

High Speed Rail (Crewe – Manchester)

Background information and data accompanying SES1 and AP1 ES

Air quality

BID AQ-002-0MA02 SES1 and AP1 ES

MA02: Wimboldsley to Lostock Gralam

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
Additional Provision 1 Environmental Statement**

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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 Wimboldsley to Lostock Gralam area (MA02).
- 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 any 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 route 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 and Table 2 in BID AQ-002-0MA03 SES1 and AP1 ES provides the traffic data used in the assessment from the M6 J19 traffic model.

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Table 1: Highway network construction annual average daily flows

Road ID	Start and end coordinates	Annual average daily traffic (AADT) flows				Heavy duty vehicles (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 Scenario 3 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	2025 Scenario 3 with the AP1 revised scheme	
1005_1004, 1004_1005	362578, 366815 to 362550, 366835	14,554	15,895	15,536	N/A	160	68	68	N/A	
1007_1005, 1005_1007	362655, 366693 to 362656, 366670	29,108	31,790	31,071	N/A	320	134	137	N/A	
1012_1016, 1016_1012	363222, 365462 to 363283, 365354	5,064	6,573	6,441	N/A	22	23	23	N/A	
1016_1077, 1077_1016	363283, 365354 to 363310, 365384	3,299	4,809	4,674	N/A	22	23	23	N/A	
1025_1028	364074, 365905 to 364029, 365898	7,772	6,591	6,699	N/A	181	86	88	N/A	
1029_1011, 1011_1015	363682, 365690 to 363228, 365516	15,193	14,096	14,279	N/A	160	65	66	N/A	
1037_1035, 1035_1037	362705, 367078 to 362739, 366994	12,153	13,275	12,776	N/A	N/A	N/A	N/A	N/A	
1077_1078, 1078_1077	363310, 365384 to 363707, 365119	3,090	4,600	4,467	N/A	1	1	1	N/A	
1083_1089, 1089_1083	363790, 365076 to 364198, 364960	2,800	4,305	4,179	N/A	44	44	44	N/A	
1087_1088, 1088_1087	363724, 365113 to 363766, 365089	2,953	4,459	4,333	N/A	44	45	45	N/A	
1089_1091, 1091_1089	364198, 364960 to 364223, 364921	3,041	4,365	4,282	N/A	43	45	45	N/A	

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Road ID	Start and end coordinates	Annual average daily traffic (AADT) flows				Heavy duty vehicles (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 Scenario 3 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	2025 Scenario 3 with the AP1 revised scheme	
1091_1092, 1092_1091	364223, 364921 to 364239, 364869	2,532	4,122	4,021	N/A	43	44	44	N/A	
1092_1101, 1101_1092	364239, 364869 to 364392, 364536	2,388	3,978	3,877	N/A	43	44	44	N/A	
1098_1110, 1110_1098	364671, 364967 to 364886, 364663	12,677	14,674	14,573	N/A	223	266	258	N/A	
1099_1098, 1098_1099	364647, 364936 to 364661, 364977	1,592	2,785	2,788	N/A	32	33	33	N/A	
1099_1101, 1101_1099	364424, 364636 to 364392, 364536	1,436	2,950	2,869	N/A	22	22	22	N/A	
1110_1112, 1112_1110	364886, 364663 to 364999, 364303	11,873	13,936	13,828	N/A	245	287	279	N/A	
1112_1122, 1122_1112	364998, 364303 to 365015, 364239	11,239	13,304	13,195	N/A	244	287	280	N/A	
1125_1128, 1128_1125	365188, 363716 to 365210, 363572	10,626	12,639	12,540	N/A	244	287	280	N/A	
1126_1122, 1122_1126	365111, 363959 to 365015, 364239	10,672	12,740	12,629	N/A	244	287	279	N/A	
1243_1245, 1245_1243	366318, 367745 to 366357, 367802	19,806	19,214	19,484	N/A	667	692	694	N/A	Peak speed trigger
1252_1257, 1257_1252	366858, 367968 to 366860, 367257	11,138	12,912	12,268	N/A	411	387	391	N/A	

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Road ID	Start and end coordinates	Annual average daily traffic (AADT) flows				Heavy duty vehicles (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 Scenario 3 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	2025 Scenario 3 with the AP1 revised scheme	
1253_1462, 1462_1253	367305, 365748 to 367291, 365931	8,140	7,165	7,330	N/A	337	270	273	N/A	Peak speed trigger
1257_1259, 1259_1257	366860, 367257 to 366980, 366980	7,664	9,310	8,768	N/A	333	295	301	N/A	
1261_1259, 1259_1261	367157, 366576 to 366980, 366980	7,256	8,946	8,454	N/A	331	293	299	N/A	
1261_1263, 1263_1261	367157, 366576 to 367287, 366263	9,275	10,992	10,498	N/A	328	291	297	N/A	
1265_1266, 1266_1265	367305, 366085 to 367304, 366032	10,265	12,285	12,212	N/A	603	559	564	N/A	
1271_90015, 90015_1271	368211, 367217 to 368183, 367259	N/A	N/A	10,971	N/A	N/A	N/A	332	N/A	
1273_3002, 3002_1273	369103, 366756 to 368727, 366737	9,276	10,363	N/A	N/A	512	512	N/A	N/A	
1274_1273, 1273_1274	369103, 366756 to 369354, 366723	16,175	16,847	N/A	N/A	773	991	N/A	N/A	
1274_1289, 1289_1274	369354, 366723 to 369671, 366540	16,580	17,476	17,269	N/A	773	991	1,000	N/A	
1274_90012, 90012_1274	369354, 366723 to 368643, 366773	N/A	N/A	17,103	N/A	N/A	N/A	998	N/A	
1276_3002, 3002_1276	368727, 366737 to 368432, 366607	9,744	12,671	N/A	N/A	513	517	N/A	N/A	

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Road ID	Start and end coordinates	Annual average daily traffic (AADT) flows				Heavy duty vehicles (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 Scenario 3 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	2025 Scenario 3 with the AP1 revised scheme	
1278_1266, 1266_1278	367738, 365995 to 367304, 366032	9,903	11,620	11,462	N/A	512	418	421	N/A	
1283_1282, 1282_1283	369153, 365179 to 368853, 364896	13,833	16,003	16,025	N/A	126	113	128	N/A	
1285_1282, 1282_1285	368922, 363665 to 368853, 364896	19,445	21,226	21,348	N/A	436	847	931	N/A	
1285_2064, 2064_1285	369057, 362710 to 369054, 362697	18,381	18,762	19,388	N/A	410	946	1,187	N/A	
1288_1276, 1276_1288	368103, 366234 to 368432, 366607	9,749	12,675	N/A	N/A	512	517	N/A	N/A	
1288_1278, 1278_1288	368103, 366234 to 367738, 365995	9,749	11,461	N/A	N/A	512	432	N/A	N/A	
1291_1289, 1289_1291	369678, 366536 to 369758, 366476	16,902	17,631	17,561	N/A	772	986	998	N/A	
1292_1291, 1291_1292	369771, 366486 to 369780, 366511	7,971	9,112	9,232	N/A	73	70	69	N/A	
1292_1294, 1294_1292	369820, 366629 to 369777, 366730	7,792	8,915	9,037	N/A	70	68	67	N/A	
1296_1294, 1294_1296	369760, 366872 to 369777, 366730	7,416	8,609	8,712	N/A	N/A	N/A	N/A	N/A	
1299_1298, 1298_1299	369451, 367465 to 369708, 366950	7,351	8,640	8,673	N/A	N/A	N/A	N/A	N/A	

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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 Scenario 3 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	2025 Scenario 3 with the AP1 revised scheme	
1301_1299, 1299_1301	369809, 368742 to 369451, 367465	7,336	8,640	8,673	N/A	N/A	14	14	N/A	
1301_1414, 1414_1301	369809, 368742 to 369944, 368334	12,235	10,563	10,603	N/A	564	708	578	N/A	
1301_2132, 2132_1301	369809, 368742 to 369190, 370626	18,182	17,630	17,666	N/A	562	714	582	N/A	Peak speed trigger
1302_1291, 1291_1302	369776, 366462 to 369776, 366462	22,996	26,146	26,225	N/A	849	1,037	1,053	N/A	
1302_1457	369798, 366447 to 369914, 366409	15,483	17,870	17,821	N/A	466	571	579	N/A	
1303_1307	369955, 366389 to 369962, 366356	4,406	7,144	7,138	N/A	6	6	6	N/A	
1304_1305	370015, 366412 to 369985, 366381	8,077	7,601	7,611	N/A	376	464	472	N/A	Peak speed trigger
1307_1308	369962, 366356 to 369939, 366334	13,219	15,487	15,491	N/A	382	465	472	N/A	
1308_1310	369939, 366334 to 369886, 366286	6,877	8,954	8,971	N/A	6	12	12	N/A	
1311_1310, 1310_1311	369793, 366207 to 369886, 366286	11,916	14,371	14,305	N/A	N/A	14	14	N/A	
1313_1311, 1311_1313	369730, 366086 to 369793, 366207	10,548	12,916	12,846	N/A	N/A	14	14	N/A	

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Road ID	Start and end coordinates	Annual average daily traffic (AADT) flows				Heavy duty vehicles (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 Scenario 3 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	2025 Scenario 3 with the AP1 revised scheme	
1315_1283, 1283_1315	369564, 365591 to 369153, 365179	13,884	16,055	16,077	N/A	142	128	144	N/A	
1315_1313, 1313_1315	369564, 365591 to 369730, 366086	10,306	12,657	12,574	N/A	N/A	14	14	N/A	
1332_1304, 1304_1332	370240, 366364 to 370012, 366415	19,076	18,253	18,215	N/A	841	1,034	1,050	N/A	
1335_1334, 1334_1335	370320, 366302 to 370284, 366324	19,242	18,477	18,400	N/A	841	1,034	1,051	N/A	
1337_1461, 1461_1337	370440, 366301 to 370394, 366303	19,694	18,893	18,810	N/A	884	1,076	1,093	N/A	
1383_1385, 1385_1383	370578, 366317 to 370625, 366348	18,406	18,144	18,001	N/A	1,128	1,338	1,338	N/A	
1387_1388, 1388_1387	370867, 366497 to 371002, 366539	17,338	16,129	16,089	N/A	1,108	1,319	1,319	N/A	
1388_1390, 1390_1388	371002, 366539 to 371183, 366595	16,817	15,939	15,912	N/A	1,147	1,358	1,358	N/A	
1391_1390, 1390_1391	371221, 366607 to 371183, 366595	16,817	15,940	15,912	N/A	1,147	1,358	1,358	N/A	
1394_1495	371340, 366644 to 371308, 366614	9,586	10,680	10,691	N/A	811	865	864	N/A	
1398_1399, 1399_1398	371097, 366777 to 370763, 366836	9,894	8,356	8,117	N/A	588	735	602	N/A	

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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 Scenario 3 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	2025 Scenario 3 with the AP1 revised scheme	
1403_1404, 1404_1403	370702, 366870 to 370406, 367159	8,422	6,106	6,139	N/A	516	665	534	N/A	
1403_1504	370703, 366870 to 370722, 366848	3,971	2,059	1,966	N/A	120	230	166	N/A	
1406_1404	370361, 367161 to 370406, 367163	4,146	2,227	2,158	N/A	157	264	200	N/A	
1407_1406	370309, 367172 to 370361, 367162	3,704	1,879	1,811	N/A	146	252	188	N/A	
1407_1414, 1414_1407	370309, 367172 to 369944, 368334	11,690	10,259	10,148	N/A	565	709	579	N/A	
1417_1398, 1398_1417	371109, 366805 to 371111, 366773	13,518	16,857	16,586	N/A	673	625	629	N/A	
1421_1419, 1419_1421	373115, 366913 to 372629, 366933	19,116	19,406	19,265	N/A	1,531	1,830	1,808	N/A	
1421_1423, 1423_1421	373115, 366913 to 373203, 366916	18,235	18,491	18,336	N/A	1,510	1,794	1,769	N/A	
1423_1424, 1424_1423	373203, 366916 to 373575, 365874	1,033	1,303	1,343	N/A	11	10	10	N/A	Peak speed trigger
1423_1428, 1428_1423	373203, 366916 to 373485, 366943	18,311	18,794	18,667	N/A	1,523	1,810	1,786	N/A	
1430_1428, 1428_1430	373945, 367034 to 373485, 366943	18,311	18,793	18,667	N/A	1,523	1,810	1,786	N/A	

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Road ID	Start and end coordinates	Annual average daily traffic (AADT) flows				Heavy duty vehicles (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 Scenario 3 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	2025 Scenario 3 with the AP1 revised scheme	
1432_1419, 1419_1432	372458, 366913 to 372629, 366933	19,608	19,889	19,750	N/A	1,547	1,846	1,823	N/A	
1433_1439	374140, 367118 to 374273, 367153	8,026	9,153	8,670	N/A	758	914	889	N/A	
1434_1435	374169, 367397 to 374177, 367556	2,518	2,483	2,503	N/A	38	232	294	N/A	
1438_1439	374212, 367555 to 374267, 367161	3,376	5,392	5,218	N/A	112	347	407	N/A	
1439_1441	374273, 367153 to 374287, 367091	7,065	10,239	9,548	N/A	641	947	922	N/A	
1441_1447	374287, 367091 to 374154, 367052	4,731	8,450	7,901	N/A	148	390	452	N/A	
1446_1435, 1438_1443	374282, 366745 to 374186, 367556	99,295	103,501	103,481	N/A	7,976	9,282	9,725	N/A	
1446_1447	374275, 366743 to 374161, 367046	5,984	5,878	5,937	N/A	785	739	730	N/A	Average speed trigger
1447_1433	374154, 367052 to 374140, 367118	1,628	3,157	2,797	N/A	100	210	209	N/A	
1447_1448	374147, 367055 to 374030, 367055	9,096	11,055	10,872	N/A	825	892	888	N/A	
1448_1430, 1430_1448	374029, 367059 to 373945, 367034	18,009	19,591	19,205	N/A	1,524	1,829	1,799	N/A	

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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 Scenario 3 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	2025 Scenario 3 with the AP1 revised scheme	
1448_1433	374028, 367062 to 374134, 367112	8,913	8,536	8,333	N/A	698	935	911	N/A	
1457_1303	369914, 366409 to 369956, 366390	15,405	17,796	17,741	N/A	471	576	584	N/A	
1461_1335, 1335_1461	370394, 366301 to 370320, 366302	19,651	18,851	18,769	N/A	842	1,034	1,051	N/A	
1496_1394	371298, 366633 to 371336, 366650	10,023	9,208	9,059	N/A	737	982	959	N/A	
1496_1495	371297, 366631 to 371305, 366615	7,388	6,113	6,246	N/A	126	119	120	N/A	
1497_1496	371284, 366635 to 371297, 366631	17,411	15,322	15,305	N/A	862	1,101	1,078	N/A	
1498_1497	371268, 366628 to 371284, 366635	11,062	9,975	9,883	N/A	559	731	722	N/A	
1504_1505	370721, 366847 to 370732, 366841	4,681	3,016	2,787	N/A	138	248	183	N/A	
1505_1399	370733, 366842 to 370763, 366838	4,275	2,781	2,550	N/A	136	247	182	N/A	
1513_1514	366837, 367992 to 366830, 368005	3,928	5,042	4,964	N/A	236	229	234	N/A	
1515_1250	366834, 368018 to 366831, 368045	9,494	10,447	10,539	N/A	354	399	403	N/A	

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Road ID	Start and end coordinates	Annual average daily traffic (AADT) flows				Heavy duty vehicles (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 Scenario 3 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	2025 Scenario 3 with the AP1 revised scheme	
1614_1615	372170, 365133 to 372152, 365149	3,397	4,513	4,475	N/A	86	88	88	N/A	
1615_1617	372152, 365149 to 372154, 365174	1,876	2,907	2,926	N/A	86	87	88	N/A	
1617_1618	372154, 365174 to 372163, 365183	3,436	4,717	4,701	N/A	87	88	88	N/A	
1618_3006	372163, 365183 to 372193, 365220	2,644	4,007	4,054	N/A	86	87	87	N/A	
1622_1623	372039, 364061 to 372004, 364065	7,628	9,075	9,149	N/A	245	247	245	N/A	
1623_1625	372004, 364065 to 371996, 364088	1,650	2,723	2,737	N/A	85	87	87	N/A	
1625_1626	371996, 364088 to 372022, 364113	4,780	6,031	6,050	N/A	257	258	256	N/A	
2077_1267, 1267_2077	366724, 369817 to 366764, 369804	11,450	15,461	14,931	N/A	22	42	43	N/A	
2084_1621, 1621_2084	373639, 361866 to 372072, 364055	13,049	14,062	14,101	N/A	459	475	474	N/A	
2098_2532	369959, 375363 to 370085, 375424	17,166	17,337	N/A	17,424	335	569	N/A	567	
2099_2098	369987, 375325 to 369961, 375363	17,361	17,057	N/A	17,401	358	586	N/A	573	

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Road ID	Start and end coordinates	Annual average daily traffic (AADT) flows				Heavy duty vehicles (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 Scenario 3 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	2025 Scenario 3 with the AP1 revised scheme	
2119_2832, 2832_2119	368628, 374750 to 368349, 374632	14,943	13,775	N/A	14,102	227	218	N/A	226	
2120_2545, 2545_2120	368928, 371542 to 370321, 371975	2,442	4,488	N/A	1,520	2	21	N/A	7	
2120_90006, 90006_2120	368679, 372190 to 368892, 371536	16,580	19,236	N/A	16,844	267	306	N/A	283	
2183_2545, 2545_2183	368773, 372815 to 370341, 371995	5,973	4,939	N/A	N/A	59	76	N/A	N/A	
2192_2126, 2126_2192	367200, 372100 to 366605, 371615	37,593	39,265	N/A	39,528	510	497	N/A	509	
2192_2188, 2188_2192	367190, 372111 to 367304, 372214	38,139	39,205	N/A	40,057	515	502	N/A	513	
2212_1128, 1128_2212	365782, 362039 to 365210, 363572	20,163	24,200	23,999	N/A	484	571	557	N/A	
2222_1417, 1417_2222	371700, 368709 to 372098, 369420	6,227	7,958	7,845	N/A	179	156	157	N/A	
2225_1037, 1037_2225	362705, 367078 to 362666, 367224	12,101	13,225	12,727	N/A	N/A	N/A	N/A	N/A	
2268_2103, 2103_2268	367012, 375096 to 367227, 376678	11,900	14,168	N/A	13,844	113	128	N/A	131	
2270_2269, 2269_2270	367122, 373739 to 367322, 373583	15,105	16,328	N/A	15,840	157	165	N/A	158	

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Road ID	Start and end coordinates	Annual average daily traffic (AADT) flows				Heavy duty vehicles (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 Scenario 3 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	2025 Scenario 3 with the AP1 revised scheme	
2271_2270, 2270_2271	367322, 373583 to 367358, 373555	13,743	15,089	N/A	14,419	139	143	N/A	136	
2272_2271, 2271_2272	367358, 373555 to 367520, 373474	13,736	15,059	N/A	14,373	139	143	N/A	135	
2273_2272, 2272_2273	367520, 373474 to 367760, 373442	9,338	10,712	N/A	10,041	99	105	N/A	97	
2276_2274, 2274_2276	368065, 373328 to 368187, 373273	8,453	9,606	N/A	8,749	160	163	N/A	156	
2277_2273, 2273_2277	367760, 373442 to 368018, 373350	9,202	10,510	N/A	9,776	141	144	N/A	137	
2277_2276, 2276_2277	368018, 373350 to 368065, 373328	8,823	10,132	N/A	9,316	166	169	N/A	161	
2279_2269, 2269_2279	367017, 373822 to 367122, 373739	15,805	17,031	N/A	16,560	158	165	N/A	159	
2280_2279, 2279_2280	366983, 373851 to 367017, 373822	16,212	17,439	N/A	16,966	159	166	N/A	159	
2307_2545, 2545_2307	370472, 372032 to 370341, 371995	8,415	9,390	N/A	10,095	61	61	N/A	85	
2308_2307, 2307_2308	372985, 370960 to 370472, 372032	11,328	12,752	N/A	13,319	84	83	N/A	105	
2336_2187, 2187_2336	367851, 372659 to 367827, 372686	7,095	9,566	N/A	9,457	39	35	N/A	44	

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Road ID	Start and end coordinates	Annual average daily traffic (AADT) flows				Heavy duty vehicles (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 Scenario 3 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	2025 Scenario 3 with the AP1 revised scheme	
2523_2193, 2193_2523	369188, 373615 to 369385, 373822	30,108	33,023	N/A	33,112	577	1,031	N/A	756	
2532_2232, 2232_3000	370085, 375424 to 370579, 375704	33,533	37,477	N/A	36,730	721	1,197	N/A	1,182	
2559_2120, 2120_2559	367520, 371152 to 368851, 371522	5,017	5,022	N/A	4,780	N/A	324	N/A	69	
2658_2085, 2085_2658	366453, 369132 to 366833, 368045	24,689	26,563	N/A	26,366	415	398	N/A	425	
2659_2127, 2127_2659	366695, 369864 to 366692, 369827	28,910	31,307	N/A	30,643	280	278	N/A	297	
2659_2658, 2658_2659	366683, 369753 to 366683, 369752	35,796	37,981	N/A	38,072	510	481	N/A	529	
2833_2832, 2832_2833	368349, 374632 to 367772, 374421	12,955	11,952	N/A	12,214	162	161	N/A	169	
2836_2835, 2835_2836	368560, 374101 to 368494, 374380	7,995	6,189	N/A	6,401	N/A	14	N/A	14	
2837_2836, 2836_2837	368375, 373702 to 368560, 374101	7,928	6,174	N/A	6,401	104	116	N/A	116	
3000_1280, 1280_3000	368820, 364918 to 368301, 365041	8,271	6,355	6,850	N/A	337	761	834	N/A	
3000_1282, 1282_3000	368853, 364896 to 368821, 364919	11,587	9,018	9,443	N/A	337	759	833	N/A	

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Road ID	Start and end coordinates	Annual average daily traffic (AADT) flows				Heavy duty vehicles (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 Scenario 3 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	2025 Scenario 3 with the AP1 revised scheme	
3000_3002	370103, 375394 to 370005, 375296	20,666	23,312	N/A	22,890	393	634	N/A	624	
3001_2124, 2124_3001	365908, 371481 to 366023, 371533	31,133	31,896	N/A	32,511	366	362	N/A	369	
3002_2193, 2193_2099	370005, 375296 to 369387, 373801	28,482	31,217	N/A	12,702	568	1,030	N/A	352	
3002_90016, 2193_2099	370005, 375296 to 369460, 374148	12,555	12,605	N/A	30,799	267	493	N/A	750	
3006_3005, 3005_3006	371615, 366253 to 372193, 365220	7,970	10,020	10,256	N/A	167	185	187	N/A	
3007_1614	372190, 365088 to 372170, 365133	1,649	2,703	2,717	N/A	85	87	87	N/A	
3008_3007, 3007_3008	372190, 365088 to 372054, 364129	5,185	6,731	6,882	N/A	167	186	186	N/A	
3515_3525	368497, 372720 to 368527, 372734	19,173	19,382	N/A	19,526	316	545	N/A	395	
3516_3515	368491, 372708 to 368498, 372720	25,666	25,841	N/A	25,848	436	665	N/A	515	
3518_3516	368497, 372674 to 368491, 372708	9,616	10,171	N/A	9,975	173	419	N/A	264	
3518_3517	368497, 372674 to 368430, 372677	17,796	16,201	N/A	16,785	256	253	N/A	257	

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Road ID	Start and end coordinates	Annual average daily traffic (AADT) flows				Heavy duty vehicles (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 Scenario 3 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	2025 Scenario 3 with the AP1 revised scheme	
3519_3518	368514, 372663 to 368497, 372674	27,412	26,371	N/A	26,756	430	671	N/A	519	
3521_3519	368553, 372675 to 368514, 372663	19,083	18,081	N/A	15,027	296	446	N/A	284	
3521_3520	368553, 372675 to 368558, 372613	8,135	10,990	N/A	14,586	136	244	N/A	243	
3522_3521	368560, 372691 to 368553, 372675	27,218	29,064	N/A	29,582	433	684	N/A	499	
3523_2183, 2183_3523	368769, 372819 to 368773, 372815	36,062	37,828	N/A	33,112	632	1,100	N/A	756	
3523_3522	368635, 372723 to 368560, 372691	17,676	19,891	N/A	17,560	322	569	N/A	379	
3524_3522	368546, 372727 to 368560, 372691	9,682	9,476	N/A	12,092	110	121	N/A	121	
3524_3523	368547, 372729 to 368628, 372738	18,386	17,937	N/A	15,552	311	532	N/A	376	
3525_3524	368527, 372734 to 368546, 372727	28,068	27,413	N/A	27,643	421	652	N/A	498	
4005_2094, 2094_4005	367748, 375405 to 368121, 375808	9,235	8,193	N/A	8,424	159	156	N/A	155	
5011_2120, 2120_5011	369190, 370627 to 368892, 371536	19,570	20,755	N/A	19,725	264	587	N/A	308	

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Road ID	Start and end coordinates	Annual average daily traffic (AADT) flows				Heavy duty vehicles (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 Scenario 3 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	2025 Scenario 3 with the AP1 revised scheme	
90000_1278, 1278_90000	367900, 366097 to 367738, 365995	N/A	N/A	11,401	N/A	N/A	N/A	421	N/A	
90001_3520, 3520_90001	368634, 372318 to 368547, 372610	16,710	19,542	N/A	26,961	272	477	N/A	512	
90001_90000, 90000_90001	368265, 366323 to 367900, 366097	8,575	8,636	11,903	12,361	136	233	493	269	
90002_90001, 90001_90002	368376, 366598 to 368265, 366323	8,135	10,906	11,903	14,600	136	244	493	243	
90002_90011	368654, 372287 to 368668, 372281	8,292	11,061	N/A	14,789	136	245	N/A	246	
90003_90030, 90030_90003	368370, 366680 to 368374, 366634	N/A	N/A	11,898	N/A	N/A	N/A	493	N/A	
90004_90000	368625, 372268 to 368636, 372282	8,732	8,792	N/A	12,550	136	234	N/A	272	
90005_90004	368627, 372245 to 368625, 372268	8,405	8,465	N/A	12,204	135	233	N/A	254	
90007_90005	368648, 372232 to 368627, 372245	8,819	8,878	N/A	12,632	150	247	N/A	285	
90008_90006	368681, 372190 to 368676, 372246	8,027	10,707	N/A	8,739	127	152	N/A	143	
90008_90007	368676, 372247 to 368648, 372232	265	355	N/A	4,548	10	93	N/A	165	

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Road ID	Start and end coordinates	Annual average daily traffic (AADT) flows				Heavy duty vehicles (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 Scenario 3 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	2025 Scenario 3 with the AP1 revised scheme	
90009_90010	368730, 372288 to 368681, 372260	N/A	N/A	N/A	3,451	N/A	N/A	N/A	120	
90009_90015, 90015_90009	369089, 372499 to 368730, 372289	N/A	N/A	N/A	8,430	N/A	N/A	N/A	197	
90010_90008	368679, 372256 to 368676, 372247	8,292	11,061	N/A	13,265	136	245	N/A	290	
90011_90009	368730, 372289 to 368671, 372282	N/A	N/A	N/A	4,979	N/A	N/A	N/A	77	
90011_90010	368668, 372281 to 368679, 372256	8,292	11,061	N/A	9,866	136	245	N/A	222	
90012_2187, 2187_90012	368052, 372683 to 367847, 372640	33,846	31,916	N/A	32,686	519	499	N/A	514	
90012_3001, 3001_90012	369048, 366329 to 368643, 366773	N/A	N/A	2,677	N/A	N/A	N/A	N/A	N/A	
90012_3517, 3517_90012	368429, 372690 to 368049, 372698	33,845	31,916	N/A	32,686	519	499	N/A	514	
90012_90038, 90038_90012	368643, 366773 to 368426, 366754	N/A	N/A	19,775	N/A	N/A	N/A	1,001	N/A	
90014_2188, 2188_90014	367642, 372504 to 367309, 372200	36,894	37,717	N/A	38,481	502	486	N/A	498	
90015_2545, 2545_90015	369089, 372499 to 370341, 371995	N/A	N/A	N/A	8,595	N/A	N/A	N/A	99	

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Road ID	Start and end coordinates	Annual average daily traffic (AADT) flows				Heavy duty vehicles (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 Scenario 3 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	2025 Scenario 3 with the AP1 revised scheme	
90015_90035, 90035_90015	368341, 366797 to 368211, 367217	N/A	N/A	10,972	N/A	N/A	N/A	331	N/A	
90016_2193, 2193_2099	369334, 373893 to 369460, 374148	12,555	12,605	N/A	30,400	267	493	N/A	731	
90016_2583, 2583_90016	369493, 374135 to 369950, 373116	N/A	N/A	N/A	4,640	N/A	N/A	N/A	21	
90030_90031	368369, 366679 to 368350, 366717	N/A	N/A	5,592	N/A	N/A	N/A	320	N/A	
90031_90033	368351, 366719 to 368340, 366757	N/A	N/A	10,256	N/A	N/A	N/A	443	N/A	
90032_90030	368377, 366721 to 368371, 366680	N/A	N/A	6,306	N/A	N/A	N/A	173	N/A	
90032_90031	368376, 366722 to 368351, 366719	N/A	N/A	4,698	N/A	N/A	N/A	157	N/A	
90033_90034	368340, 366757 to 368366, 366768	N/A	N/A	5,325	N/A	N/A	N/A	318	N/A	
90033_90035	368340, 366796 to 368338, 366758	N/A	N/A	4,971	N/A	N/A	N/A	158	N/A	
90034_90036	368366, 366768 to 368381, 366758	N/A	N/A	11,287	N/A	N/A	N/A	462	N/A	
90035_90034	368343, 366797 to 368367, 366770	N/A	N/A	6,000	N/A	N/A	N/A	174	N/A	

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Road ID	Start and end coordinates	Annual average daily traffic (AADT) flows				Heavy duty vehicles (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 Scenario 3 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	2025 Scenario 3 with the AP1 revised scheme	
90036_90037	368381, 366758 to 368386, 366737	N/A	N/A	925	N/A	N/A	N/A	4	N/A	Average speed trigger
90036_90038	368426, 366760 to 368382, 366763	N/A	N/A	10,362	N/A	N/A	N/A	458	N/A	
90037_90032	368386, 366737 to 368376, 366722	N/A	N/A	10,962	N/A	N/A	N/A	297	N/A	
90038_90037	368427, 366750 to 368387, 366737	N/A	N/A	10,038	N/A	N/A	N/A	292	N/A	

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Table 2: Site haul road and along the route construction traffic flows in the Wimboldsley to Lostock Gralam area (MA02)

Road ID	No. 40 tonne ADT	No. 20 tonne HGV	No. 40 tonne ADT (along the route)
MA02/01	0	131	0
MA02/01a	0	178	0
MA02/01a (TN01)	70	54	0
MA02/02	0	111	0
MA02/02a	0	429	0
MA02/02a (TN02)	302	322	0
MA02/03	0	111	0
MA02/04a	0	77	0
MA02/04b	0	78	0
MA02/05	0	297	0
MA02/05a	0	297	0
MA02/05a (TN03)	405	240	0
MA02/06b	0	71	0
MA02/07	0	61	0
MA02/09	0	158	0
MA02/09 (TN04)	230	83	0
MA02/11a	0	162	0
MA02/11a (TN05)	230	112	0
MA02/11b	0	98	0
MA02/11b (TN06)	220	64	0
MA02/12 (TN07)	219	99	0
MA02/13	0	85	0
MA02/14	0	199	0
MA02/14 (TN08)	211	117	0
MA02/CBPA	0	112	0
MA02/CBPB	0	48	0
MA02/CBPC	0	65	0
MA03/01	0	160	0
MA03/01 (TN08a)	228	93	0
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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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_257000	0	178	57
ML_257100	0	131	57
ML_257200	0	131	57
ML_257300	0	112	57
ML_257400	0	112	61
ML_257500	0	112	61
ML_257600	0	112	132
ML_257700	0	112	132
ML_257800	0	112	132
ML_257900	0	114	228
ML_258000	0	244	283
ML_258100	0	179	283
ML_258200	0	179	283
ML_258300	0	179	283
ML_258400	0	179	283
ML_258500	0	429	302
ML_258600	0	111	170
ML_258700	0	114	170
ML_258800	0	48	170
ML_258900	0	48	258
ML_259000	0	48	258
ML_259100	0	48	258
ML_259200	0	48	258
ML_259300	0	48	258
ML_259400	0	48	258
ML_259500	0	48	258
ML_259600	0	111	258
ML_259700	0	48	258
ML_259800	0	47	203
ML_259900	0	47	203
ML_260000	0	47	203
ML_260100	0	69	203
ML_260200	0	77	203
ML_260300	0	61	203
ML_260400	0	53	203
ML_260500	0	78	203
ML_260600	0	0	203

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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_260700	0	35	232
ML_260800	0	35	220
ML_260900	0	58	220
ML_261000	0	57	248
ML_261100	0	57	194
ML_261200	0	65	384
ML_261300	0	56	417
ML_261400	0	56	369
ML_261500	0	56	369
ML_261600	0	297	405
ML_261700	0	28	293
ML_261800	0	28	293
ML_261900	0	28	293
ML_262000	0	28	293
ML_262100	0	25	237
ML_262200	0	25	237
ML_262300	0	67	237
ML_262400	0	67	237
ML_262500	0	67	263
ML_262600	0	67	237
ML_262700	0	40	237
ML_262800	0	40	237
ML_262900	0	40	237
ML_263000	0	54	258
ML_263100	0	40	258
ML_263200	0	40	258
ML_263300	0	40	258
ML_263400	0	40	258
ML_263500	0	40	258
ML_263600	0	40	258
ML_263700	0	40	258
ML_263800	0	40	258
ML_263900	0	71	258
ML_264000	0	71	258
ML_264100	0	25	258
ML_264200	0	25	277
ML_264300	0	23	229

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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_264400	0	23	229
ML_264500	0	23	229
ML_264600	0	23	229
ML_264700	0	23	229
ML_264800	0	23	229
ML_264900	0	27	239
ML_265000	0	61	223
ML_265100	0	23	223
ML_265200	0	23	239
ML_265300	0	23	195
ML_265400	0	38	195
ML_265500	0	30	195
ML_265600	0	30	195
ML_265700	0	30	195
ML_265800	0	30	195
ML_265900	0	39	245
ML_266000	0	39	209
ML_266100	0	40	209
ML_266200	0	158	230
ML_266300	0	37	193
ML_266400	0	37	193
ML_266500	0	37	193
ML_266600	0	60	193
ML_266700	0	37	193
ML_266800	0	37	193
ML_266900	0	37	193
ML_267000	0	37	193
ML_267100	0	0	230
ML_267200	0	97	193
ML_267300	0	112	193
ML_267400	0	109	193
ML_267500	0	33	193
ML_267600	0	33	193
ML_267700	0	33	193
ML_267800	0	98	220
ML_267900	0	31	219
ML_268000	0	31	219

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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_268100	0	32	219
ML_268200	0	31	219
ML_268300	0	31	219
ML_268400	0	31	219
ML_268500	0	31	219
ML_268600	0	31	219
ML_268700	0	31	219
ML_268800	0	31	219
ML_268900	0	154	219
ML_269000	0	47	219
ML_269100	0	0	219
ML_269200	0	55	219
ML_269300	0	46	219
ML_269400	0	46	219
ML_269500	0	47	219
ML_269600	0	85	219
ML_269700	0	48	219
ML_269800	0	47	219
ML_269900	0	47	219
ML_270000	0	79	219
ML_270100	0	199	211
ML_270200	0	199	211
ML_270300	0	199	239
ML_270400	0	197	228
ML_270500	0	197	228
ML_270600	0	28	228
ML_270700	0	29	228
ML_270800	0	29	228
ML_270900	0	29	228
ML_271000	0	29	228
ML_271100	0	29	228
ML_271200	0	29	228
ML_271300	0	29	228
ML_271400	0	160	228
ML_271500	0	44	297

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Additional data used in the air quality assessment

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.

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 Additional data used in the air quality assessment

Table 3: Traffic data used for the operational assessment

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	
1200_1201	366609, 365984 to 365687, 365984	15,571	16,644	1,073	112	112	0	
1201_1173	365687, 366057 to 365647, 366057	9,518	10,220	702	104	105	1	Realignment
1253_1287	367306, 365707 to 367417, 365707	8,023	10,119	2,096	337	346	9	
1253_1462	367306, 365932 to 367288, 365932	8,047	10,141	2,094	337	346	9	
1273_3002	369103, 366739 to 368729, 366739	9,465	0	-9,465	521	0	-521	Realignment
1274_1273	369348, 366756 to 369103, 366756	16,580	0	-16,580	788	0	-788	Realignment
1274_90012	369348, 366792 to 368860, 366792	0	15,895	15,895	0	782	782	Realignment
1276_3002	368431, 366739 to 368729, 366739	10,273	0	-10,273	523	0	-523	Realignment
1280_1287	368303, 365707 to 367417, 365707	0	10,119	10,119	0	346	346	Realignment
1280_90040	368303, 364890 to 368887, 364890	0	9,501	9,501	0	346	346	Realignment
1283_1282	369156, 364893 to 368849, 364893	14,791	0	-14,791	126	0	-126	Realignment
1283_90044	369156, 364950 to 368966, 364950	0	15,249	15,249	0	119	119	Realignment
1285_1282	368920, 364893 to 368849, 364893	20,260	0	-20,260	442	0	-442	Realignment
1285_90048	368920, 364875 to 368945, 364875	0	20,608	20,608	0	437	437	Realignment
1287_1280	367417, 365043 to 368303, 365043	8,023	0	-8,023	337	0	-337	Realignment
1288_1278	368103, 365997 to 367737, 365997	10,277	0	-10,277	523	0	-523	Realignment
1462_1266	367288, 366032 to 367303, 366032	8,546	10,159	1,613	337	345	8	
2120_2545	368891, 371990 to 370341, 371990	2,996	1,499	-1,497	2	0	-2	
2120_90006	368891, 372224 to 368668, 372224	16,622	15,106	-1,516	294	303	9	
2183_2545	368782, 371990 to 370341, 371990	5,659	0	-5,659	59	0	-59	Realignment
2193_2583	369386, 373120 to 369944, 373120	3,293	0	-3,293	23	0	-23	Realignment

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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
		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	
2307_2545	370470, 371990 to 370341, 371990	8,655	9,862	1,207	62	86	24	
2836_2835	368563, 374380 to 368493, 374380	7,951	6,541	-1,410	0	0	0	
2837_2836	368386, 374100 to 368563, 374100	7,893	6,831	-1,062	105	104	-1	
3000_1280	368820, 365043 to 368303, 365043	8,188	0	-8,188	337	0	-337	Realignment
3001_3000	369047, 364919 to 368820, 364919	3,310	0	-3,310	0	0	0	Realignment
3002_2193	370019, 373810 to 369386, 373810	16,925	0	-16,925	308	0	-308	Realignment
3002_3001	368729, 366332 to 369047, 366332	3,593	0	-3,593	0	0	0	Realignment
3002_90016	370019, 374168 to 369536, 374168	0	17,180	17,180	0	308	308	
3003_1271	368604, 367245 to 368206, 367245	10,787	0	-10,787	267	0	-267	Realignment
3003_1273	368604, 366756 to 369103, 366756	7,117	0	-7,117	264	0	-264	Realignment
3003_3002	368604, 366739 to 368729, 366739	3,672	0	-3,672	2	0	-2	Realignment
90001_3520	368643, 372626 to 368547, 372626	8,516	11,702	3,186	140	182	42	
90002_90001	368356, 366354 to 368285, 366354	0	10,303	10,303	0	521	521	Realignment
90003_90030	368364, 366818 to 368355, 366818	0	10,297	10,297	0	521	521	Realignment
90012_3001	368860, 366332 to 369047, 366332	0	3,999	3,999	0	0	0	Realignment
90012_90038	368860, 366867 to 368390, 366867	0	19,894	19,894	0	782	782	Realignment
90014_2188	367635, 372200 to 367308, 372200	19,583	20,028	445	228	189	-39	Realignment
90015_2545	369135, 371990 to 370341, 371990	0	8,363	8,363	0	86	86	Realignment
90015_90035	368252, 366901 to 368334, 366901	0	11,118	11,118	0	264	264	Realignment
90016_2583	369536, 373120 to 369944, 373120	0	2,671	2,671	0	22	22	Realignment
90054_3001	368920, 366332 to 369047, 366332	0	4,094	4,094	0	0	0	Realignment

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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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