

High Speed Rail (Crewe – Manchester)

**Background information and data
accompanying SES2 and AP2 ES**

Air quality

BID AQ-002-0MA03 SES2 and AP2 ES

Additional data used in the air quality assessment

MA03: Pickmere to Agden and Hulseheath

High Speed Rail (Crewe – Manchester)

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MA03: Pickmere to Agden and Hulseheath



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 Pickmere to Agden and Hulseheath (MA03) 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) or the Supplementary Environmental Statement 1 (SES1) and Additional Provision 1 Environmental Statement (AP1)³ both published in 2022⁴.
- 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), *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>.

⁴ 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>.

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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 Pickmere to Agden and Hulseheath (MA03) 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	
2012_2003	366340, 384790 to 366450, 384420	3,412	3,249	3,147	3,294	535	328	362	408	
70015_53027, 71500_70016	373530, 375420 to 372700, 379240	161,505	0	0	0	24,493	0	0	0	Realignment
96019_96021, 96020_95029	373880, 385060 to 374180, 385550	78,990	78,954	80,741	82,201	4,023	5,287	5,718	4,656	
70015_91002, 71500_70016	373530, 375420 to 372740, 379040	0	159,771	153,343	161,565	0	25,940	25,700	25,183	Realignment
2012_2013	366340, 384790 to 366560, 384500	13,281	14,105	14,774	14,242	290	268	296	264	
5025_5041, 5041_5025	370500, 386000 to 370850, 385920	13,588	13,706	15,152	15,024	104	108	119	114	
8048_8038, 8038_8048	375930, 375800 to 375790, 376930	19,632	20,391	20,661	19,543	84	85	189	85	
71705_1902	372540, 379420 to 372650, 379340	24,650	23,313	21,461	24,258	1,233	1,927	2,025	1,587	

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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	
53027_1903, 1902_1913	372700, 379240 to 372590, 379320	161,506	83,677	80,631	84,078	24,493	14,409	14,430	13,984	-
80003_1904	372190, 379440 to 371960, 379600	7,415	10,852	9,201	9,576	183	283	351	281	-
1901_1905	371900, 379740 to 372210, 379580	6,924	10,362	7,386	8,816	205	324	318	308	-
80003_1905	372190, 379440 to 372210, 379580	10,986	11,444	12,648	11,369	731	962	1,340	803	-
80004_1907	372320, 379540 to 372310, 379410	12,063	14,921	16,144	14,809	610	837	993	649	-
1903_1907	372590, 379320 to 372310, 379410	28,197	0	0	0	1,506	0	0	0	Realignment
1910_1908	372260, 379340 to 372230, 379390	18,009	20,102	20,503	18,887	911	1,144	1,537	1,008	-
80001_1908	372270, 379380 to 372230, 379390	391	2,207	1,394	2,065	3	121	182	77	-

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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	
80001_1910	372270, 379380 to 372260, 379340	18,835	23,234	22,515	21,833	812	1,066	1,324	898	-
1903_1912, 1911_1902	372590, 379320 to 372260, 379470	108,879	109,945	104,284	109,300	21,849	22,084	21,248	21,891	-
1902_1913, 53027_1903	372650, 379340 to 372710, 379280	161,506	0	0	0	24,493	0	0	0	Realignment
1904_1914, 1901_1911	371960, 379600 to 371870, 379700	116,203	120,641	113,348	118,738	22,101	22,463	21,698	22,272	-
1915_1916	372290, 379700 to 372390, 379520	24,223	22,890	20,935	23,906	1,231	1,889	1,756	1,531	-
2002_2003, 2006_2007	366360, 384590 to 366450, 384420	123,440	128,964	123,679	127,143	22,522	22,941	22,300	22,705	-
1914_2005, 2034_1901	371870, 379700 to 366870, 383600	123,127	0	0	0	22,306	0	0	0	Realignment
2005_2006, 2003_2004	366870, 383600 to 366520, 384230	107,755	114,622	107,877	111,954	21,829	22,223	21,497	22,043	-

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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	
2020_2006	366560, 383980 to 366520, 384230	19,138	17,632	19,120	18,538	1,196	1,063	1,132	1,108	-
2006_2007, 2003_2004	366520, 384230 to 366350, 384490	126,813	132,162	126,800	130,399	23,087	23,274	22,682	23,140	-
2007_2008, 2035_2002	366350, 384490 to 366140, 385380	179,979	183,878	181,370	183,094	30,592	30,101	29,593	30,465	-
5023_2010, 2010_5023	367950, 384450 to 366400, 384930	11,438	12,608	14,546	11,659	350	406	339	313	-
2002_2013	366360, 384590 to 366560, 384500	33,967	31,829	33,053	33,018	5,219	4,414	4,486	4,980	-
2013_2014	366560, 384500 to 366930, 384360	47,183	45,886	47,781	47,200	5,560	4,708	4,808	5,285	-
2014_2015	366930, 384360 to 367140, 384340	19,097	17,451	19,093	18,854	3,637	3,081	3,357	3,472	-
2014_2017	366930, 384360 to 366890, 384150	28,086	28,435	28,689	28,346	1,923	1,627	1,451	1,813	-

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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	
2016_2018, 2018_2022	367140, 384280 to 366690, 384080	89,059	89,626	91,338	88,984	16,471	16,007	15,707	16,109	-
2017_2018	366890, 384150 to 366690, 384080	28,086	28,435	28,689	28,346	1,923	1,627	1,451	1,813	-
2030_2020	366760, 383920 to 366560, 383980	24,804	23,319	24,099	24,255	1,325	1,198	1,259	1,235	-
2018_2022, 2023_2015	366690, 384080 to 366170, 383860	86,666	86,876	88,797	87,114	13,700	13,228	13,072	13,421	-
2031_2024	366210, 384060 to 366310, 384200	28,072	29,447	31,619	28,740	2,810	2,772	2,779	2,787	-
2025_2026	366310, 384430 to 366080, 384950	13,349	14,355	12,965	13,556	306	340	312	304	-
2016_2030	367140, 384280 to 366760, 383920	24,804	23,319	24,099	24,255	1,325	1,198	1,259	1,235	-
2023_2031	365810, 383770 to 366210, 384060	35,836	38,160	38,553	37,129	2,902	2,917	2,846	2,925	-

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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	
2004_2034	366950, 383580 to 367020, 383480	60,957	64,359	61,442	62,760	9,976	10,126	9,979	10,074	-
5042_5008, 5008_5042	371980, 384780 to 372470, 385070	644	1,753	2,440	1,285	11	26	38	35	-
5009_5011, 5011_5009	371870, 382720 to 371330, 383120	12,193	13,417	15,414	11,619	316	365	297	263	-
5010_5012, 5012_5010	371980, 382880 to 372370, 383770	3	245	326	79	0	230	314	48	-
5011_5016, 5016_5011	371330, 383120 to 369970, 383680	12,185	13,409	15,415	11,619	308	357	297	263	-
5016_5017, 5017_5016	369970, 383680 to 369890, 383730	15,484	17,160	19,768	15,052	404	458	395	357	-
5017_5019, 5019_5017	369890, 383730 to 369870, 383850	5,370	6,382	6,886	5,376	83	86	78	84	-
5019_5020, 5020_5019	369870, 383850 to 370030, 384440	7,792	9,352	9,806	8,166	164	168	161	167	-

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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	
5015_5021, 5021_5015	370980, 384550 to 370210, 385000	864	1,889	1,997	974	12	16	14	14	-
5020_5021, 5021_5020	370030, 384440 to 370210, 385000	8,510	9,976	10,535	8,881	103	106	101	107	-
5018_5022, 5022_5018	369800, 383770 to 368760, 384220	12,540	13,750	15,802	12,469	399	450	395	355	-
5059_5025, 5025_5059	370330, 385260 to 370500, 386000	8,100	9,405	9,917	8,141	91	90	87	93	-
5013_5042, 5042_5013	371800, 384270 to 371980, 384780	1,952	3,234	3,369	0	19	35	24	0	Realignment
5021_5059, 5059_5021	370210, 385000 to 370330, 385260	8,100	9,449	9,978	8,141	91	90	87	93	-
98001_5100, 5100_98001	372420, 383720 to 373140, 383260	1,532	0	0	0	0	0	0	0	Realignment
1910_7001, 7001_1910	372260, 379340 to 372250, 379290	36,844	43,336	43,018	40,720	1,723	2,210	2,861	1,906	-

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7001_7002, 7002_7001	372250, 379290 to 372170, 378390	33,914	0	0	0	1,622	0	0	0	Realignment
7001_7003, 7003_7001	372250, 379290 to 371370, 379060	3,272	4,400	3,981	2,735	103	234	365	70	-
7004_7005, 7005_7004	371200, 379130 to 368640, 379240	948	0	0	0	4	0	0	0	Realignment
7003_7006, 7006_7003	371370, 379060 to 369340, 377010	2,127	0	0	0	103	0	0	0	Realignment
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	-
8003_8004, 8004_8003	372810, 381650 to 372730, 381700	15,097	16,107	18,553	15,997	378	561	477	568	-
8003_8005, 8005_8003	372810, 381650 to 373370, 381160	13,723	15,783	16,425	15,911	299	747	257	712	-
8005_8006, 8006_8005	373370, 381160 to 373640, 380980	11,737	12,659	14,063	12,620	252	699	221	666	-

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8006_8007, 8007_8006	373640, 380980 to 373680, 381260	4,899	5,672	4,341	5,363	105	622	173	503	-
8005_8008, 8008_8005	373370, 381160 to 373610, 381450	1,985	3,127	2,362	3,296	47	48	36	46	-
8007_8008, 8008_8007	373680, 381260 to 373610, 381450	8,416	9,585	8,246	9,125	105	622	191	504	-
8008_8009, 8009_8008	373610, 381450 to 374820, 382740	4,247	7,292	4,546	5,261	89	608	76	486	-
8031_8016, 8016_8031	375750, 378450 to 377550, 379950	17,179	18,274	17,742	17,207	107	110	102	105	-
7001_8018, 8018_7001	372250, 379290 to 373820, 379400	1,881	473	346	427	2	1	0	1	-
8018_8021, 8021_8018	373820, 379400 to 374480, 379050	1,881	473	346	427	2	1	0	1	-
7002_8024, 8024_7002	372170, 378390 to 374590, 378610	17,530	0	0	0	191	0	0	0	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	
8024_8025, 8025_8024	374590, 378610 to 374750, 378640	24,195	26,520	24,194	25,427	199	224	157	228	-
8025_8026, 8026_8025	374750, 378640 to 374990, 378740	22,484	24,723	22,375	23,677	199	224	157	228	-
8022_8026, 8026_8022	374750, 378990 to 374990, 378740	9,482	8,482	9,044	8,327	173	164	251	168	-
8026_8028, 8028_8026	374990, 378740 to 375260, 378290	29,387	30,547	29,824	29,692	372	388	425	397	-
8029_8030, 8030_8029	375470, 378380 to 375590, 378330	24,070	25,073	25,051	24,612	401	407	337	415	-
8030_8032, 8032_8030	375590, 378330 to 375730, 378230	9,064	10,382	10,201	9,895	311	317	252	329	-
8022_8049, 8049_8022	374750, 378990 to 374530, 379050	4,247	2,415	2,740	2,600	6	1	0	1	-
8003_8061, 8061_8003	372810, 381650 to 372410, 380380	4,867	8,397	7,230	7,702	157	769	278	573	-

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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	
7053_39708, 39708_7053	362220, 381780 to 362140, 382010	13,263	14,718	15,566	13,938	1,462	1,412	1,475	1,431	-
39826_39714, 39827_2023	366070, 383820 to 362400, 382200	127,862	130,273	131,624	129,281	16,818	16,359	16,093	16,567	-
39716_39717, 39714_39715	361630, 382080 to 362390, 382250	110,909	112,120	112,992	111,756	14,683	14,227	13,929	14,441	-
2015_39825, 39824_2016	367140, 384340 to 367180, 384330	102,672	99,424	103,800	102,145	16,591	15,691	16,051	16,137	-
2022_39826, 2023_2015	366170, 383860 to 366070, 383820	92,026	92,113	93,071	92,152	13,916	13,441	13,247	13,641	-
39717_39827, 39826_39714	362390, 382250 to 364830, 383370	127,862	130,273	131,624	129,281	16,818	16,359	16,093	16,567	-
39715_39828	361660, 382040 to 361580, 382030	65,813	66,229	65,846	65,923	10,291	9,909	9,640	10,146	-
39825_70080, 39824_2016	367180, 384330 to 373640, 385430	102,672	99,424	103,800	102,145	16,591	15,691	16,051	16,137	-

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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	
1913_71500, 70015_53027	372710, 379280 to 372900, 378410	161,505	76,095	71,822	77,487	24,493	11,530	11,112	11,199	-
1916_71705	372390, 379520 to 372540, 379420	24,650	23,313	21,461	24,258	1,233	1,927	2,025	1,587	-
1905_80001	372210, 379580 to 372270, 379380	6,880	10,015	7,158	8,651	203	273	263	272	-
1907_80001	372310, 379410 to 372270, 379380	12,344	15,346	16,681	15,226	613	875	1,224	701	-
80009_80002	372275, 379505 to 372240, 379600	27,364	26,983	26,209	27,928	1,477	2,108	2,061	1,789	-
1905_80002	372210, 379580 to 372240, 379600	11,030	11,778	12,878	11,544	732	989	1,392	839	-
1908_80003	372230, 379390 to 372190, 379440	18,400	22,238	21,849	20,932	913	1,201	1,691	1,074	-
1906_80004	372290, 379580 to 372320, 379540	12,490	15,317	16,612	15,170	613	872	1,223	700	-

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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	
1907_80009	372310, 379410 to 372275, 379505	27,364	26,983	26,209	27,928	1,477	2,108	2,061	1,789	-
95003_80585, 95002_1915	372230, 379670 to 372190, 379780	74,055	75,676	75,335	77,545	4,038	5,643	5,888	4,714	-
80002_95003, 1915_1906	372240, 379600 to 372230, 379670	49,832	52,881	54,454	53,684	2,808	3,824	4,171	3,197	-
95013_95011	371990, 380530 to 371910, 380470	2,208	4,723	3,281	4,216	81	406	248	242	-
95011_95012	371910, 380470 to 371870, 380360	2,208	4,723	3,281	4,216	81	406	248	242	-
8061_95013, 95013_8061	372410, 380380 to 371990, 380530	5,163	8,663	7,432	7,937	161	772	282	577	-
96011_95018, 95019_96012	372570, 383040 to 373230, 383980	73,404	72,459	73,597	75,492	3,937	5,085	5,483	4,454	-
96000_96001, 96002_95000	372080, 379900 to 371870, 380180	74,055	75,676	75,335	77,545	4,038	5,643	5,888	4,714	-

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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	
95027_96002, 96001_95016	371910, 380280 to 371960, 380210	74,055	75,676	75,335	77,545	4,038	5,643	5,888	4,714	-
96007_96009, 96010_96008	372200, 382180 to 372350, 382470	69,030	67,527	68,684	70,276	3,891	5,035	5,701	4,366	-
96009_96011, 96012_96010	372350, 382470 to 372570, 383040	73,403	72,528	74,013	75,552	3,937	5,140	5,795	4,503	-
5002_96211, 96211_5002	373100, 383140 to 372910, 382410	1,521	2,571	2,472	1,775	40	125	104	158	-
96210_96211, 96211_96210	372910, 382400 to 372910, 382410	3,572	4,587	4,730	4,096	69	155	135	190	-
5012_98001, 98001_5012	372370, 383770 to 372420, 383720	1,532	2,682	2,603	2,524	0	246	330	49	-
95016_98104	371740, 380350 to 371660, 380390	2,820	3,471	3,776	3,251	64	270	248	226	-
98104_98105	371660, 380390 to 371600, 380410	2,863	3,801	4,109	3,469	70	332	309	288	-

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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	
98107_98106	371610, 380460 to 371670, 380440	2,913	3,616	4,124	3,475	74	316	294	267	-
95013_98106, 98106_95013	371990, 380530 to 371670, 380440	2,955	3,946	4,456	3,691	80	382	361	334	-
98105_98107	371600, 380410 to 371610, 380460	2,913	3,616	4,124	3,475	74	316	294	267	-
90005_1907	372410, 379380 to 372310, 379410	0	27,393	26,856	28,342	0	2,147	2,333	1,847	Realignment
91003_1913, 53027_1903	372690, 379300 to 372710, 379280	0	159,771	152,453	161,565	0	25,940	25,542	25,183	Realignment
7005_7100, 7100_7005 and 7005_7004, 7004_7005	368640, 379240 to 369520, 379160	0	587	524	522	0	14	14	14	Realignment
7003_7101, 7101_7003 and 7003_7006, 7006_7003	371370, 379060 to 370370, 377900	0	4,231	4,005	2,722	0	331	461	161	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	
7006_7101, 7101_7006 and 7006_7003, 7003_7006	369340, 377010 to 370370, 377900	0	2,042	1,910	2,051	0	102	100	103	Realignment
91002_53027, 1913_71500	372740, 379040 to 372700, 379240	0	159,771	153,343	161,565	0	25,940	25,700	25,183	Realignment
1903_90005	372590, 379320 to 372410, 379380	0	27,393	26,856	28,342	0	2,147	2,333	1,847	Realignment
90008_90007, 90007_90008	372730, 383490 to 372970, 383370	0	2,578	2,448	2,481	0	123	165	25	Realignment
7002_91000, 91000_7002	372170, 378390 to 372180, 378460	0	39,979	40,012	38,750	0	2,128	2,491	1,893	Realignment
7001_91000, 91000_7001	372250, 379290 to 372180, 378460	0	39,979	40,012	38,750	0	2,128	2,491	1,893	Realignment
7002_91001, 91001_7002	372170, 378390 to 372320, 378400	0	20,582	18,222	19,765	0	244	172	248	Realignment
8024_91001, 91001_8024	374590, 378610 to 372320, 378400	0	20,582	18,222	19,765	0	244	172	248	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	
1902_91003, 53027_1903	372650, 379340 to 372690, 379300	0	160,300	152,453	161,774	0	26,031	25,542	25,219	Realignment
1914_91004, 91005_1901	371870, 379700 to 369510, 381530	0	130,971	120,371	127,527	0	22,764	21,911	22,575	Realignment
2034_91005, 91004_2005	367020, 383480 to 369510, 381560	0	130,971	120,371	127,527	0	22,764	21,911	22,575	Realignment
90008_98001, 98001_90008	372730, 383490 to 372420, 383720	0	2,682	2,603	2,524	0	246	330	49	Realignment
7100_7101, 7101_7100 and 81011_81012, 81012_81011	369520, 379160 to 370370, 377900	0	859	768	672	0	125	86	59	Realignment
80002_1906	372240, 379600 to 372290, 379580	531	636	658	462	3	99	269	56	-
80004_1916	372320, 379540 to 372390, 379520	427	483	522	367	3	99	269	55	-
2024_2007	366310, 384200 to 366350, 384490	22,744	23,337	25,029	23,173	2,718	2,680	2,686	2,694	-

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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	
2005_2019	366870, 383600 to 366700, 383780	7,698	7,787	5,653	7,299	315	331	283	313	-
2019_2022	366700, 383780 to 366170, 383860	5,335	5,219	4,239	5,022	235	226	202	233	-
2021_2025	366490, 384100 to 366310, 384430	8,027	8,259	6,391	7,995	210	243	212	207	-
2024_2025	366310, 384200 to 366310, 384430	5,327	6,110	6,589	5,567	93	92	93	93	-
5035_5008, 5008_5035	372870, 386450 to 372470, 385070	404	1,169	1,546	620	11	9	5	5	-
98002_5009, 5009_98002	372140, 382380 to 371870, 382720	10,913	11,905	13,954	10,284	347	396	329	295	-
5013_5015, 5015_5013	371800, 384270 to 370980, 384550	871	1,813	1,917	974	19	46	38	14	-
7005_5016, 5016_7005	368640, 379240 to 369970, 383680	3,953	4,515	5,125	4,107	98	103	99	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	
39708_39709	362140, 382010 to 362050, 381980	6,737	7,610	8,147	7,244	1,004	991	1,000	997	-
39709_39711	362050, 381980 to 361980, 382070	11,157	11,831	12,604	11,676	1,766	1,784	1,825	1,815	-
39718_39713	361970, 382260 to 362100, 382220	4,163	4,670	4,284	4,694	293	268	306	277	-
39712_39713	361930, 382180 to 362100, 382220	18,502	19,138	19,495	18,812	2,249	2,283	2,334	2,325	-
98005_96009	372130, 382290 to 372350, 382470	4,393	5,041	5,402	5,319	31	99	81	143	-
98005_98002	372130, 382290 to 372140, 382380	5,570	5,636	6,868	4,732	154	169	136	117	-
98002_98003	372140, 382380 to 372230, 382380	5,343	6,269	7,086	5,552	192	226	193	178	-
98003_98004	372230, 382380 to 372220, 382290	5,343	6,269	7,086	5,552	192	226	193	178	-

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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	
98004_98005	372220, 382290 to 372130, 382290	9,963	10,676	12,270	10,043	185	269	217	259	-

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Table 2: Site haul route and along the route construction traffic flows in the Pickmere to Agden and Hulseheath (MA03) community area

Road ID	No. 40 tonne ADT	No. 20 tonne HGV (along the route)	No. 40 tonne ADT (along the route)
MA03/01	0	198	0
MA03/01 (TN08a)	304	148	0
MA03/02	0	68	0
MA03/03	0	209	0
MA03/03a	0	209	0
MA03/03a (TN08b)	350	163	0
MA03/04	0	56	0
MA03/05	0	121	0
MA03/05 (TN09a)	431	85	0
MA03/06a	0	133	0
MA03/06a (TN09b)	134	127	0
MA03/06b	0	110	0
MA03/06b (TN09c)	497	74	0
MA03/07	0	13	0
MA03/07a	0	72	0
MA06/01a	0	58	0
MA06/03a (TN12)	341	239	0
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
ML_271600	0	25	388
ML_271700	0	25	388
ML_271800	0	25	388
ML_271900	0	25	388
ML_272000	0	25	388
ML_272100	0	25	388
ML_272200	0	25	388
ML_272300	0	25	388
ML_272400	0	29	448
ML_272500	0	14	350
ML_272600	0	14	350
ML_272700	0	14	350
ML_272800	0	15	350

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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_272900	0	15	350
ML_273000	0	15	350
ML_273100	0	15	350
ML_273200	0	15	350
ML_273300	0	16	350
ML_273400	0	16	350
ML_273500	0	16	350
ML_273600	0	16	350
ML_273700	0	0	350
ML_273800	0	25	350
ML_273900	0	15	350
ML_274000	0	209	350
ML_274100	0	0	439
ML_274200	0	19	439
ML_274300	0	19	439
ML_274400	0	18	439
ML_274500	0	18	439
ML_274600	0	18	439
ML_274700	0	18	448
ML_274800	0	10	361
ML_274900	0	10	361
ML_275000	0	10	361
ML_275100	0	10	361
ML_275200	0	10	361
ML_275300	0	10	361
ML_275400	0	9	361
ML_275500	0	9	361
ML_275600	0	56	361
ML_275700	0	33	361
ML_275800	0	121	431
ML_275900	0	22	431
ML_276000	0	22	431
ML_276100	0	22	431
ML_276200	0	21	431
ML_276300	0	21	503
ML_276400	0	12	391
ML_276500	0	12	391
ML_276600	0	12	391

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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_276700	0	12	391
ML_276800	0	12	391
ML_276900	0	12	391
ML_277000	0	12	397
ML_277100	0	12	391
ML_277200	0	12	391
ML_277300	0	12	391
ML_277400	0	20	423
ML_277500	0	16	402
ML_277600	0	18	402
ML_277700	0	18	402
ML_277800	0	189	402
ML_277900	0	189	402
ML_278000	0	189	402
ML_278100	0	189	402
ML_278200	0	62	450
ML_278300	0	22	438
ML_278400	0	22	438
ML_278500	0	110	497
ML_278600	0	21	280
ML_278700	0	21	279
ML_278800	0	21	279
ML_278900	0	21	374
ML_279000	0	133	134
ML_279100	0	5	10
ML_279200	0	38	10
ML_279300	0	38	10
ML_279400	0	72	10
ML_279500	0	32	10
ML_279600	0	13	10
ML_279700	0	10	10
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

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Road ID	No. 40 tonne ADT	No. 20 tonne HGV (along the route)	No. 40 tonne ADT (along the route)
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
MS_278300	0	0	0
MS_278400	0	0	0
MS_278500	0	0	0
MS_278600	0	5	372
MS_278700	0	5	372
MS_278800	0	5	372
MS_278900	0	0	372
MS_279000	0	5	372
MS_279100	0	5	372
MS_279200	0	5	372
MS_279300	0	58	372
MS_279400	0	14	359
MS_279500	0	14	359
MS_279600	0	12	359
MS_279700	0	6	359
MS_279800	0	6	359
MS_279900	0	6	390

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 Pickmere to Agden and Hulseheath (MA03) 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	
1903_1907	372590, 379320 to 372310, 379410	28,644	0	-28,644	1,436	0	-1,436	Realignment
1902_1913, 53027_1903	372650, 379340 to 372710, 379280	177,399	177,678	279	24,197	24,191	-6	
2002_2003, 2006_2007	366360, 384590 to 366450, 384420	137,299	136,376	-923	21,833	22,227	394	
1914_2005, 2034_1901	371870, 379700 to 366870, 383600	139,493	138,083	-1,410	22,159	22,130	-29	Realignment
2006_2007, 2003_2004	366520, 384230 to 366350, 384490	141,218	139,802	-1,416	22,410	22,363	-47	
5009_5011, 5011_5009	371870, 382720 to 371330, 383120	10,477	11,863	1,386	287	303	16	Realignment
5013_5015, 5015_5013	371800, 384270 to 370980, 384550	794	626	-168	20	21	1	Realignment
5011_5016, 5016_5011	371330, 383120 to 369970, 383680	10,471	11,857	1,386	281	297	16	
5016_5017, 5017_5016	369970, 383680 to 369890, 383730	13,912	15,604	1,692	382	396	14	
5017_5018, 5018_5017	369890, 383730 to 369800, 383770	8,385	9,724	1,339	288	301	13	
5018_5022, 5022_5018	369800, 383770 to 368760, 384220	10,501	11,940	1,439	368	381	13	
5041_5042, 5042_5041	370850, 385920 to 371980, 384780	1,432	2,644	1,212	1	1	0	
5013_5042, 5042_5013	371800, 384270 to 371980, 384780	1,651	0	-1,651	20	0	-20	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	
5023_5057, 5057_5023	367950, 384450 to 368670, 384250	7,509	9,204	1,695	296	315	19	
5022_5057, 5057_5022	368760, 384220 to 368670, 384250	7,985	9,270	1,285	314	333	19	
7001_7002, 7002_7001	372250, 379290 to 372170, 378390	35,943	35,990	47	1,665	1,621	-44	Realignment
7004_7005, 7005_7004	371200, 379130 to 368640, 379240	911	0	-911	3	0	-3	
7003_7006, 7006_7003	371370, 379060 to 369340, 377010	2,300	0	-2,300	103	0	-103	Realignment
8003_8004, 8004_8003	372810, 381650 to 372730, 381700	14,208	16,218	2,010	357	452	95	
8003_8005, 8005_8003	372810, 381650 to 373370, 381160	14,144	15,221	1,077	296	320	24	
8005_8006, 8006_8005	373370, 381160 to 373640, 380980	11,944	13,365	1,421	246	272	26	
7001_8018, 8018_7001	372250, 379290 to 373820, 379400	2,614	1,505	-1,109	2	0	-2	
8006_8019, 8019_8006	373640, 380980 to 374100, 380110	16,305	17,409	1,104	335	328	-7	
8019_8020, 8020_8019	374100, 380110 to 374450, 379300	16,305	17,409	1,104	335	328	-7	
8018_8021, 8021_8018	373820, 379400 to 374480, 379050	2,614	1,505	-1,109	2	0	-2	
7002_8024, 8024_7002	372170, 378390 to 374590, 378610	17,483	17,639	156	234	231	-3	Realignment

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		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	
8024_8025, 8025_8024	374590, 378610 to 374750, 378640	26,282	25,149	-1,133	235	234	-1	
8025_8026, 8026_8025	374750, 378640 to 374990, 378740	24,518	23,422	-1,096	235	234	-1	
8024_8049, 8049_8024	374590, 378610 to 374530, 379050	5,718	6,800	1,082	98	97	-1	
5013_8070, 8070_5013	371800, 384270 to 372270, 383810	1,390	0	-1,390	0	0	0	Realignment
5012_8070, 8070_5012	372370, 383770 to 372270, 383810	1,390	2,264	874	0	0	0	Realignment
2015_39825, 39824_2016	367140, 384340 to 367180, 384330	104,419	105,580	1,161	15,055	14,889	-166	
2022_39826, 2023_2015	366170, 383860 to 366070, 383820	95,502	96,568	1,066	12,585	12,537	-48	
1905_80001	372210, 379580 to 372270, 379380	6,931	6,424	-507	220	218	-2	
80009_80002	372275, 379505 to 372240, 379600	27,471	29,179	1,708	1,394	1,463	69	Realignment
1907_80009	372310, 379410 to 372275, 379505	27,471	29,179	1,708	1,394	1,463	69	Realignment
80002_95003, 1915_1906	372240, 379600 to 372230, 379670	53,908	54,420	512	2,753	2,699	-54	Realignment
98005_96009	372130, 382290 to 372350, 382470	4,767	5,894	1,127	33	92	59	
96009_96011,	372350, 382470 to 372570, 383040	78,185	80,063	1,878	3,944	3,965	21	

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		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	
96012_96010								
5009_98002, 98002_5009	371870, 382720 to 372140, 382380	9,518	11,088	1,570	319	333	14	
98002_98003	372140, 382380 to 372230, 382380	4,741	6,185	1,444	178	183	5	
98003_98004	372230, 382380 to 372220, 382290	4,741	6,185	1,444	178	183	5	
98004_98005	372220, 382290 to 372130, 382290	9,545	10,797	1,252	174	242	68	
98004_98006, 98006_98004	372220, 382290 to 372340, 382140	13,712	15,895	2,183	343	416	73	
81011_81012, 81012_81011	370021, 379181 to 369627, 378300	518	518	0	16	16	0	Realignment
81008_81052, 81052_81008	370554, 378236 to 369817, 378725	466	466	0	40	40	0	Realignment
81010_81007, 81007_81010	371651, 377333 to 370616, 378298	1,035	1,035	0	46	46	0	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	
81006_5009 , 5009_81006	370441, 382607 to 371870, 382720	2,018	2,018	0	90	90	0	Realignment
90005_1907	372410, 379380 to 372310, 379410	0	29,440	29,440	0	1,464	1,464	Realignment
7005_7100, 7100_7005	368640, 379240 to 369520, 379160	0	509	509	0	0	0	
7003_7101, 7101_7003	371370, 379060 to 370370, 377900	0	2,884	2,884	0	104	104	Realignment
7006_7101, 7101_7006	369340, 377010 to 370370, 377900	0	2,375	2,375	0	104	104	
7100_7101, 7101_7100	369520, 379160 to 370370, 377900	0	509	509	0	0	0	
5013_90001 , 90001_5013	371800, 384270 to 371980, 384230	0	626	626	0	21	21	Realignment
5042_90001 , 90001_5042	371980, 384780 to 371980, 384230	0	2,888	2,888	0	20	20	Realignment
8070_90001 , 90001_8070	372270, 383810 to 371980, 384230	0	2,264	2,264	0	0	0	Realignment
1903_90005	372590, 379320 to 372410, 379380	0	29,440	29,440	0	1,464	1,464	Realignment
2035_2002, 2007_2008	366270, 384960 to 366360, 384590	190,661	188,980	-1,681	28,043	28,340	297	
2012_2003	366340, 384790 to 366450, 384420	3,964	3,454	-510	542	114	-428	

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		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	
39824_2016 , 39825_7008 0	373790, 385270 to 367140, 384280	104,420	105,580	1,160	15,055	14,889	-166	
2010_5023, 5023_2010	366400, 384930 to 367950, 384450	9,304	11,276	1,972	318	338	20	
5025_5041, 5041_5025	370500, 386000 to 370850, 385920	13,673	14,779	1,106	115	114	-1	
5008_5042, 5042_5008	372470, 385070 to 371980, 384780	924	1,175	251	12	12	0	Realignment
7009_7002, 7002_7009	371020, 376060 to 372170, 378390	40,902	41,181	279	1,552	1,510	-42	Realignment
95019_9601 2, 96011_9501 8	373310, 383960 to 372720, 383010	78,185	80,064	1,879	3,944	3,965	21	
96019_9602 1	373880, 385060 to 374180, 385550	42,010	43,929	1,919	2,145	2,191	46	
5100_98001 , 98001_5100	373140, 383260 to 372420, 383720	1,392	2,258	866	0	0	0	Realignment

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5 References

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