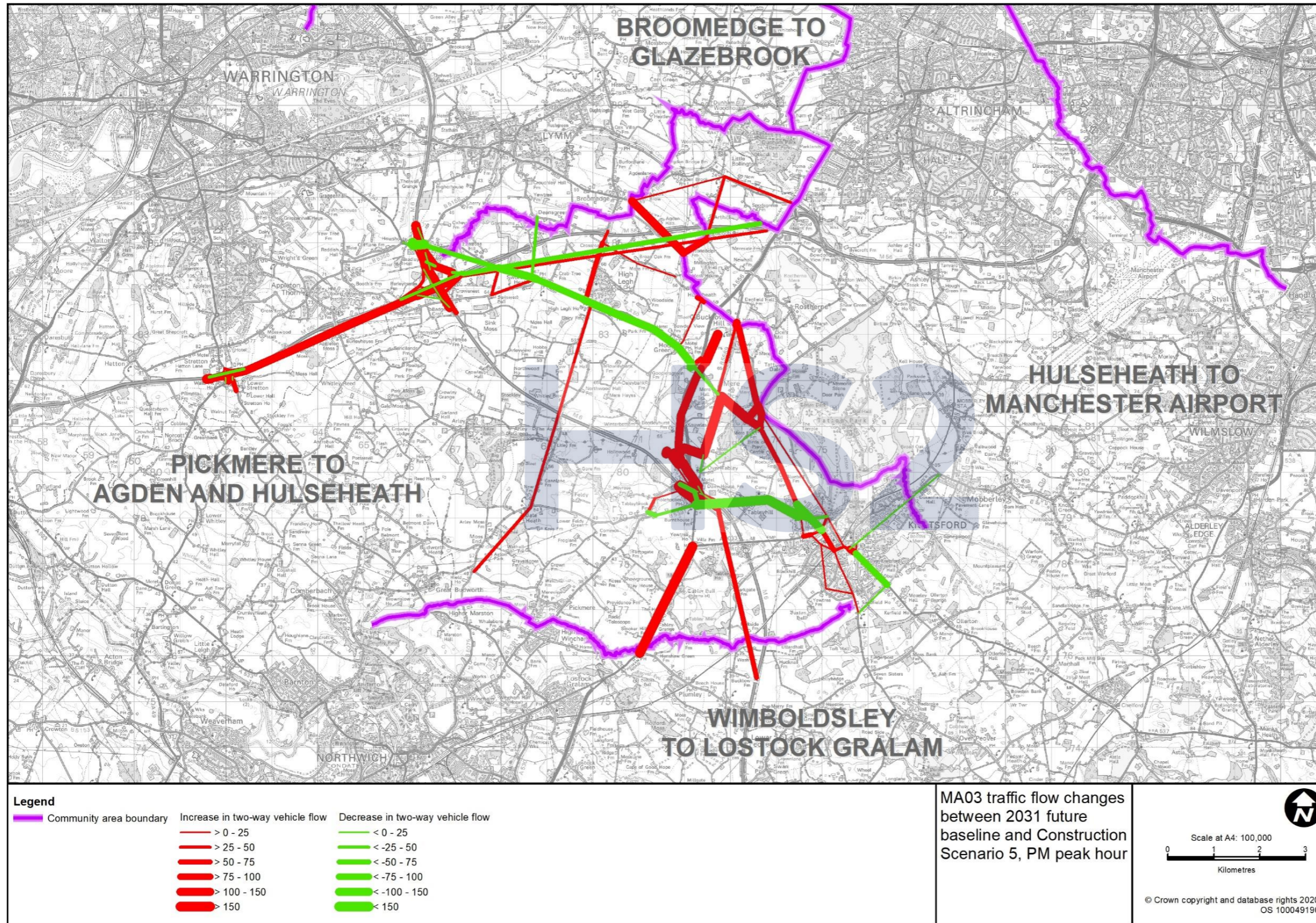


Figure 15-11.2: MA03 traffic flow changes between 2031 future baseline and AP2 revised scheme scenario 5, PM peak hour



Junction performance

- 13.2.24 Junction capacity analysis was reported in Section 15.3 of the main TA which was undertaken for the 2030 weekday AM and PM peak hours and compared junction operation for the future baseline and original scheme. Updated junction capacity analysis was reported in Section 12.2 of the SES1 and AP1 ES TA.
- 13.2.25 Updated junction capacity analysis has been undertaken for the AP2 revised scheme taking account of the revised baseline traffic, changes in traffic flows associated with the SES2 changes and AP2 amendments and associated traffic reassignment. Junction capacity analysis has been undertaken for the weekday AM and PM peak hours comparing junction operation in the 2031 future baseline with the modelled scenarios for the AP2 revised scheme.
- 13.2.26 The following tables and commentary set out the performance at junctions where there is the potential for the AP2 revised scheme to have substantial impacts, including new temporary junctions and those junctions where temporary or permanent changes are proposed.
- 13.2.27 The results are presented from south to north through the MA03 area, firstly for junctions on the strategic road network, followed by junctions on other roads. The 2031 future baseline results are included for comparison. The models developed to assess the existing and future baseline have been used, except where otherwise stated. Where there are changes to infrastructure compared to the SES1 and AP1 ES TA, these are highlighted.
- 13.2.28 The results are presented in the same order as presented in the main TA and SES1 and AP1 ES TA. Junctions that were not reported in the main TA or SES1 and AP1 ES TA are provided at the end of the junction performance section after the A50 Holmes Chapel Road/B5081 Middlewich Road junction (Table 15-33.4). Where no updates to junction operation are provided, junction operation is as described in Section 12.2 of the SES1 and AP1 ES TA.
- 13.2.29 It should be noted that the assessments consider the peak level of construction traffic in each location, for each scenario, and these conditions will not be present across the whole construction period.
- 13.2.30 Due to the negligible number of construction traffic movements during the utilities scenario, junction capacity analysis is only reported for the utilities scenario at those junctions forecast to experience an impact as a result of the AP2 revised scheme.
- 13.2.31 Only those scenarios relevant to each assessment are presented, therefore not all scenarios are discussed at each junction.
- 13.2.32 The junction performance tables presented in this report use the following abbreviations: PCU = Passenger Car Unit; VoC = Volume over Capacity; DoS = Degree of Saturation; RFC = Ratio of Flow to Capacity; and Q = Queue.

M6 junction 19/A556 Chester Road/A556 and A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane

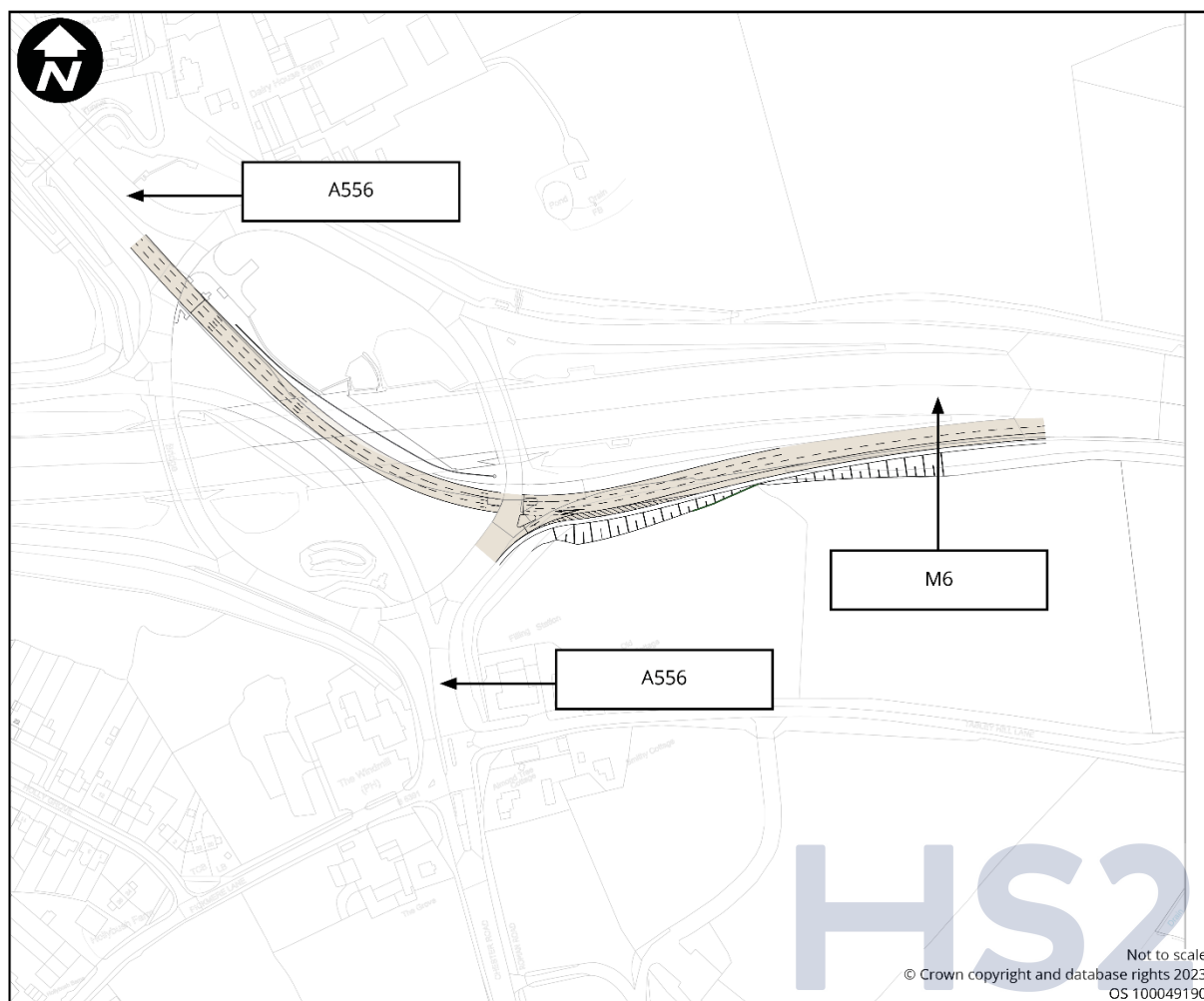
13.2.33 M6 junction 19 and the nearby A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane junction have been assessed as part of a combined network with results for each junction presented separately.

M6 junction 19/A556 Chester Road/A556

13.2.34 The M6 junction 19/A556 Chester Road/A556 junction will be permanently modified as part of the AP2 revised scheme to mitigate construction impacts at this location. The modification comprises the provision of an additional lane on the northbound bridge across the centre of the junction (the through-about) and an additional lane on the M6 northbound off-slip approach. Further details of the permanent changes are presented in the operational assessment in Section 12.4.

13.2.35 Figure 15-12.1 shows the junction layout introduced as part of the AP2 revised scheme.

Figure 15-12.1: Junction layout diagram (M6 junction 19/A556 Chester Road/A556)



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- 13.2.36 Table 15-9 of the SES1 and AP1 ES TA replaced Table 15-9 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-9 to Table 15-9.3 below replace Table 15-9 in the SES1 and AP1 ES.
- 13.2.37 The proposed layout will be constructed during the utilities scenario. During this period, temporary traffic management will be in place, comprising the closure of one lane on the northbound bridge across the centre of the junction (the through-about) and closure of one lane on the approach to the signals at the junction from the M6 northbound off-slip, during construction of the proposed layout.

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Table 15-9: M6 junction 19/A556 Chester Road/A556 junction 2031 future baseline and the AP2 revised scheme (existing layout) junction capacity assessment results – utilities scenario and scenarios 1 and 2

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00	2031 future baseline			Utilities scenario (existing layout)			AP2 revised scheme scenario 1 (existing layout)			AP2 revised scheme scenario 2 (existing layout)		
M6 junction 19 southbound off-slip (nearside) (left)	318	27%	4	323	50%	6	394	51%	7	454	42%	6
M6 junction 19 southbound off-slip (offside) (left)	325	28%	4	179	25%	3	368	47%	7	404	38%	5
Circulatory at M6 junction 19 southbound off-slip (nearside and centre)	303	65%	6	325	33%	3	303	36%	3	290	52%	5
Circulatory at M6 junction 19 southbound off-slip (offside)	724	78%	8	699	44%	2	759	52%	2	813	72%	8
Cut-through northbound (nearside) (ahead)	1,040	85%	8	1,056	83%	5	1,080	87%	6	1,095	90%	7
Cut-through northbound (centre and offside) (ahead)	1,138	67%	1	1,122	64%	0	1,166	67%	0	1,172	69%	1
Circulatory at Cut-through northbound (nearside) (left)	308	70%	2	330	85%	7	311	80%	7	350	80%	7
Circulatory at Cut-through northbound (centre) (left)	363	83%	1	350	90%	8	385	93%	8	409	93%	2
Circulatory at Cut-through northbound (offside) (left and ahead)	361	82%	1	349	90%	7	374	90%	8	404	92%	2
A556 (north) (nearside) (left)	1,597	82%	2	1,582	81%	2	1,641	84%	3	1,664	85%	3
A556 (north) (centre) (ahead and left)	638	64%	1	627	63%	1	675	68%	1	698	71%	1
A556 (north) (offside) (ahead)	454	46%	0	235	24%	0	499	51%	1	513	52%	1
M6 junction 19 northbound off-slip (nearside and centre) (left and ahead)	1,057	86%	22	548	40%	5	1,128	92%	27	1,128	93%	28
M6 junction 19 northbound off-slip (offside) (right)	1,138	93%	29	1,028	75%	16	1,166	98%	36	1,172	98%	38

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
Circulatory at M6 junction 19 northbound off-slip (nearside)	390	89%	8	383	83%	8	439	95%	10	460	99%	10
Circulatory at M6 junction 19 northbound off-slip (centre)	429	98%	9	433	94%	9	439	95%	10	459	99%	10
Circulatory at M6 junction 19 northbound off-slip (offside)	26	6%	0	26	6%	0	60	13%	1	54	12%	1
Cut-through southbound (nearside) (ahead)	313	28%	2	318	28%	1	366	37%	1	394	40%	3
Cut-through southbound (offside) (ahead)	325	29%	2	324	29%	1	368	37%	1	404	41%	3
Circulatory at Cut-through southbound (nearside) (left)	399	78%	1	392	77%	1	456	72%	1	473	72%	0
Circulatory at Cut-through southbound (centre 1) (left)	437	85%	1	438	86%	1	470	74%	2	479	73%	1
Circulatory at Cut-through southbound (centre 2 offside) (ahead)	26	13%	1	26	13%	1	60	19%	1	54	28%	1
A556 Chester Road (nearside) (ahead and left)	861	51%	3	676	45%	1	831	57%	4	850	54%	3
A556 Chester Road (offside) (ahead)	724	51%	4	699	49%	4	759	59%	4	813	58%	3
17:00–18:00	2031 future baseline			Utilities scenario (existing layout)			AP2 revised scheme scenario 1 (existing layout)			AP2 revised scheme scenario 2 (existing layout)		
M6 junction 19 southbound off-slip (nearside) (left)	192	23%	3	201	29%	3	205	38%	4	225	28%	3
M6 junction 19 southbound off-slip (offside) (left)	225	27%	3	206	29%	4	214	40%	4	230	29%	4
Circulatory at M6 junction 19 southbound off-slip (nearside and centre)	170	21%	1	195	21%	1	218	20%	1	182	22%	2
Circulatory at M6 junction 19 southbound off-slip (offside)	563	40%	1	523	34%	2	659	39%	1	743	53%	4
Cut-through northbound (nearside) (ahead)	1,071	86%	7	1,087	81%	3	1,060	82%	4	1,056	83%	5

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
Cut-through northbound (centre and offside) (ahead)	1,134	65%	2	1,112	61%	0	1,122	63%	0	1,130	64%	0
Circulatory at Cut-through northbound (nearside) (left)	172	42%	3	197	62%	4	230	63%	5	203	52%	4
Circulatory at Cut-through northbound (centre) (left)	290	70%	6	265	84%	6	345	94%	8	390	100%	9
Circulatory at Cut-through northbound (offside) (left and ahead)	273	66%	5	258	81%	6	314	86%	7	353	91%	8
A556 (north) (nearside) (left)	1,706	88%	3	1,694	87%	3	1,728	89%	4	1,734	89%	4
A556 (north) (centre) (ahead and left)	734	77%	2	727	74%	1	745	77%	2	749	77%	2
A556 (north) (offside) (ahead)	584	60%	1	621	63%	1	905	93%	13	907	94%	13
M6 junction 19 northbound off-slip (nearside and centre) (left and ahead)	1,096	97%	32	1,115	98%	36	1,114	96%	32	1,097	94%	28
M6 junction 19 northbound off-slip (offside) (right)	1,134	101%	46	1,112	99%	39	1,122	100%	42	1,130	99%	38
Circulatory at M6 junction 19 northbound off-slip (nearside)	519	97%	11	484	90%	10	533	99%	12	512	100%	11
Circulatory at M6 junction 19 northbound off-slip (centre)	517	96%	11	536	100%	12	528	99%	12	509	99%	11
Circulatory at M6 junction 19 northbound off-slip (offside)	68	13%	1	85	16%	1	383	71%	8	404	79%	8
Cut-through southbound (nearside) (ahead)	190	28%	1	199	31%	1	193	26%	0	204	38%	1
Cut-through southbound (offside) (ahead)	225	33%	1	206	33%	1	214	29%	0	230	43%	1
Circulatory at Cut-through southbound (nearside) (left)	532	56%	0	502	50%	0	548	61%	0	525	48%	0
Circulatory at Cut-through southbound (centre 1) (left)	529	56%	0	546	55%	0	567	63%	1	537	49%	0

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
Circulatory at Cut-through southbound (centre 2 offside) (ahead)	68	35%	2	85	44%	2	383	92%	9	404	98%	9
A556 Chester Road (nearside) (ahead and left)	625	39%	1	660	42%	8	860	57%	9	992	67%	10
A556 Chester Road (offside) (ahead)	563	40%	1	523	37%	1	659	55%	4	743	62%	3

Table 15-9.1: M6 junction 19/A556 Chester Road/A556 junction 2031 future baseline and the AP2 revised scheme (existing layout) junction capacity assessment results – scenarios 3, 4 and 5

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	AP2 revised scheme scenario 3 (existing layout)			AP2 revised scheme scenario 4 (existing layout)			AP2 revised scheme scenario 5 (existing layout)		
M6 junction 19 southbound off-slip (nearside) (left)	420	47%	7	292	53%	6	361	32%	4
M6 junction 19 southbound off-slip (offside) (left)	424	47%	7	280	52%	6	363	32%	4
Circulatory at M6 junction 19 southbound off-slip (nearside and centre)	334	46%	5	367	34%	3	307	60%	6
Circulatory at M6 junction 19 southbound off-slip (offside)	762	57%	4	875	51%	3	763	75%	8
Cut-through northbound (nearside) (ahead)	1,037	82%	4	1,062	89%	7	1,085	87%	7
Cut-through northbound (centre and offside) (ahead)	1,214	68%	0	1,148	65%	0	1,182	68%	1
Circulatory at Cut-through northbound (nearside) (left)	368	94%	8	411	89%	9	339	82%	3
Circulatory at Cut-through northbound (centre) (left)	387	99%	9	442	95%	10	384	93%	1
Circulatory at Cut-through northbound (offside) (left and ahead)	375	96%	8	433	94%	9	379	92%	1
A556 (north) (nearside) (left)	1,633	84%	3	1,662	85%	3	1,645	84%	3
A556 (north) (centre) (ahead and left)	666	68%	1	676	70%	1	682	69%	1

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A556 (north) (offside) (ahead)	499	51%	1	624	65%	1	471	48%	1
M6 junction 19 northbound off-slip (nearside and centre) (left and ahead)	1,086	89%	23	1,152	100%	41	1,118	90%	25
M6 junction 19 northbound off-slip (offside) (right)	1,214	102%	51	1,148	105%	61	1,182	97%	35
Circulatory at M6 junction 19 northbound off-slip (nearside)	447	97%	10	566	101%	15	419	96%	9
Circulatory at M6 junction 19 northbound off-slip (centre)	446	96%	10	566	101%	15	420	96%	9
Circulatory at M6 junction 19 northbound off-slip (offside)	53	11%	1	58	10%	1	52	12%	1
Cut-through southbound (nearside) (ahead)	386	39%	2	248	32%	1	329	31%	3
Cut-through southbound (offside) (ahead)	424	42%	2	280	36%	1	363	35%	3
Circulatory at Cut-through southbound (nearside) (left)	466	74%	1	601	70%	1	433	74%	1
Circulatory at Cut-through southbound (centre 1) (left)	476	75%	2	621	72%	1	439	75%	1
Circulatory at Cut-through southbound (centre 2 offside) (ahead)	53	24%	1	58	30%	1	52	27%	1
A556 Chester Road (nearside) (ahead and left)	905	54%	3	872	56%	2	847	54%	3
A556 Chester Road (offside) (ahead)	762	55%	3	875	62%	3	763	54%	4
17:00–18:00	AP2 revised scheme scenario 3 (existing layout)			AP2 revised scheme scenario 4 (existing layout)			AP2 revised scheme scenario 5 (existing layout)		
M6 junction 19 southbound off-slip (nearside) (left)	214	25%	3	183	32%	3	191	37%	4
M6 junction 19 southbound off-slip (offside) (left)	236	28%	4	177	32%	3	195	38%	4
Circulatory at M6 junction 19 southbound off-slip (nearside and centre)	205	26%	2	342	32%	2	235	21%	1

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
Circulatory at M6 junction 19 southbound off-slip (offside)	757	56%	4	819	48%	2	628	36%	1
Cut-through northbound (nearside) (ahead)	1,047	84%	4	1,067	86%	6	1,072	80%	3
Cut-through northbound (centre and offside) (ahead)	1,120	65%	0	1,130	65%	0	1,130	61%	0
Circulatory at Cut-through northbound (nearside) (left)	212	51%	4	362	87%	8	251	79%	5
Circulatory at Cut-through northbound (centre) (left)	398	96%	9	409	99%	9	314	99%	7
Circulatory at Cut-through northbound (offside) (left and ahead)	359	87%	8	410	99%	9	314	99%	7
A556 (north) (nearside) (left)	1,723	88%	4	1,671	86%	3	1,735	89%	4
A556 (north) (centre) (ahead and left)	741	76%	2	683	71%	2	768	78%	2
A556 (north) (offside) (ahead)	918	95%	15	836	88%	8	909	93%	10
M6 junction 19 northbound off-slip (nearside and centre) (left and ahead)	1,107	96%	30	1,170	99%	38	1,114	97%	33
M6 junction 19 northbound off-slip (offside) (right)	1,120	100%	41	1,130	101%	44	1,130	101%	44
Circulatory at M6 junction 19 northbound off-slip (nearside)	517	96%	11	548	102%	18	534	100%	12
Circulatory at M6 junction 19 northbound off-slip (centre)	500	93%	11	545	102%	17	531	99%	12
Circulatory at M6 junction 19 northbound off-slip (offside)	424	79%	9	294	55%	6	383	71%	8
Cut-through southbound (nearside) (ahead)	207	40%	2	163	28%	0	175	23%	0
Cut-through southbound (offside) (ahead)	236	46%	2	177	30%	0	195	26%	0
Circulatory at Cut-through southbound (nearside) (left)	531	47%	0	588	55%	0	551	63%	0

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
Circulatory at Cut-through southbound (centre 1) (left)	546	49%	1	608	57%	1	556	63%	1
Circulatory at Cut-through southbound (centre 2 offside) (ahead)	424	97%	9	294	93%	7	383	92%	9
A556 Chester Road (nearside) (ahead and left)	1,006	69%	9	1,044	71%	10	840	56%	10
A556 Chester Road (offside) (ahead)	757	65%	3	819	63%	3	628	53%	4

Table 15-9.2: M6 junction 19/A556 Chester Road/A556 junction 2031 future baseline and AP2 revised scheme junction (proposed layout) capacity assessment results – utilities scenario and scenarios 1 and 2

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme utilities scenario (including temporary traffic management)			AP2 revised scheme scenario 1 (proposed layout)			AP2 revised scheme scenario 2 (proposed layout)		
M6 junction 19 southbound off-slip (nearside) (left)	318	27%	4	281	38%	4	510	49%	9	586	55%	11
M6 junction 19 southbound off-slip (offside) (left)	325	28%	4	179	25%	3	520	49%	9	576	54%	11
Circulatory at M6 junction 19 southbound off-slip (nearside and centre)	303	65%	6	393	0	3	339	53%	7	345	55%	9
Circulatory at M6 junction 19 southbound off-slip (offside)	724	78%	8	783	1	2	672	66%	9	703	64%	10
Cut-through northbound (nearside) (ahead)	1,040	85%	8	545	1	9	770	59%	2	765	59%	2
Cut-through northbound (centre) (ahead)	1,138	67%	1	1,028	74%	5	794	61%	1	805	63%	2
Cut-through northbound (offside) (ahead)							688	53%	2	696	54%	2

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Circulatory at Cut-through northbound (nearside) (left)	308	70%	2	441	1	6	364	89%	10	402	94%	11
Circulatory at Cut-through northbound (centre) (left)	363	83%	1	393	1	1	387	95%	11	342	80%	10
Circulatory at Cut-through northbound (offside) (left and ahead)	361	82%	1	390	1	1	285	70%	7	361	84%	10
A556 (north) (nearside) (left)	1,597	82%	2	1,582	81%	2	1,521	78%	2	1,646	84%	3
A556 (north) (centre) (ahead and left)	638	64%	1	627	63%	1	744	75%	2	683	69%	1
A556 (north) (offside) (ahead)	454	46%	0	235	24%	0	595	60%	1	611	62%	1
M6 junction 19 northbound off-slip (nearside and centre 1) (left and ahead)	1,057	86%	22	548	40%	5	819	73%	18	800	71%	17
M6 junction 19 northbound off-slip (centre 2 and offside) (ahead)	1,138	93%	29	1,028	75%	16	1,482	98%	40	1,501	99%	45
Circulatory at M6 junction 19 northbound off-slip (nearside)	390	89%	8	195	67%	4	377	64%	9	410	70%	10
Circulatory at M6 junction 19 northbound off-slip (centre)	429	98%	9	230	79%	5	562	96%	15	575	98%	16
Circulatory at M6 junction 19 northbound off-slip (offside)	26	6%	0	5	2%	0	39	7%	1	40	7%	1
Cut-through southbound (nearside) (ahead)	313	28%	2	233	35%	1	485	47%	2	529	50%	6
Cut-through southbound (offside) (ahead)	325	29%	2	179	27%	1	520	50%	2	576	55%	6
Circulatory at Cut-through southbound (nearside) (left)	399	78%	1	195	20%	0	381	58%	0	416	65%	6
Circulatory at Cut-through southbound (centre 1) (left)	437	85%	1	233	24%	0	607	92%	2	604	94%	11

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
Circulatory at Cut-through southbound (centre 2 offside) (ahead)	26	13%	1	5	3%	0	39	10%	1	40	10%	0
A556 Chester Road (nearside) (ahead and left)	861	51%	3	676	45%	1	843	61%	9	883	63%	11
A556 Chester Road (offside) (ahead)	724	51%	4	783	55%	1	672	53%	6	703	55%	10
17:00-18:00	2031 future baseline			AP2 revised scheme utilities scenario (including temporary traffic management)			AP2 revised scheme scenario 1 (proposed layout)			AP2 revised scheme scenario 2 (proposed layout)		
M6 junction 19 southbound off-slip (nearside) (left)	192	23%	3	158	23%	3	195	35%	4	222	28%	4
M6 junction 19 southbound off-slip (offside) (left)	225	27%	3	26	4%	0	198	35%	5	221	28%	4
Circulatory at M6 junction 19 southbound off-slip (nearside and centre)	170	21%	1	352	37%	1	217	19%	1	179	20%	2
Circulatory at M6 junction 19 southbound off-slip (offside)	563	40%	1	596	38%	1	625	43%	2	700	53%	7
Cut-through northbound (nearside) (ahead)	1,071	86%	7	630	55%	5	771	66%	2	767	66%	3
Cut-through northbound (centre) (ahead)	1,134	65%	2	872	53%	1	786	67%	2	797	68%	2
Cut-through northbound (offside) (ahead)							682	58%	2	689	59%	3
Circulatory at Cut-through northbound (nearside) (left)	172	42%	3	355	69%	7	229	42%	5	197	36%	4
Circulatory at Cut-through northbound (centre) (left)	290	70%	6	301	59%	5	385	71%	10	390	71%	10
Circulatory at Cut-through northbound (offside) (left and ahead)	273	66%	5	295	58%	5	240	44%	5	310	57%	7

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
A556 (north) (nearside) (left)	1,706	88%	3	1,651	85%	3	1,742	89%	4	1,718	88%	4
A556 (north) (centre) (ahead and left)	734	77%	2	690	70%	1	779	79%	2	782	79%	2
A556 (north) (offside) (ahead)	584	60%	1	400	40%	0	781	81%	4	815	84%	5
M6 junction 19 northbound off-slip (nearside and centre 1) (left and ahead)	1,096	97%	32	634	51%	8	831	75%	18	813	70%	16
M6 junction 19 northbound off-slip (centre 2 and offside) (ahead)	1,134	101%	46	872	70%	14	1,468	98%	40	1,486	95%	33
Circulatory at M6 junction 19 northbound off-slip (nearside)	519	97%	11	317	77%	7	577	96%	16	512	94%	14
Circulatory at M6 junction 19 northbound off-slip (centre)	517	96%	11	312	75%	7	475	79%	12	500	92%	13
Circulatory at M6 junction 19 northbound off-slip (offside)	68	13%	1	88	21%	2	320	53%	7	331	61%	8
Cut-through southbound (nearside) (ahead)	190	28%	1	155	18%	1	183	29%	0	204	28%	1
Cut-through southbound (offside) (ahead)	225	33%	1	26	3%	0	198	32%	0	221	30%	1
Circulatory at Cut-through southbound (nearside) (left)	532	56%	0	317	41%	0	578	54%	0	513	54%	0
Circulatory at Cut-through southbound (centre 1) (left)	529	56%	0	316	41%	0	534	50%	1	545	57%	1
Circulatory at Cut-through southbound (centre 2 offside) (ahead)	68	35%	2	88	45%	2	320	91%	9	331	94%	9
A556 Chester Road (nearside) (ahead and left)	625	39%	1	492	34%	0	879	58%	12	1,008	66%	15
A556 Chester Road (offside) (ahead)	563	40%	1	596	42%	1	625	47%	3	700	53%	3

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Table 15-9.3: M6 junction 19/A556 Chester Road/A556 junction 2031 future baseline and the AP2 revised scheme (proposed layout) junction capacity assessment results – scenarios 3, 4 and 5

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00–09:00	AP2 revised scheme scenario 3 (proposed layout)			AP2 revised scheme scenario 4 (proposed layout)			AP2 revised scheme scenario 5 (proposed layout)		
M6 junction 19 southbound off-slip (nearside) (left)	569	50%	10	391	50%	8	497	47%	9
M6 junction 19 southbound off-slip (offside) (left)	575	50%	10	383	49%	8	504	48%	9
Circulatory at M6 junction 19 southbound off-slip (nearside and centre)	343	63%	8	446	49%	6	345	54%	7
Circulatory at M6 junction 19 southbound off-slip (offside)	708	67%	9	753	54%	6	683	62%	8
Cut-through northbound (nearside) (ahead)	770	67%	3	778	71%	9	766	70%	4
Cut-through northbound (centre) (ahead)	792	69%	2	762	70%	7	803	74%	3
Cut-through northbound (offside) (ahead)	686	60%	3	663	61%	7	694	64%	4
Circulatory at Cut-through northbound (nearside) (left)	376	67%	1	484	78%	5	374	60%	8
Circulatory at Cut-through northbound (centre) (left)	353	62%	0	365	59%	3	361	58%	1
Circulatory at Cut-through northbound (offside) (left and ahead)	355	63%	0	388	62%	3	322	52%	1
A556 (north) (nearside) (left)	1,637	84%	3	1,622	83%	2	1,625	83%	3
A556 (north) (centre) (ahead and left)	678	68%	1	765	77%	2	668	67%	1
A556 (north) (offside) (ahead)	561	57%	1	678	70%	1	570	58%	1
M6 junction 19 northbound off-slip (nearside and centre 1) (left and ahead)	822	72%	17	876	81%	22	803	70%	17
M6 junction 19 northbound off-slip (centre 2 and offside) (ahead)	1,478	96%	35	1,425	97%	38	1,497	97%	39
Circulatory at M6 junction 19 northbound off-slip (nearside)	447	79%	11	609	95%	16	391	69%	10

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
Circulatory at M6 junction 19 northbound off-slip (centre)	532	94%	14	625	97%	17	543	96%	15
Circulatory at M6 junction 19 northbound off-slip (offside)	33	6%	1	58	9%	1	31	6%	1
Cut-through southbound (nearside) (ahead)	536	54%	4	353	46%	2	468	77%	12
Cut-through southbound (offside) (ahead)	575	58%	4	383	50%	2	504	83%	13
Circulatory at Cut-through southbound (nearside) (left)	455	65%	0	615	66%	0	396	36%	0
Circulatory at Cut-through southbound (centre 1) (left)	576	82%	3	717	77%	4	575	53%	1
Circulatory at Cut-through southbound (centre 2 offside) (ahead)	33	10%	1	58	23%	2	31	7%	1
A556 Chester Road (nearside) (ahead and left)	893	61%	11	907	60%	10	862	64%	11
A556 Chester Road (offside) (ahead)	708	53%	5	753	53%	3	683	56%	4
17:00-18:00	AP2 revised scheme scenario 3 (proposed layout)			AP2 revised scheme scenario 4 (proposed layout)			AP2 revised scheme scenario 5 (proposed layout)		
M6 junction 19 southbound off-slip (nearside) (left)	224	29%	4	209	27%	4	188	28%	4
M6 junction 19 southbound off-slip (offside) (left)	231	30%	5	207	27%	4	187	28%	4
Circulatory at M6 junction 19 southbound off-slip (nearside and centre)	192	21%	2	307	33%	3	202	20%	1
Circulatory at M6 junction 19 southbound off-slip (offside)	716	55%	7	778	62%	9	612	46%	3
Cut-through northbound (nearside) (ahead)	772	67%	3	778	70%	8	769	64%	2
Cut-through northbound (centre) (ahead)	784	68%	2	757	68%	7	794	66%	1
Cut-through northbound (offside) (ahead)	680	59%	3	660	59%	7	688	57%	2
Circulatory at Cut-through northbound (nearside) (left)	199	35%	4	326	54%	3	218	43%	5
Circulatory at Cut-through northbound (centre) (left)	406	72%	10	475	79%	3	379	75%	10

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
Circulatory at Cut-through northbound (offside) (left and ahead)	310	55%	7	303	50%	2	233	46%	5
A556 (north) (nearside) (left)	1,700	87%	3	1,683	86%	3	1,729	89%	4
A556 (north) (centre) (ahead and left)	780	79%	2	729	74%	1	771	78%	2
A556 (north) (offside) (ahead)	804	83%	4	741	78%	3	818	84%	3
M6 junction 19 northbound off-slip (nearside and centre 1) (left and ahead)	836	73%	18	883	81%	21	818	71%	17
M6 junction 19 northbound off-slip (centre 2 and offside) (ahead)	1,464	95%	32	1,417	96%	33	1,482	96%	36
Circulatory at M6 junction 19 northbound off-slip (nearside)	524	93%	14	587	94%	16	528	93%	14
Circulatory at M6 junction 19 northbound off-slip (centre)	479	85%	13	524	84%	13	514	91%	14
Circulatory at M6 junction 19 northbound off-slip (offside)	340	60%	8	232	37%	5	311	55%	7
Cut-through southbound (nearside) (ahead)	217	31%	1	190	26%	1	172	25%	0
Cut-through southbound (offside) (ahead)	231	33%	1	207	28%	1	187	27%	0
Circulatory at Cut-through southbound (nearside) (left)	526	53%	0	588	62%	0	529	52%	0
Circulatory at Cut-through southbound (centre 1) (left)	541	54%	2	628	66%	3	562	55%	1
Circulatory at Cut-through southbound (centre 2 offside) (ahead)	340	92%	9	232	92%	6	311	94%	9
A556 Chester Road (nearside) (ahead and left)	1,024	68%	15	1,048	66%	15	860	56%	12
A556 Chester Road (offside) (ahead)	716	55%	4	778	55%	4	612	46%	2

13.2.38 The conclusions drawn in paragraph 12.2.28 of the SES1 and AP1 ES TA are replaced by:

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

With the proposed layout the assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in the future baseline and close to capacity with AP2 revised scheme.

In scenario 2, the change in traffic due to construction of the AP2 revised scheme will increase the DoS on the circulatory at Cut-through northbound (nearside) (left) approach from 70% in the future baseline to 94% in the AM peak hour, with a corresponding change in queue length from two PCU in the future baseline to 11 PCU. In scenarios 2 and 5, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the DoS on the circulatory at Cut-through southbound (centre 2 offside) (ahead) approach from 35% in the future baseline to 94%, with a corresponding change in queue length from 2 PCU in the future baseline to 9 PCU.”

A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane

13.2.39 Table 15-23 in the SES1 and AP1 ES TA replaced Table 15-23 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-23 below replaces Table 15-23 in in the SES1 and AP1 ES TA.

13.2.40 It is not proposed to alter the layout of the A556 Chester Road/B5391 Pickmere Lane/Tabley Hill junction. However, signal timings will be altered at this junction as part of the (adjacent) M6 junction 19/A556 Chester Road/A556 junction mitigation scheme and will contribute to changes in junction operation compared to the SES1 and AP1 ES TA.

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Table 15-23: A556 Chester Road/B5391 Pickmere Lane/Tabley Hill Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A556 Chester Road (north) (left and ahead)	712	58%	6	866	63%	13	945	69%	11	991	73%	15	968	71%	7	864	63%	2
A556 Chester Road (north) (ahead and right)	762	60%	6	1,127	85%	15	1,180	84%	13	1,151	82%	17	1,100	78%	7	1,079	77%	3
Tabley Hill Lane (left and ahead)	4	2%	0	1	1%	0	3	2%	0	3	2%	0	3	2%	0	3	2%	0
A556 Chester Road (south) (left and ahead)	764	64%	11	794	60%	12	826	63%	14	804	63%	14	853	67%	16	794	60%	12
A556 Chester Road (south) (ahead)	696	60%	10	574	43%	8	616	47%	9	604	47%	9	652	51%	10	612	46%	8
B5391 Pickmere Lane (left)	163	38%	2	177	41%	2	169	40%	2	216	50%	3	182	44%	3	151	35%	2
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A556 Chester Road (north) (left and ahead)	722	61%	6	761	56%	3	717	53%	3	743	54%	4	778	57%	4	701	51%	2
A556 Chester Road (north)	754	61%	6	732	52%	2	766	55%	3	772	55%	3	835	59%	3	749	54%	2

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Approach	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	Flow, PCU/hr	DoS	Q, PCU	
(ahead and right)																			
Tabley Hill Lane (left and ahead)	103	53%	3	54	35%	2	51	33%	2	51	33%	2	47	30%	1	44	28%	1	
A556 Chester Road (south) (left and ahead)	601	65%	11	815	62%	13	898	68%	16	915	69%	16	960	72%	18	844	64%	14	
A556 Chester Road (south) (ahead)	510	55%	9	507	38%	6	574	43%	8	579	44%	8	649	49%	9	551	42%	7	
B5391 Pickmere Lane (left)	100	20%	1	206	46%	2	257	62%	5	267	65%	6	240	62%	5	101	24%	1	

- 13.2.41 The conclusions drawn in paragraph 12.2.30 of the SES1 and AP1 ES TA are replaced by:
- “The assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and close to capacity with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in both the future baseline and with the AP2 revised scheme.
- The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as DoS and queue lengths at this junction.”

M6 junction 20/A50 Cliff Lane/B5158 Cherry Lane

- 13.2.42 The M6 junction 20/A50 Cliff Lane/B5158 Cherry Lane junction will be permanently modified as part of the AP2 revised scheme to mitigate construction impacts at this location. The modification comprises the provision of an additional merge lane on the M6 northbound on-slip from the M6 junction 20/A50 Cliff Lane/B5158 Cherry Lane junction, giving traffic the opportunity to merge further north, away from Junction 20, improving main line efficiency.
- 13.2.43 Table 15-10 in the SES1 and AP1 ES TA replaced Table 15-10 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-10 and Table 15-10.1 below replace Table 15-10 in the SES1 and AP1 ES TA.
- 13.2.44 Table 15-10 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme based on the existing junction layout.
- 13.2.45 The proposed layout will be constructed during the utilities scenario. During this period, temporary traffic management will be in place on the northbound on-slip and the M6 mainline approaching the on-slip. This will comprise closure of a lane on the M6 northbound on-slip and closure of a lane, along with a temporary speed limit, on the M6 northbound approaching the on-slip, during construction of the proposed layout.
- 13.2.46 Table 15-10.1 summarises the performance of the junction with the proposed northbound merge layout in place. However, the AP2 amendment to the northbound on-slip merge (used by vehicles to join the M6 mainline after exiting the junction) has limited impact on the reporting of the operation of the junction itself.

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Table 15-10: M6 junction 20/A50 Cliff Lane/B5158 Cherry Lane junction 2031 future baseline and AP2 revised scheme (existing layout) junction capacity assessment results

Approach	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme utilities scenario (existing layout)			AP2 revised scheme scenario 1 (existing layout)			AP2 revised scheme scenario 2 (existing layout)			AP2 revised scheme scenario 3 (existing layout)			AP2 revised scheme scenario 4 (existing layout)			AP2 revised scheme scenario 5 (existing layout)		
M6 southbound off-slip (nearside) (left and ahead)	476	57 %	1	459	55 %	1	582	71 %	1	627	77 %	2	631	77 %	2	620	81 %	2	573	69 %	1
M6 southbound off-slip (offside) (ahead)	281	50 %	1	283	50 %	1	288	54 %	1	288	54 %	1	295	55 %	1	191	44 %	0	308	56 %	3
B5158 Cherry Lane (nearside) (ahead)	169	24 %	0	172	24 %	0	164	25 %	0	157	24 %	0	158	24 %	0	170	32 %	0	163	24 %	0
B5158 Cherry Lane (offside) (ahead)	241	57 %	2	241	55 %	1	232	63 %	3	227	65 %	3	229	66 %	3	214	75 %	3	233	62 %	2
A50 Cliff Lane (east) (nearside) (left)	345	40 %	0	314	37 %	0	343	40 %	0	356	41 %	0	337	39 %	0	428	48 %	1	343	40 %	0

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Approach	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU
A50 Cliff Lane (east) (offside) (ahead)	490	48 %	1	424	43 %	0	474	47 %	0	499	49 %	1	470	47 %	0	623	58 %	1	498	48 %	1
M6 northbound off-slip (nearside) (ahead)	537	56 %	10	551	55 %	10	549	55 %	10	563	58 %	10	557	56 %	10	512	51 %	9	559	59 %	10
M6 northbound off-slip (offside) (ahead)	514	50 %	9	503	47 %	8	561	52 %	9	576	55 %	10	559	52 %	9	763	71 %	15	504	49 %	9
A50 Cliff Lane (west) (nearside) (left)	486	59 %	3	468	56 %	3	480	58 %	3	483	59 %	3	480	58 %	3	529	69 %	5	499	59 %	4
A50 Cliff Lane (west) (offside) (ahead)	468	64 %	3	486	65 %	3	485	67 %	4	483	67 %	4	488	67 %	4	491	79 %	6	476	64 %	3
A50 Cliff Lane (nearside) (ahead)	1,592	81 %	2	1584	81 %	2	1,595	81 %	2	1,588	81 %	2	1,602	82 %	2	1,607	82 %	2	1,607	82 %	2

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Approach	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU
17:00–18:00	2031 future baseline			AP2 revised scheme utilities scenario (existing layout)			AP2 revised scheme scenario 1 (existing layout)			AP2 revised scheme scenario 2 (existing layout)			AP2 revised scheme scenario 3 (existing layout)			AP2 revised scheme scenario 4 (existing layout)			AP2 revised scheme scenario 5 (existing layout)		
M6 southbound off-slip (nearside) (left and ahead)	499	55 %	1	435	48 %	1	425	50 %	1	412	49 %	1	423	50 %	1	435	51 %	1	421	50 %	1
M6 southbound off-slip (offside) (ahead)	378	55 %	1	320	47 %	0	298	51 %	2	302	52 %	3	308	53 %	3	310	51 %	3	304	52 %	2
B5158 Cherry Lane (nearside) (ahead)	113	14 %	0	108	13 %	0	150	19 %	0	145	18 %	0	148	19 %	0	159	20 %	0	146	19 %	0
B5158 Cherry Lane (offside) (ahead)	136	25 %	0	144	24 %	0	82	15 %	0	82	15 %	0	83	16 %	0	75	14 %	0	83	16 %	0
A50 Cliff Lane (east) (nearside) (left)	282	30 %	0	242	25 %	0	297	32 %	0	331	36 %	0	337	36 %	0	428	46 %	0	297	32 %	0
A50 Cliff Lane (east)	955	81 %	2	966	77 %	2	487	46 %	0	507	46 %	0	502	46 %	0	654	60 %	1	475	46 %	0

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Approach	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	
(offside) (ahead)																						
M6 northbound off-slip (nearside) (ahead)	798	90 %	22	816	88 %	21	938	98 %	33	964	99 %	35	936	98 %	33	746	92 %	21	932	98 %	32	
M6 northbound off-slip (offside) (ahead)	723	76 %	16	719	72 %	15	553	54 %	10	579	55 %	10	564	55 %	10	478	54 %	9	536	52 %	9	
A50 Cliff Lane (west) (nearside) (left)	275	38 %	0	245	35 %	0	360	37 %	0	359	37 %	0	360	37 %	0	350	35 %	0	381	39 %	0	
A50 Cliff Lane (west) (offside) (ahead)	281	46 %	0	297	48 %	1	411	46 %	2	397	45 %	2	407	46 %	2	387	43 %	2	412	46 %	2	
A50 Cliff Lane (nearside) (ahead)	989	50 %	1	978	50 %	1	806	41 %	0	791	40 %	0	804	41 %	0	766	39 %	0	831	42 %	0	

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Table 15-10.1: M6 junction 20/A50 Cliff Lane/B5158 Cherry Lane junction 2031 future baseline and with the AP2 revised scheme (proposed layout) junction capacity assessment results

Approach	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme utilities scenario (including temporary traffic management)			AP2 revised scheme scenario 1 (proposed layout)			AP2 revised scheme scenario 2 (proposed layout)			AP2 revised scheme scenario 3 (proposed layout)			AP2 revised scheme scenario 4 (proposed layout)			AP2 revised scheme scenario 5 (proposed layout)		
M6 southbound off-slip (nearside) (left and ahead)	476	57 %	1	488	54 %	1	541	64 %	1	585	70 %	1	594	71 %	1	635	79 %	2	527	62 %	1
M6 southbound off-slip (offside) (ahead)	281	50 %	1	279	41 %	0	284	50 %	1	291	52 %	1	297	53 %	1	243	48 %	1	295	51 %	1
B5158 Cherry Lane (nearside) (ahead)	169	24 %	0	178	23 %	0	156	22 %	0	151	22 %	0	151	22 %	0	157	27 %	0	155	22 %	0
B5158 Cherry Lane (offside) (ahead)	241	57 %	2	217	39 %	0	240	58 %	2	233	60 %	2	237	61 %	2	229	69 %	3	243	58 %	2
A50 Cliff Lane (east) (nearside) (left)	345	40 %	0	389	41 %	0	374	43 %	0	371	43 %	0	358	42 %	0	448	50 %	1	373	43 %	0

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Approach	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU					
A50 Cliff Lane (east) (offside) (ahead)	490	48 %	1	597	43 %	0	542	54 %	1	526	52 %	1	517	51 %	1	710	67 %	1	561	55 %	1					
M6 northbound off-slip (nearside) (ahead)	537	56 %	10	636	72 %	14	563	61 %	11	581	59 %	10	570	58 %	10	519	59 %	10	573	62 %	11					
M6 northbound off-slip (offside) (ahead)	514	50 %	9	528	55 %	10	534	53 %	10	547	52 %	9	537	51 %	9	631	66 %	13	489	49 %	8					
A50 Cliff Lane (west) (nearside) (left)	486	59 %	3	275	32 %	0	453	55 %	3	461	56 %	3	458	56 %	3	468	61 %	4	461	56 %	3					
A50 Cliff Lane (west) (offside) (ahead)	468	64 %	3	282	38 %	0	457	64 %	3	456	64 %	3	457	63 %	3	485	75 %	5	451	62 %	3					
A50 Cliff Lane (nearside) (ahead)	1,592	81 %	2	834	42 %	0	1,559	79 %	2	1,553	79 %	2	1,564	80 %	2	1,587	81 %	2	1,566	80 %	2					
17:00–18:00	2031 future baseline		AP2 revised scheme utilities scenario (including temporary traffic management)				AP2 revised scheme scenario 1 (proposed layout)				AP2 revised scheme scenario 2 (proposed layout)				AP2 revised scheme scenario 3 (proposed layout)				AP2 revised scheme scenario 4 (proposed layout)				AP2 revised scheme scenario 5 (proposed layout)			

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Approach	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU	Flow, PCU/hr	Do S	Q, PCU
M6 southbound off-slip (nearside) (left and ahead)	499	55 %	1	541	58 %	1	424	49 %	1	419	49 %	1	425	50 %	1	421	48 %	1	423	49 %	1
M6 southbound off-slip (offside) (ahead)	378	55 %	1	331	45 %	0	314	51 %	2	312	51 %	3	314	51 %	2	314	49 %	2	313	51 %	2
B5158 Cherry Lane (nearside) (ahead)	113	14 %	0	91	12 %	0	146	19 %	0	132	17 %	0	137	17 %	0	150	19 %	0	134	17 %	0
B5158 Cherry Lane (offside) (ahead)	136	25 %	0	135	23 %	0	102	19 %	0	100	18 %	0	102	19 %	0	96	17 %	0	101	19 %	0
A50 Cliff Lane (east) (nearside) (left)	282	30 %	0	230	23 %	0	268	29 %	0	316	34 %	0	309	33 %	0	359	38 %	0	290	31 %	0
A50 Cliff Lane (east) (offside) (ahead)	955	81 %	2	1,272	102 %	84	606	44 %	0	642	44 %	0	635	44 %	0	757	56 %	1	593	43 %	0
M6 northbound off-slip	798	90 %	22	450	72 %	11	919	96 %	30	946	97 %	31	922	97 %	30	754	90 %	21	904	95 %	27

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Approach	Flow, PCU/ hr	Do S	Q, PCU	Flow, PCU/ hr	Do S	Q, PCU	Flow, PCU/ hr	Do S	Q, PCU	Flow, PCU/ hr	Do S	Q, PCU	Flow, PCU/ hr	Do S	Q, PCU	Flow, PCU/ hr	Do S	Q, PCU	Flow, PCU/ hr	Do S	Q, PCU	
(nearside) (ahead)																						
M6 northbound off-slip (offside) (ahead)	723	76 %	16	502	74 %	12	599	58 %	11	621	59 %	11	594	58 %	11	483	53 %	9	589	57 %	11	
A50 Cliff Lane (west) (nearside) (left)	275	38 %	0	266	38 %	0	345	38 %	1	334	38 %	1	344	38 %	1	323	35 %	0	346	38 %	1	
A50 Cliff Lane (west) (offside) (ahead)	281	46 %	0	260	42 %	0	373	46 %	2	361	46 %	2	371	46 %	2	372	44 %	2	374	46 %	2	
A50 Cliff Lane (nearside) (ahead)	989	50 %	1	1,009	51 %	1	885	45 %	0	853	43 %	0	876	45 %	0	830	42 %	0	899	46 %	0	

13.2.47 The conclusions drawn in paragraph 12.2.32 of the SES1 and AP1 ES TA are replaced by:

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

In the utilities scenario, the change in traffic during the construction of the proposed layout will not result in substantial changes in capacity indicators such as DoS and queue lengths in the AM peak hour. In the PM peak hour, the change in traffic during the construction of the proposed layout will increase the DoS on the A50 Cliff Lane (east) (offside) (ahead) approach from 81% in the future baseline to 102%, with a corresponding change in queue length from two PCU in the future baseline to 84 PCU.

With the proposed layout, the assessment shows that in the AM peak hour the junction operates within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme.

Following construction of the proposed layout, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as DoS and queue lengths in the AM peak hour.

In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the DoS on the M6 northbound off-slip (nearside) (ahead) approach from 90% in the future baseline to 97%, with a corresponding change in queue length from 22 PCU in the future baseline to 31 PCU.”

Local network change in the Pickmere area

13.2.48 There are a number of permanent changes to the local road network in the Pickmere area as part of the original scheme. Details of the permanent changes are presented in Section 15.5 of the main TA. Where new or modified junctions are proposed during the construction phase, the performance of the existing layout is presented for scenarios before the junction layout change, where relevant, and the performance of the proposed layout is presented for scenarios following completion of the new junction layout.

B5391 Pickmere Lane/School Lane

13.2.49 Table 15-12 in the SES1 and AP1 ES TA replaced Table 15-12 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-12 below replaces Table 15-12 in the SES1 and AP1 ES TA.

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Table 15-12: B5391 Pickmere Lane/School Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
B5391 Pickmere Lane (east) (ahead, left and right)	63	0.02	0	121	0.00	0	204	0.07	0	218	0.04	0	218	0.06	0	93	0.04	0
Access to Cheshire Showground (ahead and left)	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0
Access to Cheshire Showground (ahead and right)	0	0.00	0	19	0.04	0	28	0.06	0	78	0.17	0	56	0.12	0	0	0.00	0
B5391 Pickmere Lane (west) (ahead, left and right)	183	0.00	0	176	0.01	0	186	0.01	0	194	0.01	0	121	0.01	0	134	0.00	0
School Lane (ahead and left)	11	0.02	0	0	0.00	0	29	0.05	0	13	0.02	0	27	0.04	0	16	0.02	0
School Lane (ahead and right)	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.01	0	0	0.00	0
17:00–18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
B5391 Pickmere Lane (east) (ahead, left and right)	105	0.02	0	89	0.00	0	187	0.15	0	214	0.12	0	200	0.12	0	140	0.10	0

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Approach	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU
Access to Cheshire Showground (ahead and left)	0	0.00	0	4	0.01	0	9	0.02	0	7	0.01	0	9	0.02	0	0	0.00	0
Access to Cheshire Showground (ahead and right)	0	0.00	0	86	0.17	0	131	0.28	0	166	0.35	1	152	0.32	1	0	0.00	0
B5391 Pickmere Lane (west) (ahead, left and right)	56	0.00	0	44	0.00	0	48	0.00	0	48	0.00	0	39	0.00	0	38	0.00	0
School Lane (ahead and left)	11	0.02	0	0	0.00	0	44	0.08	0	29	0.05	0	27	0.04	0	30	0.04	0
School Lane (ahead and right)	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0

13.2.50 The conclusions drawn in paragraph 12.2.37 of the SES1 and AP1 ES TA are replaced by:

“The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction.”

B5391 Pickmere Lane realignment/Flittogate Lane diversion

13.2.51 Table 15-13 in the SES1 and AP1 ES TA replaced Table 15-13 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP2 revised scheme. Table 15-13 below replaces Table 15-13 in the SES1 and AP1 ES TA.

Table 15-13: B5391 Pickmere Lane realignment/Flittogate Lane diversion junction with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	AP2 revised scheme scenario 4 (proposed layout)			AP2 revised scheme scenario 5 (proposed layout)		
B5391 Pickmere Lane realignment (north) (left and ahead)	181	-	-	149	-	-
Flittogate Lane (diversion) (left)	7	0.01	0	6	0.01	0
Flittogate Lane (diversion) (right)	74	0.19	0	75	0.18	0
B5391 Pickmere Lane realignment (south) (ahead and right)	297	0.05	0	189	0.04	0
17:00–18:00	AP2 revised scheme scenario 4 (proposed layout)			AP2 revised scheme scenario 5 (proposed layout)		
B5391 Pickmere Lane realignment (north) (left and ahead)	212	-	-	74	-	-
Flittogate Lane (diversion) (left)	9	0.02	0	9	0.02	0
Flittogate Lane (diversion) (right)	20	0.05	0	20	0.05	0
B5391 Pickmere Lane realignment (south) (ahead and right)	241	0.05	0	192	0.04	0

13.2.52 The conclusions drawn in paragraph 12.2.39 of the SES1 and AP1 ES TA are replaced by:

“The assessment shows that in the AM and PM peak hours the junction operates well within capacity with the AP2 revised scheme.”

School Lane/Frog Lane

13.2.53 Table 15-14 in the SES1 and AP1 ES TA replaced Table 15-14 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP2 revised scheme. Table 15-14 below replaces Table 15-14 in the SES1 and AP1 ES TA.

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Table 15-14: School Lane/Frog Lane junction 2031 future baseline with the AP2 revised scheme junction capacity assessment results (existing layout)

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	2031 future baseline (existing layout)			AP2 revised scheme scenario 1 (existing layout)		
Frog Lane (north) (ahead)	1	-	-	24	-	-
Frog Lane (north) (left)	11	-	-	36	-	-
School Lane (left)	0	0.00	0	27	0.04	0
School Lane (right)	22	0.05	0	23	0.05	0
Frog Lane (south) (ahead and right)	1	0.00	0	1	0.00	0
17:00–18:00	2031 future baseline (existing layout)			AP2 revised scheme scenario 1 (existing layout)		
Frog Lane (north) (ahead)	3	-	-	73	-	-
Frog Lane (north) (left)	11	-	-	51	-	-
School Lane (left)	0	0.00	0	16	0.03	0
School Lane (right)	22	0.05	0	23	0.05	0
Frog Lane (south) (ahead and right)	1	0.00	0	0	0.00	0

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- 13.2.54 The conclusions drawn in paragraph 12.2.41 of the SES1 and AP1 ES TA are replaced by:
- “The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme.
- The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction.”
- 13.2.55 Table 15-15 in the SES1 and AP1 ES TA replaced Table 15-15 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP2 revised scheme. Table 15-15 below replaces Table 15-15 in the SES1 and AP1 ES TA.

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Table 15-15: School Lane/Frog Lane junction 2031 with the AP2 revised scheme junction capacity assessment results (permanent layout)

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	AP2 revised scheme scenario 2 (proposed layout)			AP2 revised scheme scenario 3 (proposed layout)			AP2 revised scheme scenario 4 (proposed layout)			AP2 revised scheme scenario 5 (proposed layout)		
Frog Lane (north) (ahead and left)	28	0.00	0	13	0.00	0	27	0.00	0	15	0.00	0
Access (left and right)	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0
School Lane (ahead and left)	35	0.00	0	20	0.00	0	33	0.00	0	23	0.00	0
Frog Lane (west) (ahead and left)	1	0.00	0	1	0.00	0	1	0.00	0	1	0.00	0
17:00–18:00	AP2 revised scheme scenario 2 (proposed layout)			AP2 revised scheme scenario 3 (proposed layout)			AP2 revised scheme scenario 4 (proposed layout)			AP2 revised scheme scenario 5 (proposed layout)		
Frog Lane (north) (ahead and left)	43	0.01	0	28	0.01	0	26	0.01	0	30	0.01	0
Access (left and right)	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0
School Lane (ahead and left)	81	0.00	0	64	0.00	0	73	0.00	0	61	0.00	0
Frog Lane (west) (ahead and left)	1	0.00	0	1	0.00	0	1	0.00	0	1	0.00	0

13.2.56 The conclusions drawn in paragraph 15.3.45 of the SES1 and AP1 ES TA are replaced by:

“The assessment shows that in the AM and PM peak hours the junction operates well within capacity with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction.”

Budworth Road/Frog Lane

13.2.57 Table 15-16 in the SES1 and AP1 ES TA replaced Table 15-16 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-16 to Table 15-16.1 below replaces Table 15-16 in the SES1 and AP1 ES TA.

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Table 15-16: Budworth Road/Frog Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results (existing layout)

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1 (existing layout)		
Budworth Road (west) (ahead and right)	48	0.02	0	72	0.06	0
Budworth Road (east) (ahead and left)	45	-	-	45	-	-
Frog Lane (left)	18	0.03	0	50	0.08	0
Frog Lane (right)	4	0.01	0	4	0.01	0
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1 (existing layout)		
Budworth Road (west) (ahead and right)	42	0.02	0	83	0.09	0
Budworth Road (east) (ahead and left)	93	-	-	93	-	-
Frog Lane (left)	22	0.04	0	89	0.14	0
Frog Lane (right)	2	0.00	0	2	0.00	0

Table 15-16.1: Budworth Road/Frog Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results (proposed layout)

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00-09:00	AP2 revised scheme scenario 2 (proposed layout)			AP2 revised scheme scenario 3 (proposed layout)			AP2 revised scheme scenario 4 (proposed layout)			AP2 revised scheme scenario 5 (proposed layout)		
Budworth Road (north) (ahead and left)	71	-	-	56	-	-	63	-	-	51	-	-
Budworth Road (east) (left)	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0
Budworth Road (east) (right)	45	0.09	0	45	0.09	0	45	0.09	0	45	0.09	0
Frog Lane (ahead and right)	32	0.01	0	17	0.01	0	32	0.01	0	27	0.01	0
17:00-18:00	AP2 revised scheme scenario 2 (proposed layout)			AP2 revised scheme scenario 3 (proposed layout)			AP2 revised scheme scenario 4 (proposed layout)			AP2 revised scheme scenario 5 (proposed layout)		
Budworth Road (north) (ahead and left)	113	-	-	96	-	-	58	-	-	62	-	-

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Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
Budworth Road (east) (left)	4	0.01	0	4	0.01	0	4	0.01	0	4	0.01	0
Budworth Road (east) (right)	89	0.18	0	89	0.18	0	89	0.18	0	89	0.18	0
Frog Lane (ahead and right)	45	0.00	0	30	0.00	0	75	0.00	0	61	0.00	0

13.2.58 The conclusions drawn in paragraph 12.2.45 in the SES1 and AP1 ES TA are replaced by:

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

With the proposed layout, the assessment shows that in the AM and PM peak hours the junction operates well within capacity with the AP2 revised scheme.”

A50 Toft Road/A537 Adams Hill/B5083 Stanley Road

13.2.59 Table 15-17 in the SES1 and AP1 ES TA replaced Table 15-17 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-17 below replaces Table 15-17 in the SES1 and AP1 ES TA.

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Table 15-17: A50 Toft Road/A537 Adams Hill/B5083 Stanley Road junction 2031 future baseline with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A50 Toft Road (north)	1,163	97%	6	1,211	101%	6	1,207	101%	6	1,192	100%	6	1,160	97%	6	1,201	100%	6
A537 Adams Hill (east)	776	91%	10	766	90%	10	770	91%	10	775	91%	10	763	90%	10	759	89%	9
A50 Toft Road (south)	394	28%	6	378	28%	6	384	28%	6	390	29%	6	365	26%	6	357	26%	5
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A50 Toft Road (north)	954	80%	5	1,033	86%	6	1,083	91%	6	1,081	90%	6	1,041	87%	5	992	83%	5
A537 Adams Hill (east)	866	105%	12	868	105%	12	868	104%	12	868	105%	12	870	102%	12	865	105%	12
A50 Toft Road (south)	737	43%	11	756	44%	11	766	44%	11	769	44%	11	804	46%	12	750	43%	11

13.2.60 The conclusions drawn in paragraph 12.2.47 of the SES1 and AP1 ES TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

In scenarios 1 and 2, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A50 Toft Road (north) approach from 97% in the future baseline to 101% in the AM peak hour, with no change in corresponding queue length.

In scenario 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A50 Toft Road (north) approach from 80% in the future baseline to 91%, with a corresponding change in queue length from five PCU in the future baseline to six PCU.”

A537 Brook Street/B5085 Hollow Lane/Lilybrook Drive

13.2.61 Table 15-18 in the SES1 and AP1 ES TA replaced Table 15-18 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-18 replaces Table 15-18 in the SES1 and AP1 ES TA.

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Table 15-18: A537 Brook Street/B5085 Hollow Lane/Lilybrook Drive junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	2031 future baseline			AP2 revised scheme utilities scenario			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
B5085 Hollow Lane	524	50%	8	524	50%	8	525	50%	8	525	50%	8	525	50%	8	525	50%	8	524	50%	8
A537 Brook Street (east)	402	37%	4	350	32%	3	430	40%	4	444	41%	4	453	42%	4	442	41%	4	420	39%	4
Lilybrook Drive*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A537 Brook Street (west)	802	74%	7	769	71%	7	830	77%	7	830	77%	7	836	77%	7	797	74%	7	827	76%	7
17:00–18:00	2031 future baseline			AP2 revised scheme utilities scenario			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
B5085 Hollow Lane	735	68%	8	730	68%	8	689	65%	8	696	66%	8	700	66%	8	741	70%	8	689	64%	8
A537 Brook Street (east)	438	59%	6	447	71%	6	521	101%	7	526	102%	7	522	102%	7	509	101%	7	505	93%	7
Lilybrook Drive*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A537 Brook Street (west)	721	87%	10	738	89%	10	772	94%	11	796	96%	11	801	97%	11	814	99%	11	758	92%	11

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

13.2.62 The conclusions drawn in paragraph 12.2.49 of the SES1 and AP1 ES TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates well within capacity in the future baseline and within capacity with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in the future baseline and over capacity with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

In scenarios 2 and 3, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A537 Brook Street (east) approach from 59% in the future baseline to 102%, with a corresponding change in queue length from six PCU to seven PCU.”

A537 Brook Street/A537 Adams Hill/B5083 King Street

13.2.63 Table 15-19 in the SES1 and AP1 ES TA replaced Table 15-19 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-19 below replaces Table 15-19 in the SES1 and AP1 ES TA.

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Table 15-19: A537 Brook Street/A537 Adams Hill/B5083 King Street junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
B5083 King Street (north)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A537 Brook Street (east)	925	86%	3	953	88%	3	966	89%	4	975	90%	4	964	89%	3	943	87%	3
A537 Adams Hill (west)**	802	94%	1	830	98%	1	830	98%	1	836	98%	1	797	94%	1	827	97%	1
17:00–18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
B5083 King Street (north)*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A537 Brook Street (east)	1,161	107%	6	1,163	108%	5	1,163	108%	5	1,162	108%	5	1,162	107%	6	1,163	108%	5
A537 Adams Hill (west)**	721	85%	1	772	91%	1	796	94%	1	801	94%	1	815	96%	1	758	89%	1

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

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

13.2.64 The conclusions drawn in paragraph 12.2.51 of the SES1 and AP1 ES TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.

In scenarios 1, 2 and 3, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A537 Adams Hill (west) approach from 94% in the future baseline to 98% in the AM peak hour, with no change in corresponding queue length.

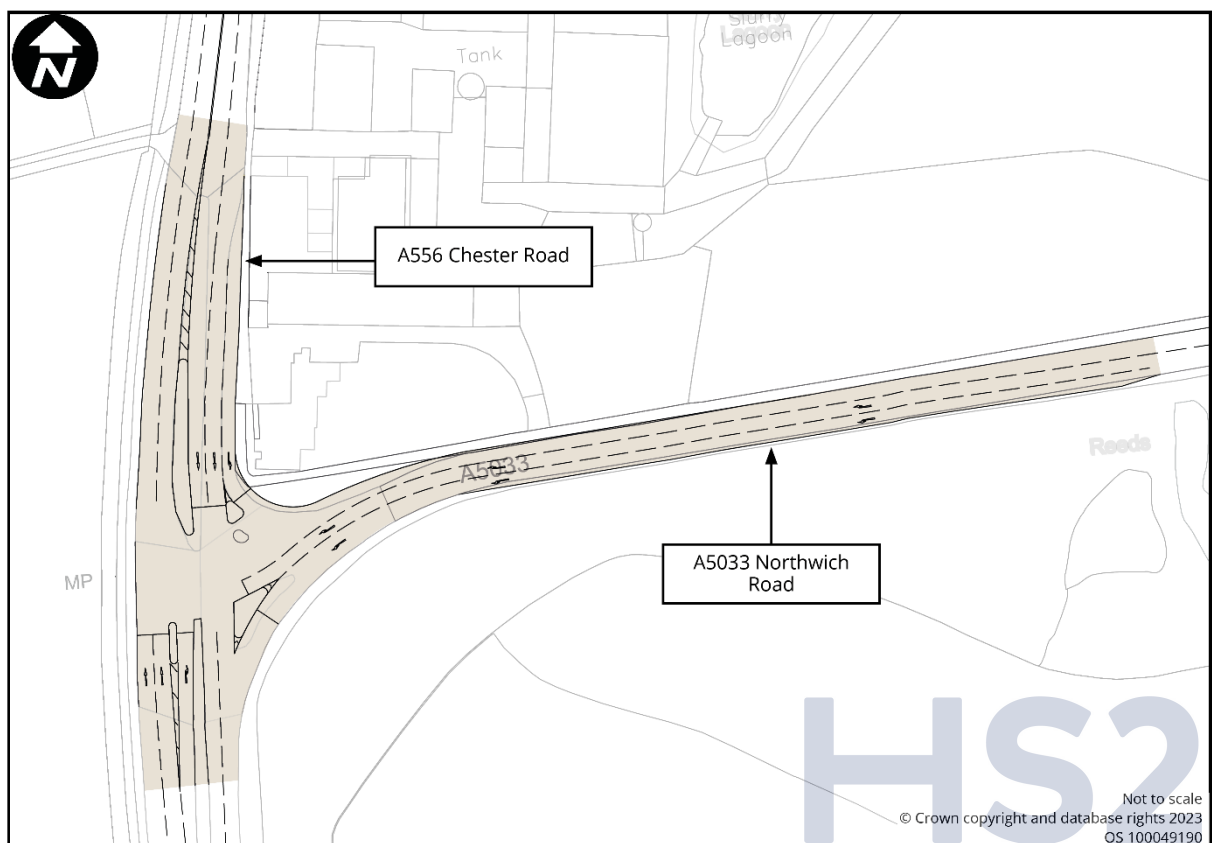
In scenario 4, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A537 Adams Hill (west) approach from 85% in the future baseline to 96%, with no change in corresponding queue length.”

A556 Chester Road/A5033 Northwich Road

13.2.65 The A556 Chester Road/A5033 Northwich Road junction will be temporarily modified as a result of the AP2 revised scheme to mitigate construction impacts at this location. The modifications comprise lengthening of the dedicated left-turn lane on the A5033 Northwich Road westbound approach to the junction and creation of a dedicated left-turn lane on the A556 Chester Road southbound approach to the junction.

13.2.66 Figure 15-12.2 shows the junction layout introduced as part of the AP2 revised scheme.

Figure 15-12.2 : Junction layout diagram (A556 Chester Road/A5033 Northwich Road)



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- 13.2.67 Table 15-20 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme based on the existing junction layout. Table 15-20.1 summarises the performance of the junction as a result of the AP2 revised scheme with the proposed temporary junction layout introduced.
- 13.2.68 The proposed layout will be constructed during the utilities scenario. During this period, temporary traffic management will be in place, comprising temporary signalisation to enable shuttle working during construction of the proposed layout.
- 13.2.69 Table 15-20 in the SES1 and AP1 ES TA replaced Table 15-20 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-20 and Table 15-20.1 below replace Table 15-20 in the SES1 and AP1 ES TA.

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Table 15-20: A556 Chester Road/A5033 Northwich Road junction 2031 future baseline and AP2 revised scheme (existing layout) junction capacity assessment results

Approach	Flow, PCU/hr	Vo C	Q, PCU	Flow, PCU/hr	Vo C	Q, PCU	Flow, PCU/hr	Vo C	Q, PCU	Flow, PCU/hr	Vo C	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	Vo C	Q, PCU
08:00-09:00	2031 future baseline (existing layout)			AP2 revised scheme utilities scenario (existing layout)			AP2 revised scheme scenario 1 (existing layout)			AP2 revised scheme scenario 2 (existing layout)			AP2 revised scheme scenario 3 (existing layout)			AP2 revised scheme scenario 4 (existing layout)			AP2 revised scheme scenario 5 (existing layout)		
A556 Chester Road (north)	1,333	104 %	17	1,332	104%	17	1,379	106 %	18	1,423	108%	18	1,417	108 %	18	1,513	106%	18	1,380	106%	18
A5033 Northwich Road	593	64 %	8	586	63 %	8	643	71 %	9	654	72 %	9	646	69 %	9	597	69%	8	612	65 %	8
A556 Chester Road (south)	1,518	60 %	16	1,521	61 %	16	1,544	66 %	16	1,626	69 %	17	1,607	72 %	17	1,751	70%	17	1,563	62 %	16
17:00-18:00	2031 future baseline (existing layout)			AP2 revised scheme utilities scenario (existing layout)			AP2 revised scheme scenario 1 (existing layout)			AP2 revised scheme scenario 2 (existing layout)			AP2 revised scheme scenario 3 (existing layout)			AP2 revised scheme scenario 4 (existing layout)			AP2 revised scheme scenario 5 (existing layout)		
A556 Chester Road (north)	1,366	104 %	29	1,360	104%	27	1,372	105 %	27	1,383	105%	27	1,379	105 %	27	1,392	106 %	27	1,374	105%	27
A5033 Northwich Road	830	109 %	17	870	102%	17	903	100 %	17	920	100%	17	910	100 %	17	860	103 %	17	901	100%	17
A556 Chester Road (south)	1,387	70 %	22	1,357	68 %	21	1,612	80 %	23	1,762	88 %	25	1,789	89%	25	1,892	94 %	26	1,667	83 %	24

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Table 15-20.1: A556 Chester Road/A5033 Northwich Road junction 2031 future baseline and AP2 revised scheme (proposed layout) junction capacity assessment results

Approach	Flow, PCU/hr	Vo C	Q, PCU	Flow, PCU/hr	Vo C	Q, PCU	Flow, PCU/hr	Vo C	Q, PCU	Flow, PCU/hr	Vo C	Q, PCU	Flow, PCU/hr	Vo C	Q, PCU	Flow, PCU/hr	Vo C	Q, PCU	Flow, PCU/hr	Vo C	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme utilities scenario (including temporary traffic management)			AP2 revised scheme scenario 1 (proposed layout)			AP2 revised scheme scenario 2 (proposed layout)			AP2 revised scheme scenario 3 (proposed layout)			AP2 revised scheme scenario 4 (proposed layout)			AP2 revised scheme scenario 5 (proposed layout)		
A556 Chester Road (north)	1,333	104 %	17	485	113 %	9	1,838	93 %	40	2,007	93 %	40	2,011	91 %	40	1,923	80 %	37	1,877	83 %	38
A5033 Northwich Road	593	64 %	8	393	102 %	8	566	46 %	9	580	49 %	9	582	51 %	10	506	49 %	9	536	48 %	9
A556 Chester Road (south)	1,518	60 %	16	1,584	98 %	24	1,494	71 %	15	1,563	73 %	15	1,557	71 %	14	1,708	77 %	14	1,528	73 %	14
17:00-18:00	2031 future baseline			AP2 revised scheme utilities scenario (including temporary traffic management)			AP2 revised scheme scenario 1 (proposed layout)			AP2 revised scheme scenario 2 (proposed layout)			AP2 revised scheme scenario 3 (proposed layout)			AP2 revised scheme scenario 4 (proposed layout)			AP2 revised scheme scenario 5 (proposed layout)		
A556 Chester Road (north)	1,366	104 %	29	498	116 %	9	1,431	82 %	31	1,478	83 %	32	1,474	82 %	32	1,550	80 %	33	1,433	82 %	31

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Approach	Flow, PCU/hr	Vo C	Q, PCU	Flow, PCU/hr	Vo C	Q, PCU	Flow, PCU/hr	Vo C	Q, PCU	Flow, PCU/hr	Vo C	Q, PCU	Flow, PCU/hr	Vo C	Q, PCU	Flow, PCU/hr	Vo C	Q, PCU	Flow, PCU/hr	Vo C	Q, PCU
A5033 Northwich Road	830	109 %	17	435	114 %	8	947	70 %	13	979	74 %	14	965	73 %	14	923	75 %	14	957	70 %	13
A556 Chester Road (south)	1,387	70 %	22	1,409	87 %	22	1,570	72 %	16	1,720	74 %	18	1,760	78 %	17	1,877	83 %	17	1,632	79 %	17

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

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

During construction of the proposed layout in the utilities scenario, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A556 Chester Road (south) approach from 60% in the future baseline to 98% in the AM peak hour, with a corresponding change in queue length from 16 PCU in the future baseline to 24 PCU. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A556 Chester Road (south) approach from 70% in the future baseline to 87% with no change in corresponding queue length.

With the proposed layout, from scenario 1 onwards, the assessment shows that in the AM peak hour the junction operates over capacity in the future baseline and close to capacity with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in the future baseline and within capacity with the AP2 revised scheme.

With the proposed layout in place, the change in traffic due to construction of the AP2 revised scheme will be accommodated without a substantial change in capacity indicators such as VoC and queue lengths at this junction.

The AP2 amendment to this junction will have a beneficial impact on its operation.”

A5033 Northwich Road/Ladies Mile

13.2.71 Table 15-21 in the SES1 and AP1 ES TA replaced Table 15-21 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-21 below replaces Table 15-21 in the SES1 and AP1 ES TA.

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Table 15-21: A5033 Northwich Road/Ladies Mile junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A5033 Northwich Road (west)	656	37%	0	835	47%	0	843	47%	0	839	47%	0	626	35%	0	794	44%	0
Ladies Mile	344	80%	1	261	90%	3	263	90%	3	270	90%	3	320	91%	3	283	91%	3
A5033 Northwich Road (east)	1,078	36%	0	1,126	39%	0	1,138	40%	0	1,133	39%	0	1,032	35%	0	1,072	37%	0
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A5033 Northwich Road (west)	529	30%	0	661	37%	0	663	37%	0	682	38%	0	648	36%	0	659	37%	0
Ladies Mile	240	86%	2	176	86%	2	169	87%	2	169	86%	2	181	87%	2	186	87%	2
A5033 Northwich Road (east)	1,394	49%	0	1,471	52%	0	1,513	54%	0	1,486	53%	0	1,457	52%	0	1,479	52%	0

13.2.72 The conclusions drawn in paragraph 12.2.55 of the SES1 and AP1 ES TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates within capacity in the future baseline and close to capacity with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline and with the AP2 revised scheme.

In scenarios 4 and 5, the change in traffic due to construction of the AP2 revised scheme will increase the maximum VoC on the Ladies Mile approach from 80% in the future baseline to 91% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to three PCU.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.”

Tabley Road/Ladies Mile

13.2.73 Table 15-22 in the SES1 and AP TA replaced Table 15-22 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-22 below replaces Table 15-22 in the SES1 and AP1 ES TA.

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Table 15-22: Tabley Road/Ladies Mile junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Tabley Road (east)	203	101%	1	179	90%	0	179	89%	0	179	89%	0	184	92%	1	180	90%	0
Ladies Mile	187	28%	0	187	28%	0	187	28%	0	185	27%	0	188	28%	0	187	28%	0
Tabley Road (west)	201	101%	0	82	41%	0	85	42%	0	92	46%	0	136	68%	0	103	52%	0
17:00–18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Tabley Road (east)	178	89%	0	157	79%	0	158	79%	0	159	80%	0	160	80%	0	161	81%	0
Ladies Mile	259	40%	0	324	49%	0	325	49%	0	324	49%	0	324	49%	0	328	50%	0
Tabley Road (west)	155	77%	0	49	24%	0	40	20%	0	40	20%	0	48	24%	0	49	24%	0

13.2.74 The conclusions drawn in paragraph 12.2.57 of the SES1 and AP1 ES TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates over capacity in the future baseline and close to capacity with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in the future baseline and within capacity with the AP2 revised scheme.

In scenario 1, the change in traffic due to construction of the AP2 revised scheme will decrease the VoC on the Tabley Road (west) approach from 101% in the future baseline to 41% in the AM peak hour, with no change in corresponding queue length.

In scenarios 1 and 2, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the Tabley Road (east) approach from 89% in the future baseline to 79%, with no change in corresponding queue length. However, the changes in traffic flow are small and unlikely to result in substantial changes in delays or queues.”

B5569 Chester Road/Old Hall Lane

13.2.75 Table 15-24 in the SES1 and AP TA replaced Table 15-24 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-24 below replaces Table 15-24 in the SES1 and AP1 ES TA.

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Table 15-24: B5569 Chester Road/Old Hall Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
B5569 Chester Road (north)	186	12%	0	245	16%	0	289	19%	0	184	12%	0	184	12%	0	241	16%	0
B5569 Chester Road (south)	14	1%	0	14	1%	0	14	1%	0	14	1%	0	14	1%	0	14	1%	0
Old Hall Lane	321	18%	0	373	21%	0	425	24%	0	373	21%	0	380	21%	0	410	23%	0
17:00–18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
B5569 Chester Road (north)	140	9%	0	526	35%	0	612	41%	0	557	37%	0	345	23%	0	508	34%	0
B5569 Chester Road (south)	23	1%	0	21	1%	0	21	1%	0	21	1%	0	21	1%	0	21	1%	0
Old Hall Lane	122	7%	0	175	10%	0	217	12%	0	172	10%	0	231	13%	0	204	11%	0

- 13.2.76 The conclusions drawn in paragraph 12.2.59 of the SES1 and AP1 ES TA are replaced by:
- “The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme.
- The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction.”

A556/Old Hall Lane

- 13.2.77 Table 15-25 in the SES1 and AP TA replaced Table 15-25 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-25 below replaces Table 15-25 in the SES1 and AP1 ES TA.

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Table 15-25: A556/Old Hall Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Old Hall Lane (east)	4	0%	0	27	2%	0	42	3%	0	30	2%	0	41	3%	0	27	2%	0
A556 northbound off-slip	310	21%	0	370	25%	0	437	29%	0	371	25%	0	416	28%	0	389	26%	0
Old Hall Lane (south)	12	1%	0	48	3%	0	41	3%	0	31	2%	0	85	6%	0	49	3%	0
17:00–18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Old Hall Lane (east)	4	0%	0	19	1%	0	19	1%	0	19	1%	0	20	1%	0	17	1%	0
A556 northbound off-slip	118	8%	0	166	11%	0	174	12%	0	144	10%	0	227	15%	0	177	12%	0
Old Hall Lane (south)	3	0%	0	37	2%	0	52	3%	0	30	2%	0	97	6%	0	36	2%	0

13.2.78 The conclusions drawn in paragraph 12.2.61 of the SES1 and AP1 ES TA are replaced by:

“The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction.”

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

13.2.79 Table 15-26 in the SES1 and AP TA replaced Table 15-26 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-26 below replaces Table 15-26 in the SES1 and AP1 ES TA.

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Table 15-26: A50 Warrington Road/A5034 Mereside Road/A50 Manchester Road/Moss Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Mereside Road (left)	283	0.47	1	263	0.45	1	266	0.50	1	252	0.41	1	218	0.39	1	285	0.52	1
Mereside Road (right)	23	0.08	0	65	0.22	0	120	0.39	1	20	0.07	0	27	0.10	0	105	0.33	1
Manchester Road (east) (ahead and right)	606	0.19	0	652	0.22	0	652	0.23	0	659	0.23	0	694	0.17	0	614	0.13	0
Moss Lane*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manchester Road (west) (ahead and left)	481	-	-	457	-	-	482	-	-	443	-	-	622	-	-	497	-	-
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Mereside Road (left)	155	0.25	0	183	0.33	1	196	0.41	1	189	0.31	1	161	0.27	0	171	0.34	1
Mereside Road (right)	59	0.20	0	117	0.39	1	176	0.57	1	68	0.24	0	69	0.24	0	147	0.47	1
Manchester Road (east) (ahead and right)	990	0.19	0	1,065	0.18	0	1,063	0.20	0	1073	0.22	0	1,088	0.17	0	1039	0.18	0
Moss Lane*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manchester Road (west) (ahead and left)	277	-	-	315	-	-	353	-	-	302	-	-	323	-	-	365	-	-

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

- 13.2.80 The conclusions drawn in paragraph 12.2.63 of the SES1 and AP1 ES TA are replaced by:
- “The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme.
- The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction.”

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

- 13.2.81 Table 15-27 in the SES1 and AP TA replaced Table 15-27 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-27 below replaces Table 15-27 in the SES1 and AP1 ES TA.

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Table 15-27: A50 Warrington Road/A50 Chester Road/B5569 Chester Road (south) junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
B5569 Chester Road	298	23%	4	352	28%	5	402	31%	5	350	27%	5	360	28%	5	389	30%	5
A50 Chester Road	492	42%	6	529	47%	7	538	48%	7	530	47%	7	659	61%	8	543	50%	7
A50 Warrington Road	463	44%	6	527	48%	7	585	50%	8	488	46%	6	546	51%	7	577	50%	7
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
B5569 Chester Road	123	10%	2	176	18%	3	218	23%	3	173	18%	3	233	24%	3	205	21%	3
A50 Chester Road	365	45%	5	511	41%	6	517	42%	6	513	41%	6	462	39%	5	460	38%	5
A50 Warrington Road	813	100%	10	982	65%	11	1,055	70%	12	983	66%	11	940	63%	10	1,050	70%	11

13.2.82 The conclusions drawn in paragraph 12.2.65 of the SES1 and AP1 ES TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in the future baseline and well within capacity with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.

In scenario 4, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will decrease the VoC on the A50 Warrington Road approach from 100% in the future baseline to 63%, with no change in corresponding queue length.”

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

13.2.83 Table 15-28 in the SES1 and AP1 ES TA replaced Table 15-28 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-28 below replaces Table 15-28 in the SES1 and AP1 ES TA.

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Table 15-28: A50 Knutsford Road/A50 Chester Road/B5569 Chester Road (north) junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A50 Knutsford Road	456	30%	0	443	30%	0	470	31%	0	480	32%	0	587	39%	0	470	31%	0
B5569 Chester Road (north)	117	12%	0	203	20%	0	224	23%	1	204	21%	0	227	26%	1	176	18%	0
A50 Chester Road	555	31%	0	635	35%	0	643	36%	0	633	35%	0	731	41%	0	644	36%	0
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A50 Knutsford Road	315	21%	0	361	24%	0	373	25%	0	377	25%	0	368	25%	0	330	22%	0
B5569 Chester Road (north)	202	20%	1	279	28%	1	263	27%	1	253	25%	1	223	23%	1	256	25%	1
A50 Chester Road	874	49%	1	814	45%	0	811	45%	0	795	44%	0	970	54%	0	843	47%	0

13.2.84 The conclusions drawn in paragraph 12.2.67 of the SES1 and AP1 ES TA are replaced by:

“The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction.”

A50 Knutsford Road/A556

13.2.85 Table 15-29 in the SES1 and AP1 ES TA replaced Table 15-29 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-29 below replaces Table 15-29 in the SES1 and AP1 ES TA.

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Table 15-29: A50 Knutsford Road/A556 junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A50 Knutsford Road (north)	488	39%	0	471	38%	0	541	43%	0	555	44%	0	651	52%	0	492	39%	0
A556 on-slip*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A50 Knutsford Road (south)	486	39%	0	592	47%	0	646	52%	0	633	51%	0	729	58%	0	593	47%	0
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A50 Knutsford Road (north)	334	27%	0	414	33%	0	435	35%	0	438	35%	0	432	35%	0	357	29%	0
A556 on-slip*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A50 Knutsford Road (south)	957	76%	1	870	69%	0	862	69%	0	835	67%	0	987	79%	1	897	72%	1

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

13.2.86 The conclusions drawn in paragraph 12.2.69 of the SES1 and AP1 ES TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates within capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction.”

Local network change in the Hoo Green area

13.2.87 There are a number of permanent changes to the local road network in the Hoo Green area as part of the original scheme. Details of the permanent changes are presented in Section 15.5 of the main TA. Where new or modified junctions are proposed during the construction phase, the performance of the existing layout is presented for scenarios before the junction layout change, where relevant, and the performance of the proposed layout is presented for scenarios following completion of the new junction layout.

A50 Knutsford Road/Bucklow Hill Lane/Hoo Green Lane

13.2.88 Table 15-30 in the SES1 and AP1 ES TA replaced Table 15-30 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-30 replaces Table 15-30 in the SES1 and AP1 ES TA.

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Table 15-30: A50 Knutsford Road/Bucklow Hill Lane/Hoo Green Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Bucklow Hill Lane (ahead, left and right)	14	0.03	0	23	0.05	0	13	0.03	0	13	0.03	0	19	0.05	0	18	0.04	0
A50 Knutsford Road (east) (ahead, left and right)	332	0.03	0	440	0.08	0	454	0.08	0	447	0.09	0	520	0.10	0	341	0.05	0
Hoo Green Lane (ahead and left)	4	0.01	0	11	0.02	0	23	0.04	0	16	0.03	0	10	0.02	0	10	0.02	0
Hoo Green Lane (ahead and right)	14	0.04	0	19	0.06	0	28	0.09	0	22	0.07	0	15	0.05	0	15	0.04	0
A50 Knutsford Road (west) (ahead, left and right)	546	0.03	0	595	0.18	1	699	0.26	1	720	0.26	1	766	0.04	0	569	0.03	0
17:00-18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Bucklow Hill Lane (ahead, left and right)	54	0.20	0	76	0.29	0	76	0.28	0	75	0.28	0	77	0.28	0	67	0.24	0
A50 Knutsford Road (east)	760	0.04	0	648	0.05	0	640	0.02	0	645	0.02	0	785	0.05	0	644	0.04	0

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Approach	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	Flow, PCU/ hr	RFC	Q, PCU	
(ahead, left and right)																			
Hoo Green Lane (ahead and left)	22	0.05	0	78	0.18	0	105	0.26	0	101	0.25	0	10	0.02	0	10	0.02	0	
Hoo Green Lane (ahead and right)	16	0.08	0	62	0.3	0	81	0.4	1	77	0.38	1	15	0.08	0	15	0.07	0	
A50 Knutsford Road (west) (ahead, left and right)	937	0.13	0	1,001	0.19	1	1,004	0.25	1	1,014	0.22	1	1,031	0.06	0	971	0.05	0	

13.2.89 The conclusions drawn in paragraph 12.2.72 of the SES1 and AP1 ES TA are replaced by:

“The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction.”

A50 Warrington Road realignment/Hoo Green Lane diversion

13.2.90 The A50 Warrington Road realignment/Hoo Green Lane diversion junction is a new three-arm priority controlled (give-way) T-junction as a result of the original scheme. Figure 15-14 of the main TA showed the junction layout proposed.

13.2.91 Table 15-31 in the SES1 and AP1 ES TA replaced Table 15-31 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-31 below replaces Table 15-31 in the SES1 and AP1 ES TA.

Table 15-31: A50 Warrington Road realignment/Hoo Green Lane diversion junction with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/ hr	VoC	Q, PCU
08:00–09:00	AP2 revised scheme scenario 5		
A50 Warrington Road (east and ahead)	245	-	-
A50 Warrington Road (east and left)	65	-	-
Hoo Green Lane diversion (left)	41	0.07	0
Hoo Green Lane diversion (right)	57	0.18	0
A50 Warrington Road (west) (ahead and right)	639	0.23	1
17:00–18:00	AP2 revised scheme scenario 5		
A50 Warrington Road (east and ahead)	622	-	-
A50 Warrington Road (east and left)	86	-	-
Hoo Green Lane diversion (left)	236	0.56	1
Hoo Green Lane diversion (right)	55	0.20	0
A50 Warrington Road (west) (ahead and right)	386	0.13	0

13.2.92 The conclusions drawn in paragraph 12.2.74 of the SES1 and AP1 ES TA are replaced by:

“The assessment shows that in the AM and PM peak hours the junction operates well within capacity with the AP2 revised scheme.”

Temporary network changes at Chapel Lane

13.2.93 Temporary slip roads will be constructed between the A556 and Chapel Lane as part of the original scheme, with a temporary off-ramp from the A556 northbound to Chapel Lane and a temporary on-ramp to the A556 southbound from Chapel Lane which will be constructed to provide access to construction compounds in the Hoo Green and Hulsehealth area. Access will be restricted to construction traffic only.

Chapel Lane/A556 southbound on-slip

- 13.2.94 Table 15-32 in the SES1 and AP1 ES TA replaced Table 15-32 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-32 below replaces Table 15-32 in the SES1 and AP1 ES TA.

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Table 15-32: Chapel Lane/A556 southbound on-slip junction 2031 with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Chapel Lane (east) (left and ahead)	114	-	-	117	-	-	92	-	-	123	-	-
A556 on-Slip (exit only) *	-	-	-	-	-	-	-	-	-	-	-	-
Chapel Lane (west) (ahead and right)	107	0.08	0	106	0.08	0	108	0.11	0	64	0.02	0
17:00–18:00	AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Chapel Lane (east) (left and ahead)	129	-	-	140	-	-	154	-	-	155	-	-
A556 on-Slip (exit only) *	-	-	-	-	-	-	-	-	-	-	-	-
Chapel Lane (west) (ahead and right)	90	0.08	0	91	0.08	0	91	0.11	0	38	0.02	0

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

13.2.95 The conclusions drawn in paragraph 12.2.77 of the SES1 and AP1 ES TA are replaced by:

“The assessment shows that in the AM and PM peak hours the junction operates well within capacity with the AP2 revised scheme.”

Chapel Lane/A556 northbound temporary construction off-slip

13.2.96 Table 15-33 in the SES1 and AP1 ES TA replaced Table 15-33 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-33 below replaces Table 15-33 in the SES1 and AP1 ES TA.

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Table 15-33: Chapel Lane/A556 northbound temporary construction off-slip with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Chapel Lane (east) (left and ahead)	114	-	-	117	-	-	92	-	-	123	-	-
A556 off-Slip (entry only) (left)	37	0.06	0	37	0.06	0	51	0.08	0	11	0.02	0
A556 off-Slip (entry only) (right)	0	0	0	0	0	0	0	0	0	0	0	0
Chapel Lane (west) (ahead)	106	0	0	106	0	0	108	0	0	64	0	0
17:00–18:00	AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Chapel Lane (east) (left and ahead)	129	-	-	140	-	-	154	-	-	155	-	-
A556 off-Slip (entry only) (left)	36	0.06	0	35	0.06	0	49	0.08	0	10	0.02	0
A556 off-Slip (entry only) (right)	0	0	0	0	0	0	0	0	0	0	0	0
Chapel Lane (west) (ahead)	90	0	0	91	0	0	91	0	0	38	0	0

13.2.97 The conclusions drawn in paragraph 12.2.79 of the SES1 and AP1 ES TA are replaced by:

“The assessment shows that in the AM and PM peak hours the junction operates well within capacity with the AP2 revised scheme.”

A50 Warrington Road/B5159 West Lane (east)

13.2.98 Table 15-34 in the SES1 and AP1 ES TA replaced Table 15-34 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-34 below replaces Table 15-34 in the SES1 and AP1 ES TA.

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Table 15-34: A50 Warrington Road/B5159 West Lane (east) junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	2031 future baseline			AP2 revised scheme scenario 1 (existing layout)			AP2 revised scheme scenario 2 (existing layout)			AP2 revised scheme scenario 3 (existing layout)			AP2 revised scheme scenario 4 (existing layout)			AP2 revised scheme scenario 5 (existing layout)		
B5159 West Lane (left and right)	169	0.35	1	183	0.39	1	231	0.51	1	235	0.52	1	249	0.60	2	176	0.37	1
A50 Warrington Road (east) (ahead and right)	383	0.28	0	451	0.29	0	451	0.31	0	438	0.29	0	532	0.39	1	386	0.22	0
A50 Warrington Road (west) (ahead)	512	-	-	544	-	-	627	-	-	630	-	-	776	-	-	522	-	-
A50 Warrington Road (west) (left)	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-
17:00–18:00	2031 future baseline			AP2 revised scheme scenario 1 (existing layout)			AP2 revised scheme scenario 2 (existing layout)			AP2 revised scheme scenario 3 (existing layout)			AP2 revised scheme scenario 4 (existing layout)			AP2 revised scheme scenario 5 (existing layout)		
B5159 West Lane (left and right)	118	0.22	0	130	0.24	0	147	0.28	0	141	0.27	0	156	0.30	0	122	0.23	0
A50 Warrington Road (east) (ahead and right)	794	0.33	1	750	0.42	1	770	0.40	1	777	0.41	1	852	0.41	1	697	0.38	1
A50 Warrington Road (west) (ahead)	275	-	-	296	-	-	302	-	-	301	-	-	318	-	-	282	-	-
A50 Warrington Road (west) (left)	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-

13.2.99 The conclusions drawn in paragraph 12.2.81 of the SES1 and AP1 ES TA are replaced by:

“The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction.”

Local network change in the Hulseheath area

13.2.100 There are a number of permanent changes to the local road network in the Hulseheath area as part of the original scheme. Details of the permanent changes are presented in Section 15.5 of the main TA.

Peacock Lane realignment/Back Lane diversion

13.2.101 Table 15-35 in the SES1 and AP1 ES TA replaced Table 15-35 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-35 below replaces Table 15-35 in the SES1 and AP1 ES TA.

Table 15-35: Peacock Lane realignment/Back Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	AP2 revised scheme scenario 5 (proposed layout)		
Peacock Lane (west) (left and ahead)	57	-	-
Back Lane diversion (left and right)	76	0.14	0
Peacock Lane (east) (ahead and right)	123	0.17	0
17:00–18:00	AP2 revised scheme scenario 5 (proposed layout)		
Peacock Lane (west) (left and ahead)	84	-	-
Back Lane diversion (left and right)	41	0.08	0
Peacock Lane (east) (ahead and right)	170	0.28	0

13.2.102 The conclusions drawn in paragraph 12.2.84 of the SES1 and AP1 ES TA are replaced by:

“The assessment shows that in the AM and PM peak hours the junction operates well within capacity with the AP2 revised scheme.”

M56 junction 10

13.2.103 Table 15-35.1 in the SES1 and AP1 ES TA replaced Table 15-35.1 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-35.1 below replaces Table 15-35.1 in the SES1 and AP1 ES TA.

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Table 15-35.1: M56 junction 10 junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	2031 future baseline			AP2 revised scheme utilities scenario			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Access to Stretton Fox Public House*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M56 westbound off-slip	787	43%	7	902	49%	8	783	43%	7	813	44%	7	789	43%	7	835	46%	7	783	43%	7
A559 Northwich Road	693	91%	4	701	99%	8	699	90%	4	704	90%	4	703	89%	3	727	92%	4	698	90%	4
A49 Tarporley Road (south)	951	84%	3	896	83%	2	952	81%	2	957	80%	2	955	80%	2	957	78%	2	954	82%	2
M56 eastbound off-slip	1,266	84%	2	1,333	87%	2	1,243	84%	2	1,286	87%	2	1,296	87%	2	1,373	92%	3	1,228	83%	2
A49 Tarporley Road (north)	270	35%	1	405	41%	1	301	37%	1	305	38%	1	297	37%	1	237	95%	3	308	38%	1
17:00–18:00	2031 future baseline			AP2 revised scheme utilities scenario			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
Access to Stretton Fox Public House*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M56 westbound off-slip	765	42%	7	1,081	59%	10	778	43%	7	794	43%	7	794	43%	7	857	47%	8	773	42%	7

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Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
A559 Northwich Road	488	56%	1	479	69%	1	552	66%	1	603	72%	1	601	72%	1	661	83%	2	556	66%	1
A49 Tarporley Road (south)	635	44%	0	606	47%	1	637	48%	1	642	51%	1	642	51%	1	651	56%	1	634	48%	1
M56 eastbound off-slip	1,108	63%	1	1,257	80%	1	1,103	63%	1	1,103	63%	1	1,116	68%	1	1,110	63%	1	1,108	63%	1
A49 Tarporley Road (north)	435	40%	1	445	36%	1	430	39%	1	430	39%	1	448	42%	1	433	40%	1	435	40%	1

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

- 13.2.104 The conclusions drawn in paragraphs 12.2.86 to 12.2.88 of the SES1 and AP1 ES TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and within capacity with the AP2 revised scheme.

In scenario 4, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A49 Tarporley Road (north) approach from 35% in the future baseline to 95% in the AM peak hour, with a corresponding change in queue length from one PCU in the future baseline to three PCU.

In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths.”

A56 Higher Lane/Agden Park Lane

- 13.2.105 Table 15-35.2 in the SES1 and AP1 ES TA replaced Table 15-35.2 in the main TA and summarised the results of the changes to the performance of the junction as a result of the AP1 revised scheme. Table 15-35.2 below replaces Table 15-35.2 in the SES1 and AP1 ES TA.

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Table 15-35.2: A56 Higher Lane/Agden Park Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A56 Lymm Road	229	17%	0	211	16%	0	206	16%	0	201	15%	0	206	16%	0	216	16%	0
Agden Park Lane	15	2%	0	15	2%	0	14	2%	0	14	2%	0	18	3%	0	80	13%	0
A56 Higher Lane	715	52%	0	746	54%	0	746	54%	0	730	53%	0	757	55%	0	763	55%	0
17:00–18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A56 Lymm Road	621	47%	0	581	44%	0	625	47%	0	621	47%	0	640	48%	0	619	47%	0
Agden Park Lane	128	28%	0	188	39%	0	156	34%	0	171	37%	0	329	72%	1	232	50%	0
A56 Higher Lane	306	22%	0	303	22%	0	288	21%	0	289	21%	0	297	22%	0	319	23%	0

- 13.2.106 The conclusions drawn in paragraphs 12.2.90 to 12.2.92 of the SES1 and AP1 ES TA are replaced by:

“The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme.

The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths at this junction.”

A50 Holmes Chapel Road/B5081 Middlewich Road

- 13.2.107 Table 15-35.3 in the SES1 and AP1 ES TA replaced Table 15-35.3 in the main TA and summarised the results of the changes in performance of the junction as a result of the AP1 revised scheme. Table 15-35.3 below replaces Table 15-35.3 in the SES1 and AP1 ES TA.

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Table 15-35.3: A50 Holmes Chapel Road/B5081 Middlewich Road 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	2031 future baseline			AP2 revised scheme utilities scenario			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A50 Holmes Chapel Road (south)	170	13%	0	236	18%	0	171	13%	0	178	13%	0	176	13%	0	198	15%	0	172	13%	0
B5081 Middlewich Road	472	102%	6	448	105%	6	463	102%	6	460	103%	6	465	103%	6	453	104%	6	460	103%	6
A50 Holmes Chapel Road (north)	760	55%	0	849	62%	0	778	56%	0	794	58%	0	795	58%	0	835	61%	0	797	58%	0
17:00–18:00	2031 future baseline			AP2 revised scheme utilities scenario			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A50 Holmes Chapel Road (south)	133	10%	0	141	11%	0	130	10%	0	135	10%	0	135	10%	0	140	11%	0	130	10%	0
B5081 Middlewich Road	312	67%	1	395	103%	6	318	69%	1	355	77%	1	342	75%	1	377	83%	1	316	69%	1
A50 Holmes Chapel Road (north)	874	65%	1	995	77%	1	849	63%	0	888	66%	1	872	65%	1	860	63%	1	810	59%	0

- 13.2.108 The conclusions drawn in paragraphs 12.2.94 and 12.2.95 of the SES1 and AP1 ES TA are replaced by:

“The assessment shows that in the AM peak hour the junction operates over capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates well within capacity in the future baseline and within capacity with the AP2 revised scheme.

In the utilities scenario, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the B5081 Middlewich Road approach from 102% in the future baseline to 105% in the AM peak hour, with no change in corresponding queue length. In the PM peak hour, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the B5081 Middlewich Road from 67% in the future baseline to 103%, with a corresponding change in queue length from one PCU in the future baseline to six PCU.”

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

- 13.2.109 Table 15-35.7 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

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Table 15-35.7: A50 Manchester Road/A50 King Edward Road/A5033 Northwich Road/Canute Place junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00-09:00	2031 future baseline			AP2 revised scheme utilities scenario			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A50 Manchester Road	466	68%	1	598	87%	1	438	64%	1	429	63%	1	424	62%	1	479	70%	1	430	63%	1
Canute Place	257	34%	0	451	59%	1	239	31%	0	229	30%	0	210	28%	0	288	38%	0	253	33%	0
A50 King Edward Road	1,048	88%	2	978	82%	2	1,029	86%	2	1,034	86%	2	1,040	87%	2	1,009	84%	2	1,004	84%	2
Gaskell Avenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A5033 Northwich Road	505	45%	0	393	37%	0	677	60%	0	689	61%	0	689	62%	0	499	45%	0	635	57%	0
17:00-18:00	2031 future baseline			AP2 revised scheme utilities scenario			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
A50 Manchester Road	519	76%	1	456	66%	1	505	74%	1	528	77%	1	522	76%	1	507	74%	1	494	72%	1
Canute Place	177	23%	0	140	18%	0	243	32%	0	298	39%	0	277	36%	0	248	33%	0	219	29%	0
A50 King Edward Road	1,219	102%	7	1,228	103%	6	1,232	103%	8	1,232	103%	8	1,232	103%	8	1,245	104%	8	1,236	103%	8

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Approach	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	Flow, PCU/ hr	VoC	Q, PCU	
Gaskell Avenue	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
A5033 Northwich Road	609	57%	0	626	64%	0	586	54%	0	592	54%	0	599	55%	0	588	55%	0	585	54%	0	

- 13.2.110 The assessment shows that in the AM peak hour the junction operates close to capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates over capacity in both the future baseline and with the AP2 revised scheme.
- 13.2.111 In the utilities scenario, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the A50 Manchester Road approach from 68% in the future baseline to 87% in the AM peak hour, with no change in corresponding queue length.
- 13.2.112 In scenario 4, the change in traffic due to construction of the AP2 revised scheme in the PM peak hour will increase the VoC on the A50 King Edward Road approach from 102% in the future baseline to 104%, with a corresponding change in queue length from seven PCU in the future baseline to eight PCU.

B5085 Mobberley Road/B5085 Hollow Lane

- 13.2.113 Table 15-35.8 summarises the results of the changes to the performance of the junction as a result of the AP2 revised scheme.

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Table 15-35.8: B5085 Mobberley Road/B5085 Hollow Lane junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU	Flow, PCU/hr	VoC	Q, PCU
08:00–09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
B5085 Mobberley Road (north)	702	40%	0	750	43%	0	762	44%	0	787	45%	0	740	43%	0	702	40%	0
B5085 Mobberley Road (south)	186	55%	1	190	58%	1	198	62%	1	194	62%	1	205	65%	1	191	68%	1
B5085 Hollow Lane	447	41%	1	456	42%	1	469	43%	1	481	45%	1	470	43%	1	456	42%	1
17:00–18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
B5085 Mobberley Road (north)	596	34%	0	600	35%	0	617	36%	0	597	34%	0	595	34%	0	590	34%	0
B5085 Mobberley Road (south)	264	89%	3	245	95%	4	246	97%	5	233	96%	5	180	97%	5	251	94%	4
B5085 Hollow Lane	536	50%	6	559	52%	6	561	52%	6	574	53%	6	610	56%	6	559	52%	6

- 13.2.114 The assessment shows that in the AM peak hour the junction operates well within capacity in both the future baseline and with the AP2 revised scheme. In the PM peak hour, the junction operates close to capacity in both the future baseline with the AP2 revised scheme.
- 13.2.115 The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as VoC and queue lengths in the AM peak hour.
- 13.2.116 In scenarios 2 and 4, the change in traffic due to construction of the AP2 revised scheme will increase the VoC on the B5085 Mobberley Road (south) approach from 89% in the future baseline to 97% in the PM peak hour, with corresponding change in queue length from three to five PCU.

A50 Warrington Road/B5159 West Lane (west)

- 13.2.117 Table 15-35.9 summarises the results of the changes in performance of the junction as a result of the AP2 revised scheme.

Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement

SES2 and AP2 ES Volume 5, Appendix: TR-003-00003

Traffic and transport

MA03

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Table 15-35.9: A50 Warrington Road/B5159 West Lane (west) junction 2031 future baseline and with the AP2 revised scheme junction capacity assessment results

Approach	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU	Flow, PCU/hr	RFC	Q, PCU
08:00–09:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
B5159 West Lane (left)	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0
B5159 West Lane (right)	75	0.22	0	79	0.24	0	81	0.27	0	77	0.25	0	80	0.31	0	77	0.23	0
A50 Warrington Road (east) (ahead and right)	221	0.00	0	283	0.00	0	282	0.00	0	278	0	0	330	0.00	0	259	0.00	0
A50 Warrington Road (west) (ahead and left)	610	-	-	675	-	-	729	-	-	764	-	-	852	-	-	651	-	-
17:00–18:00	2031 future baseline			AP2 revised scheme scenario 1			AP2 revised scheme scenario 2			AP2 revised scheme scenario 3			AP2 revised scheme scenario 4			AP2 revised scheme scenario 5		
B5159 West Lane (left)	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0
B5159 West Lane (right)	76	0.15	0	102	0.28	0	146	0.41	1	150	0.43	1	168	0.50	1	96	0.26	0
A50 Warrington Road (east) (ahead and right)	577	0.00	0	482	0.00	0	516	0.00	0	514	0.00	0	602	0.00	0	456	0.00	0
A50 Warrington Road (west) (ahead and left)	386	-	-	404	-	-	403	-	-	401	-	-	393	-	-	395	-	-

- 13.2.118 The assessment shows that in the AM and PM peak hours the junction operates well within capacity in both the future baseline and with the AP2 revised scheme.
- 13.2.119 The change in traffic due to construction of the AP2 revised scheme will not result in substantial changes in capacity indicators such as RFC and queue lengths at this junction.

Accidents and safety

- 13.2.120 The impacts on accident and safety risks during construction are reported in Section 15.3 of the main TA and Section 12.2 of the SES1 and AP1 ES TA.
- 13.2.121 The baseline analysis of accidents and safety identified one location which had experienced an accident cluster over the three-year period from July 2016 to June 2019, located at the M6 junction 19. While changes in traffic flow at this location do not represent a substantial increase, the potential impact of the AP2 revised scheme, recognising the recent changes to the M6 junction 19, are being discussed with National Highways.
- 13.2.122 In the MA03 area, there are no other locations with existing safety concerns that are likely to experience substantial increases in traffic during construction and, consequently, no unacceptable impacts on accident and safety risks are expected. This represents no change to the conclusions of the analysis of accidents of safety for the original scheme reported in Section 15.3 of the main TA and Section 12.2 of the SES1 and AP1 ES TA.

Parking and loading

- 13.2.123 The impacts on parking and loading during operation are reported in Section 15.3 of the main TA and Section 12.2 of the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Public transport

Local bus services

- 13.2.124 The impacts on local bus services during construction are reported in Section 15.3 of the main TA and Section 12.2 in the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Rail network

- 13.2.125 The impacts on the rail network during construction are reported in Section 15.3 of the main TA and Section 12.2 in the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Public transport interchanges

- 13.2.126 The impacts on public transport interchanges during construction are reported in Section 15.3 of the main TA and Section 12.2 in the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Pedestrians, cyclists and equestrians

- 13.2.127 The impacts on pedestrians, cyclists and equestrians during construction are reported in Section 15.3 of the main TA and Section 12.2 in the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

Waterways and canals

- 13.2.128 The impacts on waterways and canals during construction are reported in Section 15.3 of the main TA and Section 12.2 in the SES1 and AP1 ES TA. This section of the main TA and the SES1 and AP1 ES TA is unchanged.

High Speed Two (HS2) Limited

Two Snowhill

Snow Hill Queensway

Birmingham B4 6GA

Freephone: 08081 434 434

Minicom: 08081 456 472

Email: HS2enquiries@hs2.org.uk