

High Speed Rail (Crewe – Manchester)

Background information and data accompanying SES2 and AP2 ES

Air quality

BID AQ-002-0MA02 SES2 and AP2 ES

Additional data used in the air quality assessment

MA02: Wimboldsley to Lostock Gralam

High Speed Rail (Crewe – Manchester)

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Air quality

BID AQ-002-0MA02 SES2 and AP2 ES

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MA02: Wimboldsley to Lostock Gralam



Department for Transport

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**Background Information and Data accompanying Supplementary Environmental Statement 2 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 2 (SES2) and Additional Provision 2 Environmental Statement (AP2 ES)¹ for the Wimboldsley to Lostock Gralam (MA02) community area.
- 1.1.2 This document contains the traffic data that was used in the air quality assessment set out in the SES2 and AP2 ES.
- 1.1.3 This document details supplementary air quality baseline data not reported in the BID document² that accompanied the High Speed Two (HS2) High Speed Rail (Crewe – Manchester) Environmental Statement (the main ES)³ or the Supplementary Environmental Statement 1 (SES1)⁴ and Additional Provision 1 Environmental Statement (AP1) both published in 2022.
- 1.1.4 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 2022, which was assessed in the main ES;
 - ‘the SES1 scheme’– the original scheme with any changes described in SES1 that are within the existing powers of the Bill;
 - ‘the AP1 revised scheme’ – the original scheme as amended by SES1 changes and AP1 amendments;
 - ‘the SES2 scheme’ – the original scheme with any changes described in SES1 (submitted in July 2022) and the SES2; and

¹ High Speed Two Ltd (2023), High Speed Rail (Crewe – Manchester), *Supplementary Environmental Statement 2 and Additional Provision 2 Environmental Statement*. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-supplementary-environmental-statement-2-and-additional-provision-2-environmental-statement>.

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

⁴ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Supplementary Environmental Statement 1 and Additional Provision 1 Environmental Statement Background Information and Data*. 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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- 'the AP2 revised scheme' – the original scheme as amended by SES1 and SES2 changes (as relevant) and AP2 amendments.

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2 Methodology

- 2.1.1 Details of the methodology used are provided in the Environmental Impact Assessment Scope and Methodology Report (SMR)⁵ (see main ES Volume 5, Appendix: CT-001-00001).

⁵ 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>.

3 Construction traffic data

- 3.1.1 Table 1 and Table 2 present the traffic flows used in the air quality assessment from construction related vehicles on the highway network (annual average daily traffic (AADT) and heavy-duty vehicles (HDV)), on the site haul routes and at areas of construction activities along the route. Vehicles along the haul routes 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.

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Table 1: Highway network construction traffic flows in the Wimboldsley to Lostock Gralam (MA02) community area

Road ID	Start and end coordinates	AADT flows				HDV flows				Notes
		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
1005_1004, 1004_1005	362575, 366823 to 362550, 366855	15,246	16,703	16,749	-	75	74	74	-	-
1007_1005, 1005_1007	362802, 366175 to 362575, 366823	15,246	16,703	16,749	-	75	74	74	-	-
1011_1010, 1010_1011	363198, 365522 to 363176, 365562	14,280	15,478	15,649	-	97	96	97	-	-
1012_1016, 1016_1012	363220, 365474 to 363282, 365353	5,871	6,925	6,680	-	23	25	23	-	-
1016_1077, 1077_1016	363282, 365353 to 363305, 365385	4,108	5,171	4,924	-	23	25	23	-	-
1035_1006, 1006_1035	362738, 366990 to 362618, 366941	10,797	11,802	11,642	-	145	151	143	-	-
1037_1035, 1035_1037	362702, 367085 to 362738, 366990	12,405	13,593	13,299	-	0	0	0	-	-
1077_1078, 1078_1077	363305, 365385 to 363705, 365119	3,902	4,986	4,730	-	1	3	1	-	-
1083_1088, 1088_1083	363788, 365072 to 363772, 365082	3,791	4,989	4,613	-	44	46	44	-	-
1083_1089, 1089_1083	363788, 365072 to 364197, 364959	3,623	4,824	4,447	-	44	46	44	-	-
1087_1088, 1088_1087	363712, 365113 to 363772, 365082	3,791	4,989	4,613	-	44	46	44	-	-

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Road ID	Start and end coordinates	AADT flows				HDV flows				Notes
		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
1089_1091, 1091_1089	364197, 364959 to 364222, 364921	3,683	4,695	4,495	-	44	46	44	-	-
1091_1092, 1092_1091	364222, 364921 to 364240, 364867	3,237	4,693	3,897	-	44	46	44	-	-
1092_1101, 1101_1092	364240, 364867 to 364391, 364537	3,089	4,546	3,749	-	44	46	44	-	-
1098_1110, 1110_1098	364668, 364961 to 364883, 364665	14,017	15,852	14,352	-	241	312	239	-	-
1099_1098, 1098_1099	364420, 364639 to 364668, 364961	2,114	3,117	2,702	-	23	24	23	-	-
1099_1101, 1101_1099	364420, 364639 to 364391, 364537	2,070	3,284	2,679	-	23	24	22	-	-
1110_1112, 1112_1110	364883, 364665 to 364998, 364300	13,251	15,320	13,632	-	263	333	261	-	-
1112_1122, 1122_1112	364998, 364300 to 365020, 364234	12,625	14,701	13,006	-	263	333	261	-	-
1125_1126, 1126_1125	365188, 363715 to 365111, 363957	12,009	14,036	12,358	-	263	333	261	-	-
1125_1128, 1128_1125	365188, 363715 to 365212, 363572	12,009	14,036	12,358	-	263	333	261	-	-
1126_1122, 1122_1126	365111, 363957 to 365020, 364234	12,055	14,137	12,437	-	263	333	261	-	-
1171_1468	365581, 366291 to 365577, 366237	20,903	22,009	21,064	-	389	456	388	-	-

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Road ID	Start and end coordinates	AADT flows				HDV flows				Notes
		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
1186_1187, 1187_1186	366583, 366119 to 366535, 366236	2,767	4,085	2,699	-	71	69	74	-	-
1186_1188, 1188_1186	366583, 366119 to 366729, 366137	5,056	3,945	4,405	-	116	112	118	-	-
1187_1230, 1230_1187	366535, 366236 to 366485, 366337	2,648	3,965	2,583	-	71	69	74	-	-
1188_1190, 1190_1188	366729, 366137 to 366817, 366127	5,178	4,057	4,426	-	138	134	141	-	-
1193_1192, 1192_1193	366958, 366076 to 366927, 366112	5,826	4,689	4,984	-	163	160	160	-	-
1200_1196, 1196_1200	366609, 365879 to 366907, 366020	14,740	13,437	15,122	-	47	43	50	-	-
1201_1173, 1173_1201	365687, 365984 to 365647, 366057	14,740	13,437	15,122	-	47	43	50	-	-
1204_1206, 1206_1204	365762, 366421 to 365926, 366523	3,114	4,131	3,082	-	86	86	86	-	-
1206_1208, 1208_1206	365926, 366523 to 366013, 366569	3,351	4,401	3,416	-	86	86	86	-	-
1208_1210, 1210_1208	366013, 366569 to 366101, 366731	3,152	4,198	3,224	-	86	86	86	-	-
1210_1212, 1212_1210	366101, 366731 to 366176, 366895	3,225	4,271	3,296	-	85	86	85	-	-
1212_1221, 1221_1212	366176, 366895 to 366307, 366624	3,219	4,396	3,171	-	90	87	92	-	-

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Road ID	Start and end coordinates	AADT flows				HDV flows				Notes
		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
1221_1223, 1223_1221	366307, 366624 to 366369, 366551	2,990	4,193	2,954	-	90	87	92	-	-
1223_1228, 1228_1223	366369, 366551 to 366444, 366412	3,104	4,318	3,076	-	27	24	30	-	-
1228_1230, 1230_1228	366444, 366412 to 366485, 366337	2,411	3,698	2,379	-	71	69	74	-	-
1252_1257, 1257_1252	366855, 367971 to 366856, 367260	10,440	12,776	11,071	-	487	538	515	-	-
1253_1462, 1462_1253	367306, 365743 to 367288, 365932	6,367	7,076	12,418	-	364	269	437	-	-
1257_1259, 1259_1257	366856, 367260 to 366981, 366980	6,863	9,107	8,016	-	395	312	437	-	-
1261_1259, 1259_1261	367158, 366574 to 366981, 366980	6,680	8,679	7,797	-	393	311	436	-	-
1261_1263, 1263_1261	367158, 366574 to 367287, 366263	8,578	10,388	9,567	-	390	308	433	-	-
1265_1266, 1266_1265	367305, 366085 to 367303, 366032	9,887	12,326	11,366	-	711	624	748	-	-
1267_1269, 1269_1267	367370, 368067 to 367893, 367515	9,088	9,103	11,994	-	294	251	233	-	-
1269_1271, 1271_1269	367893, 367515 to 368206, 367245	9,078	9,089	11,987	-	294	251	233	-	-
1271_90015, 90015_1271	368206, 367245 to 368252, 367211	0	0	11,135	-	0	0	289	-	Realignment

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		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
1273_3002, 3002_1273	369103, 366756 to 368729, 366739	10,255	10,825	0	-	510	609	0	-	-
1274_1273, 1273_1274	369348, 366726 to 369103, 366756	16,548	15,928	0	-	801	1,161	0	-	-
1274_1289, 1289_1274	369348, 366726 to 369672, 366537	16,724	16,400	14,366	-	800	1,159	974	-	-
1274_90012, 90012_1274	369348, 366726 to 368860, 366792	0	0	12,676	-	0	0	974	-	Realignment
1275_1274, 1274_1275	369265, 366634 to 369348, 366726	297	584	1,709	-	0	0	0	-	-
1276_3002, 3002_1276	368431, 366612 to 368729, 366739	11,145	12,826	0	-	514	614	0	-	-
1278_1266, 1266_1278	367737, 365997 to 367303, 366032	10,873	11,907	8,051	-	514	514	504	-	-
1280_90040, 90040_1280	368303, 365043 to 368887, 364890	0	0	12,537	-	0	0	1,142	-	Realignment
1283_1282, 1282_1283	369156, 365183 to 368849, 364893	12,524	15,567	0	-	141	141	0	-	-
1283_90044, 90044_1283	369156, 365183 to 368966, 364950	0	0	15,536	-	0	0	120	-	Realignment
1285_1282, 1282_1285	368920, 363668 to 368849, 364893	18,008	19,765	0	-	467	874	0	-	-
1285_2064, 2064_1285	368920, 363668 to 368291, 361672	17,358	17,601	20,863	-	442	981	1,258	-	-

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Road ID	Start and end coordinates	AADT flows				HDV flows				Notes
		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
1285_90048, 90048_1285	368920, 363668 to 368945, 364875	0	0	22,947	-	0	0	1,186	-	Realignment
1287_1280, 1280_1287	367417, 365707 to 368303, 365043	6,331	7,036	12,385	-	364	269	437	-	-
1288_1276, 1276_1288	368103, 366233 to 368431, 366612	11,149	12,829	0	-	514	614	0	-	-
1288_1278, 1278_1288	368103, 366233 to 367737, 365997	11,149	11,578	0	-	514	528	0	-	-
1292_1291, 1291_1292	369822, 366634 to 369766, 366476	8,490	9,944	8,223	-	68	68	68	-	-
1292_1294, 1294_1292	369822, 366634 to 369772, 366732	7,791	9,490	8,079	-	68	68	68	-	-
1296_1294, 1294_1296	369765, 366876 to 369772, 366732	7,546	9,246	7,876	-	0	0	0	-	-
1299_1298, 1298_1299	369453, 367469 to 369684, 366979	7,604	9,314	7,942	-	0	0	0	-	-
1301_1299, 1299_1301	369805, 368751 to 369453, 367469	7,592	9,329	7,957	-	0	28	28	-	-
1301_1414, 1414_1301	369805, 368751 to 369940, 368339	11,816	10,863	11,076	-	628	858	675	-	-
1301_2132, 2132_1301	369805, 368751 to 369187, 370624	18,194	19,568	18,319	-	629	863	677	-	-
1302_1291, 1291_1302	369807, 366438 to 369766, 366476	23,558	25,972	20,988	-	868	1,217	1,040	-	-

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		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
1302_1457	369807, 366438 to 369919, 366407	15,073	15,851	13,716	-	485	633	542	-	-
1303_1304	369961, 366389 to 370003, 366398	9,397	7,162	9,032	-	484	577	515	-	-
1303_1307	369961, 366389 to 369968, 366368	5,693	8,745	4,865	-	7	61	32	-	-
1304_1305	370003, 366398 to 369988, 366383	7,485	6,326	7,837	-	374	563	497	-	-
1305_1307	369988, 366383 to 369968, 366368	8,270	7,104	8,620	-	374	563	497	-	-
1307_1308	369968, 366368 to 369927, 366327	13,963	15,856	13,486	-	381	623	529	-	-
1308_1310	369927, 366327 to 369886, 366286	8,088	10,014	7,341	-	7	62	32	-	-
1309_1302	369895, 366330 to 369807, 366438	12,860	13,625	12,051	-	382	584	498	-	--
1310_1309	369886, 366286 to 369895, 366330	6,988	7,796	5,901	-	6	20	2	-	-
1310_1321, 1321_1310	369886, 366286 to 369932, 366238	5,491	6,328	3,987	-	14	82	34	-	-
1311_1310, 1310_1311	369790, 366207 to 369886, 366286	11,003	12,787	11,137	-	0	0	0	-	-
1313_1311, 1311_1313	369728, 366083 to 369790, 366207	9,462	11,297	9,619	-	0	0	0	-	-

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		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
1315_1283, 1283_1315	369563, 365591 to 369156, 365183	12,572	15,617	15,608	-	153	153	132	-	-
1315_1313, 1313_1315	369563, 365591 to 369728, 366083	9,180	11,070	9,270	-	0	0	0	-	-
1315_1316, 1316_1315	369563, 365591 to 369686, 365500	4,270	5,712	6,783	-	153	154	131	-	-
1318_1316, 1316_1318	369990, 365548 to 369686, 365500	4,257	5,949	6,638	-	153	154	131	-	-
1318_1320, 1320_1318	369990, 365548 to 370193, 365552	4,703	6,409	7,049	-	153	154	131	-	-
1320_1331, 1331_1320	370193, 365552 to 370429, 365558	4,165	5,738	6,552	-	124	117	104	-	-
1323_1321, 1321_1323	370101, 365990 to 369932, 366238	5,314	6,186	3,774	-	14	82	34	-	-
1323_1325, 1325_1323	370101, 365990 to 370158, 365861	4,709	5,616	3,088	-	14	75	33	-	-
1325_1328, 1328_1325	370158, 365861 to 370437, 365657	4,255	5,131	2,694	-	7	60	27	-	-
1328_1329, 1329_1328	370437, 365657 to 370481, 365740	2,790	5,020	2,986	-	82	76	41	-	-
1328_1331, 1331_1328	370437, 365657 to 370429, 365558	6,223	7,837	4,841	-	87	133	67	-	-
1332_1304, 1304_1332	370239, 366362 to 370003, 366398	16,882	13,488	16,869	-	857	1,140	1,012	-	-

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Road ID	Start and end coordinates	AADT flows				HDV flows				Notes
		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
1334_1332, 1332_1334	370291, 366329 to 370239, 366362	17,399	14,206	17,374	-	858	1,141	1,012	-	-
1335_1334, 1334_1335	370324, 366310 to 370291, 366329	17,399	14,206	17,374	-	858	1,141	1,012	-	-
1337_1382, 1382_1337	370441, 366302 to 370501, 366301	16,660	18,879	18,232	-	982	1,324	1,147	-	-
1337_1461, 1461_1337	370441, 366302 to 370355, 366303	18,279	15,189	18,171	-	900	1,190	1,055	-	-
1338_1352, 1352_1338	370420, 366231 to 370415, 366208	10,878	11,323	9,564	-	307	266	228	-	-
1343_1329, 1329_1343	370562, 365855 to 370481, 365740	2,971	5,276	3,272	-	81	75	41	-	-
1343_1341, 1341_1343	370562, 365855 to 370541, 365914	7,854	9,411	7,952	-	295	254	215	-	-
1382_1383, 1383_1382	370501, 366301 to 370579, 366320	16,660	18,879	18,232	-	982	1,324	1,147	-	-
1383_1385, 1385_1383	370579, 366320 to 370625, 366348	16,744	19,691	18,994	-	1,102	1,477	1,306	-	-
1385_1386, 1386_1385	370625, 366348 to 370646, 366363	16,297	17,018	17,249	-	1,082	1,456	1,285	-	-
1386_1387, 1387_1386	370646, 366363 to 370867, 366500	16,297	17,018	17,250	-	1,082	1,456	1,285	-	-
1387_1388, 1388_1387	370867, 366500 to 371003, 366540	16,297	17,018	17,250	-	1,082	1,456	1,285	-	-

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Road ID	Start and end coordinates	AADT flows				HDV flows				Notes
		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
1388_1390, 1390_1388	371003, 366540 to 371183, 366595	15,870	16,709	17,150	-	1,123	1,500	1,327	-	-
1398_1399, 1399_1398	371094, 366781 to 370748, 366838	10,593	9,263	9,923	-	644	876	693	-	-
1406_1404, 1404_1408	370339, 367159 to 370407, 367162	8,925	7,612	8,183	-	651	881	698	-	-
1407_1414, 1414_1407	370312, 367171 to 369940, 368339	11,196	10,434	10,540	-	629	859	676	-	-
1416_1352, 1352_1416	370428, 366166 to 370415, 366208	10,587	11,128	9,310	-	307	266	227	-	-
1417_1398, 1398_1417	371698, 368707 to 371094, 366781	6,240	7,862	7,065	-	316	282	284	-	-
1421_1419, 1419_1421	373110, 366913 to 372624, 366935	18,541	19,044	19,172	-	1,514	1,965	1,700	-	-
1421_1423, 1423_1421	373110, 366913 to 373204, 366920	17,615	18,303	18,099	-	1,494	1,940	1,675	-	-
1423_1428, 1428_1423	373204, 366920 to 373482, 366944	17,766	18,547	18,537	-	1,508	1,954	1,691	-	-
1430_1428, 1428_1430	373943, 367033 to 373482, 366944	17,766	18,547	18,537	-	1,508	1,954	1,691	-	-
1432_1419, 1419_1432	372425, 366921 to 372624, 366935	18,830	19,329	19,460	-	1,528	1,979	1,714	-	-
1433_1434	374143, 367123 to 374167, 367397	2,368	2,478	2,418	-	18	249	137	-	-

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Road ID	Start and end coordinates	AADT flows				HDV flows				Notes
		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
1434_1435	374167, 367397 to 374181, 367555	2,368	2,478	2,418	-	18	249	137	-	-
1438_1439	374206, 367555 to 374278, 367153	3,599	4,770	4,078	-	98	330	213	-	-
1439_1441	374278, 367153 to 374287, 367092	7,220	8,516	8,058	-	641	902	740	-	-
1441_1447	374287, 367092 to 374148, 367054	4,604	5,776	5,117	-	134	364	248	-	-
1446_1435, 1438_1443	374258, 366815 to 374181, 367555	99,732	104,362	104,958	-	7,997	9,474	9,774	-	-
1447_1433	374148, 367054 to 374143, 367123	1,678	1,677	1,622	-	101	157	136	-	-
1448_1433, 1447_1448	373974, 367045 to 374143, 367123	17,524	19,029	18,643	-	1,507	1,970	1,694	-	-
1457_1303	369919, 366407 to 369961, 366389	15,090	15,906	13,898	-	491	639	548	-	-
1461_1335, 1335_1461	370355, 366303 to 370324, 366310	18,237	15,147	18,129	-	858	1,149	1,013	-	-
1462_1266, 1266_1462	367288, 365932 to 367303, 366032	7,821	9,727	13,873	-	364	271	437	-	-
1468_1172	365577, 366237 to 365558, 366218	11,288	12,304	10,704	-	278	346	273	-	-
1486_1072, 1072_1486	362817, 366127 to 362880, 365999	14,919	16,225	16,393	-	97	96	97	-	-

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Road ID	Start and end coordinates	AADT flows				HDV flows				Notes
		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
1486_1485, 1485_1486	362817, 366127 to 362815, 366136	15,435	16,840	16,917	-	97	96	95	-	-
1493_1499	371290, 366588 to 371260, 366607	14,444	15,332	14,372	-	954	1,154	1,022	-	-
1495_1494	371309, 366622 to 371298, 366591	16,207	16,529	16,690	-	923	1,180	1,058	-	-
1496_1394, 1394_1495	371304, 366631 to 371324, 366638	18,830	19,328	19,460	-	1,528	1,979	1,714	-	-
1497_1496	371277, 366639 to 371304, 366631	16,605	16,115	16,796	-	846	1,166	1,009	-	-
1499_1391, 1391_1500	371260, 366607 to 371247, 366611	15,870	16,709	17,150	-	1,123	1,500	1,327	-	-
1503_1403, 1403_1504	370706, 366849 to 370705, 366864	8,921	7,655	8,247	-	574	807	623	-	-
1505_1399, 1399_1506	370742, 366841 to 370748, 366838	10,593	9,263	9,923	-	644	876	693	-	-
2077_1267, 1267_2077	367196, 369087 to 367370, 368067	6,135	8,237	9,762	-	11	39	39	-	-
2095_2096, 2096_2095	369244, 375030 to 369311, 375060	11,295	12,579	12,314	-	183	207	206	-	-
2095_2116, 2116_2095	369244, 375030 to 369035, 374930	11,295	12,579	12,314	-	183	207	206	-	-
2096_2097, 2097_2096	369311, 375060 to 369459, 375130	9,607	10,872	10,813	-	184	207	206	-	-

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Road ID	Start and end coordinates	AADT flows				HDV flows				Notes
		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
2098_2532	369981, 375350 to 370092, 375411	16,966	17,923	18,148	-	323	559	571	-	-
2099_2098	369996, 375320 to 369981, 375350	17,178	16,895	17,028	-	341	564	579	-	-
2116_2119, 2119_2116	369035, 374930 to 368628, 374750	16,378	17,745	17,216	-	232	252	253	-	-
2117_2121, 2121_2117	368462, 372860 to 368370, 373180	13,789	12,873	12,439	-	223	239	237	-	-
2117_3526, 3526_2117	368462, 372860 to 368517, 372759	15,641	14,017	13,810	-	223	238	237	-	-
2120_90006, 90006_2120	368891, 371530 to 368668, 372224	16,764	18,221	16,006	-	261	293	270	-	Realignment
2127_2125, 2125_2127	366538, 371250 to 366520, 371360	17,724	18,826	18,795	-	142	141	153	-	-
2183_2545, 2545_2183	368782, 372810 to 370341, 371990	5,545	4,880	0	-	57	68	0	-	-
2191_2183, 2183_2191	369124, 373270 to 368782, 372810	31,189	32,714	32,886	-	545	972	784	-	-
2192_2126, 2126_2192	367200, 372100 to 366602, 371620	37,197	38,578	38,686	-	479	472	487	-	-
2192_2188, 2188_2192	367200, 372100 to 367308, 372200	37,751	38,418	39,217	-	481	474	489	-	-
2212_1128, 1128_2212	366466, 361093 to 365212, 363572	11,466	13,500	11,813	-	263	333	258	-	-

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Road ID	Start and end coordinates	AADT flows				HDV flows				Notes
		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
2225_1037, 1037_2225	362665, 367225 to 362702, 367085	12,354	13,545	13,250	-	0	0	0	-	-
2268_2103, 2103_2268	367015, 375090 to 367238, 376670	8,733	9,795	9,690	-	48	58	59	-	-
2270_2269, 2269_2270	367323, 373580 to 367122, 373730	14,975	16,381	16,309	-	157	161	159	-	-
2276_2274, 2274_2276	368065, 373320 to 368187, 373270	8,647	9,651	9,347	-	165	169	167	-	-
2278_2280, 2280_2278	366843, 373950 to 366978, 373850	16,113	17,558	17,465	-	158	162	159	-	-
2278_2750, 2750_2278	366843, 373950 to 366712, 374030	10,195	11,578	11,634	-	158	164	163	-	-
2279_2269, 2269_2279	367019, 373820 to 367122, 373730	15,720	17,128	17,048	-	158	162	159	-	-
2280_2279, 2279_2280	366978, 373850 to 367019, 373820	16,113	17,558	17,464	-	158	162	159	-	-
2307_2545, 2545_2307	370470, 372030 to 370341, 371990	8,508	8,910	9,877	-	59	60	84	-	-
2308_2307, 2307_2308	372976, 370960 to 370470, 372030	11,418	12,761	13,479	-	79	85	108	-	-
2331_2103, 2103_2331	367421, 377860 to 367238, 376670	25	0	0	-	0	0	0	-	-
2523_2191, 2191_2523	369269, 373540 to 369124, 373270	31,189	32,714	32,885	-	545	972	784	-	-

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Road ID	Start and end coordinates	AADT flows				HDV flows				Notes
		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
2523_2193, 2193_2523	369269, 373540 to 369386, 373810	31,189	32,714	32,885	-	545	972	784	-	-
2532_2232, 2232_3000	370092, 375411 to 370584, 375700	33,195	38,801	38,354	-	697	1,169	1,190	-	-
2545_2120, 2120_2545	370341, 371990 to 368891, 371530	2,964	4,054	1,506	-	2	14	0	-	-
2559_2120, 2120_2559	367491, 371130 to 368891, 371530	4,854	5,078	4,874	-	0	349	72	-	-
2583_2193, 2193_2583	369944, 373120 to 369386, 373810	2,910	3,857	0	-	19	26	0	-	-
2658_2085, 2085_2658	366456, 369170 to 366846, 368000	25,118	27,091	27,259	-	435	433	445	-	-
2659_2127, 2127_2659	366666, 369820 to 366538, 371250	17,724	18,826	18,795	-	142	141	153	-	-
2659_2656, 2656_2659	366666, 369820 to 366209, 370160	8,541	9,405	9,905	-	223	223	223	-	-
2659_2658, 2658_2659	366666, 369820 to 366456, 369170	24,068	25,895	26,141	-	354	354	366	-	-
2702_2701	366703, 374093 to 366698, 374058	15,637	16,870	16,682	-	183	184	185	-	-
2703_2702	366700, 374107 to 366703, 374093	8,603	9,977	9,940	-	91	93	94	-	-
2704_2703	366698, 374120 to 366700, 374107	16,849	18,169	18,045	-	171	186	182	-	-

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Road ID	Start and end coordinates	AADT flows				HDV flows				Notes
		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
2759_2700, 2701_2759	366701, 374038 to 366684, 374048	10,225	11,571	11,620	-	161	166	164	-	-
2759_2750, 2750_2759	366701, 374038 to 366712, 374030	10,225	11,571	11,620	-	161	166	164	-	-
2836_2835, 2835_2836	368563, 374100 to 368493, 374380	7,625	6,670	6,485	-	0	14	14	-	-
2837_2836, 2836_2837	368386, 373700 to 368563, 374100	7,580	6,096	5,902	-	102	115	115	-	-
3000_1280, 1280_3000	368820, 364919 to 368303, 365043	6,640	5,510	0	-	364	752	0	-	-
3000_1282, 1282_3000	368820, 364919 to 368849, 364893	8,936	7,350	0	-	359	746	0	-	-
3000_3002	370105, 375400 to 370019, 375310	21,223	23,808	23,350	-	383	618	627	-	-
3001_1275, 1275_3001	369047, 366332 to 369265, 366634	28	365	1,502	-	0	0	0	-	-
3001_2124, 2124_3001	365885, 371450 to 366027, 371520	31,293	32,381	32,750	-	353	350	361	-	-
3001_3000, 3000_3001	369047, 366332 to 368820, 364919	2,442	2,017	0	-	0	0	0	-	-
3002_2193, 2193_2099	370019, 375310 to 369386, 373810	28,606	30,734	11,793	-	541	977	368	-	-
3002_3001, 3001_3002	368729, 366739 to 369047, 366332	2,440	2,374	0	-	0	0	0	-	-

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Road ID	Start and end coordinates	AADT flows				HDV flows				Notes
		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
3002_90016, 2193_2099	370019, 375310 to 369536, 374168	28,606	30,734	30,115	-	541	977	786	-	Realignment
3003_1271, 1271_3003	368604, 366970 to 368206, 367245	9,044	7,420	0	-	294	400	0	-	-
3003_1273, 1273_3003	368604, 366970 to 369103, 366756	6,295	4,653	0	-	289	396	0	-	-
3003_2123, 2123_3003	365848, 371480 to 365862, 371590	26,460	26,589	26,636	-	232	224	232	-	-
3003_3002, 3002_3003	368604, 366970 to 368729, 366739	10,532	2,767	0	-	38	4	0	-	-
3501_3001, 3001_3503	365865, 371458 to 365885, 371450	23,556	24,547	24,856	-	325	327	330	-	-
3515_3525	368496, 372726 to 368519, 372736	18,274	19,230	19,403	-	289	495	403	-	-
3516_3515	368496, 372705 to 368496, 372726	24,582	24,507	24,313	-	407	607	514	-	-
3518_3516	368493, 372675 to 368496, 372705	9,151	9,175	9,183	-	166	382	279	-	-
3518_3517, 3517_3516	368493, 372675 to 368445, 372683	33,678	32,621	32,878	-	489	469	486	-	-
3519_3518	368521, 372658 to 368493, 372675	27,398	26,457	26,924	-	414	625	527	-	-
3521_3519	368546, 372663 to 368521, 372658	19,221	18,635	15,696	-	286	418	272	-	-

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Road ID	Start and end coordinates	AADT flows				HDV flows				Notes
		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
3521_3520, 3520_3519	368546, 372663 to 368547, 372626	16,947	18,852	25,854	-	267	445	553	-	-
3522_3521	368566, 372692 to 368546, 372663	27,715	29,172	29,562	-	424	644	509	-	-
3523_2183, 2183_3523	368592, 372714 to 368782, 372810	36,726	37,512	32,886	-	601	1,041	784	-	-
3524_3522	368552, 372722 to 368566, 372692	9,340	10,080	12,651	-	109	109	123	-	-
3524_3523, 3523_3522	368552, 372722 to 368592, 372714	36,726	37,512	32,886	-	601	1,041	784	-	-
3525_3524	368519, 372736 to 368552, 372722	27,607	27,794	28,128	-	395	605	514	-	-
3526_3525, 3515_3526	368517, 372759 to 368519, 372736	15,641	14,017	13,810	-	223	238	237	-	-
5011_2120, 2120_5011	369187, 370627 to 368891, 371530	19,479	20,135	18,838	-	259	599	293	-	-
70000_1289, 1289_70000	369721, 366499 to 369672, 366537	0	16,270	14,481	-	0	1,150	974	-	-
90000_1278, 1278_90000	368135, 366248 to 367737, 365997	0	0	8,239	-	0	0	504	-	Realignment
90001_3520, 3520_90001	368643, 372299 to 368547, 372626	16,947	18,799	25,878	-	267	445	553	-	Realignment
90001_90002, 90000_90001	368643, 372299 to 368654, 372288	16,947	18,799	25,878	-	267	445	553	-	Realignment

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Road ID	Start and end coordinates	AADT flows				HDV flows				Notes
		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
90002_90001, 90001_90002	368356, 366627 to 368285, 366354	0	0	8,634	-	0	0	531	-	Realignment
90002_90003, 90003_90002	368356, 366627 to 368364, 366659	0	0	8,629	-	0	0	531	-	Realignment
90002_90011	368654, 372288 to 368673, 372279	8,661	10,661	14,155	-	138	231	267	-	Realignment
90003_90030, 90030_90003	368364, 366659 to 368355, 366818	0	0	8,629	-	0	0	531	-	Realignment
90004_90000	368623, 372268 to 368638, 372283	8,622	8,478	12,191	-	130	215	289	-	Realignment
90005_90004	368625, 372246 to 368623, 372268	8,268	8,124	11,837	-	129	214	288	-	Realignment
90007_90005	368653, 372230 to 368625, 372246	8,690	8,546	12,256	-	143	228	302	-	Realignment
90008_90006, 90006_90007	368670, 372238 to 368668, 372224	16,764	18,480	16,659	-	261	293	424	-	Realignment
90008_90007	368670, 372238 to 368653, 372230	294	371	4,241	-	10	85	146	-	Realignment
90009_90010, 90010_90009	368688, 372274 to 368680, 372261	0	0	3,452	-	0	0	120	-	Realignment
90009_90015, 90015_90009	368688, 372274 to 369135, 372510	0	0	8,297	-	0	0	198	-	Realignment
90010_90008	368680, 372261 to 368670, 372238	8,661	10,661	12,770	-	138	231	308	-	Realignment

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Additional data used in the air quality assessment

Road ID	Start and end coordinates	AADT flows				HDV flows				Notes
		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
90011_90009, 90009_90011	368673, 372279 to 368688, 372274	0	0	4,845	-	0	0	79	-	Realignment
90011_90010	368673, 372279 to 368680, 372261	8,661	10,661	9,372	-	138	231	243	-	Realignment
90012_2187, 2187_90012	368127, 372692 to 367849, 372640	33,678	32,621	32,878	-	489	469	486	-	Realignment
90012_3001, 3001_90012	368860, 366792 to 369047, 366332	0	0	4,271	-	0	0	0	-	Realignment
90012_3517, 3517_90012	368127, 372692 to 368445, 372683	33,678	32,621	32,878	-	489	469	486	-	Realignment
90012_90038, 90038_90012	368860, 366792 to 368390, 366867	0	0	16,463	-	0	0	783	-	Realignment
90015_2545, 2545_90015	369135, 372510 to 370341, 371990	0	0	8,371	-	0	0	84	-	Realignment
90015_90035, 90035_90015	368252, 367211 to 368334, 366901	0	0	11,136	-	0	0	289	-	Realignment
90016_2583, 2583_90016	369536, 374168 to 369944, 373120	0	0	3,612	-	0	0	25	-	Realignment
90030_90031, 90031_90030	368355, 366818 to 368352, 366831	0	0	3,325	-	0	0	284	-	Realignment
90031_90033, 90033_90031	368352, 366831 to 368333, 366887	0	0	8,074	-	0	0	392	-	Realignment
90032_90030, 90030_90032	368359, 366832 to 368355, 366818	0	0	5,304	-	0	0	247	-	Realignment

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Road ID	Start and end coordinates	AADT flows				HDV flows				Notes
		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
90032_90031, 90031_90032	368359, 366832 to 368352, 366831	0	0	4,768	-	0	0	123	-	Realignment
90033_90034, 90034_90033	368333, 366887 to 368340, 366890	0	0	3,140	-	0	0	285	-	Realignment
90033_90035, 90035_90033	368333, 366887 to 368334, 366901	0	0	4,953	-	0	0	123	-	Realignment
90034_90036, 90036_90034	368340, 366890 to 368378, 366870	0	0	9,302	-	0	0	437	-	Realignment
90035_90034, 90034_90035	368334, 366901 to 368340, 366890	0	0	6,183	-	0	0	166	-	Realignment
90036_90037, 90037_90036	368378, 366870 to 368380, 366862	0	0	1,446	-	0	0	4	-	Realignment
90036_90038, 90038_90036	368378, 366870 to 368390, 366867	0	0	7,856	-	0	0	433	-	Realignment
90037_90032, 90032_90037	368380, 366862 to 368359, 366832	0	0	10,053	-	0	0	354	-	Realignment
90038_90037, 90037_90038	368390, 366867 to 368380, 366862	0	0	8,607	-	0	0	349	-	Realignment
90040_90041, 90041_90040	368887, 364890 to 368898, 364912	0	0	6,447	-	0	0	529	-	Realignment
90041_90050, 90050_90041	368898, 364912 to 368900, 364940	0	0	15,098	-	0	0	575	-	Realignment
90042_90043, 90043_90042	368941, 364948 to 368955, 364935	0	0	6,155	-	0	0	509	-	Realignment

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Road ID	Start and end coordinates	AADT flows				HDV flows				Notes
		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
90042_90044, 90044_90042	368941, 364948 to 368966, 364950	0	0	7,598	-	0	0	66	-	Realignment
90043_90047, 90047_90043	368955, 364935 to 368949, 364895	0	0	14,088	-	0	0	564	-	Realignment
90044_90043, 90043_90044	368966, 364950 to 368955, 364935	0	0	7,938	-	0	0	54	-	Realignment
90045_90040, 90040_90045	368908, 364894 to 368887, 364890	0	0	6,090	-	0	0	613	-	Realignment
90045_90041, 90041_90045	368908, 364894 to 368898, 364912	0	0	8,657	-	0	0	45	-	Realignment
90046_90045, 90045_90046	368933, 364888 to 368908, 364894	0	0	14,747	-	0	0	658	-	Realignment
90047_90046, 90046_90047	368949, 364895 to 368933, 364888	0	0	3,121	-	0	0	21	-	Realignment
90047_90048, 90048_90047	368949, 364895 to 368945, 364875	0	0	10,967	-	0	0	543	-	Realignment
90048_90046, 90046_90048	368945, 364875 to 368933, 364888	0	0	11,626	-	0	0	637	-	Realignment
90050_90051, 90051_90050	368900, 364940 to 368912, 364954	0	0	15,089	-	0	0	575	-	Realignment
90051_90052, 90052_90051	368912, 364954 to 368918, 364956	0	0	15,110	-	0	0	575	-	Realignment
90052_90053, 90053_90052	368918, 364956 to 368929, 364958	0	0	11,579	-	0	0	575	-	Realignment

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Road ID	Start and end coordinates	AADT flows				HDV flows				Notes
		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
90052_90054, 90054_90052	368918, 364956 to 368920, 364974	0	0	3,545	-	0	0	14	-	Realignment
90053_90042, 90042_90053	368929, 364958 to 368941, 364948	0	0	13,752	-	0	0	575	-	Realignment
90054_3001, 3001_90054	368920, 364974 to 369047, 366332	0	0	5,705	-	0	0	0	-	Realignment
90054_90053, 90053_90054	368920, 364974 to 368929, 364958	0	0	2,189	-	0	0	14	-	Realignment
1804_1814, 53028_1801	374050, 367400 to 374030, 367490	161,507	159,776	153,343	161,566	24,493	25,940	25,700	25,183	-
7010_7120, 7120_7010	370260, 375500 to 370910, 375960	42,597	48,563	50,944	47,875	1,521	1,970	2,415	1,742	-
7009_7120, 7120_7009	371020, 376060 to 370910, 375960	41,134	47,059	49,132	46,335	1,516	1,968	2,413	1,737	-
70015_53027, 71500_70016	373530, 375420 to 372700, 379240	161,505	0	0	0	24,493	0	0	0	Realignment
1814_70014, 70017_53028	374030, 367490 to 373340, 371440	161,505	159,771	153,343	161,565	24,493	25,940	25,700	25,183	-
70016_70017, 70014_70015	373570, 375530 to 373310, 371640	161,505	159,771	153,343	161,565	24,493	25,940	25,700	25,183	-
70015_91002, 71500_70016	373530, 375420 to 372740, 379040	0	159,771	153,343	161,565	0	25,940	25,700	25,183	Realignment
8043_8052, 8052_8043	374870, 369220 to 376210, 367370	13,236	13,463	14,316	13,359	82	107	115	96	-

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Road ID	Start and end coordinates	AADT flows				HDV flows				Notes
		2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	2026 without the AP2 revised scheme	2026 Scenario 1 with the AP2 revised scheme	2026 Scenario 2 with the AP2 revised scheme	2026 Scenario 3 with the AP2 revised scheme	
8050_8059, 8059_8050	378280, 368660 to 377110, 367360	15,234	16,166	16,442	15,813	268	316	331	229	-
7002_7009, 7009_7002	372170, 378390 to 371020, 376060	38,341	44,830	46,999	43,537	1,527	1,986	2,432	1,753	-
71500_70016, 70015_53027	372900, 378410 to 373570, 375530	161,505	76,095	71,822	77,487	24,493	11,530	11,112	11,199	-
8038_8048, 8048_8038	375790, 376930 to 375930, 375800	19,632	20,391	20,661	19,543	84	85	189	85	-

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Additional data used in the air quality assessment

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

Road ID	No. 40 tonne ADT	No. 20 tonne HGV (along the route)	No. 40 tonne ADT (along the route)
MA02/01	0	131	0
MA02/01a	0	178	0
MA02/01a (TN01)	84	54	0
MA02/02	0	111	0
MA02/02a	0	417	0
MA02/02a (TN02)	328	310	0
MA02/03	0	118	0
MA02/04a	0	69	0
MA02/04b	0	78	0
MA02/05	0	298	0
MA02/05a	0	298	0
MA02/05a (TN03)	302	240	0
MA02/06b	0	71	0
MA02/07	0	60	0
MA02/09	0	155	0
MA02/09 (TN04)	204	83	0
MA02/11a	0	158	0
MA02/11a (TN05)	253	112	0
MA02/11b	0	88	0
MA02/11b (TN06)	262	56	0
MA02/12 (TN07)	243	104	0
MA02/13	0	85	0
MA02/14	0	207	0
MA02/14 (TN08)	316	127	0
MA02/CBPA	0	112	0
MA02/CBPB	0	48	0
MA02/CBPC	0	65	0
MA03/01	0	198	0
MA03/01 (TN08a)	304	148	0
ML_256400	0	62	84
ML_256500	0	178	84
ML_256600	0	178	84
ML_256700	0	178	84
ML_256800	0	178	84
ML_256900	0	178	57
ML_257000	0	178	57

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Road ID	No. 40 tonne ADT	No. 20 tonne HGV (along the route)	No. 40 tonne ADT (along the route)
ML_257100	0	131	57
ML_257200	0	131	57
ML_257300	0	112	57
ML_257400	0	112	57
ML_257500	0	112	57
ML_257600	0	112	157
ML_257700	0	112	157
ML_257800	0	112	157
ML_257900	0	114	274
ML_258000	0	244	294
ML_258100	0	179	294
ML_258200	0	179	294
ML_258300	0	179	294
ML_258400	0	179	294
ML_258500	0	417	328
ML_258600	0	111	192
ML_258700	0	114	192
ML_258800	0	48	192
ML_258900	0	48	273
ML_259000	0	48	273
ML_259100	0	48	273
ML_259200	0	48	273
ML_259300	0	48	273
ML_259400	0	48	273
ML_259500	0	48	273
ML_259600	0	118	273
ML_259700	0	48	273
ML_259800	0	47	200
ML_259900	0	47	200
ML_260000	0	47	200
ML_260100	0	69	200
ML_260200	0	69	200
ML_260300	0	61	200
ML_260400	0	53	194
ML_260500	0	78	227
ML_260600	0	0	200
ML_260700	0	35	200
ML_260800	0	35	200

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Additional data used in the air quality assessment

Road ID	No. 40 tonne ADT	No. 20 tonne HGV (along the route)	No. 40 tonne ADT (along the route)
ML_260900	0	58	213
ML_261000	0	57	213
ML_261100	0	57	213
ML_261200	0	65	305
ML_261300	0	56	318
ML_261400	0	56	272
ML_261500	0	56	272
ML_261600	0	298	302
ML_261700	0	28	256
ML_261800	0	28	256
ML_261900	0	28	256
ML_262000	0	28	256
ML_262100	0	25	204
ML_262200	0	25	204
ML_262300	0	67	204
ML_262400	0	67	204
ML_262500	0	67	204
ML_262600	0	67	204
ML_262700	0	40	204
ML_262800	0	40	204
ML_262900	0	40	204
ML_263000	0	54	204
ML_263100	0	40	204
ML_263200	0	40	204
ML_263300	0	40	204
ML_263400	0	40	204
ML_263500	0	40	204
ML_263600	0	40	204
ML_263700	0	40	204
ML_263800	0	40	204
ML_263900	0	71	204
ML_264000	0	71	204
ML_264100	0	25	204
ML_264200	0	25	211
ML_264300	0	23	204
ML_264400	0	23	204
ML_264500	0	23	204
ML_264600	0	23	204

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Additional data used in the air quality assessment

Road ID	No. 40 tonne ADT	No. 20 tonne HGV (along the route)	No. 40 tonne ADT (along the route)
ML_264700	0	23	204
ML_264800	0	23	204
ML_264900	0	27	213
ML_265000	0	60	204
ML_265100	0	23	204
ML_265200	0	23	245
ML_265300	0	23	204
ML_265400	0	38	204
ML_265500	0	30	204
ML_265600	0	30	204
ML_265700	0	30	204
ML_265800	0	30	204
ML_265900	0	39	204
ML_266000	0	39	204
ML_266100	0	40	204
ML_266200	0	155	204
ML_266300	0	37	204
ML_266400	0	37	204
ML_266500	0	37	204
ML_266600	0	60	204
ML_266700	0	37	204
ML_266800	0	37	204
ML_266900	0	37	204
ML_267000	0	37	204
ML_267100	0	0	253
ML_267200	0	109	238
ML_267300	0	109	238
ML_267400	0	109	238
ML_267500	0	33	238
ML_267600	0	33	238
ML_267700	0	33	238
ML_267800	0	88	262
ML_267900	0	31	262
ML_268000	0	31	262
ML_268100	0	32	342
ML_268200	0	31	243
ML_268300	0	31	243
ML_268400	0	31	243

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Additional data used in the air quality assessment

Road ID	No. 40 tonne ADT	No. 20 tonne HGV (along the route)	No. 40 tonne ADT (along the route)
ML_268500	0	31	243
ML_268600	0	31	243
ML_268700	0	31	243
ML_268800	0	31	243
ML_268900	0	160	243
ML_269000	0	47	317
ML_269100	0	0	317
ML_269200	0	55	317
ML_269300	0	46	311
ML_269400	0	46	311
ML_269500	0	47	341
ML_269600	0	85	242
ML_269700	0	48	242
ML_269800	0	47	231
ML_269900	0	47	231
ML_270000	0	79	274
ML_270100	0	207	244
ML_270200	0	207	244
ML_270300	0	207	316
ML_270400	0	206	304
ML_270500	0	206	304
ML_270600	0	28	304
ML_270700	0	29	304
ML_270800	0	29	304
ML_270900	0	29	304
ML_271000	0	29	304
ML_271100	0	29	304
ML_271200	0	29	304
ML_271300	0	29	304
ML_271400	0	198	304
ML_271500	0	44	388

4 Operational traffic data

- 4.1.1 Table 3 outlines the predicted flows on the highway network relating to the operation of the AP2 revised scheme in 2039. The data presented are split into AADT and HDV in the 'without the AP2 revised scheme' and 'with the AP2 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 AP2 revised scheme

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Table 3: Highway network operation traffic flows in the Wimboldsley to Lostock Gralam (MA02) community area

Road ID	Start and end coordinates	AADT flows			HDV flows			Notes
		2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	
1171_1468, 1468_1171	365581, 366291 to 365577, 366237	22,064	23,263	1,199	404	330	-74	-
1186_1187, 1187_1186	366583, 366119 to 366535, 366236	3,562	4,806	1,244	72	93	21	-
1187_1230, 1230_1187	366535, 366236 to 366485, 366337	3,433	4,672	1,239	72	93	21	-
1221_1223, 1223_1221	366307, 366624 to 366369, 366551	3,612	4,651	1,039	90	26	-64	-
1223_1228, 1228_1223	366369, 366551 to 366444, 366412	3,725	4,953	1,228	27	48	21	-
1228_1230, 1230_1228	366444, 366412 to 366485, 366337	3,139	4,386	1,247	72	93	21	-
1243_1245, 1245_1243	366318, 367745 to 366354, 367801	20,403	20,437	34	695	609	-86	-
1253_1462, 1462_1253	367306, 365743 to 367288, 365932	6,009	12,692	6,683	368	439	71	-
1267_1269, 1269_1267	367370, 368067 to 367893, 367515	9,047	10,619	1,572	247	240	-7	-
1267_2077, 2077_1267	367370, 368067 to 367196, 369087	6,236	7,771	1,535	11	0	-11	-
1269_1271, 1271_1269	367893, 367515 to 368206, 367245	9,037	10,616	1,579	247	240	-7	-

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Road ID	Start and end coordinates	AADT flows			HDV flows			Notes
		2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	
1273_3002, 3002_1273	369103, 366756 to 368729, 366739	10,794	0	-10,794	518	0	-518	Realignment
1274_1273, 1273_1274	369348, 366726 to 369103, 366756	16,756	0	-16,756	761	0	-761	Realignment
1274_1289, 1289_1274	369348, 366726 to 369672, 366537	17,031	14,598	-2,433	760	697	-63	-
1274_90012, 90012_1274	369348, 366726 to 368860, 366792	0	13,181	13,181	0	698	698	Realignment
1275_1274, 1274_1275	369265, 366634 to 369348, 366726	407	1,437	1,030	0	0	0	-
1276_3002, 3002_1276	368431, 366612 to 368729, 366739	11,963	0	-11,963	522	0	-522	Realignment
1278_1266, 1266_1278	367737, 365997 to 367303, 366032	11,681	8,413	-3,268	522	459	-63	-
1280_1287, 1287_1280	368303, 365043 to 367417, 365707	5,972	12,659	6,687	368	439	71	Realignment
1280_90040, 90040_1280	368303, 365043 to 368887, 364890	0	12,566	12,566	0	440	440	Realignment
1283_1282, 1282_1283	369156, 365183 to 368849, 364893	13,758	0	-13,758	134	0	-134	Realignment
1283_90044, 90044_1283	369156, 365183 to 368966, 364950	0	14,820	14,820	0	129	129	Realignment
1285_1282, 1282_1285	368920, 363668 to 368849, 364893	19,155	0	-19,155	465	0	-465	Realignment

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Road ID	Start and end coordinates	AADT flows			HDV flows			Notes
		2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	
1285_2064, 2064_1285	368920, 363668 to 368291, 361672	18,369	19,890	1,521	440	469	29	Realignment
1285_90048, 90048_1285	368920, 363668 to 368945, 364875	0	20,710	20,710	0	493	493	Realignment
1288_1278, 1278_1288	368103, 366233 to 367737, 365997	11,967	0	-11,967	522	0	-522	-
1291_1289, 1289_1291	369766, 366476 to 369672, 366537	17,091	14,773	-2,318	757	698	-59	-
1302_1291, 1291_1302	369807, 366438 to 369766, 366476	24,273	21,415	-2,858	830	768	-62	-
1302_1457, One-Way Only	369807, 366438 to 369919, 366407	15,591	13,825	-1,766	440	407	-33	-
1303_1307, One-Way Only	369961, 366389 to 369968, 366368	6,344	4,491	-1,853	7	38	31	-
1307_1308, One-Way Only	369968, 366368 to 369927, 366327	14,604	12,963	-1,641	388	396	8	-
1308_1310, One-Way Only	369927, 366327 to 369886, 366286	8,856	7,413	-1,443	7	37	30	-
1313_1311, 1311_1313	369728, 366083 to 369790, 366207	10,407	9,400	-1,007	0	0	0	-
1315_1283, 1283_1315	369563, 365591 to 369156, 365183	13,812	14,898	1,086	146	141	-5	-
1315_1313, 1313_1315	369563, 365591 to 369728, 366083	10,108	9,024	-1,084	0	0	0	-

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Additional data used in the air quality assessment

Road ID	Start and end coordinates	AADT flows			HDV flows			Notes
		2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	
1315_1316, 1316_1315	369563, 365591 to 369686, 365500	4,634	6,592	1,958	146	152	6	-
1318_1316, 1316_1318	369990, 365548 to 369686, 365500	4,660	6,449	1,789	146	152	6	-
1318_1320, 1320_1318	369990, 365548 to 370193, 365552	5,078	6,780	1,702	146	152	6	-
1320_1331, 1331_1320	370193, 365552 to 370429, 365558	4,547	6,218	1,671	118	124	6	-
1338_1352, 1352_1338	370420, 366231 to 370415, 366208	11,481	9,787	-1,694	304	204	-100	-
1341_1339, 1339_1341	370541, 365914 to 370456, 366078	9,169	7,912	-1,257	304	203	-101	-
1382_1383, 1383_1382	370501, 366301 to 370579, 366320	16,824	18,211	1,387	942	933	-9	-
1383_1385, 1385_1383	370579, 366320 to 370625, 366348	16,928	18,352	1,424	1,067	1,060	-7	-
1387_1388, 1388_1387	370867, 366500 to 371003, 366540	16,187	17,504	1,317	1,046	1,039	-7	-
1391_1390, 1390_1391	371247, 366611 to 371183, 366595	15,991	17,246	1,255	1,089	1,083	-6	-
1416_1352, 1352_1416	370428, 366166 to 370415, 366208	11,222	9,475	-1,747	304	204	-100	-
1417_1398, 1398_1417	371698, 368707 to 371094, 366781	7,525	6,498	-1,027	270	273	3	-

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Additional data used in the air quality assessment

Road ID	Start and end coordinates	AADT flows			HDV flows			Notes
		2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	
1457_1303, One-Way Only	369919, 366407 to 369961, 366389	15,603	13,926	-1,677	446	413	-33	-
1462_1266, 1266_1462	367288, 365932 to 367303, 366032	7,736	12,531	4,795	368	439	71	-
2120_2545, 2545_2120	368891, 371530 to 370341, 371990	3,379	1,465	-1,914	2	0	-2	-
2121_2837, 2837_2121	368370, 373180 to 368386, 373700	7,911	6,171	-1,740	103	103	0	-
2183_2545, 2545_2183	368782, 372810 to 370341, 371990	5,292	0	-5,292	58	0	-58	Realignment
2222_1417, 1417_2222	372087, 369416 to 371698, 368707	7,018	5,997	-1,021	126	128	2	-
2270_2269, 2269_2270	367323, 373580 to 367122, 373730	15,001	16,155	1,154	160	159	-1	-
2273_2272, 2272_2273	367760, 373440 to 367521, 373470	8,986	10,080	1,094	99	99	0	-
2275_2274, 2274_2275	368273, 373220 to 368187, 373270	9,385	10,508	1,123	138	139	1	-
2276_2274, 2274_2276	368065, 373320 to 368187, 373270	8,751	9,792	1,041	172	172	0	-
2277_2273, 2273_2277	368017, 373350 to 367760, 373440	9,105	10,183	1,078	145	145	0	-
2277_2276, 2276_2277	368017, 373350 to 368065, 373320	8,741	9,838	1,097	171	171	0	-

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Additional data used in the air quality assessment

Road ID	Start and end coordinates	AADT flows			HDV flows			Notes
		2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	
2279_2269, 2269_2279	367019, 373820 to 367122, 373730	15,791	16,873	1,082	160	160	0	-
2280_2279, 2279_2280	366978, 373850 to 367019, 373820	16,211	17,295	1,084	160	160	0	-
2583_2193, 2193_2583	369944, 373120 to 369386, 373810	3,390	0	-3,390	20	0	-20	Realignment
2836_2835, 2835_2836	368563, 374100 to 368493, 374380	7,960	6,264	-1,696	0	0	0	-
3000_1280, 1280_3000	368820, 364919 to 368303, 365043	6,297	0	-6,297	369	0	-369	Realignment
3000_1282, 1282_3000	368820, 364919 to 368849, 364893	8,723	0	-8,723	364	0	-364	Realignment
3001_1275, 1275_3001	369047, 366332 to 369265, 366634	121	1,218	1,097	0	0	0	-
3001_3000, 3000_3001	369047, 366332 to 368820, 364919	2,552	0	-2,552	0	0	0	Realignment
3002_2193, 2193_2099	370019, 375310 to 369386, 373810	29,927	12,513	-17,414	550	250	-300	Realignment
3002_3001, 3001_3002	368729, 366739 to 369047, 366332	2,629	0	-2,629	0	0	0	Realignment
3002_90016, 2193_2099	370019, 375310 to 369536, 374168	12,587	30,122	17,535	252	548	296	Realignment
3003_1271, 1271_3003	368604, 366970 to 368206, 367245	9,001	0	-9,001	247	0	-247	Realignment

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Additional data used in the air quality assessment

Road ID	Start and end coordinates	AADT flows			HDV flows			Notes
		2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	
3003_1273, 1273_3003	368604, 366970 to 369103, 366756	5,965	0	-5,965	242	0	-242	Realignment
3003_3002, 3002_3003	368604, 366970 to 368729, 366739	3,039	0	-3,039	4	0	-4	Realignment
3005_1603, 1603_3005	371712, 366368 to 371527, 366419	10,133	8,557	-1,576	141	189	48	-
3006_1609, 1609_3006	372445, 365327 to 372467, 365273	5,913	4,845	-1,068	56	104	48	-
3006_3005, 3005_3006	372445, 365327 to 371712, 366368	10,133	8,556	-1,577	141	189	48	-
3520_3519, 3519_3520	368547, 372626 to 368521, 372658	8,377	11,297	2,920	134	177	43	-
3521_3519, 3519_3521	368546, 372663 to 368521, 372658	19,526	16,771	-2,755	292	211	-81	-
3521_3520, 3520_3521	368546, 372663 to 368547, 372626	8,761	12,066	3,305	139	187	48	-
3523_3522, 3522_3523	368592, 372714 to 368566, 372692	18,824	16,486	-2,338	322	277	-45	-
3524_3522, 3522_3524	368552, 372722 to 368566, 372692	9,650	12,599	2,949	111	124	13	-
3524_3523, 3523_3524	368552, 372722 to 368592, 372714	18,507	15,287	-3,220	291	278	-13	-
90001_3520, 3520_90001	368643, 372299 to 368547, 372626	17,138	23,363	6,225	273	364	91	-

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Additional data used in the air quality assessment

Road ID	Start and end coordinates	AADT flows			HDV flows			Notes
		2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	
90001_90000, 90000_90001	368285, 366354 to 368135, 366248	8,377	8,637	260	134	459	325	-
90002_90001, 90001_90002	368356, 366627 to 368285, 366354	8,761	8,637	-124	139	459	320	Realignment
90002_90011, 90011_90002	368654, 372288 to 368673, 372279	8,936	12,243	3,307	139	188	49	-
90003_90030, 90030_90003	368364, 366659 to 368355, 366818	0	8,631	8,631	0	459	459	Realignment
90004_90000, 90000_90004	368623, 372268 to 368638, 372283	8,552	11,474	2,922	134	177	43	-
90005_90004, 90004_90005	368625, 372246 to 368623, 372268	8,182	11,104	2,922	133	176	43	-
90007_90005, 90005_90007	368653, 372230 to 368625, 372246	8,621	11,542	2,921	148	190	42	-
90008_90006, 90006_90008	368670, 372238 to 368668, 372224	8,632	7,283	-1,349	129	156	27	-
90008_90007, 90007_90008	368670, 372238 to 368653, 372230	304	3,501	3,197	10	73	63	-
90009_90010, 90010_90009	368688, 372274 to 368680, 372261	0	3,242	3,242	0	64	64	Realignment
90009_90015, 90015_90009	368688, 372274 to 369135, 372510	0	7,942	7,942	0	86	86	Realignment
90010_90008, 90008_90010	368680, 372261 to 368670, 372238	8,936	10,785	1,849	139	229	90	-

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Additional data used in the air quality assessment

Road ID	Start and end coordinates	AADT flows			HDV flows			Notes
		2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	
90011_90009, 90009_90011	368673, 372279 to 368688, 372274	0	4,700	4,700	0	22	22	Realignment
90011_90010, 90010_90011	368673, 372279 to 368680, 372261	8,936	7,543	-1,393	139	165	26	-
90012_3001, 3001_90012	368860, 366792 to 369047, 366332	0	3,596	3,596	0	0	0	Realignment
90012_90038, 90038_90012	368860, 366792 to 368390, 366867	0	16,777	16,777	0	697	697	Realignment
90015_2545, 2545_90015	369135, 372510 to 370341, 371990	0	7,943	7,943	0	86	86	Realignment
90015_90035, 90035_90015	368252, 367211 to 368334, 366901	0	10,602	10,602	0	240	240	Realignment
90016_2583, 2583_90016	369536, 374168 to 369944, 373120	0	3,063	3,063	0	22	22	Realignment
90030_90031, 90031_90030	368355, 366818 to 368352, 366831	0	2,834	2,834	0	246	246	Realignment
90031_90033, 90033_90031	368352, 366831 to 368333, 366887	0	7,751	7,751	0	347	347	Realignment
90032_90030, 90030_90032	368359, 366832 to 368355, 366818	0	5,797	5,797	0	213	213	Realignment
90032_90031, 90031_90032	368359, 366832 to 368352, 366831	0	4,920	4,920	0	98	98	Realignment
90033_90034, 90034_90033	368333, 366887 to 368340, 366890	0	2,849	2,849	0	250	250	Realignment

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Additional data used in the air quality assessment

Road ID	Start and end coordinates	AADT flows			HDV flows			Notes
		2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	
90033_90035, 90035_90033	368333, 366887 to 368334, 366901	0	4,902	4,902	0	97	97	Realignment
90034_90036, 90036_90034	368340, 366890 to 368378, 366870	0	8,547	8,547	0	395	395	Realignment
90035_90034, 90034_90035	368334, 366901 to 368340, 366890	0	5,700	5,700	0	143	143	Realignment
90036_90037, 90037_90036	368378, 366870 to 368380, 366862	0	1,243	1,243	0	4	4	Realignment
90036_90038, 90038_90036	368378, 366870 to 368390, 366867	0	7,303	7,303	0	391	391	Realignment
90037_90032, 90032_90037	368380, 366862 to 368359, 366832	0	10,717	10,717	0	311	311	Realignment
90038_90037, 90037_90038	368390, 366867 to 368380, 366862	0	9,474	9,474	0	306	306	Realignment
90040_90041, 90041_90040	368887, 364890 to 368898, 364912	0	6,480	6,480	0	182	182	Realignment
90041_90050, 90050_90041	368898, 364912 to 368900, 364940	0	14,686	14,686	0	222	222	Realignment
90042_90043, 90043_90042	368941, 364948 to 368955, 364935	0	5,084	5,084	0	166	166	Realignment
90042_90044, 90044_90042	368941, 364948 to 368966, 364950	0	7,380	7,380	0	57	57	Realignment
90043_90047, 90047_90043	368955, 364935 to 368949, 364895	0	12,524	12,524	0	239	239	Realignment

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Additional data used in the air quality assessment

Road ID	Start and end coordinates	AADT flows			HDV flows			Notes
		2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	
90044_90043, 90043_90044	368966, 364950 to 368955, 364935	0	7,440	7,440	0	73	73	Realignment
90045_90040, 90040_90045	368908, 364894 to 368887, 364890	0	6,085	6,085	0	258	258	Realignment
90045_90041, 90041_90045	368908, 364894 to 368898, 364912	0	8,208	8,208	0	38	38	Realignment
90046_90045, 90045_90046	368933, 364888 to 368908, 364894	0	14,294	14,294	0	296	296	Realignment
90047_90046, 90046_90047	368949, 364895 to 368933, 364888	0	3,053	3,053	0	21	21	Realignment
90047_90048, 90048_90047	368949, 364895 to 368945, 364875	0	9,470	9,470	0	218	218	Realignment
90048_90046, 90046_90048	368945, 364875 to 368933, 364888	0	11,240	11,240	0	275	275	Realignment
90050_90051, 90051_90050	368900, 364940 to 368912, 364954	0	14,676	14,676	0	222	222	Realignment
90051_90052, 90052_90051	368912, 364954 to 368918, 364956	0	14,697	14,697	0	222	222	Realignment
90052_90053, 90053_90052	368918, 364956 to 368929, 364958	0	11,202	11,202	0	222	222	Realignment
90052_90054, 90054_90052	368918, 364956 to 368920, 364974	0	3,495	3,495	0	0	0	Realignment
90053_90042, 90042_90053	368929, 364958 to 368941, 364948	0	12,464	12,464	0	222	222	Realignment

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Road ID	Start and end coordinates	AADT flows			HDV flows			Notes
		2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	2039 without the AP2 revised scheme	2039 with the AP2 revised scheme	Change	
90054_3001, 3001_90054	368920, 364974 to 369047, 366332	0	4,758	4,758	0	0	0	Realignment
90054_90053, 90053_90054	368920, 364974 to 368929, 364958	0	1,262	1,262	0	0	0	Realignment

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5 References

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