

High Speed Rail (Crewe – Manchester)

Background information and data accompanying SES1 and AP1 ES

Air quality

BID AQ-002-0MA03 SES1 and AP1 ES

MA03: Pickmere to Agden and Hulseheath

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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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 Pickmere to Agden and Hulseheath area (MA03).
- 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 to Table 3 present the traffic flows used in the air quality assessment from construction related vehicles on the highway network, on the site haul routes 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 annual average daily traffic flows

Road ID	Start and end coordinates	Annual average daily traffic (AADT) flows				Notes
		2025 without the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 Scenario 4 with the AP1 revised scheme	2025 Scenario 5 with the AP1 revised scheme	
71705_1902	372540, 379420 to 372650, 379340	25,455	24,129	22,161	24,772	
80003_1904	372190, 379440 to 371960, 379600	6,996	10,775	6,888	8,804	
1901_1905	371900, 379740 to 372210, 379580	6,521	8,419	5,723	6,990	
80003_1905	372190, 379440 to 372210, 379580	12,057	13,463	14,212	12,888	
80004_1907	372320, 379540 to 372310, 379410	10,185	13,305	12,176	11,490	
1903_1907	372590, 379320 to 372310, 379410	29,071	27,875	27,211	28,260	
1910_1908	372260, 379340 to 372230, 379390	18,689	21,722	20,251	20,199	
80001_1908	372270, 379380 to 372230, 379390	364	2,535	875	1,515	
80001_1910	372270, 379380 to 372260, 379340	16,774	19,321	17,327	17,241	
1903_1912, 1911_1902	372590, 379320 to 372260, 379470	106,194	108,039	108,131	107,869	
1902_1913, 53027_1903	372650, 379340 to 372710, 379280	160,245	159,279	156,053	160,075	
1904_1914, 1901_1911	371960, 379600 to 371870, 379700	113,116	118,722	114,748	116,567	
1915_1916	372290, 379700 to 372390, 379520	25,072	23,553	21,819	24,323	
2002_2003, 2006_2007	366360, 384590 to 366450, 384420	120,422	125,955	122,205	122,830	
1914_2005, 2034_1901	371870, 379700 to 366870, 383600	119,637	127,131	120,911	123,520	

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Road ID	Start and end coordinates	Annual average daily traffic (AADT) flows				Notes
		2025 without the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 Scenario 4 with the AP1 revised scheme	2025 Scenario 5 with the AP1 revised scheme	
2005_2006, 2003_2004	366870, 383600 to 366520, 384230	103,527	110,551	106,687	107,202	
2020_2006	366560, 383980 to 366520, 384230	20,030	18,502	18,555	18,620	
2006_2007, 2003_2004	366520, 384230 to 366350, 384490	123,501	129,048	125,210	125,782	
2024_2007	366310, 384200 to 366350, 384490	25,106	26,426	26,417	25,517	
2028_2008	366070, 385010 to 366140, 385380	8,145	3,497	6,035	6,672	
2009_2011	366320, 384970 to 366310, 384900	16,088	18,127	17,622	16,759	
2011_2012	366310, 384900 to 366340, 384790	16,054	18,075	17,617	16,722	
2012_2013	366340, 384790 to 366560, 384500	12,968	14,952	14,599	13,758	
2013_2014	366560, 384500 to 366930, 384360	43,201	44,741	44,713	43,766	
2014_2017	366930, 384360 to 366890, 384150	24,433	26,154	26,599	25,394	
2017_2018	366890, 384150 to 366690, 384080	24,433	26,154	26,599	25,394	
2030_2020	366760, 383920 to 366560, 383980	25,281	24,153	24,057	23,994	
2018_2022, 2023_2015	366690, 384080 to 366170, 383860	82,745	83,940	85,434	83,317	
2031_2024	366210, 384060 to 366310, 384200	31,984	34,312	35,211	32,738	
2021_2025	366490, 384100 to 366310, 384430	7,267	8,270	7,637	7,720	
2024_2025	366310, 384200 to 366310, 384430	6,878	7,885	8,794	7,221	
2025_2026	366310, 384430 to 366080, 384950	14,134	16,137	16,414	14,930	
2026_2028	366080, 384950 to 366070, 385010	3,761	1,100	2,989	3,079	
2027_2028	365990, 384970 to 366070, 385010	4,384	2,396	3,045	3,594	
2016_2030	367140, 384280 to 366760, 383920	25,281	24,153	24,057	23,994	

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		2025 without the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 Scenario 4 with the AP1 revised scheme	2025 Scenario 5 with the AP1 revised scheme	
2023_2031	365810, 383770 to 366210, 384060	39,601	41,977	41,710	40,290	
2008_2033	366140, 385380 to 366130, 385540	103,912	102,876	103,491	104,054	
2004_2034	366950, 383580 to 367020, 383480	60,220	62,574	60,181	61,166	
2001_2035, 2007_2008	366180, 385330 to 366270, 384960	175,633	182,041	178,563	178,207	
2027_4001, 4001_2027	365990, 384970 to 365860, 385010	26,922	24,943	24,963	25,960	
5009_5011, 5011_5009	371870, 382720 to 371330, 383120	13,023	11,760	14,501	12,096	
5010_5012, 5012_5010	371980, 382880 to 372370, 383770	6	316	332	84	
5013_5015, 5015_5013	371800, 384270 to 370980, 384550	797	2,066	1,768	908	
5011_5016, 5016_5011	371330, 383120 to 369970, 383680	13,016	11,754	14,495	12,090	
5015_5021, 5021_5015	370980, 384550 to 370210, 385000	791	2,120	1,817	903	
5020_5021, 5021_5020	370030, 384440 to 370210, 385000	8,559	9,683	10,387	8,975	
5023_5057, 5057_5023	367950, 384450 to 368670, 384250	10,681	9,676	12,749	10,425	
1910_7001, 7001_1910	372260, 379340 to 372250, 379290	35,463	41,043	37,578	37,440	
7001_7002, 7002_7001	372250, 379290 to 372170, 378390	31,731	34,260	31,357	33,238	
7001_7003, 7003_7001	372250, 379290 to 371370, 379060	4,369	6,960	6,490	4,459	
5016_7005, 7005_5016	369970, 383680 to 368640, 379240	4,375	5,461	6,080	4,962	
7005_7007, 7007_7005	368640, 379240 to 367410, 377840	6,459	8,036	7,778	6,580	
7002_7009, 7009_7002	372170, 378390 to 371020, 376060	37,728	39,116	38,788	39,292	
8003_8004, 8004_8003	372810, 381650 to 372730, 381700	15,797	14,576	17,253	15,980	
8006_8007, 8007_8006	373640, 380980 to 373680, 381260	6,212	6,809	5,445	6,082	

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		2025 without the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 Scenario 4 with the AP1 revised scheme	2025 Scenario 5 with the AP1 revised scheme	
8007_8008, 8008_8007	373680, 381260 to 373610, 381450	9,263	10,103	9,598	9,571	
8008_8009, 8009_8008	373610, 381450 to 374820, 382740	4,799	6,146	4,212	5,678	
8024_8025, 8025_8024	374590, 378610 to 374750, 378640	22,451	23,473	20,954	22,374	
8038_8048, 8048_8038	375790, 376930 to 375930, 375800	20,149	21,803	21,923	20,681	
8003_8061, 8061_8003	372810, 381650 to 372410, 380380	4,888	7,459	5,645	6,346	
7053_39708, 39708_7053	362220, 381780 to 362140, 382010	12,825	14,448	15,375	13,735	
39709_39711	362050, 381980 to 361980, 382070	11,797	12,428	12,576	12,058	
39712_39713	361930, 382180 to 362100, 382220	17,892	18,989	18,992	18,445	
39826_39714, 39827_2023	366070, 383820 to 362400, 382200	128,908	132,338	132,799	130,114	
39716_39717, 39714_39715	361630, 382080 to 362390, 382250	110,927	113,123	113,644	111,940	
2015_39825, 39824_2016	367140, 384340 to 367180, 384330	102,521	100,716	101,191	100,466	
2022_39826, 2023_2015	366170, 383860 to 366070, 383820	89,307	90,361	91,090	89,823	
39717_39827	362390, 382250 to 364830, 383370	67,067	69,508	69,350	67,830	
39715_39828	361660, 382040 to 361580, 382030	62,658	63,857	64,525	63,279	
71500_70016, 70015_53027	372900, 378410 to 373570, 375530	160,245	159,279	156,053	160,075	
39825_70080, 39824_2016	367180, 384330 to 373640, 385430	102,521	100,716	101,191	100,466	
1913_71500, 70015_53027	372710, 379280 to 372900, 378410	160,245	159,279	156,053	160,075	
1916_71705	372390, 379520 to 372540, 379420	25,455	24,129	22,161	24,772	
1905_80001	372210, 379580 to 372270, 379380	6,485	8,047	5,438	6,805	
1907_80001	372310, 379410 to 372270, 379380	10,650	13,794	12,752	11,924	

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		2025 without the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 Scenario 4 with the AP1 revised scheme	2025 Scenario 5 with the AP1 revised scheme	
80009_80002	372275, 379505 to 372240, 379600	27,921	26,523	26,113	27,069	
1905_80002	372210, 379580 to 372240, 379600	12,093	13,837	14,504	13,077	
1908_80003	372230, 379390 to 372190, 379440	19,053	24,200	21,101	21,680	
1906_80004	372290, 379580 to 372320, 379540	10,568	13,879	12,537	11,950	
1907_80009	372310, 379410 to 372275, 379505	27,921	26,523	26,113	27,069	
80002_95003, 1915_1906	372240, 379600 to 372230, 379670	49,855	53,142	52,137	51,365	
95013_95011	371990, 380530 to 371910, 380470	1,976	4,046	2,160	3,368	
95011_95012	371910, 380470 to 371870, 380360	1,976	4,046	2,160	3,368	
8061_95013, 95013_8061	372410, 380380 to 371990, 380530	5,190	7,797	5,945	6,898	
95016_95014, 95010_95012	371740, 380350 to 371730, 380530	70,046	69,254	68,584	69,321	
80585_96000, 95000_95002	372190, 379780 to 372080, 379900	74,932	76,573	73,942	75,654	
95027_96002, 96001_95016	371910, 380280 to 371960, 380210	74,932	76,598	73,959	75,674	
96007_96009, 96010_96008	372200, 382180 to 372350, 382470	70,046	69,254	68,584	69,321	
96009_96011, 96012_96010	372350, 382470 to 372570, 383040	74,196	74,271	73,724	74,422	
95019_96012, 96011_95018	373310, 383960 to 372720, 383010	74,196	73,951	73,383	74,327	
96019_96021, 96022_96020	373880, 385060 to 374180, 385550	40,895	41,540	42,024	41,803	
5012_98001, 98001_5012	372370, 383770 to 372420, 383720	1,931	3,074	3,628	2,967	
5009_98002, 98002_5009	371870, 382720 to 372140, 382380	12,270	11,268	13,428	11,373	
8004_98006, 98006_8004	372730, 381700 to 372340, 382140	15,381	14,248	16,882	15,489	
98004_98006, 98006_98004	372220, 382290 to 372340, 382140	15,381	14,248	16,883	15,489	

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		2025 without the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 Scenario 4 with the AP1 revised scheme	2025 Scenario 5 with the AP1 revised scheme	
81010_81007, 81007_81010	371651, 377333 to 370616, 378298	961	961	961	961	
2029_2004	366820, 383850 to 366950, 383580	7,617	7,665	6,499	7,552	
2002_2013	366360, 384590 to 366560, 384500	30,242	29,824	30,147	30,032	
2016_2018, 2018_2022	367140, 384280 to 366690, 384080	86,293	86,861	89,186	86,346	
2031_2029	366210, 384060 to 366820, 383850	7,617	7,665	6,499	7,552	
5016_5017, 5017_5016	369970, 383680 to 369890, 383730	17,139	16,673	20,122	16,786	
5017_5018, 5018_5017	369890, 383730 to 369800, 383770	11,421	10,429	13,949	11,029	
5019_5020, 5020_5019	369870, 383850 to 370030, 384440	8,154	9,052	9,890	8,552	
5018_5022, 5022_5018	369800, 383770 to 368760, 384220	13,857	13,226	16,754	13,819	
2010_5023, 5023_2010	366400, 384930 to 367950, 384450	11,974	11,967	14,738	12,282	
5008_5035, 5035_5008	372470, 385070 to 372870, 386450	399	1,078	1,580	532	
5008_5042, 5042_5008	372470, 385070 to 371980, 384780	760	1,548	2,595	1,428	
5022_5057, 5057_5022	368760, 384220 to 368670, 384250	10,904	10,242	13,002	10,540	
8003_8005, 8005_8003	372810, 381650 to 373370, 381160	14,070	14,132	15,644	15,658	
8005_8006, 8006_8005	373370, 381160 to 373640, 380980	11,915	11,164	13,472	12,407	
8007_8023, 8023_8007	373680, 381260 to 375110, 379040	3,054	3,289	4,154	3,475	
7002_8024, 8024_7002	372170, 378390 to 374590, 378610	17,917	17,059	16,401	17,733	
8025_8026, 8026_8025	374750, 378640 to 374990, 378740	20,998	21,858	19,574	20,989	
8030_8031, 8031_8030	375590, 378330 to 375750, 378450	14,175	14,444	15,309	14,666	
8032_8037, 8037_8032	375730, 378230 to 376420, 377550	16,928	17,697	18,200	17,146	

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		2025 without the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 Scenario 4 with the AP1 revised scheme	2025 Scenario 5 with the AP1 revised scheme	
5012_8070, 8070_5012	372370, 383770 to 372270, 383810	1,925	2,802	3,385	2,989	
39710_39708	362140, 382090 to 362140, 382010	6,338	7,030	7,525	6,770	
39708_39709	362140, 382010 to 362050, 381980	6,488	7,417	7,850	6,965	
39716_39712	361630, 382080 to 361930, 382180	13,574	14,473	14,756	14,035	
98005_96009	372130, 382290 to 372350, 382470	4,165	5,065	5,262	5,131	
5100_98001, 98001_5100	373140, 383260 to 372420, 383720	1,931	2,863	3,391	2,853	
98002_98003	372140, 382380 to 372230, 382380	5,897	5,431	6,952	6,046	
98003_98004	372230, 382380 to 372220, 382290	5,897	5,432	6,952	6,046	
98004_98005	372220, 382290 to 372130, 382290	10,538	10,883	11,737	10,438	
98103_98105, 98105_98103	371630, 380340 to 371600, 380410	262	1,159	1,392	612	
5010_81003, 81003_5010	371980, 382880 to 371635, 382894	68	69	68	68	
81006_5009, 5009_81006	370441, 382607 to 371870, 382720	1,875	1,875	1,875	1,875	
7005_7100, 7100_7005 and 7005_7004, 7004_7005	368640, 379240 to 369520, 379160	1,078	1,859	375	294	Realignment
7003_7101, 7101_7003 and 7003_7006, 7006_7003	371370, 379060 to 370370, 377900	3,032	5,099	6,622	4,251	Realignment
7006_7101, 7101_7006 and 7006_7003, 7003_7006	369340, 377010 to 370370, 377900	3,032	5,099	6,326	3,957	Realignment
7100_7101, 7101_7100	369520, 379160 to 370370, 377900	487	487	375	294	Realignment

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		2025 without the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 Scenario 4 with the AP1 revised scheme	2025 Scenario 5 with the AP1 revised scheme	
and 81011_81012, 81012_81011						
5013_90001, 90001_5013 and 5013_5042, 5042_5013	371800, 384270 to 371980, 384230	2,201	3,690	1,606	830	Realignment
5042_90001, 90001_5042 and 5042_5013, 5013_5042	371980, 384780 to 371980, 384230	2,201	3,690	3,998	3,290	Realignment
98005_98002	372130, 382290 to 372140, 382380	6,373	5,836	6,476	5,328	

Table 2: Highway network construction heavy duty vehicle flows

Road ID	Start and end coordinates	Heavy duty vehicles (HDV) flows				Comments
		2025 without the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 Scenario 4 with the AP1 revised scheme	2025 Scenario 5 with the AP1 revised scheme	
71705_1902	372540, 379420 to 372650, 379340	1,298	1,794	1,865	1,585	
80003_1904	372190, 379440 to 371960, 379600	131	269	244	210	
1901_1905	371900, 379740 to 372210, 379580	366	320	306	236	
80003_1905	372190, 379440 to 372210, 379580	779	1,215	1,345	889	
80004_1907	372320, 379540 to 372310, 379410	715	1,138	1,021	788	
1903_1907	372590, 379320 to 372310, 379410	1,425	1,891	2,118	1,727	
1910_1908	372260, 379340 to 372230, 379390	908	1,303	1,440	1,040	
80001_1908	372270, 379380 to 372230, 379390	3	186	159	76	
80001_1910	372270, 379380 to 372260, 379340	1,076	1,288	1,321	992	

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Road ID	Start and end coordinates	Heavy duty vehicles (HDV) flows				Comments
		2025 without the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 Scenario 4 with the AP1 revised scheme	2025 Scenario 5 with the AP1 revised scheme	
1903_1912, 1911_1902	372590, 379320 to 372260, 379470	19,920	20,139	20,025	20,016	
1902_1913, 53027_1903	372650, 379340 to 372710, 379280	22,445	23,596	23,665	23,082	
1904_1914, 1901_1911	371960, 379600 to 371870, 379700	20,108	20,478	20,257	20,296	
1915_1916	372290, 379700 to 372390, 379520	1,290	1,747	1,680	1,526	
2002_2003, 2006_2007	366360, 384590 to 366450, 384420	21,078	21,186	21,065	20,968	
1914_2005, 2034_1901	371870, 379700 to 366870, 383600	20,475	20,793	20,613	20,519	
2005_2006, 2003_2004	366870, 383600 to 366520, 384230	20,058	20,328	20,207	20,062	
2020_2006	366560, 383980 to 366520, 384230	1,110	1,034	1,056	1,056	
2006_2007, 2003_2004	366520, 384230 to 366350, 384490	21,211	21,365	21,257	21,119	
2024_2007	366310, 384200 to 366350, 384490	2,816	2,836	2,844	2,821	
2028_2008	366070, 385010 to 366140, 385380	428	299	395	433	
2009_2011	366320, 384970 to 366310, 384900	411	508	491	429	
2011_2012	366310, 384900 to 366340, 384790	410	507	491	428	
2012_2013	366340, 384790 to 366560, 384500	283	316	309	285	
2013_2014	366560, 384500 to 366930, 384360	6,208	6,071	6,045	6,159	
2014_2017	366930, 384360 to 366890, 384150	2,161	2,200	2,171	2,283	
2017_2018	366890, 384150 to 366690, 384080	2,161	2,200	2,171	2,283	
2030_2020	366760, 383920 to 366560, 383980	1,320	1,241	1,263	1,264	
2018_2022, 2023_2015	366690, 384080 to 366170, 383860	13,960	13,930	13,962	14,015	
2031_2024	366210, 384060 to 366310, 384200	2,932	2,956	2,964	2,941	

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		2025 without the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 Scenario 4 with the AP1 revised scheme	2025 Scenario 5 with the AP1 revised scheme	
2021_2025	366490, 384100 to 366310, 384430	255	289	262	256	
2024_2025	366310, 384200 to 366310, 384430	116	120	120	120	
2025_2026	366310, 384430 to 366080, 384950	379	417	393	384	
2026_2028	366080, 384950 to 366070, 385010	117	80	113	131	
2027_2028	365990, 384970 to 366070, 385010	312	221	283	303	
2016_2030	367140, 384280 to 366760, 383920	1,320	1,241	1,263	1,264	
2023_2031	365810, 383770 to 366210, 384060	3,071	3,126	3,092	3,111	
2008_2033	366140, 385380 to 366130, 385540	14,943	14,861	15,011	14,987	
2004_2034	366950, 383580 to 367020, 383480	9,832	9,828	9,744	9,717	
2001_2035, 2007_2008	366180, 385330 to 366270, 384960	29,917	29,867	29,712	29,737	
2027_4001, 4001_2027	365990, 384970 to 365860, 385010	1,310	1,237	1,291	1,303	
5009_5011, 5011_5009	371870, 382720 to 371330, 383120	318	331	353	347	
5010_5012, 5012_5010	371980, 382880 to 372370, 383770	0	311	326	49	
5013_5015, 5015_5013	371800, 384270 to 370980, 384550	21	48	53	21	
5011_5016, 5016_5011	371330, 383120 to 369970, 383680	312	326	348	342	
5015_5021, 5021_5015	370980, 384550 to 370210, 385000	14	14	15	16	
5020_5021, 5021_5020	370030, 384440 to 370210, 385000	103	116	106	104	
5023_5057, 5057_5023	367950, 384450 to 368670, 384250	337	384	449	446	
1910_7001, 7001_1910	372260, 379340 to 372250, 379290	1,984	2,591	2,761	2,032	
7001_7002, 7002_7001	372250, 379290 to 372170, 378390	1,879	2,224	2,303	1,927	

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		2025 without the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 Scenario 4 with the AP1 revised scheme	2025 Scenario 5 with the AP1 revised scheme	
7001_7003, 7003_7001	372250, 379290 to 371370, 379060	108	369	456	163	
5016_7005, 7005_5016	369970, 383680 to 368640, 379240	100	150	181	180	
7005_7007, 7007_7005	368640, 379240 to 367410, 377840	145	195	216	216	
7002_7009, 7009_7002	372170, 378390 to 371020, 376060	1,739	2,051	2,209	1,793	
8003_8004, 8004_8003	372810, 381650 to 372730, 381700	379	413	433	509	
8006_8007, 8007_8006	373640, 380980 to 373680, 381260	78	341	155	489	
8007_8008, 8008_8007	373680, 381260 to 373610, 381450	91	341	186	489	
8008_8009, 8009_8008	373610, 381450 to 374820, 382740	89	340	64	485	
8024_8025, 8025_8024	374590, 378610 to 374750, 378640	192	217	154	187	
8038_8048, 8048_8038	375790, 376930 to 375930, 375800	109	100	234	101	
8003_8061, 8061_8003	372810, 381650 to 372410, 380380	160	442	209	478	
7053_39708, 39708_7053	362220, 381780 to 362140, 382010	1,503	1,464	1,498	1,481	
39709_39711	362050, 381980 to 361980, 382070	1,954	1,748	1,755	1,809	
39712_39713	361930, 382180 to 362100, 382220	2,581	2,456	2,449	2,509	
39826_39714, 39827_2023	366070, 383820 to 362400, 382200	17,200	17,242	17,234	17,306	
39716_39717, 39714_39715	361630, 382080 to 362390, 382250	14,602	14,578	14,500	14,655	
2015_39825, 39824_2016	367140, 384340 to 367180, 384330	17,043	16,687	16,773	16,728	
2022_39826, 2023_2015	366170, 383860 to 366070, 383820	14,129	14,116	14,143	14,194	
39717_39827	362390, 382250 to 364830, 383370	7,502	7,554	7,520	7,542	
39715_39828	361660, 382040 to 361580, 382030	10,432	10,197	10,137	10,338	

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		2025 without the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 Scenario 4 with the AP1 revised scheme	2025 Scenario 5 with the AP1 revised scheme	
71500_70016, 70015_53027	372900, 378410 to 373570, 375530	22,445	23,596	23,665	23,082	
39825_70080, 39824_2016	367180, 384330 to 373640, 385430	17,043	16,687	16,773	16,728	
1913_71500, 70015_53027	372710, 379280 to 372900, 378410	22,445	23,596	23,665	23,082	
1916_71705	372390, 379520 to 372540, 379420	1,298	1,794	1,865	1,585	
1905_80001	372210, 379580 to 372270, 379380	364	271	251	206	
1907_80001	372310, 379410 to 372270, 379380	717	1,184	1,219	836	
80009_80002	372275, 379505 to 372240, 379600	1,381	1,798	1,896	1,625	
1905_80002	372210, 379580 to 372240, 379600	781	1,256	1,398	912	
1908_80003	372230, 379390 to 372190, 379440	910	1,455	1,589	1,090	
1906_80004	372290, 379580 to 372320, 379540	723	1,193	1,220	844	
1907_80009	372310, 379410 to 372275, 379505	1,381	1,798	1,896	1,625	
80002_95003, 1915_1906	372240, 379600 to 372230, 379670	2,867	4,044	4,102	3,250	
95013_95011	371990, 380530 to 371910, 380470	87	317	246	245	
95011_95012	371910, 380470 to 371870, 380360	87	317	246	245	
8061_95013, 95013_8061	372410, 380380 to 371990, 380530	166	447	213	484	
95016_95014, 95010_95012	371740, 380350 to 371730, 380530	4,005	5,217	5,413	4,446	
80585_96000, 95000_95002	372190, 379780 to 372080, 379900	4,157	5,689	5,775	4,759	
95027_96002, 96001_95016	371910, 380280 to 371960, 380210	4,157	5,705	5,782	4,767	
96007_96009, 96010_96008	372200, 382180 to 372350, 382470	4,005	5,217	5,413	4,446	
96009_96011, 96012_96010	372350, 382470 to 372570, 383040	4,057	5,306	5,498	4,565	

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		2025 without the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 Scenario 4 with the AP1 revised scheme	2025 Scenario 5 with the AP1 revised scheme	
95019_96012, 96011_95018	373310, 383960 to 372720, 383010	4,057	5,048	5,252	4,500	
96019_96021, 96022_96020	373880, 385060 to 374180, 385550	2,137	2,710	2,874	2,414	
5012_98001, 98001_5012	372370, 383770 to 372420, 383720	0	330	344	136	
5009_98002, 98002_5009	371870, 382720 to 372140, 382380	357	373	391	385	
8004_98006, 98006_8004	372730, 381700 to 372340, 382140	367	395	485	462	
98004_98006, 98006_98004	372220, 382290 to 372340, 382140	367	395	485	462	
81010_81007, 81007_81010	371651, 377333 to 370616, 378298	45	46	45	45	
2029_2004	366820, 383850 to 366950, 383580	139	170	128	170	
2002_2013	366360, 384590 to 366560, 384500	5,917	5,747	5,715	5,857	
2016_2018, 2018_2022	367140, 384280 to 366690, 384080	16,768	16,653	16,746	16,744	
2031_2029	366210, 384060 to 366820, 383850	139	170	128	170	
5016_5017, 5017_5016	369970, 383680 to 369890, 383730	410	474	526	519	
5017_5018, 5018_5017	369890, 383730 to 369800, 383770	324	386	438	431	
5019_5020, 5020_5019	369870, 383850 to 370030, 384440	162	150	162	163	
5018_5022, 5022_5018	369800, 383770 to 368760, 384220	400	450	511	507	
2010_5023, 5023_2010	366400, 384930 to 367950, 384450	344	392	458	455	
5008_5035, 5035_5008	372470, 385070 to 372870, 386450	10	11	10	10	
5008_5042, 5042_5008	372470, 385070 to 371980, 384780	13	26	27	27	
5022_5057, 5057_5022	368760, 384220 to 368670, 384250	354	402	469	464	
8003_8005, 8005_8003	372810, 381650 to 373370, 381160	305	496	292	750	

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Road ID	Start and end coordinates	Heavy duty vehicles (HDV) flows				Comments
		2025 without the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 Scenario 4 with the AP1 revised scheme	2025 Scenario 5 with the AP1 revised scheme	
8005_8006, 8006_8005	373370, 381160 to 373640, 380980	255	445	252	700	
8007_8023, 8023_8007	373680, 381260 to 375110, 379040	13	1	32	0	
7002_8024, 8024_7002	372170, 378390 to 374590, 378610	240	264	199	235	
8025_8026, 8026_8025	374750, 378640 to 374990, 378740	192	217	154	187	
8030_8031, 8031_8030	375590, 378330 to 375750, 378450	92	92	88	94	
8032_8037, 8037_8032	375730, 378230 to 376420, 377550	374	335	305	355	
5012_8070, 8070_5012	372370, 383770 to 372270, 383810	0	67	98	136	
39710_39708	362140, 382090 to 362140, 382010	485	463	481	475	
39708_39709	362140, 382010 to 362050, 381980	1,018	1,001	1,017	1,006	
39716_39712	361630, 382080 to 361930, 382180	1,306	1,158	1,146	1,217	
98005_96009	372130, 382290 to 372350, 382470	41	88	167	119	
5100_98001, 98001_5100	373140, 383260 to 372420, 383720	0	165	172	68	
98002_98003	372140, 382380 to 372230, 382380	204	194	216	217	
98003_98004	372230, 382380 to 372220, 382290	204	194	216	217	
98004_98005	372220, 382290 to 372130, 382290	193	253	343	275	
98103_98105, 98105_98103	371630, 380340 to 371600, 380410	16	90	346	121	
5010_81003, 81003_5010	371980, 382880 to 371635, 382894	0	0	0	0	
81006_5009, 5009_81006	370441, 382607 to 371870, 382720	89	89	89	89	
7005_7100, 7100_7005 and	368640, 379240 to 369520, 379160	11	136	87	57	Realignment

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Road ID	Start and end coordinates	Heavy duty vehicles (HDV) flows				Comments
		2025 without the AP1 revised scheme	2025 Scenario 2 with the AP1 revised scheme	2025 Scenario 4 with the AP1 revised scheme	2025 Scenario 5 with the AP1 revised scheme	
7005_7004, 7004_7005						
7003_7101, 7101_7003 and 7003_7006, 7006_7003	371370, 379060 to 370370, 377900	104	328	465	169	Realignment
7006_7101, 7101_7006 and 7006_7003, 7003_7006	369340, 377010 to 370370, 377900	104	328	437	111	Realignment
7100_7101, 7101_7100 and 81011_81012, 81012_81011	369520, 379160 to 370370, 377900	15	16	87	57	Realignment
5013_90001, 90001_5013 and 5013_5042, 5042_5013	371800, 384270 to 371980, 384230	21	34	65	157	Realignment
5042_90001, 90001_5042 and 5042_5013, 5013_5042	371980, 384780 to 371980, 384230	21	34	21	21	Realignment
98005_98002	372130, 382290 to 372140, 382380	152	178	175	168	

Table 3: Site haul road and along the route construction traffic flows in the Pickmere to Agden and Hulseheath area (MA03)

Road ID	No. 40 tonne ADT	No. 20 tonne HGV	No. 40 tonne ADT (along the route)
MA03/01	0	160	0
MA03/01 (TN08a)	228	93	0
MA03/02	0	67	0
MA03/03	0	267	0
MA03/03a	0	267	0
MA03/03a (TN08b)	288	215	0
MA03/04	0	52	0

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Road ID	No. 40 tonne ADT	No. 20 tonne HGV	No. 40 tonne ADT (along the route)
MA03/05	0	121	0
MA03/05 (TN09a)	357	86	0
MA03/06a	0	139	0
MA03/06a (TN09b)	139	129	0
MA03/06b	0	119	0
MA03/06b (TN09c)	468	79	0
MA03/07	0	10	0
MA03/07a	0	71	0
MA06/01a	0	44	0
MA06/03a (TN12)	377	258	0
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
ML_271600	0	25	297
ML_271700	0	25	297
ML_271800	0	25	297
ML_271900	0	25	297
ML_272000	0	25	297
ML_272100	0	25	297
ML_272200	0	25	297
ML_272300	0	25	300
ML_272400	0	29	348
ML_272500	0	14	293
ML_272600	0	14	293
ML_272700	0	14	293
ML_272800	0	15	293
ML_272900	0	15	293
ML_273000	0	15	293
ML_273100	0	15	293
ML_273200	0	15	293
ML_273300	0	16	293
ML_273400	0	16	293
ML_273500	0	16	293
ML_273600	0	16	293

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Road ID	No. 40 tonne ADT	No. 20 tonne HGV	No. 40 tonne ADT (along the route)
ML_273700	0	0	293
ML_273800	0	25	306
ML_273900	0	15	288
ML_274000	0	267	288
ML_274100	0	0	362
ML_274200	0	19	357
ML_274300	0	19	357
ML_274400	0	18	357
ML_274500	0	18	357
ML_274600	0	18	357
ML_274700	0	18	380
ML_274800	0	10	357
ML_274900	0	10	357
ML_275000	0	10	357
ML_275100	0	10	357
ML_275200	0	10	357
ML_275300	0	10	357
ML_275400	0	9	357
ML_275500	0	9	357
ML_275600	0	52	357
ML_275700	0	33	357
ML_275800	0	121	357
ML_275900	0	22	357
ML_276000	0	22	357
ML_276100	0	22	357
ML_276200	0	21	357
ML_276300	0	21	357
ML_276400	0	12	357
ML_276500	0	12	357
ML_276600	0	12	357
ML_276700	0	12	357
ML_276800	0	12	357
ML_276900	0	12	357
ML_277000	0	12	357
ML_277100	0	12	357
ML_277200	0	12	357
ML_277300	0	12	357

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Road ID	No. 40 tonne ADT	No. 20 tonne HGV	No. 40 tonne ADT (along the route)
ML_277400	0	20	375
ML_277500	0	16	367
ML_277600	0	18	367
ML_277700	0	18	367
ML_277800	0	189	367
ML_277900	0	189	367
ML_278000	0	189	367
ML_278100	0	189	367
ML_278200	0	62	367
ML_278300	0	22	367
ML_278400	0	22	367
ML_278500	0	119	468
ML_278600	0	21	210
ML_278700	0	21	210
ML_278800	0	21	210
ML_278900	0	21	257
ML_279000	0	139	139
ML_279100	0	5	38
ML_279200	0	38	38
ML_279300	0	38	38
ML_279400	0	71	52
ML_279500	0	33	38
ML_279600	0	10	38
ML_279700	0	2	38
MS_277000	0	0	0
MS_277100	0	0	0
MS_277200	0	0	0
MS_277300	0	0	0
MS_277400	0	0	0
MS_277500	0	0	0
MS_277600	0	0	0
MS_277700	0	0	0
MS_277800	0	0	0
MS_277900	0	0	0
MS_278000	0	0	0
MS_278100	0	0	0
MS_278200	0	0	0

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Road ID	No. 40 tonne ADT	No. 20 tonne HGV	No. 40 tonne ADT (along the route)
MS_278300	0	0	0
MS_278400	0	0	0
MS_278500	0	0	0
MS_278600	0	5	344
MS_278700	0	5	344
MS_278800	0	5	344
MS_278900	0	0	344
MS_279000	0	5	344
MS_279100	0	5	344
MS_279200	0	5	344
MS_279300	0	44	344
MS_279400	0	14	336
MS_279500	0	14	336
MS_279600	0	12	336
MS_279700	0	6	336
MS_279800	0	6	336
MS_279900	0	6	336

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3 Operational traffic data

- 3.1.1 Table 4 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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Table 4: Highway network operation traffic flows in the Pickmere to Agden and Hulseheath area (MA03)

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	
1914_2005, 2034_1901	371870, 379700 to 366870, 383600	138,476	138,711	235	20,222	20,174	-48	Realignment
2016_2018, 2018_2022	367140, 384280 to 366690, 384080	89,043	89,786	743	16,382	16,139	-243	
5009_5010, 5010_5009	371870, 382720 to 371980, 382880	539	541	2	0	0	0	Realignment
5009_5011, 5011_5009	371870, 382720 to 371330, 383120	11,281	10,351	-930	254	270	16	Realignment
5013_5015, 5015_5013	371800, 384270 to 370980, 384550	918	558	-360	20	21	1	Realignment
5013_5042, 5042_5013	371800, 384270 to 371980, 384780	1,836	0	-1,836	20	0	-20	Realignment
7004_7005, 7005_7004	371200, 379130 to 368640, 379240	1,267	0	-1,267	9	0	-9	Realignment
7003_7006, 7006_7003	371370, 379060 to 369340, 377010	3,086	0	-3,086	106	0	-106	Realignment
8008_8051, 8051_8008	373610, 381450 to 373570, 381530	6,490	7,604	1,114	53	53	0	
5013_8070, 8070_5013	371800, 384270 to 372270, 383810	1,653	0	-1,653	0	0	0	Realignment
5012_8070, 8070_5012	372370, 383770 to 372270, 383810	1,653	2,988	1,335	0	0	0	
39826_39714, 39827_2023	366070, 383820 to 362400, 382200	131,049	132,596	1,547	17,181	17,071	-110	

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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	
39825_70080, 39824_2016	367180, 384330 to 373640, 385430	102,409	103,399	990	15,524	15,280	-244	
98005_96009, slip road	372130, 382290 to 372350, 382470	4,494	5,944	1,450	41	66	25	
96009_96011, 96012_96010	372350, 382470 to 372570, 383040	77,776	79,671	1,895	4,057	4,113	56	
5012_98001, 98001_5012	372370, 383770 to 372420, 383720	1,656	2,969	1,313	0	0	0	
5009_98002, 98002_5009	371870, 382720 to 372140, 382380	10,834	10,448	-386	293	310	17	Realignment
98004_98005	372220, 382290 to 372130, 382290	10,212	11,227	1,015	174	202	28	
7003_7101	371370, 379060 to 370370, 377900	0	3,964	3,964	0	113	113	Realignment
7006_7101	369340, 377010 to 370370, 377900	0	3,797	3,797	0	113	113	Realignment
7100_7101	369520, 379160 to 370370, 377900	0	167	167	0	0	0	Realignment
5013_90001	371800, 384270 to 371980, 384230	0	558	558	0	21	21	Realignment
5042_90001	371980, 384780 to 371980, 384230	0	3,544	3,544	0	20	20	Realignment
8070_90001	372270, 383810 to 371980, 384230	0	2,988	2,988	0	0	0	Realignment
81010_81007, 81007_81010	371651, 377333 to 370616, 378298	1,027	1,027	0	46	46	0	Realignment

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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	
5010_81003	371980, 382880 to 371635, 382894	72	72	0	0	0	0	Realignment
81006_5009	370441, 382607 to 371870, 382720	2,002	2,002	0	89	89	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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