

High Speed Rail (Crewe – Manchester)

**Background information and data
accompanying SES1 and AP1 ES**

Air quality

BID AQ-002-0MA01 SES1 and AP1 ES

MA01: Hough to Walley's Green

Additional data used in the air quality assessment

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Department for Transport

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

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**Background Information and Data accompanying Supplementary Environmental Statement 1 and
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1 Introduction

1.1 Structure of this report

- 1.1.1 This document sets out Background Information and Data (BID) that accompanies the High Speed Two (HS2) High Speed Rail (Crewe – Manchester) Supplementary Environmental Statement 1 (SES1) and Additional Provision 1 Environmental Statement (AP1 ES)¹ for the Hough to Walley's Green area (MA01).
- 1.1.2 This document contains the traffic data that was used in the air quality assessment set out in the SES1 and AP1 ES.
- 1.1.3 In order to differentiate between the original scheme and the subsequent changes, the following terms are used:
- ‘the original scheme’ – the Bill scheme submitted to Parliament in January 2022, which was assessed in the main ES²;
 - ‘the SES1 scheme’ – the original scheme with the changes described in SES1 that are within the existing powers of the Bill; and
 - ‘the AP1 revised scheme’ – the original scheme as amended by the SES1 changes and AP1 amendments.

1.2 Methodology

- 1.2.1 Details of the methodology used are provided in the Environmental Impact Assessment Scope and Methodology Report (SMR)³ of the main ES.

¹ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement*. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-1-and-additional-provision-1-environmental-statement>.

² High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Environmental Statement*. Available online at: <https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement>.

³ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Environmental Statement, Environmental Impact Assessment Scope and Methodology Report*, Volume 5, Appendix: CT-001-00001. Available online at: <https://www.gov.uk/government/collections/hs2-phase2b-crewe-manchester-environmental-statement>.

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2 Construction traffic data

2.1.1 Table 1 and Table 2 present the traffic flows used in the air quality assessment from construction related vehicles on the highway network, on the site haul roads and at areas of construction activities along the route. Vehicles along the route are split into 20 tonne heavy goods vehicles (HGV) used in the construction of the rail systems and 40 tonne articulated dump trucks (ADT), which travel along the route.

Table 1: Highway network construction traffic flows in the Hough to Walley's Green area (MA01)

Road ID	Start and end coordinates	Annual average daily traffic (AADT) flows			Heavy duty vehicle (HDV) flows			Notes
		2025 without the AP1 revised scheme	2025 Scenario 1 with the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 without the AP1 revised scheme	2025 Scenario 1 with the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	
11027_11030	370704, 352740 to 370713, 352747	19,020	18,311	18,381	703	1,014	918	
11029_11026	370710, 352699 to 370700, 352712	20,376	19,423	19,564	733	1,149	1,014	
11030_11033	370713, 352747 to 370744, 352744	11,647	11,448	11,387	625	938	842	
11032_11029	370732, 352695 to 370710, 352699	17,876	17,087	17,156	715	1,130	996	
11033_11035	370744, 352744 to 370753, 352731	19,103	18,887	18,874	706	1,018	923	
11034_11032	370748, 352706 to 370732, 352695	19,994	19,152	19,261	770	1,183	1,048	
14034_14035	367305, 351694 to 367314, 351726	10,624	9,857	10,065	433	830	690	
14035_14036	367314, 351726 to 367321, 351730	20,458	19,487	19,783	678	1,053	913	
14037_14034	367318, 351674 to 367305, 351694	21,829	20,719	21,107	750	1,179	1,044	
14039_14040	367335, 351758 to 367346, 351735	9,022	8,650	8,674	528	868	772	
14040_14042	367346, 351735 to 367356, 351731	18,776	18,278	18,369	727	1,039	945	
14041_14037	367349, 351668 to 367318, 351674	17,519	16,731	16,908	657	1,084	950	
14042_14045	367356, 351731 to 367373, 351704	16,781	16,252	16,331	727	1,039	945	
14043_14041	367358, 351672 to 367349, 351668	20,615	19,687	19,871	754	1,168	1,035	

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		2025 without the AP1 revised scheme	2025 Scenario 1 with the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 without the AP1 revised scheme	2025 Scenario 1 with the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	
14044_11056, 11057_14043	367374, 351697 to 370061, 352652	29,024	28,219	28,383	1,255	1,987	1,757	
14045_14044	367373, 351704 to 367374, 351697	19,409	18,859	18,938	728	1,040	946	
14067_14039, 14039_14067	367330, 351821 to 367332, 351757	19,724	18,496	18,751	1,009	1,751	1,515	
14067_5174, 5174_14067	367330, 351821 to 367056, 352533	19,724	18,496	18,752	1,009	1,751	1,515	
15037_15038, 15038_15037	376710, 361655 to 376721, 361671	15,459	16,508	16,494	668	693	680	
15038_15039, 15039_15038	376721, 361671 to 376730, 361682	19,316	20,627	20,637	835	872	844	
15039_3148, 3148_15039	376730, 361682 to 376845, 361789	24,762	26,214	26,234	975	1,011	983	
15081_15025, 15006_15076	374354, 366560 to 374275, 366759	99,506	103,962	103,691	14,937	16,680	16,244	
2080_2078, 2078_2080	370868, 364488 to 370827, 364684	10,333	11,135	11,428	118	113	110	
2083_2080, 2080_2083	370897, 364301 to 370868, 364488	8,477	9,282	9,573	81	77	74	
3123_3126	375944, 360515 to 375983, 360514	12,005	12,681	12,658	303	313	306	Peak speed trigger
3128_3126, 3126_3128	376072, 360576 to 375984, 360512	20,340	21,455	21,377	681	707	694	
3128_3130, 3130_3128	376072, 360576 to 376129, 360656	19,724	20,883	20,810	686	713	699	
3141_15008, 15009_3142	377092, 361554 to 376790, 362039	83,655	86,906	86,545	14,587	16,330	15,913	
3148_3139, 3139_3148	376845, 361789 to 376869, 361807	15,926	16,878	16,947	783	801	794	
3200_3130, 3130_3200	376160, 360739 to 376129, 360656	15,712	16,760	16,746	668	693	680	
4001_4003	367590, 355599 to 367604, 355588	13,788	13,298	13,527	213	683	543	
4002_8083	367603, 355560 to 367589, 355550	16,218	15,086	15,545	261	733	594	

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Road ID	Start and end coordinates	Annual average daily traffic (AADT) flows			Heavy duty vehicle (HDV) flows			Notes
		2025 without the AP1 revised scheme	2025 Scenario 1 with the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 without the AP1 revised scheme	2025 Scenario 1 with the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	
4003_4004	367604, 355588 to 367607, 355580	16,651	16,156	16,387	240	710	570	
4004_4002	367607, 355580 to 367603, 355560	8,946	8,421	8,631	128	600	461	
4008_30109, 30109_4008	367690, 356791 to 367814, 357128	16,665	15,316	15,821	236	1,165	887	
4035_4015, 4015_4035	367855, 352932 to 368082, 353176	11,738	13,184	12,774	249	257	256	
4035_4032, 4032_4035	368082, 353176 to 368143, 353271	14,367	15,886	15,467	320	328	326	
4334_4287, 4287_4334	370426, 358303 to 370310, 358208	8,862	10,772	11,089	95	208	209	
4391_4334, 4334_4391	370621, 358468 to 370767, 358592	9,284	10,167	10,378	92	206	207	
4409_4334, 4334_4409	370884, 357719 to 370425, 358303	1,503	2,648	2,627	11	11	11	
4409_4454, 4454_4409	370884, 357719 to 371128, 357863	540	1,627	1,670	7	7	7	
4499_9364, 9364_4499	371325, 357264 to 371365, 357135	16,899	17,928	17,960	80	201	200	
4593_4596	372302, 355404 to 372277, 355490	25,984	26,935	27,048	421	473	465	
4620_4622	372627, 352750 to 372636, 352769	20,325	20,346	20,433	942	1,283	1,182	
4621_11034, 11035_4620	372636, 352714 to 370748, 352706	33,252	32,380	32,327	1,422	2,149	1,918	
4622_9030	372636, 352769 to 372677, 352783	9,666	9,436	9,389	560	891	796	
4624_4609, 4609_4624	373576, 357231 to 372410, 355543	22,396	23,859	23,820	512	526	518	
4624_9118, 9118_4624	373576, 357231 to 374377, 358075	23,064	24,530	24,455	651	678	665	
4637_9297, 9297_4637	371837, 357067 to 372864, 357519	5,343	6,406	6,442	142	154	149	
5057_9001, 9001_5057	369519, 362924 to 371061, 362415	6,665	7,708	7,319	52	57	56	
5058_5060, 5060_5058	371317, 361706 to 370867, 361117	11,429	13,211	13,030	78	83	80	

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		2025 without the AP1 revised scheme	2025 Scenario 1 with the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 without the AP1 revised scheme	2025 Scenario 1 with the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	
5058_9008, 9008_5058	371317, 361706 to 371210, 362391	11,714	13,499	13,318	90	96	93	
5060_9007, 9007_5060	371017, 359480 to 370867, 361117	11,429	13,225	13,044	78	97	94	
5111_5109	365790, 353524 to 365785, 353522	9,288	8,234	8,482	162	158	158	
5112_5113	365795, 353536 to 365794, 353532	6,199	4,914	5,187	115	112	112	
5113_5111	365794, 353532 to 365790, 353524	5,256	4,120	4,378	112	110	110	
5128_8059	365914, 353641 to 365908, 353648	21,639	21,507	21,829	615	998	873	
5132_5125	365935, 353634 to 365895, 353612	6,143	4,859	5,132	114	111	112	
5132_5128	365935, 353635 to 365914, 353641	12,974	12,603	12,849	499	891	764	
5134_5132	365942, 353638 to 365935, 353635	19,117	17,462	17,981	614	1,002	875	
5151_5183, 5183_5151	366444, 352333 to 366632, 352426	11,495	12,518	12,354	174	172	173	
5169_5125, 5125_5169	365816, 353556 to 365894, 353614	14,812	13,781	14,125	228	216	219	
5170_5172	367005, 352584 to 367006, 352591	16,060	16,056	16,065	589	992	851	
5171_5158	367010, 352564 to 366960, 352563	6,796	7,797	7,611	96	98	98	
5171_5170	367010, 352564 to 367005, 352584	11,280	11,270	11,252	506	912	770	
5172_8069	367006, 352591 to 366999, 352616	11,125	10,979	11,109	446	835	707	
5173_5171	367026, 352558 to 367010, 352564	18,076	19,068	18,863	602	1,010	868	
5174_5173	367056, 352533 to 367026, 352558	10,702	9,846	10,078	481	883	743	
5183_5158, 5158_5183	366632, 352426 to 366961, 352565	11,577	12,591	12,430	178	176	177	
7055_7040, 7040_7055	369054, 362697 to 368288, 361634	17,110	17,921	18,170	490	1,043	966	

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		2025 without the AP1 revised scheme	2025 Scenario 1 with the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 without the AP1 revised scheme	2025 Scenario 1 with the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	
7055_7056, 7056_7055	368288, 361634 to 368377, 360843	9,270	9,134	9,565	171	994	736	
8058_8122	365906, 353676 to 365916, 353685	19,182	19,259	19,432	725	1,055	973	
8059_8058	365908, 353648 to 365906, 353676	10,710	10,860	11,101	181	630	505	
8060_8063	365937, 353684 to 365981, 353693	10,678	10,622	10,830	221	681	554	
8061_8062	365951, 353665 to 365953, 353656	15,984	14,988	15,262	653	999	901	
8062_5134	365953, 353656 to 365942, 353638	7,988	6,448	6,846	171	167	168	
8063_8061	365983, 353689 to 365952, 353665	8,162	7,175	7,444	177	657	514	
8064_5134	365990, 353627 to 365942, 353637	11,126	10,979	11,109	446	835	707	
8065_8063, 8063_8065	366376, 353976 to 365982, 353691	18,841	17,797	18,274	398	1,338	1,068	
8067_8065, 8065_8067	366687, 354253 to 366376, 353976	21,560	20,840	21,142	420	1,372	1,089	
8069_8064, 8064_8069	366999, 352616 to 365991, 353629	19,122	19,519	19,524	928	1,667	1,439	
8069_8098	367000, 352617 to 367023, 352603	7,997	8,540	8,415	482	832	732	
8071_8067, 8067_8071	367219, 354864 to 366687, 354253	20,509	19,829	20,129	418	1,370	1,087	
8076_8074, 8074_8076	367557, 355511 to 367378, 355087	23,442	22,411	22,747	434	1,380	1,097	
8076_8081	367555, 355512 to 367563, 355555	11,067	10,953	11,017	214	683	542	
8077_4008, 4008_8077	367559, 356373 to 367690, 356791	17,001	15,875	16,333	251	1,178	900	
8077_8079, 8079_8077	367559, 356373 to 367561, 355676	17,002	15,875	16,333	251	1,178	900	
8078_8080	367557, 355587 to 367558, 355643	7,737	7,304	7,535	150	612	473	
8079_8080, 8080_8079	367560, 355676 to 367560, 355643	17,421	16,358	16,809	297	1,224	946	

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		2025 without the AP1 revised scheme	2025 Scenario 1 with the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 without the AP1 revised scheme	2025 Scenario 1 with the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	
8080_8082	367561, 355644 to 367579, 355601	9,684	9,055	9,274	147	612	474	
8081_8078	367564, 355556 to 367559, 355586	14,909	14,575	14,827	255	720	580	
8082_4001	367579, 355600 to 367590, 355599	16,857	16,326	16,570	252	721	582	
8083_8076	367589, 355548 to 367559, 355510	12,375	11,458	11,730	220	697	555	
8085_30108, 30108_8085	367993, 358711 to 367955, 358561	16,057	14,961	15,385	342	1,180	917	
8088_30109, 30109_8088	367843, 357204 to 367842, 357205	14,574	13,559	13,992	232	1,161	882	
8089_8086, 8086_8089	368158, 357681 to 368150, 357712	9,227	8,747	8,886	261	1,203	923	
8089_8088, 8088_8089	368171, 357614 to 368175, 357614	13,488	12,512	12,941	219	1,148	870	
8090_7056, 7056_8090	368192, 359380 to 368377, 360843	8,242	7,932	8,392	164	986	728	
8090_8085, 8085_8090	368192, 359380 to 367993, 358711	8,242	7,387	7,668	164	1,013	749	
8095_8074, 8074_8095	367289, 354991 to 367378, 355087	20,511	19,905	20,194	412	1,368	1,081	
8098_8099	367023, 352603 to 367028, 352603	12,922	13,579	13,342	632	991	880	
8099_8101	367028, 352603 to 367044, 352595	7,742	7,993	7,957	472	816	718	
8100_5173	367045, 352565 to 367026, 352558	7,372	9,212	8,778	123	128	127	
8100_5174	367045, 352565 to 367056, 352533	9,023	8,650	8,674	528	868	772	
8101_8103	367044, 352595 to 367049, 352588	15,967	17,486	17,135	650	995	898	
8102_8100	367048, 352571 to 367045, 352565	16,395	17,862	17,451	651	996	899	
8103_8102	367049, 352588 to 367048, 352571	15,188	16,564	16,228	650	995	898	
8104_8075, 8075_8104	367067, 352625 to 367434, 352743	13,412	15,126	14,600	332	351	337	

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		2025 without the AP1 revised scheme	2025 Scenario 1 with the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 without the AP1 revised scheme	2025 Scenario 1 with the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	
8104_8101	367067, 352625 to 367044, 352595	8,232	9,541	9,214	172	175	175	
8110_4015, 4015_8110	367713, 352857 to 367855, 352932	11,568	13,008	12,601	249	256	255	
8110_8108, 8108_8110	367565, 352791 to 367713, 352857	11,718	13,150	12,746	250	258	256	
8121_8108, 8108_8121	367467, 352752 to 367565, 352791	12,440	13,879	13,482	320	327	326	
8122_8060	365916, 353685 to 365937, 353684	19,068	19,148	19,320	717	1,047	965	
8126_30108, 30108_8126	367951, 358494 to 367953, 358494	10,660	10,134	10,278	249	1,190	911	
8126_8086, 8086_8126	367983, 358255 to 367988, 358222	10,355	9,831	9,975	262	1,204	925	
9001_9008, 9008_9001	371061, 362415 to 371210, 362391	14,217	16,092	15,973	111	113	108	
9004_9001, 9001_9004	370964, 363995 to 371061, 362415	8,312	9,117	9,409	64	59	57	
9006_4391, 4391_9006	370786, 359068 to 370806, 358655	16,099	17,893	17,975	129	143	140	
9006_9007, 9007_9006	370786, 359068 to 371017, 359480	16,249	18,046	18,128	128	142	139	
9030_9031	372677, 352783 to 372699, 352772	17,726	17,849	17,983	859	1,228	1,127	
9054_9055	373313, 351286 to 373316, 351275	11,129	12,251	12,421	153	189	233	
9062_9297, 9297_9062	373393, 357207 to 372864, 357519	5,343	6,406	6,443	142	154	149	
9115_9135, 9135_9115	374249, 354193 to 374707, 354215	13,973	14,978	14,792	178	218	217	
9118_3046, 3046_9118	374377, 358075 to 374693, 358260	23,054	24,531	24,459	651	678	665	
9119_9061, 9060_9120	374411, 352359 to 373337, 352802	28,284	26,572	27,148	1,472	2,274	2,036	
9119_9120	374415, 352363 to 374414, 352395	3,653	2,395	2,584	133	146	190	
9120_9123	374412, 352396 to 374426, 352408	15,997	14,035	14,416	794	1,145	1,071	

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Additional data used in the air quality assessment

Road ID	Start and end coordinates	Annual average daily traffic (AADT) flows			Heavy duty vehicle (HDV) flows			Notes
		2025 without the AP1 revised scheme	2025 Scenario 1 with the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 without the AP1 revised scheme	2025 Scenario 1 with the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	
9121_9119	374424, 352351 to 374414, 352362	19,566	17,127	17,616	944	1,376	1,264	
9123_9125	374426, 352409 to 374451, 352412	14,112	12,899	13,120	760	1,115	1,040	
9125_9127	374452, 352412 to 374468, 352404	17,698	16,542	16,762	950	1,337	1,263	
9126_9121	374452, 352334 to 374424, 352351	17,481	15,918	16,402	842	1,285	1,145	
9127_9128	374468, 352403 to 374492, 352363	450	369	393	7	37	37	Peak speed trigger
9128_9126	374492, 352363 to 374452, 352334	21,274	20,117	20,744	921	1,374	1,261	
9138_3046	374723, 358250 to 374694, 358258	12,077	13,226	13,187	364	383	376	
9139_9138	374733, 358242 to 374724, 358251	16,423	17,861	17,805	396	416	409	
9155_3054, 3054_9155	375392, 358895 to 374800, 358276	18,694	19,867	19,887	636	664	650	
9155_3114, 3114_9155	375392, 358895 to 375914, 360459	20,039	21,090	21,122	649	676	663	
9220_9221	377650, 352418 to 377650, 352438	29,312	28,904	28,969	1,706	2,227	2,114	
9221_9222	377650, 352438 to 377670, 352465	24,563	24,420	24,530	1,591	2,109	1,996	
9222_9224	377670, 352464 to 377677, 352468	26,867	26,297	26,463	1,698	2,177	2,064	
9224_9215	377676, 352470 to 377594, 352806	10,942	11,475	11,353	713	1,188	1,037	
9224_9227	377677, 352468 to 377778, 352490	15,925	14,879	15,110	984	1,040	1,027	
9225_9223	377699, 352373 to 377670, 352384	33,265	32,865	33,329	1,705	2,306	2,152	
9227_9229	377777, 352489 to 377802, 352476	29,183	30,941	30,646	2,207	2,516	2,448	
9229_9231	377802, 352476 to 377818, 352434	9,279	9,008	9,229	857	1,199	1,126	

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Road ID	Start and end coordinates	Annual average daily traffic (AADT) flows			Heavy duty vehicle (HDV) flows			Notes
		2025 without the AP1 revised scheme	2025 Scenario 1 with the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 without the AP1 revised scheme	2025 Scenario 1 with the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	
9230_9225	377809, 352402 to 377699, 352373	25,203	25,007	25,177	1,236	1,685	1,515	
9231_9230	377818, 352434 to 377809, 352402	30,669	30,274	30,565	2,124	2,634	2,502	
9233_9215, 9219_9234	377831, 351853 to 377602, 352809	70,184	70,138	70,473	13,280	14,422	14,156	
9291_9194, 20279_20278	376182, 352935 to 377011, 352667	37,683	35,556	36,357	1,836	2,619	2,431	
9301_4621	372686, 352701 to 372636, 352714	21,216	20,612	20,821	1,006	1,446	1,306	
9350_9233, 9234_9331	377836, 351714 to 377828, 351853	83,717	83,239	83,868	14,634	15,983	15,678	
9351_9219, 9215_9330	377497, 353167 to 377627, 352798	94,401	97,487	97,213	15,204	16,927	16,504	
9352_9227	377698, 352655 to 377779, 352492	13,252	16,100	15,526	1,228	1,532	1,427	
9356_4636, 4636_9356	371394, 357089 to 371520, 357087	5,533	6,588	6,624	142	154	150	
9365_9366	371367, 357115 to 371372, 357097	14,284	15,332	15,254	144	220	209	

Table 2: Site haul road and along the route construction traffic flows in the Hough to Walley's Green area (MA01)

Road ID	No. 40 tonne ADT	No. 20 tonne HGV	No. 40 tonne ADT (along the route)
MA01/01b	0	86	0
MA01/02	0	49	0
MA01/03	0	43	0
MA01/04	0	275	0
MA01/05	0	137	0
MA01/06	0	138	0
MA02/01	0	131	0
MA02/01a	0	178	0
MA02/01a (TN01)	70	54	0
ML_246000	0	86	0
ML_248700	0	49	0

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Road ID	No. 40 tonne ADT	No. 20 tonne HGV	No. 40 tonne ADT (along the route)
ML_250900	0	43	0
ML_252500	0	0	0
ML_252600	0	0	0
ML_252700	0	0	9
ML_252800	0	0	83
ML_252900	0	0	83
ML_253000	0	0	83
ML_253100	0	0	83
ML_253200	0	60	83
ML_253300	0	60	125
ML_253400	0	60	144
ML_253500	0	60	123
ML_253600	0	60	123
ML_253700	0	115	123
ML_253800	0	137	123
ML_253900	0	138	123
ML_254000	0	74	123
ML_254100	0	74	123
ML_254200	0	74	123
ML_254300	0	74	123
ML_254400	0	74	123
ML_254500	0	74	123
ML_254600	0	74	123
ML_254700	0	74	123
ML_254800	0	74	123
ML_254900	0	74	123
ML_255000	0	74	123
ML_255100	0	74	123
ML_255200	0	74	123
ML_255300	0	74	140
ML_255400	0	74	56
ML_255500	0	74	56
ML_255600	0	74	56
ML_255700	0	62	56
ML_255800	0	62	56
ML_255900	0	62	56
ML_256000	0	62	56

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Additional data used in the air quality assessment

Road ID	No. 40 tonne ADT	No. 20 tonne HGV	No. 40 tonne ADT (along the route)
ML_256100	0	62	56
ML_256200	0	62	184
ML_256300	0	62	70
ML_256400	0	62	70
ML_256500	0	178	70
ML_256600	0	178	70
ML_256700	0	178	70
ML_256800	0	178	70
ML_256900	0	178	57

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3 Operational traffic data

3.1.1 Table 3 outlines the predicted flows on the highway network relating to the operation of the AP1 revised scheme in 2038. The data presented are split into AADT and HDV in the ‘without the AP1 revised scheme’ and ‘with the AP1 revised scheme’ scenarios, together with the change between the two scenarios. It also notes whether the road will be closed, diverted or realigned permanently, due to the operation of the AP1 revised scheme.

Table 3: Highway network operation traffic flows in the in the Hough to Walley’s Green area (MA01)

Road ID	Start and end coordinates	Annual average daily traffic (AADT) flows			Heavy duty vehicle (HDV) flows			Notes
		2038 without the AP1 revised scheme	2038 with the AP1 revised scheme	Change	2038 without the AP1 revised scheme	2038 with the AP1 revised scheme	Change	
1285_2064	368920, 361672 to 368291, 361672	19,145	19,518	373	415	410	-5	Realignment

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MA01

Additional data used in the air quality assessment

4 References

High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement*. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-1-and-additional-provision-1-environmental-statement>.

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