



High Speed Two Phase 2a (West Midlands - Crewe)

Background Information and Data

Air Quality

Traffic data used for the air quality assessment (BID-AQ-002-000)



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Department for Transport

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A report prepared for High Speed Two (HS2) Limited:

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1 Introduction

1.1.1 This document presents the traffic data used in the air quality assessment for the construction and operation of High Speed Two (HS2) High Speed Rail (West Midlands - Crewe); it covers the following community areas (CA):

- CA1: Fradley to Colton;
- CA2: Colwich to Yarlet;
- CA3: Stone and Swynnerton;
- CA4: Whitmore Heath to Madeley; and
- CA5: South Cheshire.

1.1.2 The air quality assessment is detailed in The High Speed Two (HS2) High Speed Rail (West Midlands - Crewe) Environmental Statement (ES)¹.

¹ HS2 Ltd (2017), *The High Speed Two (HS2) High Speed Rail (West Midlands - Crewe) Environmental Statement (ES)*, www.gov.uk/hs2.

2 CA1 Fradley to Colton

2.1 Construction

- 2.1.1 Table 1 outlines the traffic flows of construction related vehicles on the highway network. The data presented is split into annual average daily traffic (AADT) and heavy goods vehicles (HGVs) in the without the Proposed Scheme and with the Proposed Scheme scenarios and the change between the two scenarios in the Fradley to Colton area.
- 2.1.2 The air quality assessment of construction traffic emissions has used traffic data based on an estimate of the average daily flows at the peak year during the construction period (2020-2026). The assessment assumes vehicle emission rates and background pollutant concentrations from year 2020 as a worst case.
- 2.1.3 Table 2 outlines the traffic flows of construction related vehicles on the haul road and at areas of construction activities along the route of the Proposed Scheme in the Fradley to Colton area. The data is split into articulated dump trucks (ADTs) and HGVs on the haul road, and ADTs along the centreline of the route of the Proposed Scheme. The data is presented for the with the Proposed Scheme scenario only.

Table 1: Highway network construction traffic flows in the Fradley to Colton area

| Road ID | Road Name | AADT | | | HGVs | | |
|---------|---|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|
| | | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change |
| AQ-001 | Common Lane (east of A515 Litchfield Road) | 65 | 65 | 0 | 6 | 6 | 0 |
| AQ-002 | A515 Lichfield Road (between Common Lane and the route of the Proposed Scheme) | 5,446 | 5,938 | 492 | 410 | 701 | 291 |
| AQ-003 | Shaw Lane (between Rugeley Road and the route of the Proposed Scheme) | 181 | 181 | 0 | 6 | 6 | 0 |
| AQ-004 | A513 Rugeley Road (between Shaw Lane and the route of the Proposed Scheme) | 6,747 | 7,683 | 936 | 203 | 644 | 441 |
| AQ-008 | B5014 Uttoxeter Road (between Stoneyford Lane and the route of the Proposed Scheme) | 1,677 | 1,881 | 203 | 58 | 161 | 104 |
| AQ-010 | Hadley Gate Lane (north of Blithbury Road) | 29 | 29 | 0 | 0 | 0 | 0 |
| AQ-012 | Newlands Lane (between Moor Lane and close to Narrow Lane) | 109 | 113 | 4 | 9 | 9 | 0 |
| AQ-013 | Moor Lane (south of West Newlands Lane) | 123 | 123 | 0 | 10 | 10 | 0 |
| AQ-052 | A515 Lichfield Road (between Crawley Lane and Rugeley Road) | 10,877 | 10,997 | 120 | 570 | 570 | 0 |
| AQ-053 | Pipe Lane (north of Common Lane) | 571 | 703 | 132 | 26 | 45 | 19 |
| AQ-054 | Sherracope Lane (between Uttoxeter Road and Park Lane) | 40 | 44 | 4 | 3 | 3 | 0 |
| AQ-055 | Blithbury Road (between Stoneyford Lane and Blithbury Road) | 2,195 | 2,552 | 356 | 57 | 117 | 60 |

| Road ID | Road Name | AADT | | | HGVs | | |
|---------|--|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|
| | | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change |
| AQ-069 | A513 Alrewas Bypass from Kings Bromley Road to A38 at Croxall Road (between A38 Rykneld Street and Orgreave Hall Lane) | 7,779 | 7,912 | 133 | 512 | 512 | 0 |
| AQ-073 | A513 Kings Bromley Lane (between the route of the Proposed Scheme and Uttoxeter Road) | 6,948 | 7,699 | 751 | 236 | 553 | 317 |
| AQ-074 | B5014 Uttoxeter Road (between Common Lane and School Lane) | 3,673 | 4,080 | 407 | 117 | 324 | 207 |
| AQ-075 | B5014 Rake End Lane (between School Lane and Stoneyford Lane) | 2,371 | 2,574 | 203 | 111 | 214 | 104 |
| AQ-076 | Pipe Lane (between Blithbury Road and Pipe Lane/southbound) | 189 | 329 | 140 | 2 | 2 | 0 |
| AQ-086 | B5013 Colton Road between Co106 Bellamour Way and Co107 Blithbury Road | 5,660 | 5,743 | 83 | 272 | 308 | 37 |
| AQ-088 | A51 Lichfield Road (between A513 Lichfield Road and Rugeley Eastern Bypass) | 21,710 | 22,957 | 1,248 | 1,003 | 2,028 | 1,025 |
| AQ-131 | A51 Western Bypass between Abnalls Lane and The Friary | 22,312 | 22,448 | 136 | 1,515 | 1,515 | 0 |
| AQ-132 | A51 Stafford Road (between Eastern Avenue and Featherbed Lane) | 19,386 | 20,361 | 974 | 1,851 | 2,684 | 833 |
| AQ-133 | Wood End Lane (between Nanscawen Road and A38 Rykneld Street) | 8,235 | 8,296 | 61 | 3,142 | 3,142 | 0 |
| AQ-134 | Wood End Lane (between Gorse Lane and Nanscawen Road) | 7,553 | 7,614 | 61 | 1,994 | 1,994 | 0 |

| Road ID | Road Name | AADT | | | HGVs | | |
|---------|---|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|
| | | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change |
| AQ-135 | Wood End Lane (between Gorse Lane and Netherstowe Lane) | 6,976 | 7,037 | 61 | 2,386 | 2,386 | 0 |
| AQ-136 | A51 Stafford Road between A515 Featherbed Lane and Cleat Hill Lay By | 18,926 | 19,964 | 1,037 | 1,876 | 2,912 | 1,036 |
| AQ-137 | Wood End Lane (between A515 Litchfield Road and Netherstowe Lane) | 6,624 | 6,685 | 61 | 2,127 | 2,127 | 0 |
| AQ-138 | A515 Lichfield Road (between Wood End Lane and Common Lane) | 6,113 | 7,130 | 1,018 | 533 | 1,367 | 834 |
| AQ-139 | B5014 Uttoxeter Road (between Kings Bromley Lane and Common Lane) | 3,892 | 4,225 | 334 | 248 | 370 | 122 |
| AQ-140 | A51 Brereton Hill (between Brereton Hill Lane and Lea Hall Way) | 16,615 | 17,153 | 538 | 1,835 | 2,372 | 537 |
| AQ-141 | A51 Lea Hall Way (between Armitage Road and Brereton Hill) | 14,829 | 15,865 | 1,036 | 1,646 | 2,682 | 1,036 |
| AQ-142 | A51 Lea Hall Way (between Armitage Road and Wheelhouse Road) | 18,513 | 19,553 | 1,040 | 1,674 | 2,711 | 1,036 |
| AQ-143 | A51 Lea Hall Way (between Wheelhouse Road and Power Station Road) | 18,206 | 19,245 | 1,040 | 1,505 | 2,542 | 1,036 |
| AQ-144 | Power Station Road between Tannery Close and Riverside | 10,648 | 10,648 | 0 | 545 | 545 | 0 |
| AQ-145 | B5013 Colton Road (between Rugeley Eastern Bypass and Blithbury Road) | 8,334 | 8,605 | 271 | 880 | 917 | 37 |
| AQ-146 | Stonyford Lane (between B5014 Uttoxeter Road and Blithbury Road) | 765 | 765 | 0 | 46 | 46 | 0 |

| Road ID | Road Name | AADT | | | HGVs | | |
|---------|---|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|
| | | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change |
| AQ-206 | A38 Rykneld Street (between Burton Road and Rykneld Street/northbound slip) | 5,741 | 6,168 | 426 | 580 | 1,001 | 421 |
| AQ-207 | A38 Rykneld Street (between Burton Road and Rykneld Street/northbound slip) | 5,519 | 5,911 | 392 | 613 | 1,004 | 391 |
| AQ-208 | A5127 Trent Valley Road (between Eastern Avenue and Rykneld Street) | 12,935 | 13,753 | 818 | 929 | 1,742 | 812 |
| AQ-209 | A5192 Cappers Lane (between Trent Valley Road and Austin Cote Lane) | 16,231 | 16,440 | 208 | 1,423 | 1,632 | 208 |
| AQ-210 | A5192 Cappers Lane (between Austin Cote Lane and the A38 Rykneld Street) | 9,621 | 9,829 | 208 | 1,134 | 1,342 | 208 |
| AQ-211 | A5192 Eastern Avenue (between Trent Valley Road and Netherstowe Lane) | 16,663 | 17,565 | 902 | 1,160 | 2,057 | 897 |
| AQ-212 | A51 Western Bypass (between Friary Island and Eastern Avenue) | 11,587 | 12,180 | 593 | 924 | 1,512 | 588 |
| AQ-213 | A5192 Eastern Avenue (between Netherstone Lane and Grange Lane) | 13,832 | 14,490 | 658 | 1,130 | 1,782 | 653 |
| AQ-214 | A51 Stafford Road (between Constitution Island and Brereton Hill Lane) | 17,198 | 17,736 | 538 | 1,799 | 2,336 | 537 |
| AQ-215 | Nanseawen Road (south of Wood End Lane) | 391 | 391 | 0 | 141 | 141 | 0 |
| AQ-216 | A51 Rugeley Eastern Bypass (between Colton Road and Lichfield Road) | 13,388 | 14,431 | 1,043 | 1,334 | 2,359 | 1,025 |
| AQ-230 | Crawley Lane (between A0515 Litchfield Road and Common Lane) | 112 | 112 | 0 | 16 | 16 | 0 |

| Road ID | Road Name | AADT | | | HGVs | | |
|---------|---|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|
| | | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change |
| AQ-232 | Pipe Lane (between D3123 Common Lane and Chadwick Crescent) | 152 | 152 | 0 | 15 | 15 | 0 |
| AQ-250 | A515 Lichfield Road | 9,170 | 10,145 | 975 | 1,300 | 2,135 | 834 |
| AQ-257 | Wood End Lane | 8,797 | 8,878 | 80 | 3,015 | 3,015 | 0 |
| AQ-314 | A38 Rykneld Street (southbound between A5192 Cappers Lane and A5206 London Road) | 62,117 | 62,479 | 363 | 7,753 | 8,040 | 287 |
| AQ-339 | A38 Lichfield Road (northbound between A513 Croxall Road and B5016 Station Road) | 28,366 | 29,081 | 715 | 4,090 | 4,805 | 715 |
| AQ-340 | A38 Rykneld Street (northbound between A5127 Burton Road and A513 Croxall Road) | 56,052 | 56,506 | 454 | 7,870 | 8,291 | 421 |
| AQ-341 | A38 Rykneld Street (southbound within the A5127 Burton Road /A5192 Cappers Lane junction) | 50,408 | 50,526 | 118 | 8,227 | 8,305 | 79 |
| AQ-354 | on link A38 Swinfen Roundabout (at junction with A5206 southbound within the A513 junction) | 25,956 | 26,928 | 972 | 4,371 | 5,213 | 842 |
| AQ-355 | on link A38 Swinfen Roundabout (at junction with A5206 northbound within the A513 junction) | 25,327 | 26,379 | 1,052 | 4,109 | 4,952 | 842 |
| AQ-361 | A5192 Cappers Lane (between A38 Rykneld Street NB and SB slip roads) | 7,335 | 7,571 | 237 | 464 | 691 | 227 |
| AQ-362 | A38 Rykneld Street (southbound from A5192 Cappers Lane) | 4,821 | 4,934 | 113 | 357 | 471 | 113 |
| AQ-363 | A38 Rykneld Street (northbound to A5192 Cappers Lane) | 4,588 | 4,824 | 237 | 364 | 591 | 227 |

| Road ID | Road Name | AADT | | | HGVs | | |
|---------|--|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|
| | | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change |
| AQ-375 | Newlands Lane (between High Street and the route of the Proposed Scheme) | 50 | 54 | 4 | 3 | 3 | 0 |
| AQ-376 | Pipe Lane (between Blithbury Road and Woodhouse Farm) | 127 | 162 | 34 | 11 | 11 | 0 |
| AQ-379 | Pipe Lane (between Quintons Orchard and Dawson Lane) | 140 | 209 | 70 | 10 | 10 | 0 |

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Table 2: Haul road and along the route construction traffic flows in the Fradley to Colton area

| ID | No. 40 tonne ADTs (haul road) | No. 20 tonne HGVs (haul road) | No. 40 tonne ADTs (along the route) |
|--------|-------------------------------|-------------------------------|-------------------------------------|
| 188400 | 30 | 1 | 12 |
| 188500 | 30 | 1 | 12 |
| 188600 | 30 | 9 | 0 |
| 188700 | 130 | 9 | 18 |
| 188800 | 126 | 9 | 18 |
| 188900 | 230 | 9 | 282 |
| 189000 | 230 | 9 | 282 |
| 189100 | 91 | 9 | 18 |
| 189200 | 91 | 9 | 18 |
| 189300 | 91 | 9 | 18 |
| 189400 | 91 | 9 | 18 |
| 189500 | 91 | 9 | 18 |
| 189600 | 97 | 12 | 18 |
| 189700 | 94 | 12 | 18 |
| 189800 | 94 | 12 | 18 |
| 189900 | 348 | 12 | 61 |
| 190000 | 348 | 12 | 61 |
| 190100 | 282 | 12 | 18 |
| 190200 | 282 | 12 | 18 |
| 190300 | 282 | 17 | 18 |
| 190400 | 1 | 4 | 18 |
| 190500 | 1 | 4 | 30 |
| 190600 | 1 | 13 | 12 |
| 190700 | 1 | 13 | 12 |
| 190800 | 1 | 13 | 12 |
| 190900 | 128 | 42 | 162 |
| 191000 | 128 | 42 | 162 |
| 191100 | 127 | 42 | 12 |
| 191200 | 127 | 42 | 12 |

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| ID | No. 40 tonne ADTs (haul road) | No. 20 tonne HGVs (haul road) | No. 40 tonne ADTs (along the route) |
|--------|-------------------------------|-------------------------------|-------------------------------------|
| 191300 | 129 | 43 | 12 |
| 191400 | 150 | 122 | 32 |
| 191500 | 23 | 79 | 20 |
| 191600 | 23 | 79 | 20 |
| 191700 | 23 | 79 | 20 |
| 191800 | 23 | 74 | 20 |
| 191900 | 23 | 74 | 27 |
| 192000 | 23 | 74 | 7 |
| 192100 | 23 | 74 | 7 |
| 192200 | 23 | 74 | 7 |
| 192300 | 23 | 74 | 7 |
| 192400 | 23 | 74 | 7 |
| 192500 | 23 | 74 | 7 |
| 192600 | 23 | 74 | 7 |
| 192700 | 23 | 74 | 7 |
| 192800 | 23 | 74 | 7 |
| 192900 | 573 | 74 | 136 |
| 193000 | 551 | 0 | 136 |
| 193100 | 551 | 0 | 7 |
| 193200 | 551 | 0 | 7 |
| 193300 | 551 | 0 | 7 |
| 193400 | 551 | 0 | 7 |
| 193500 | 551 | 0 | 7 |
| 193600 | 551 | 0 | 7 |
| 193700 | 551 | 0 | 7 |
| 193800 | 551 | 0 | 7 |
| 193900 | 556 | 1 | 53 |
| 194000 | 513 | 1 | 46 |
| 194100 | 513 | 3 | 46 |
| 194200 | 513 | 3 | 46 |

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| ID | No. 40 tonne ADTs (haul road) | No. 20 tonne HGVs (haul road) | No. 40 tonne ADTs (along the route) |
|--------|-------------------------------|-------------------------------|-------------------------------------|
| 194300 | 513 | 3 | 46 |
| 194400 | 532 | 6 | 46 |
| 194500 | 520 | 6 | 46 |
| 194600 | 520 | 6 | 46 |
| 194700 | 520 | 6 | 46 |
| 194800 | 520 | 6 | 46 |
| 194900 | 520 | 6 | 46 |
| 195000 | 520 | 6 | 88 |
| 195100 | 513 | 19 | 42 |
| 195200 | 506 | 19 | 42 |
| 195300 | 506 | 19 | 42 |
| 195400 | 506 | 19 | 42 |
| 195500 | 506 | 21 | 42 |
| 195600 | 483 | 21 | 42 |
| 195700 | 483 | 21 | 42 |
| 195800 | 483 | 21 | 42 |
| 195900 | 486 | 21 | 104 |
| 196000 | 486 | 22 | 104 |
| 196100 | 473 | 22 | 62 |
| 196200 | 473 | 24 | 62 |
| 196300 | 434 | 28 | 62 |
| 196400 | 430 | 28 | 62 |
| 196500 | 430 | 28 | 62 |
| 196600 | 430 | 30 | 62 |
| 196700 | 430 | 30 | 62 |
| 196800 | 430 | 32 | 62 |
| 196900 | 430 | 32 | 62 |
| 197000 | 447 | 65 | 62 |
| 197100 | 356 | 65 | 62 |
| 197200 | 356 | 65 | 62 |

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| ID | No. 40 tonne ADTs (haul road) | No. 20 tonne HGVs (haul road) | No. 40 tonne ADTs (along the route) |
|--------|-------------------------------|-------------------------------|-------------------------------------|
| 197300 | 356 | 65 | 62 |
| 197400 | 356 | 65 | 62 |
| 197500 | 356 | 65 | 62 |
| 197600 | 359 | 67 | 62 |
| 197700 | 354 | 67 | 62 |
| 197800 | 354 | 67 | 62 |
| 197900 | 354 | 67 | 62 |
| 198000 | 356 | 68 | 62 |
| 198100 | 348 | 96 | 0 |
| 198200 | 348 | 96 | 0 |
| 198300 | 348 | 96 | 0 |
| 198400 | 349 | 103 | 0 |
| 198500 | 341 | 108 | 0 |
| 198600 | 235 | 108 | 0 |
| 198700 | 235 | 117 | 0 |
| 198800 | 235 | 117 | 0 |
| 198900 | 255 | 117 | 23 |
| 199000 | 252 | 118 | 23 |
| 199100 | 252 | 126 | 23 |
| 199200 | 240 | 130 | 23 |
| 199300 | 248 | 132 | 23 |
| 199400 | 248 | 132 | 23 |
| 199500 | 248 | 132 | 23 |
| 199600 | 248 | 132 | 23 |
| 199700 | 248 | 132 | 23 |
| 199800 | 248 | 132 | 0 |
| 199900 | 248 | 132 | 0 |
| 200000 | 248 | 132 | 0 |
| 200100 | 248 | 132 | 0 |
| 200200 | 248 | 132 | 0 |

| ID | No. 40 tonne ADTs (haul road) | No. 20 tonne HGVs (haul road) | No. 40 tonne ADTs (along the route) |
|--------|-------------------------------|-------------------------------|-------------------------------------|
| 200300 | 256 | 160 | 40 |
| 200400 | 201 | 160 | 40 |
| 200500 | 201 | 160 | 40 |
| 200600 | 201 | 160 | 40 |
| 200700 | 201 | 160 | 40 |
| 200800 | 201 | 160 | 40 |
| 200900 | 201 | 172 | 40 |
| 201000 | 201 | 172 | 40 |
| 201100 | 201 | 172 | 40 |
| 201200 | 201 | 172 | 40 |
| 201300 | 201 | 172 | 40 |
| 201400 | 201 | 172 | 40 |
| 201500 | 201 | 172 | 46 |
| 201600 | 200 | 181 | 6 |
| 201700 | 207 | 181 | 34 |
| 201800 | 166 | 181 | 12 |
| 188300 | 24 | 0 | 12 |

2.2 Operation

2.2.1 Table 3 outlines the traffic flows of vehicles on the highway network relating to the operation of the Proposed Scheme in 2027. The data presented is split into AADT and HGVs in the without the Proposed Scheme and with the Proposed Scheme scenarios and the change between the two scenarios in the Fradley to Colton area. It also notes whether the road will be closed, diverted or realigned due to the Proposed Scheme.

Table 3: Highway network operational traffic flows in the Fradley to Colton area

| Road ID | Road Name | AADT | | | HGVs | | | Notes |
|---------|---|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|-------------|
| | | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | |
| AQ-014 | B5013 Uttoxeter Road (between the route of the Proposed Scheme and Moor Lane) | 5,174 | 5,174 | 0 | 230 | 230 | 0 | Realignment |
| AQ-012 | Newlands Lane (between Moor Lane and close to Narrow Lane) | 114 | 90 | -24 | 9 | 8 | -1 | Realignment |
| AQ-013 | Moor Lane (south of West Newlands Lane) | 129 | 129 | 0 | 10 | 10 | 0 | Realignment |
| AQ-008 | B5014 Uttoxeter Road (between Stoneyford Lane and the route of the Proposed Scheme) | 1,626 | 1,626 | 0 | 60 | 60 | 0 | Realignment |
| AQ-002 | A515 Lichfield Road (between Common Lane and the route of the Proposed Scheme) | 5,463 | 5,463 | 0 | 426 | 426 | 0 | Realignment |
| AQ-005 | Dawson Lane (between Pipe Lane and the route of the Proposed Scheme) | 23 | 125 | 102 | 0 | 0 | 0 | Realignment |
| AQ-009 | Blythbury Road (between Uttoxeter Road and the route of the Proposed Scheme) | 1,242 | 1,250 | 8 | 42 | 42 | 0 | Realignment |
| AQ-010 | Hadley Gate Lane (north of Blythbury Road) | 30 | 30 | 0 | 0 | 0 | 0 | Realignment |
| AQ-011 | Newlands Lane (south of East High Street) | 47 | 47 | 0 | 3 | 3 | 0 | Realignment |
| AQ-138 | A515 Lichfield Road (between Wood End Lane and Common Lane) | 6,157 | 6,157 | 0 | 554 | 554 | 0 | |

| Road ID | Road Name | AADT | | | HGVs | | | Notes |
|---------|---|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|-------------|
| | | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | |
| AQ-001 | Common Lane (east of A0515 Litchfield Road) | 68 | 0 | -68 | 6 | 0 | -6 | Closure |
| AQ-085 | Bellamour Way (between High Street and Uttoxeter Road) | 1,689 | 1,689 | 0 | 52 | 52 | 0 | |
| AQ-057 | B5013 Uttoxeter Road (between Moor Lane and Bellamour Lane) | 5,275 | 5,275 | 0 | 210 | 210 | 0 | |
| AQ-235 | B5013 Uttoxeter Road (between D3487 Smithy Lane and Steenwood Lake) | 5,105 | 5,105 | 0 | 409 | 409 | 0 | Realignment |
| AQ-056 | High Street (between Newlands Lane and Heathway) | 200 | 200 | 0 | 9 | 9 | 0 | |
| AQ-054 | Sherracope Lane (between Uttoxeter Road and Park Lane) | 42 | 42 | 0 | 4 | 4 | 0 | |
| AQ-084 | Hollow Lane (between High Street and Blithbury Road) | 489 | 489 | 0 | 18 | 18 | 0 | |
| AQ-078 | B5014 Uttoxeter Road (between Blithbury Road and Seedcroft Lane) | 2,032 | 2,032 | 0 | 112 | 112 | 0 | |
| AQ-076 | Pipe Lane (between Blithbury Road and Pipe Lane/southbound) | 55 | 55 | 0 | 2 | 2 | 0 | |
| AQ-077 | Blithbury Road (between Pipe Lane and Dawson Lane) | 357 | 357 | 0 | 18 | 18 | 0 | |
| AQ-075 | B5014 Rake End Lane (between School Lane and Stoneyford Lane) | 2,350 | 2,350 | 0 | 115 | 115 | 0 | |
| AQ-003 | Shaw Lane (between Rugeley Road and the route of the Proposed Scheme) | 188 | 188 | 0 | 6 | 6 | 0 | Realignment |

| Road ID | Road Name | AADT | | | HGVs | | | Notes |
|---------|--|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|-------------|
| | | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | |
| AQ-052 | A515 Lichfiled Road (between Crawley Lane and Rugeley Road) | 11,170 | 11,170 | 0 | 593 | 593 | 0 | |
| AQ-378 | Blithbury Road (between Uttoxeter Road and Pipe Lane) | 867 | 867 | 0 | 97 | 97 | 0 | |
| AQ-055 | Blithbury Road (between Stoneyford Lane and Blithbury Road) | 2,096 | 2,096 | 0 | 59 | 59 | 0 | Realignment |
| AQ-376 | Pipe Lane (between Blithbury Road and Woodhouse Farm) | 62 | 62 | 0 | 11 | 11 | 0 | |
| AQ-379 | Pipe Lane (between Quintons Orchard and Dawson Lane) | 85 | 85 | 0 | 10 | 10 | 0 | |
| AQ-053 | Pipe Lane (north of Common Lane) | 522 | 522 | 0 | 27 | 27 | 0 | |
| AQ-232 | Pipe Lane (between Common Lane and Chadwick Crescent) | 159 | 159 | 0 | 15 | 15 | 0 | |
| AQ-146 | Stonyford Lane (between B5014 Uttoxeter Road and Blithbury Road) | 798 | 798 | 0 | 48 | 48 | 0 | Realignment |
| AQ-230 | Crawley Lane (between A0515 Litchfield Road and Common Lane) | 116 | 116 | 0 | 17 | 17 | 0 | |
| AQ-006 | Pipe Lane (between Dawson Lane and the route of the Proposed Scheme) | 433 | 433 | 0 | 21 | 21 | 0 | |
| AQ-251 | Colton Road | 5,952 | 5,952 | 0 | 399 | 399 | 0 | |
| AQ-375 | Newlands Lane (between High Street and the route of the Proposed Scheme) | 52 | 52 | 0 | 4 | 4 | 0 | Realignment |

| Road ID | Road Name | AADT | | | HGVs | | | Notes |
|---------|--|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|-------|
| | | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | |
| AQ-004 | A513 Rugeley Road (between Shaw Lane and the route of the Proposed Scheme) | 6,740 | 6,740 | 0 | 211 | 211 | 0 | |
| AQ-087 | Blithbury Road (between Hollow Lane and Colton Road) | 1,868 | 1,868 | 0 | 88 | 88 | 0 | |

3 CA2 Colwich to Yarlet

3.1 Construction

- 3.1.1 Table 4 outlines the traffic flows of construction related vehicles on the highway network. The data presented is split into AADT and HGVs in the without the Proposed Scheme and with the Proposed Scheme scenarios and the change between the two scenarios in the Colwich to Yarlet area.
- 3.1.2 The air quality assessment of construction traffic emissions has used traffic data based on an estimate of the average daily flows at the peak year during the construction period (2020-2026). The assessment assumes vehicle emission rates and background pollutant concentrations from year 2020 as a worst case.
- 3.1.3 Table 5 outlines the traffic flows of construction related vehicles on the haul road and at areas of construction activities along the route of the Proposed Scheme in the Colwich to Yarlet area. The data is split into ADTs and HGVs on the haul road, and ADTs along the centreline of the route of the Proposed Scheme. The data presented is for the with the Proposed Scheme scenario only.

Table 4: Highway network construction traffic flows in the Colwich to Yarlet area

| Road ID | Road Name | AADT | | | HGVs | | |
|---------|---|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|
| | | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change |
| AQ-015 | Tolldish Lane (east of A51 Litchfield Road) | 136 | 136 | 0 | 3 | 3 | 0 |
| AQ-016 | A51 Lichfield Road (between Tolldish Lane and the route of the Proposed Scheme) | 13,982 | 15,402 | 1,420 | 955 | 1,431 | 476 |
| AQ-017 | Mill Lane (between Hoo Mill Lane and Mill Lane/westbound of Main Road) | 4,185 | 4,568 | 383 | 111 | 111 | 0 |
| AQ-018 | Great Haywood Road (between Ingestre Park Road and Holdiford Road) | 4,017 | 4,369 | 352 | 105 | 130 | 24 |
| AQ-020 | Hoo Mill Lane (between Ingestre Park Road and Hoo Mill Lane/eastbound) | 43 | 43 | 0 | 3 | 3 | 0 |
| AQ-021 | A518 Weston Road (between Within Lane and the route of the Proposed Scheme) | 12,446 | 12,971 | 526 | 726 | 1,127 | 401 |
| AQ-022 | Hopton Lane (east of B5066 Sandon Road) | 438 | 505 | 67 | 22 | 22 | 0 |
| AQ-023 | B5066 Sandon Road (between Hopton Lane and the route of the Proposed Scheme) | 5,651 | 5,652 | 1 | 229 | 229 | 0 |
| AQ-024 | Marston Lane (east of Yarlet Lane) | 132 | 280 | 148 | 6 | 25 | 19 |
| AQ-025 | Yarlet Lane (close to Marston Lane) | 103 | 103 | 0 | 6 | 6 | 0 |
| AQ-026 | A34 Stone Road (between Yarlet Lane and Stone Road/northbound) | 22,687 | 23,121 | 433 | 1,394 | 1,427 | 33 |
| AQ-059 | Hanyards Lane (east of Tixall Road) | 106 | 227 | 121 | 4 | 23 | 19 |
| AQ-060 | B5066 Sandon Road (between Beaconside and Hopton Lane) | 5,982 | 6,208 | 226 | 249 | 287 | 37 |

| Road ID | Road Name | AADT | | | HGVs | | |
|---------|---|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|
| | | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change |
| AQ-061 | Within Lane (between B5066 Sandon Road and Wilmore Hill Lane) | 2,318 | 2,318 | 0 | 105 | 105 | 0 |
| AQ-062 | B5066 Sandon Road (between Salt Bank and Within Lane) | 6,022 | 6,024 | 2 | 319 | 319 | 0 |
| AQ-063 | Yarlet Lane (close to A0034 Stone Road) | 168 | 168 | 0 | 5 | 5 | 0 |
| AQ-088 | A51 Lichfield Road (between A513 Lichfield Road and Rugeley Eastern Bypass) | 21,710 | 22,957 | 1,248 | 1,003 | 2,028 | 1,025 |
| AQ-089 | Bellamour Lane (between Uttoxeter Road and Main Road) | 1,715 | 2,244 | -529 | 39 | 39 | 0 |
| AQ-090 | A51 Lichfield Road (between Main Road and Little Tixall Lane) | 13,559 | 14,445 | 886 | 902 | 1,423 | 521 |
| AQ-091 | A51 London Road (between Hoo Mill Lane and New Road) | 11,191 | 12,135 | 944 | 978 | 1,453 | 476 |
| AQ-093 | A518 Weston Bank (between Within Lane and Willowmore Banks) | 12,162 | 13,421 | 1,259 | 754 | 1,870 | 1,116 |
| AQ-094 | Within Lane (between A518 Weston Road and Wilmore Hill Lane) | 2,396 | 2,464 | 67 | 64 | 64 | 0 |
| AQ-095 | A518 Weston Road (between the route of the Proposed Scheme and Blackheath Lane) | 15,491 | 16,609 | 1,118 | 1,331 | 2,138 | 807 |
| AQ-096 | A513 Beaconside (between Dyson Way and Sandon Road) | 16,540 | 17,608 | 1,069 | 1,285 | 2,151 | 865 |
| AQ-097 | A513 Beaconside (between Sandon Road and Marston Lane) | 20,008 | 22,204 | 2,196 | 1,203 | 2,936 | 1,734 |
| AQ-098 | Marston Lane (between Yarlet Lane and A513 Beaconside) | 260 | 409 | 148 | 12 | 31 | 19 |
| AQ-099 | A513 Beaconside (between Marston Lane and Redhill Roundabout) | 20,528 | 21,790 | 1,262 | 1,587 | 2,452 | 865 |
| AQ-100 | A34 Stone Road (between Redhill Roundabout and Whitgreave Lane) | 21,528 | 22,293 | 766 | 1,379 | 1,795 | 416 |

| Road ID | Road Name | AADT | | | HGVs | | |
|---------|---|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|
| | | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change |
| AQ-101 | A34 from M6 roundabout at Creswell (between Redhill Roundabout and Creswell Roundabout at Junction with M6) | 19,895 | 21,482 | 1,587 | 2,335 | 3,328 | 994 |
| AQ-148 | Main Road (between A551 Litchfield Road and Mill Lane) | 4,389 | 4,740 | 351 | 339 | 339 | 0 |
| AQ-149 | Mill Lane (between Mill Lane/westbound of Main Road and Main Road) | 4,810 | 5,576 | 766 | 183 | 183 | 0 |
| AQ-150 | Blackhealth Lane (north of Tixall Road) | 12,108 | 12,539 | 431 | 539 | 582 | 42 |
| AQ-151 | Tixall Road (between Holdiford Road and Hanyards Lane) | 7,504 | 8,208 | 704 | 486 | 535 | 49 |
| AQ-152 | Blackheath Lane (south of A518 Weston Road) | 12,778 | 13,209 | 431 | 659 | 701 | 42 |
| AQ-153 | A518 Weston Road (between Blackheath Lane and Hydrant Way) | 20,321 | 22,509 | 2,188 | 1,389 | 3,118 | 1,729 |
| AQ-154 | A513 Beaconside (between Weston Road and Dyson Way) | 18,178 | 18,799 | 621 | 1,332 | 1,750 | 418 |
| AQ-216 | A51 Rugeley Eastern Bypass (between Colton Road and Lichfield Road) | 13,388 | 14,431 | 1,043 | 1,334 | 2,359 | 1,025 |
| AQ-217 | Whitgreave Lane (between A34 Stone Road and Green Lane) | 734 | 764 | 30 | 74 | 74 | 0 |
| AQ-218 | A5013 Creswell Grove (between Creswell Roundabout at Junction with M6 and Eccleshall Road) | 11,102 | 11,409 | 307 | 1,505 | 1,505 | 0 |
| AQ-226 | Salt Bank (between B5066 Sandon Road and A518 Weston Bank) | 815 | 815 | 0 | 60 | 60 | 0 |
| AQ-227 | Main Road (between Lichfield Road and Meadow Lane) | 3,089 | 3,122 | 33 | 141 | 141 | 0 |
| AQ-228 | Wood End Lane (between A515 Lichfield Road and Nethwerstowe Lane) | 1,152 | 1,152 | 0 | 39 | 39 | 0 |
| AQ-229 | A51 Main Road (between Bellamour Lane and Main Road) | 15,119 | 16,038 | 918 | 1,576 | 2,097 | 521 |

| Road ID | Road Name | AADT | | | HGVs | | |
|---------|---|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|
| | | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change |
| AQ-236 | Little Tixall Lane (between Main Road and The Uplands) | 1,225 | 1,225 | 0 | 69 | 69 | 0 |
| AQ-238 | Hopton Lane (between Wilmore Hill Lane and the route of the Proposed Scheme) | 340 | 340 | 0 | 19 | 19 | 0 |
| AQ-239 | Within Lane (between Brick Kiln Lane and Wilmore Hill Lane) | 1,557 | 1,624 | 67 | 120 | 120 | 0 |
| AQ-240 | Hopton Hall Lane (between Within Lane and Wilmore Hill Lane) | 150 | 217 | 67 | 32 | 32 | 0 |
| AQ-258 | A513 | 19,272 | 19,892 | 621 | 1,288 | 1,706 | 418 |
| AQ-259 | A51 London Road | 15,621 | 16,642 | 1,021 | 842 | 1,363 | 521 |
| AQ-260 | A51 London Road | 14,140 | 15,084 | 944 | 1,061 | 1,537 | 476 |
| AQ-261 | A51 London Road | 18,216 | 19,040 | 823 | 1,303 | 1,478 | 175 |
| AQ-273 | M6 Junction 14 to Junction 15 (between M6 Junction 14 to Junction 15 off Slip and Yarnfield Lane) | 130,639 | 135,395 | 4,756 | 23,437 | 26,433 | 2,996 |
| AQ-274 | M6 (between M6 Junction 13 to Junction 14 and M6 Junction 12 to Junction 13 on Slip) | 137,493 | 141,582 | 4,088 | 22,387 | 24,025 | 1,638 |
| AQ-283 | A34 Stone South | 26,342 | 26,903 | 561 | 1,654 | 1,654 | 0 |
| AQ-285 | A34 Stafford | 17,333 | 17,333 | 0 | 727 | 727 | 0 |
| AQ-289 | A518 Stafford | 20,944 | 21,503 | 560 | 743 | 743 | 0 |
| AQ-290 | A5013 Stafford | 20,594 | 20,594 | 0 | 626 | 626 | 0 |
| AQ-308 | A513 Stafford | 20,961 | 21,668 | 708 | 1,276 | 1,694 | 418 |
| AQ-324 | M6 J14 (southbound exit) | 4,883 | 5,495 | 612 | 474 | 842 | 368 |

| Road ID | Road Name | AADT | | | HGVs | | |
|---------|---|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|
| | | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change |
| AQ-325 | M6 J14 (northbound access) | 4,944 | 5,547 | 603 | 520 | 884 | 364 |
| AQ-326 | M6 J14 (southbound within junction) | 116,794 | 117,345 | 552 | 21,050 | 21,329 | 279 |
| AQ-327 | M6 J14 (southbound access) | 8,490 | 8,919 | 430 | 835 | 986 | 151 |
| AQ-328 | M6 J14 (northbound exit) | 9,711 | 10,155 | 444 | 1,457 | 1,630 | 173 |
| AQ-380 | Bishton Lane (between Bellamour Lane and A51 Main Road) | 1,186 | 1,735 | 549 | 71 | 71 | 0 |
| AQ-381 | Bishton Lane (between Bellamour Lane and Bishton Lane Farm) | 499 | 500 | 0 | 51 | 51 | 0 |

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Table 5: Haul road and along the route construction traffic flows in the Colwich to Yarlet area

| ID | No. 40 tonne ADTs (haul road) | No. 20 tonne HGVs (haul road) | No. 40 tonne ADTs (along the route) |
|--------|-------------------------------|-------------------------------|-------------------------------------|
| 201800 | 166 | 181 | 28 |
| 201900 | 166 | 181 | 28 |
| 202000 | 168 | 184 | 28 |
| 202100 | 159 | 184 | 28 |
| 202200 | 159 | 184 | 28 |
| 202300 | 159 | 184 | 28 |
| 202400 | 159 | 184 | 40 |
| 202500 | 159 | 184 | 12 |
| 202600 | 163 | 199 | 12 |
| 202700 | 157 | 208 | 12 |
| 202800 | 157 | 208 | 12 |
| 202900 | 157 | 208 | 12 |
| 203000 | 157 | 208 | 12 |
| 203100 | 157 | 208 | 12 |
| 203200 | 401 | 210 | 12 |
| 203300 | 402 | 219 | 12 |
| 203400 | 402 | 219 | 12 |
| 203500 | 402 | 219 | 12 |
| 203600 | 402 | 219 | 12 |
| 203700 | 402 | 219 | 12 |
| 203800 | 402 | 219 | 12 |
| 203900 | 402 | 219 | 12 |
| 204000 | 402 | 219 | 12 |
| 204100 | 419 | 219 | 56 |
| 204200 | 322 | 219 | 45 |
| 204300 | 322 | 219 | 45 |
| 204400 | 322 | 219 | 45 |
| 204500 | 323 | 223 | 45 |
| 204600 | 323 | 223 | 45 |

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| ID | No. 40 tonne ADTs (haul road) | No. 20 tonne HGVs (haul road) | No. 40 tonne ADTs (along the route) |
|--------|-------------------------------|-------------------------------|-------------------------------------|
| 204700 | 327 | 234 | 45 |
| 204900 | 327 | 236 | 45 |
| 204800 | 327 | 236 | 45 |
| 205000 | 327 | 236 | 45 |
| 205100 | 328 | 245 | 45 |
| 205200 | 320 | 245 | 45 |
| 205300 | 320 | 273 | 49 |
| 205400 | 3 | 28 | 5 |
| 205500 | 3 | 28 | 5 |
| 205600 | 3 | 28 | 5 |
| 205700 | 10 | 28 | 5 |
| 205800 | 7 | 0 | 5 |
| 205900 | 7 | 0 | 5 |
| 206000 | 7 | 0 | 5 |
| 206100 | 159 | 0 | 49 |
| 206200 | 152 | 0 | 44 |
| 206300 | 152 | 0 | 44 |
| 206400 | 152 | 0 | 44 |
| 206500 | 152 | 0 | 44 |
| 206600 | 152 | 0 | 44 |
| 206700 | 154 | 3 | 44 |
| 206800 | 154 | 3 | 44 |
| 206900 | 154 | 3 | 44 |
| 207000 | 154 | 10 | 44 |
| 207100 | 154 | 10 | 44 |
| 207200 | 154 | 10 | 68 |
| 207300 | 154 | 10 | 24 |
| 207400 | 154 | 10 | 24 |
| 207500 | 154 | 10 | 24 |
| 207600 | 154 | 10 | 24 |

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| ID | No. 40 tonne ADTs (haul road) | No. 20 tonne HGVs (haul road) | No. 40 tonne ADTs (along the route) |
|--------|-------------------------------|-------------------------------|-------------------------------------|
| 207700 | 154 | 10 | 24 |
| 207800 | 154 | 10 | 24 |
| 207900 | 154 | 10 | 24 |
| 208000 | 182 | 24 | 24 |
| 208100 | 30 | 24 | 24 |
| 208200 | 30 | 24 | 24 |
| 208300 | 30 | 24 | 24 |
| 208400 | 30 | 30 | 24 |
| 208500 | 30 | 30 | 24 |
| 208600 | 30 | 30 | 24 |
| 208700 | 30 | 30 | 24 |
| 208800 | 32 | 30 | 27 |
| 208900 | 32 | 31 | 3 |
| 209000 | 32 | 31 | 3 |
| 209100 | 37 | 35 | 3 |
| 209200 | 37 | 35 | 3 |
| 209300 | 53 | 35 | 3 |
| 209400 | 50 | 35 | 1 |
| 209500 | 50 | 36 | 1 |
| 209600 | 54 | 41 | 1 |
| 209700 | 54 | 41 | 1 |
| 209800 | 71 | 47 | 35 |
| 209900 | 68 | 47 | 34 |
| 210000 | 99 | 90 | 34 |
| 210100 | 99 | 90 | 34 |
| 210200 | 99 | 30 | 34 |
| 210300 | 99 | 30 | 34 |
| 210400 | 99 | 30 | 34 |
| 210500 | 109 | 30 | 34 |
| 210600 | 51 | 21 | 34 |

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| ID | No. 40 tonne ADTs (haul road) | No. 20 tonne HGVs (haul road) | No. 40 tonne ADTs (along the route) |
|--------|-------------------------------|-------------------------------|-------------------------------------|
| 210700 | 51 | 21 | 34 |
| 210800 | 51 | 21 | 34 |
| 210900 | 51 | 21 | 34 |
| 211000 | 51 | 21 | 34 |
| 211100 | 51 | 21 | 34 |
| 211200 | 51 | 20 | 34 |
| 211300 | 51 | 18 | 59 |
| 211400 | 51 | 18 | 26 |
| 211500 | 51 | 18 | 26 |
| 211600 | 51 | 18 | 26 |
| 211700 | 51 | 18 | 26 |
| 211800 | 51 | 18 | 26 |
| 211900 | 51 | 16 | 26 |
| 212000 | 51 | 16 | 26 |
| 212100 | 51 | 20 | 26 |
| 212200 | 82 | 36 | 49 |
| 212300 | 90 | 36 | 26 |
| 212400 | 34 | 20 | 26 |
| 212500 | 34 | 20 | 26 |
| 212600 | 34 | 20 | 26 |
| 212700 | 34 | 20 | 26 |
| 212800 | 34 | 20 | 26 |
| 212900 | 34 | 20 | 26 |
| 213000 | 35 | 22 | 26 |
| 213100 | 34 | 22 | 26 |
| 213200 | 34 | 22 | 26 |
| 213300 | 34 | 22 | 26 |
| 213400 | 42 | 22 | 26 |
| 213500 | 40 | 22 | 0 |
| 213600 | 40 | 22 | 0 |

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| ID | No. 40 tonne ADTs (haul road) | No. 20 tonne HGVs (haul road) | No. 40 tonne ADTs (along the route) |
|--------|-------------------------------|-------------------------------|-------------------------------------|
| 213700 | 40 | 22 | 0 |
| 213800 | 40 | 22 | 0 |
| 213900 | 40 | 26 | 0 |
| 214000 | 40 | 36 | 0 |
| 214100 | 36 | 36 | 0 |
| 214200 | 36 | 36 | 0 |
| 214300 | 36 | 36 | 0 |
| 214400 | 48 | 36 | 41 |
| 214500 | 44 | 36 | 41 |
| 214600 | 44 | 36 | 41 |
| 214700 | 44 | 36 | 41 |
| 214800 | 44 | 36 | 41 |
| 214900 | 48 | 51 | 41 |
| 215000 | 39 | 51 | 41 |
| 215100 | 39 | 51 | 41 |
| 215200 | 39 | 51 | 41 |
| 215300 | 39 | 51 | 41 |
| 215400 | 39 | 51 | 41 |
| 215500 | 39 | 51 | 41 |
| 215600 | 27 | 51 | 0 |
| 215700 | 27 | 51 | 0 |
| 215800 | 27 | 51 | 0 |
| 215900 | 116 | 59 | 0 |
| 216000 | 205 | 102 | 0 |
| 216100 | 188 | 43 | 0 |
| 216200 | 188 | 27 | 0 |
| 216300 | 185 | 22 | 0 |
| 216400 | 185 | 22 | 0 |
| 216500 | 185 | 22 | 0 |
| 216600 | 185 | 22 | 0 |

| ID | No. 40 tonne ADTs (haul road) | No. 20 tonne HGVs (haul road) | No. 40 tonne ADTs (along the route) |
|--------|-------------------------------|-------------------------------|-------------------------------------|
| 216700 | 185 | 22 | 7 |

3.2 Operation

3.2.1 Table 6 outlines the traffic flows of vehicles on the highway network relating to the operation of the Proposed Scheme in 2027. The data presented is split into AADT and HGVs in the without the Proposed Scheme and with the Proposed Scheme scenarios and the change between the two scenarios in the Colwich to Yarlet area. It also shows whether the road will be closed, diverted or realigned due to the Proposed Scheme.

Table 6: Highway network operational traffic flows in the Colwich to Yarlet area

| Road ID | Road Name | AADT | | | HGVs | | | Notes |
|---------|---|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|-------------|
| | | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | |
| AQ-023 | B5066 Sandon Road (between Hopton Lane and the route of the Proposed Scheme) | 5,822 | 5,972 | 150 | 236 | 247 | 11 | Realignment |
| AQ-060 | B5066 Sandon Road (between Beaconside and Hopton Lane) | 6,163 | 6,127 | -37 | 257 | 245 | -12 | Realignment |
| AQ-024 | Marston Lane (east of Yarlet Lane) | 136 | 136 | 0 | 7 | 7 | 0 | Realignment |
| AQ-016 | A51 Lichfield Road (between Tolldish Lane and the route of the Proposed Scheme) | 14,424 | 14,430 | 7 | 985 | 986 | 1 | |
| AQ-015 | Tolldish Lane (east of A51 Litchfield Road) | 141 | 141 | 0 | 3 | 3 | 0 | Realignment |
| AQ-148 | Main Road (between A51 Litchfield Road and Mill Lane) | 4,465 | 4,465 | 0 | 350 | 350 | 0 | |
| AQ-090 | A51 Lichfield Road (between Main Road and Little Tixall Lane) | 13,925 | 13,932 | 7 | 930 | 931 | 1 | |
| AQ-017 | Mill Lane (between Hoo Mill Lane and Mill Lane/westbound of Main Road) | 4,131 | 4,131 | 0 | 115 | 115 | 0 | |
| AQ-020 | Hoo Mill Lane (between Ingestre Park Road and Hoo Mill Lane/eastbound) | 44 | 44 | 0 | 3 | 3 | 0 | |
| AQ-018 | Great Haywood Road (between Ingestre Park Road and Holdiford Road) | 3,957 | 3,957 | 0 | 109 | 109 | 0 | |
| AQ-019 | Ingestre Park Road (between Hoo Mill Lane and Trent Drive) | 1,058 | 1,058 | 0 | 24 | 24 | 0 | |

| Road ID | Road Name | AADT | | | HGVs | | | Notes |
|---------|---|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|-------------|
| | | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | |
| AQ-095 | A518 Weston Road (between the route of the Proposed Scheme and Blackheath Lane) | 15,960 | 15,960 | 0 | 1,371 | 1,371 | 0 | Realignment |
| AQ-098 | Marston Lane (between Yarlet Lane and A513 Beaconside) | 269 | 269 | 0 | 12 | 12 | 0 | |
| AQ-021 | A518 Weston Road (between Within Lane and the route of the Proposed Scheme) | 12,823 | 12,823 | 0 | 748 | 748 | 0 | Realignment |
| AQ-240 | Hopton Hall Lane between Within Lane and Wilmore Hill Lane | 154 | 154 | 0 | 33 | 33 | 0 | |
| AQ-238 | Hopton Lane (between Wilmore Hill Lane and the route of the Proposed Scheme) | 350 | 350 | 0 | 19 | 19 | 0 | |
| AQ-061 | Within Lane (between B5066 Sandon Road and Wilmore Hill Lane) | 2,392 | 2,392 | 0 | 108 | 108 | 0 | |
| AQ-022 | Hopton Lane (east of B5066 Sandon Road) | 451 | 451 | 0 | 22 | 22 | 0 | Realignment |
| AQ-025 | Yarlet Lane (close to Marston Lane) | 106 | 106 | 0 | 6 | 6 | 0 | |

4 CA3 Stone and Swynnerton

4.1 Construction

- 4.1.1 Table 7 outlines the traffic flows of construction related vehicles on the highway network. The data presented is split into AADT and HGVs in the without the Proposed Scheme and with the Proposed Scheme scenarios and the change between the two scenarios in the Stone and Swynnerton area.
- 4.1.2 The air quality assessment of construction traffic emissions has used traffic data based on an estimate of the average daily flows at the peak year during the construction period (2020-2026). The assessment assumes vehicle emission rates and background pollutant concentrations from year 2020 as a worst case.
- 4.1.3 Table 8 outlines the traffic flows of construction related vehicles on the haul road and at areas of construction activities along the route of the Proposed Scheme in the Stone and Swynnerton area. The data is split into ADTs and HGVs on the haul road, and ADTs along the centreline of the route of the Proposed Scheme. The data is presented for the with the Proposed Scheme scenario only.

Table 7: Highway network construction traffic flows in the Stone and Swynnerton area

| Road ID | Road Name | AADT | | | HGVs | | |
|---------|--|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|
| | | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change |
| AQ-028 | B5026 Eccleshall Road (between Pirehill Lane and the route of the Proposed Scheme) | 4,689 | 5,024 | 335 | 319 | 360 | 42 |
| AQ-029 | Yarnfield Lane (the route of the Proposed Scheme Railway and eastbound of M6 Junction 15 to Junction 14) | 4,331 | 5,189 | 857 | 128 | 344 | 217 |
| AQ-030 | Tittensor Road (between Stab Lane and A51 Stone Road) | 2,572 | 2,767 | 195 | 67 | 97 | 30 |
| AQ-031 | Stab Lane (between Tittensor Road and H the route of the Proposed Scheme) | 1,348 | 1,348 | 0 | 62 | 62 | 0 |
| AQ-032 | A51 Stone Road (between the route of the Proposed Scheme and Tittensor Road) | 4,306 | 4,502 | 196 | 249 | 262 | 13 |
| AQ-033 | A51 Stone Road (between the route of the Proposed Scheme and Newcastle Road) | 4,113 | 4,148 | 35 | 232 | 257 | 25 |
| AQ-034 | Long Lane (between Stone Road and Newcastle Road) | 1,208 | 1,428 | 220 | 43 | 79 | 36 |
| AQ-035 | A519 Newcastle Road (between Stone Road and the route of the Proposed Scheme) | 5,154 | 5,608 | 454 | 500 | 646 | 146 |
| AQ-037 | Bent Lane (between A0051 The Rowe and the route of the Proposed Scheme) | 670 | 1,606 | 935 | 19 | 50 | 31 |
| AQ-106 | A34 The Fillybrooks (between Trent Road and Newcastle Road) | 25,808 | 26,293 | 485 | 1,627 | 1,629 | 1 |
| AQ-107 | Trent Road (between The Fillybrooks and Newcastle Road) | 4,977 | 4,977 | 0 | 139 | 139 | 0 |
| AQ-110 | Chase Lane (between Winghouse Lane and Stone Road) | 1,220 | 1,220 | 0 | 32 | 32 | 0 |

| Road ID | Road Name | AADT | | | HGVs | | |
|---------|---|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|
| | | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change |
| AQ-112 | Winghouse Lane (between Chase Lane and Stone Road) | 2,436 | 2,436 | 0 | 75 | 75 | 0 |
| AQ-114 | A500 Queensway (between M6 Junction 16 to A500 Hanchurch Roundabout and A34 Stone Road) | 44,182 | 45,933 | 1,751 | 6,356 | 7,163 | 807 |
| AQ-115 | A5182 Trentham Road (between Newcastle Road and A53 Newcastle Road from A5192 Trentham Road to Bent Lane) | 7,508 | 10,417 | 2,910 | 697 | 1,390 | 693 |
| AQ-116 | A519 Newcastle Road (between Long Lane and Drayton Road) | 6,349 | 6,954 | 605 | 542 | 714 | 172 |
| AQ-117 | A519 Newcastle Road (between Station Road and Stone Road) | 5,553 | 5,666 | 113 | 507 | 507 | 0 |
| AQ-156 | A51 Bury Bank (between Winghouse Lane and Stone Road) | 4,267 | 4,314 | 47 | 441 | 451 | 10 |
| AQ-157 | A51 Stone Road (between Winghouse Lane and Tittensor Road) | 6,737 | 6,784 | 47 | 575 | 585 | 10 |
| AQ-158 | A51 Stone Road (between Newcastle Road and Common Lane) | 3,498 | 3,846 | 348 | 394 | 445 | 51 |
| AQ-164 | Hanchurch Lane (between A0519 Newcastle Road and D2083 Peacock Lane) | 485 | 485 | 0 | 28 | 28 | 0 |
| AQ-165 | A519 Newcastle Road (between Drayton Road and Hanchurch Lane) | 6,934 | 7,519 | 585 | 708 | 880 | 172 |
| AQ-166 | A519 Newcastle Road (between Hanchurch Lane and Whitmore Road) | 8,350 | 8,935 | 585 | 480 | 652 | 172 |

| Road ID | Road Name | AADT | | | HGVs | | |
|---------|---|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|
| | | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change |
| AQ-167 | A519 Newcastle Road (between Whitmore Road and A500 Hanchurch Roundabout at Junction with A519) | 15,172 | 16,817 | 1,645 | 1,672 | 2,165 | 494 |
| AQ-200 | Yarnfield Ln Between Ashdale Park and Stone Dominoes socc | 4,158 | 4,173 | 15 | 301 | 301 | 0 |
| AQ-204 | Yarnfield Lane between Moss Lane and Stone Dominoes Soccer Club | 4,168 | 4,183 | 15 | 569 | 569 | 0 |
| AQ-205 | B5026 Eccleshall Road (between Meece Road and the route of the Proposed Scheme) | 4,731 | 5,324 | 593 | 381 | 422 | 42 |
| AQ-242 | Main Street (between Coo02 Stab Lane and Rectory) | 3,452 | 3,474 | 22 | 268 | 268 | 0 |
| AQ-262 | A34 Stone Road | 20,642 | 21,285 | 643 | 1,323 | 1,381 | 58 |
| AQ-263 | A500 Queensway | 34,955 | 37,234 | 2,279 | 4,455 | 5,280 | 825 |
| AQ-273 | M6 Junction 14 to Junction 15 (between M6 Junction 14 to Junction 15 off slip and Yarnfield Lane) | 130,639 | 135,395 | 4,756 | 23,437 | 26,433 | 2,996 |
| AQ-278 | A519 Stoke on Trent | 16,718 | 16,718 | 0 | 484 | 484 | 0 |
| AQ-283 | A34 Stone South | 26,342 | 26,903 | 561 | 1,654 | 1,654 | 0 |
| AQ-296 | A520 Stoke on Trent | 18,431 | 18,566 | 135 | 1,279 | 1,279 | 0 |
| AQ-297 | A520 Stoke on Trent | 14,952 | 15,033 | 82 | 583 | 583 | 0 |
| AQ-298 | A50 Stoke on Trent | 76,700 | 77,148 | 449 | 7,645 | 7,866 | 221 |
| AQ-315 | A500 Queensway (southbound between A52 and A50) | 90,691 | 91,020 | 328 | 8,476 | 8,732 | 256 |

| Road ID | Road Name | AADT | | | HGVs | | |
|---------|--|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|
| | | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change |
| AQ-316 | A50 (eastbound between A500 Queensway and A5007 Uttoxeter Road) | 78,996 | 80,346 | 1,349 | 7,672 | 7,997 | 325 |
| AQ-321 | M6 Junction 15 (southbound exit) | 7,351 | 7,988 | 637 | 1,300 | 1,595 | 294 |
| AQ-322 | M6 Junction 15 (northbound access) | 7,791 | 9,102 | 1,311 | 1,399 | 1,694 | 294 |
| AQ-323 | M6 Junction 15 (southbound within junction) | 102,438 | 103,377 | 939 | 23,046 | 23,528 | 483 |
| AQ-347 | A50 Uttoxeter Road (westbound within the A520 Weston Road junction) | 60,678 | 61,023 | 344 | 7,272 | 7,389 | 116 |
| AQ-348 | A50 Uttoxeter Road (westbound exit for A520 Weston Road) | 5,866 | 5,907 | 41 | 711 | 711 | 0 |
| AQ-349 | A50 Uttoxeter Road (eastbound exit for A520 Weston Road) | 9,654 | 9,711 | 57 | 916 | 916 | 0 |
| AQ-351 | A500 Queensway (northbound within the A50 junction) | 35,019 | 35,190 | 171 | 2,940 | 3,068 | 128 |
| AQ-367 | Yarnfield Lane (southbound south from Emergency Access road to/from M6) | 4,175 | 4,575 | 400 | 147 | 547 | 400 |
| AQ-369 | Yarnfield Lane (southbound across M6 between north and south Emergency Access Roads) | 4,241 | 4,450 | 209 | 172 | 332 | 159 |

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Table 8: Haul road and along the route construction traffic flows in the Stone and Swynnerton area

| ID | No. 40 tonne ADTs (haul road) | No. 20 tonne HGVs (haul road) | No. 40 tonne ADTs (along the route) |
|--------|-------------------------------|-------------------------------|-------------------------------------|
| 216700 | 185 | 22 | 7 |
| 216800 | 184 | 21 | 7 |
| 216900 | 184 | 21 | 7 |
| 217000 | 184 | 21 | 7 |
| 217100 | 258 | 15 | 7 |
| 217200 | 173 | 9 | 7 |
| 217300 | 173 | 9 | 7 |
| 217400 | 173 | 9 | 7 |
| 217500 | 177 | 9 | 55 |
| 217600 | 9 | 9 | 47 |
| 217700 | 9 | 9 | 47 |
| 217800 | 9 | 9 | 47 |
| 217900 | 9 | 9 | 47 |
| 218000 | 0 | 6 | 47 |
| 218100 | 0 | 6 | 47 |
| 218200 | 0 | 6 | 47 |
| 218300 | 0 | 6 | 47 |
| 218400 | 0 | 6 | 104 |
| 218500 | 7 | 6 | 57 |
| 218600 | 7 | 0 | 57 |
| 218700 | 7 | 0 | 57 |
| 218800 | 7 | 0 | 57 |
| 218900 | 7 | 0 | 57 |
| 219000 | 7 | 0 | 57 |
| 219100 | 7 | 0 | 57 |
| 219200 | 7 | 0 | 57 |
| 219300 | 13 | 0 | 57 |
| 219400 | 334 | 14 | 57 |
| 219500 | 334 | 14 | 57 |

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| ID | No. 40 tonne ADTs (haul road) | No. 20 tonne HGVs (haul road) | No. 40 tonne ADTs (along the route) |
|--------|-------------------------------|-------------------------------|-------------------------------------|
| 219600 | 334 | 14 | 57 |
| 219700 | 340 | 14 | 57 |
| 219800 | 340 | 14 | 57 |
| 219900 | 340 | 14 | 57 |
| 220000 | 340 | 18 | 57 |
| 220100 | 345 | 18 | 57 |
| 220200 | 490 | 43 | 69 |
| 220300 | 490 | 43 | 69 |
| 220400 | 422 | 43 | 70 |
| 220500 | 427 | 47 | 13 |
| 220600 | 427 | 47 | 14 |
| 220700 | 427 | 47 | 14 |
| 220800 | 485 | 47 | 0 |
| 220900 | 490 | 70 | 0 |
| 221000 | 484 | 70 | 0 |
| 221100 | 494 | 70 | 0 |
| 221200 | 486 | 70 | 0 |
| 221300 | 486 | 70 | 0 |
| 221400 | 490 | 84 | 0 |
| 221500 | 694 | 126 | 99 |
| 221600 | 698 | 162 | 99 |
| 221700 | 318 | 35 | 0 |
| 221800 | 318 | 35 | 0 |
| 221900 | 321 | 35 | 0 |
| 222000 | 335 | 35 | 0 |
| 222100 | 335 | 35 | 0 |
| 222200 | 300 | 33 | 25 |
| 222300 | 300 | 33 | 25 |
| 222400 | 300 | 33 | 25 |
| 222500 | 282 | 30 | 25 |

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| ID | No. 40 tonne ADTs (haul road) | No. 20 tonne HGVs (haul road) | No. 40 tonne ADTs (along the route) |
|--------|-------------------------------|-------------------------------|-------------------------------------|
| 222600 | 282 | 30 | 27 |
| 222700 | 279 | 30 | 3 |
| 222800 | 394 | 9 | 108 |
| 222900 | 315 | 6 | 105 |
| 223000 | 315 | 6 | 105 |
| 223100 | 315 | 6 | 105 |
| 223200 | 315 | 6 | 105 |
| 223300 | 313 | 0 | 105 |
| 223400 | 313 | 0 | 105 |
| 223500 | 316 | 0 | 105 |
| 223600 | 316 | 3 | 105 |
| 223700 | 317 | 3 | 106 |
| 223800 | 317 | 3 | 0 |
| 223900 | 326 | 5 | 0 |
| 224000 | 331 | 5 | 68 |
| 224100 | 331 | 5 | 68 |
| 224200 | 323 | 11 | 67 |
| 224300 | 323 | 11 | 67 |
| 224400 | 323 | 11 | 67 |
| 224500 | 333 | 13 | 67 |
| 224600 | 333 | 13 | 67 |
| 224700 | 332 | 16 | 67 |
| 224800 | 331 | 16 | 67 |
| 224900 | 332 | 16 | 67 |
| 225000 | 332 | 16 | 68 |
| 225100 | 330 | 16 | 68 |
| 225200 | 330 | 16 | 1 |
| 225300 | 334 | 22 | 1 |
| 225400 | 331 | 22 | 1 |
| 225500 | 331 | 22 | 1 |

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| ID | No. 40 tonne ADTs (haul road) | No. 20 tonne HGVs (haul road) | No. 40 tonne ADTs (along the route) |
|--------|-------------------------------|-------------------------------|-------------------------------------|
| 225600 | 331 | 23 | 1 |
| 225700 | 331 | 34 | 1 |
| 225800 | 331 | 34 | 1 |
| 225900 | 331 | 34 | 1 |
| 226000 | 452 | 40 | 1 |
| 226100 | 190 | 40 | 1 |
| 226200 | 184 | 119 | 1 |
| 226300 | 184 | 79 | 1 |
| 226400 | 184 | 79 | 1 |
| 226500 | 178 | 78 | 1 |
| 226600 | 178 | 78 | 1 |
| 226700 | 178 | 78 | 1 |
| 226800 | 178 | 78 | 1 |
| 226900 | 178 | 78 | 1 |
| 227000 | 178 | 78 | 9 |
| 227100 | 137 | 78 | 8 |
| 227200 | 133 | 71 | 8 |
| 227300 | 133 | 71 | 8 |
| 227400 | 133 | 71 | 8 |
| 227500 | 148 | 71 | 8 |
| 227600 | 137 | 62 | 8 |
| 227700 | 137 | 62 | 8 |
| 227800 | 137 | 62 | 8 |
| 227900 | 137 | 61 | 8 |
| 228000 | 130 | 59 | 16 |
| 228100 | 130 | 59 | 8 |
| 228200 | 130 | 59 | 8 |
| 228300 | 130 | 59 | 8 |
| 228400 | 130 | 59 | 8 |
| 228500 | 125 | 56 | 8 |

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| ID | No. 40 tonne ADTs (haul road) | No. 20 tonne HGVs (haul road) | No. 40 tonne ADTs (along the route) |
|----------|-------------------------------|-------------------------------|-------------------------------------|
| 228600 | 125 | 56 | 8 |
| 228700 | 132 | 56 | 8 |
| 228800 | 128 | 51 | 8 |
| 228900 | 128 | 51 | 8 |
| 229000 | 129 | 51 | 8 |
| 229100 | 121 | 45 | 8 |
| 229200 | 121 | 45 | 8 |
| 229300 | 121 | 45 | 22 |
| 229400 | 117 | 45 | 14 |
| 229500 | 121 | 45 | 20 |
| 229600 | 77 | 41 | 14 |
| 229700 | 124 | 41 | 14 |
| 229800 | 115 | 37 | 14 |
| 229900 | 115 | 37 | 14 |
| 230000 | 115 | 24 | 20 |
| 230100 | 99 | 24 | 7 |
| 230200 | 100 | 19 | 32 |
| Railhead | 290 | 0 | 7 |

4.2 Operation

- 4.2.1 Table 9 outlines the traffic flows of vehicles on the highway network relating to the operation of the Proposed Scheme in 2027. The data presented is split into AADT and HGVs in the without the Proposed Scheme and with the Proposed Scheme scenarios and the change between the two scenarios in the Stone and Swynnerton area. It also notes whether the road will be closed, diverted or realigned due to the Proposed Scheme.

Table 9: Highway network operational traffic flows in the Stone and Swynnerton area

| Road ID | Road Name | AADT | | | HGVs | | | Notes |
|---------|---|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|-------------|
| | | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | |
| AQ-036 | Dog Lane (between A0051 The Rowe and the route of the Proposed Scheme) | 428 | 2,597 | 2170 | 10 | 11 | 1 | Realignment |
| AQ-037 | Bent Lane (between A0051 The Rowe and the route of the Proposed Scheme) | 694 | 694 | 0 | 19 | 19 | 0 | Realignment |
| AQ-032 | A51 Stone Road (between the route of the Proposed Scheme and Tittensor Road) | 4,458 | 5,787 | 1329 | 258 | 312 | 54 | Realignment |
| AQ-031 | Stab Lane (between Tittensor Road and the route of the Proposed Scheme) | 1,395 | 0 | -1396 | 65 | 0 | -65 | Closure |
| AQ-030 | Tittensor Road (between Stab Lane and A51 Stone Road) | 2,663 | 3,968 | 1305 | 69 | 92 | 23 | Realignment |
| AQ-033 | A51 Stone Road (between the route of the Proposed Scheme and Newcastle Road) | 4,258 | 5,440 | 1182 | 241 | 273 | 32 | Realignment |
| AQ-035 | A519 Newcastle Road (between Stone Road and the route of the Proposed Scheme) | 5,336 | 11,342 | 6007 | 517 | 878 | 361 | Overbridge |
| AQ-034 | Long Lane (between Stone Road and Newcastle Road) | 1,250 | 0 | -1250 | 45 | 0 | -45 | Closure |
| AQ-200 | Yarnfield Lane (between Ashdale Park and Stone Dominoes Soccer Club) | 4,287 | 4,287 | 0 | 311 | 311 | 0 | |
| AQ-204 | Yarnfield Lane (between Moss Lane and Stone Dominoes Soccer Club) | 4,298 | 4,298 | 0 | 587 | 587 | 0 | |

| Road ID | Road Name | AADT | | | HGVs | | | Notes |
|---------|--|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|-------------|
| | | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | |
| AQ-029 | Yarnfield Lane (the route of the Proposed Scheme and eastbound of M6 Junction 15 to Junction 14) | 4,484 | 4,596 | 113 | 132 | 140 | 8 | Realignment |
| AQ-367 | Yarnfield Lane (southbound south from Emergency Access road to/from M6) | 4,322 | 4,322 | 0 | 152 | 152 | 0 | Realignment |
| AQ-160 | A51 Through Stableford (between Stableford Bank and Coombsdale) | 3,638 | 3,644 | 6 | 380 | 380 | 0 | |
| AQ-244 | A51 The Rowe (between Bent Lane and Stableford Bank) | 3,733 | 3,739 | 6 | 478 | 478 | 0 | |
| AQ-028 | B5026 Eccleshall Road (between Pirehill Lane and the route of the Proposed Scheme) | 4,827 | 4,827 | 0 | 328 | 328 | 0 | Realignment |
| AQ-243 | Drayton Road (between A051 The Rowe and A519 Newcastle Road) | 528 | 528 | 0 | 27 | 27 | 0 | Realignment |
| AQ-118 | A51 The Rowe (between Common Lane and Dog Lane) | 3,894 | 3,899 | 5 | 244 | 244 | 0 | |
| AQ-117 | A519 Newcastle Road (between Station Road and Stone Road) | 5,725 | 5,725 | 0 | 523 | 523 | 0 | |
| AQ-158 | A51 Stone Road (between Newcastle Road and Common Lane) | 3,621 | 3,627 | 6 | 408 | 409 | 0 | |
| AQ-242 | Main Street (between Stab Lane and Rectory) | 3,573 | 3,573 | 0 | 278 | 278 | 0 | |
| AQ-205 | B5026 Eccleshall Road (between Meece Road and the route of the Proposed Scheme) | 4,878 | 4,878 | 0 | 393 | 393 | 0 | Realignment |

| Road ID | Road Name | AADT | | | HGVs | | | Notes |
|---------|---|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|-------------|
| | | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | |
| AQ-116 | A519 Newcastle Road (between Long Lane and Drayton Road) | 6,573 | 6,573 | 0 | 561 | 561 | 0 | |
| AQ-245 | Stableford Bank (between Stableford Court Chorlton Green) | 274 | 274 | 0 | 20 | 20 | 0 | |
| AQ-369 | Yarnfield Lane (southbound across M6 between north and south Emergency Access Roads) | 4,390 | 4,590 | 200 | 179 | 190 | 12 | Realignment |
| AQ-273 | M6 Junction 14 to Junction 15 (between M6 Junction 14 to Junction 15 off slip and Yarnfield Lane) | 133,395 | 133,880 | 485 | 23,160 | 23,190 | 30 | Realignment |
| AQ-6157 | A51 Stone Road (between Winghouse Lane and Tittensor Road) | 6,975 | 6,980 | 5 | 595 | 595 | 0 | |

5 CA4 Whitmore Heath to Madeley

5.1 Construction

- 5.1.1 Table 10 outlines the traffic flows of construction related vehicles on the highway network. The data presented is split into AADT and HGVs in the without the Proposed Scheme and with the Proposed Scheme scenarios and the change between the two scenarios in the Whitmore Heath to Madeley area.
- 5.1.2 The air quality assessment of construction traffic emissions has used traffic data based on an estimate of the average daily flows at the peak year during the construction period (2020-2026). The assessment assumes vehicle emission rates and background pollutant concentrations from year 2020 as a worst case.
- 5.1.3 Table 11 outlines the traffic flows of construction related vehicles on the haul road and at areas of construction activities along the route of the Proposed Scheme in the Whitmore Heath to Madeley area. The data is split into ADTs and HGVs on the haul road, and ADTs along the centreline of the route of the Proposed Scheme. The data is presented for the with the Proposed Scheme scenario only.

Table 10: Highway network construction traffic flows in the Whitmore Heath to Madeley area

| Road ID | Road Name | AADT | | | HGVs | | |
|---------|---|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|
| | | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change |
| AQ-037 | Bent Lane (between A51 The Rowe and the route of the Proposed Scheme) | 670 | 1,606 | 935 | 19 | 50 | 31 |
| AQ-038 | A53 Newcastle Road (between the route of the Proposed Scheme and Common Lane) | 13,475 | 14,162 | 687 | 836 | 1,138 | 302 |
| AQ-039 | Heath Road (between Common Lane and the route of the Proposed Scheme) | 68 | 68 | 0 | 2 | 2 | 0 |
| AQ-040 | Heath Road (between Common Lane and the route of the Proposed Scheme) | 26 | 224 | 198 | 1 | 28 | 28 |
| AQ-042 | A525 Bar Hill lane (between Red Lane and the route of the Proposed Scheme) | 3,201 | 4,049 | 847 | 103 | 282 | 179 |
| AQ-043 | Bower End Lane (between Moss Lane and the route of the Proposed Scheme) | 77 | 88 | 11 | 9 | 9 | 0 |
| AQ-115 | A5182 Trentham Road (between Newcastle Road and A53 Newcastle Road From A5192 Trentham Road to Bent Lane) | 7,508 | 10,417 | 2,910 | 697 | 1,390 | 693 |
| AQ-119 | A53 Newcastle Road from A5192 Trentham Road to Bent Lane (between Trentham Road and Bent Lane) | 14,035 | 14,981 | 947 | 861 | 1,207 | 346 |
| AQ-120 | A53 Newcastle Road (between Holly Bush Lane and Nantwich Road) | 10,869 | 11,383 | 514 | 796 | 1,109 | 313 |
| AQ-121 | Holly Bush Lane (between Newcastle Road and Madeley Road) | 1,501 | 1,965 | 464 | 51 | 103 | 52 |
| AQ-162 | A51 Stone Road (between Road from A51 Stone Road to Clayalders Bank and Nantwich Road) | 3,783 | 3,871 | 88 | 418 | 444 | 26 |

| Road ID | Road Name | AADT | | | HGVs | | |
|---------|--|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|
| | | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change |
| AQ-163 | A51 Nantwich Road (between Newcastle Road and Maerway Lane) | 4,791 | 5,235 | 444 | 382 | 687 | 305 |
| AQ-168 | A51 At Willoughbridge (between Maerway Lane and B5026 London Road) | 4,193 | 4,636 | 444 | 325 | 630 | 305 |
| AQ-169 | A51 London Road (between B5026 London Road and Newcastle Road) | 7,077 | 7,520 | 444 | 450 | 756 | 305 |
| AQ-170 | A525 Newcastle Road (between Gravenhunger Moss and London Road) | 2,713 | 3,073 | 360 | 360 | 654 | 294 |
| AQ-171 | A51 London Road (between A525 Newcastle Road and Yew Tree Lane) | 5,837 | 6,000 | 163 | 375 | 447 | 73 |
| AQ-219 | A531 Crewe Road (between Bowsey Wood Road and Newcastle Road) | 4,274 | 4,688 | 414 | 261 | 261 | 0 |
| AQ-220 | A525 Newcastle Road (between New Road and Crewe Road) | 6,453 | 6,675 | 221 | 448 | 448 | 0 |
| AQ-224 | Three Mile Lane (between A53 Newcastle Road and Lymes Road) | 1,253 | 1,253 | 0 | 123 | 123 | 0 |
| AQ-246 | A53 Newcastle Road (between Common Lane and Madeley Road) | 13,067 | 13,680 | 612 | 1,417 | 1,730 | 313 |
| AQ-264 | A53 Newcastle Road | 14,240 | 14,852 | 612 | 950 | 1,263 | 313 |
| AQ-265 | A53 Newcastle Road | 9,905 | 10,319 | 414 | 794 | 1,107 | 313 |
| AQ-266 | A51 Lichfield Road | 14,499 | 15,222 | 723 | 750 | 1,249 | 499 |
| AQ-267 | Madeley Road | 1,693 | 1,928 | 235 | 137 | 137 | 0 |
| AQ-268 | Common Lane | 365 | 564 | 198 | 19 | 46 | 28 |

| Road ID | Road Name | AADT | | | HGVs | | |
|---------|--|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|
| | | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change |
| AQ-272 | M6 Junction 15 to Junction 16 (at Cheshire boundary) | 114,732 | 117,218 | 2,486 | 22,050 | 23,233 | 1,183 |
| AQ-278 | A519 Stoke on Trent | 16,718 | 16,718 | 0 | 484 | 484 | 0 |
| AQ-279 | A525 Madeley | 4,345 | 4,705 | 360 | 162 | 457 | 294 |
| AQ-309 | A531 Madeley | 11,518 | 11,932 | 414 | 231 | 231 | 0 |
| AQ-321 | M6 Junction 15 (southbound exit) | 7,351 | 7,988 | 637 | 1,300 | 1,595 | 294 |
| AQ-323 | M6 Junction 15 (southbound within junction) | 102,438 | 103,377 | 939 | 23,046 | 23,528 | 483 |

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Table 11: Haul road and along the route construction traffic flows in the Whitmore Heath to Madeley area

| ID | No. 40 tonne ADTs (haul road) | No. 20 tonne HGVs (haul road) | No. 40 tonne ADTs (along the route) |
|------------|-------------------------------|-------------------------------|-------------------------------------|
| 230200 | 100 | 19 | 32 |
| 230300 | 87 | 12 | 25 |
| 230400 | 87 | 2 | 25 |
| 230500 | 87 | 2 | 25 |
| 230600 | 83 | 0 | 25 |
| 230700 | 83 | 0 | 33 |
| 230800 | 83 | 0 | 33 |
| 230900 | 90 | 14 | 7 |
| 231000 | 92 | 14 | 44 |
| 231100 | 109 | 16 | 36 |
| 231200 | 109 | 16 | 45 |
| 231300 | 109 | 16 | 45 |
| 231400 | 106 | 16 | 9 |
| 231500 | 206 | 18 | 9 |
| 231600 | 206 | 18 | 9 |
| 231700_ADT | 206 | 0 | 9 |
| 231800_ADT | 273 | 0 | 9 |
| 231900_ALL | 241 | 26 | 0 |
| 232000 | 241 | 26 | 0 |
| 232100 | 249 | 26 | 0 |
| 232200 | 298 | 166 | 0 |
| 232300 | 298 | 141 | 0 |
| 232400 | 298 | 141 | 0 |
| 232500 | 298 | 64 | 0 |
| 232600 | 298 | 64 | 0 |
| 232700 | 298 | 64 | 0 |
| 232800 | 298 | 64 | 0 |
| 232900 | 298 | 64 | 0 |
| 233000 | 298 | 64 | 16 |

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| ID | No. 40 tonne ADTs (haul road) | No. 20 tonne HGVs (haul road) | No. 40 tonne ADTs (along the route) |
|---------|-------------------------------|-------------------------------|-------------------------------------|
| 233100 | 298 | 62 | 16 |
| 233200 | 298 | 62 | 16 |
| 233300 | 319 | 62 | 16 |
| 233400 | 310 | 43 | 16 |
| 233500 | 319 | 43 | 16 |
| 233600 | 351 | 39 | 16 |
| 233700 | 176 | 38 | 0 |
| 233800 | 176 | 38 | 0 |
| 233900 | 178 | 41 | 0 |
| 234000 | 178 | 41 | 0 |
| 234100 | 177 | 38 | 0 |
| 234200 | 177 | 38 | 0 |
| 234300a | 177 | 38 | 0 |
| 234400a | 177 | 38 | 0 |
| 234500a | 177 | 38 | 20 |
| 234600a | 177 | 38 | 20 |
| 234700a | 177 | 38 | 20 |
| 234800a | 179 | 38 | 20 |
| 234900a | 163 | 3 | 20 |
| 235000 | 163 | 3 | 20 |
| 235100 | 163 | 3 | 20 |
| 235200 | 216 | 3 | 84 |
| 235300 | 214 | 3 | 64 |
| 235400 | 315 | 3 | 282 |
| 235500 | 315 | 3 | 282 |
| 235600 | 134 | 3 | 64 |
| 235700 | 140 | 7 | 64 |
| 235800 | 140 | 7 | 64 |
| 235900 | 144 | 20 | 70 |
| 236000 | 140 | 20 | 64 |

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| ID | No. 40 tonne ADTs (haul road) | No. 20 tonne HGVs (haul road) | No. 40 tonne ADTs (along the route) |
|----------|-------------------------------|-------------------------------|-------------------------------------|
| 236100 | 140 | 20 | 90 |
| 236200 | 140 | 20 | 26 |
| 236300 | 140 | 20 | 26 |
| 236400 | 140 | 20 | 26 |
| 236500 | 141 | 27 | 26 |
| 236600 | 146 | 37 | 26 |
| 236700 | 129 | 37 | 26 |
| 236800 | 130 | 45 | 26 |
| A526_HGV | 0 | 175 | 26 |
| 237000 | 0 | 0 | 26 |
| 237100 | 136 | 130 | 35 |
| 237200 | 136 | 130 | 8 |
| 237300 | 136 | 126 | 8 |
| 237400 | 136 | 126 | 8 |
| 237500 | 136 | 126 | 8 |
| 237600 | 273 | 126 | 8 |
| 237700 | 213 | 76 | 8 |
| 237800 | 213 | 76 | 8 |
| 237900 | 213 | 76 | 8 |
| 238000 | 213 | 76 | 8 |
| 238100 | 215 | 76 | 36 |
| 238200 | 90 | 76 | 27 |
| 238300 | 90 | 76 | 27 |
| 238400 | 90 | 76 | 27 |
| 238500 | 90 | 76 | 27 |
| 238600 | 90 | 76 | 27 |
| 238700 | 90 | 76 | 27 |
| 238800 | 79 | 76 | 27 |
| 238900 | 79 | 76 | 27 |
| 239000 | 79 | 76 | 27 |

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| ID | No. 40 tonne ADTs (haul road) | No. 20 tonne HGVs (haul road) | No. 40 tonne ADTs (along the route) |
|----------|-------------------------------|-------------------------------|-------------------------------------|
| 239100 | 75 | 76 | 27 |
| 239200 | 75 | 76 | 27 |
| 239300 | 75 | 76 | 31 |
| A53_HGV2 | 0 | 26 | 32 |
| 234900b | 163 | 3 | 25 |
| A53_HGV1 | 0 | 22 | 25 |
| 234800b | 179 | 38 | 25 |
| 234700b | 177 | 38 | 25 |
| 234600b | 177 | 38 | 33 |
| 234500b | 177 | 38 | 33 |
| 234400b | 177 | 38 | 7 |
| 234300b | 177 | 38 | 44 |
| A526_ADT | 144 | 0 | 36 |

5.2 Operation

- 5.2.1 Table 12 outlines the traffic flows of vehicles on the highway network relating to the operation of the Proposed Scheme in 2027. The data presented is split into AADT and HGVs in the without the Proposed Scheme and with the Proposed Scheme scenarios and the change between the two scenarios in the Whitmore Heath to Madeley area. It also notes whether the road will be closed, diverted or realigned due to the Proposed Scheme.

Table 12: Highway network operational traffic flows in the Whitmore Heath to Madeley area

| Road ID | Road Name | AADT | | | HGVs | | | Notes |
|---------|---|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|-------------|
| | | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | |
| AQ-042 | A525 Bar Hill lane (between Red Lane and the route of the Proposed Scheme) | 3,296 | 3,296 | 0 | 106 | 106 | 0 | Realignment |
| AQ-041 | Manor Road (between Bar Hill and the route of the Proposed Scheme y) | 1,212 | 1,212 | 0 | 39 | 39 | 0 | Realignment |
| AQ-246 | A53 Newcastle Road (between Common Lane and Madeley Road) | 13,398 | 13,398 | 0 | 1,453 | 1,453 | 0 | |
| AQ-039 | Heath Road (between Common Lane and the route of the Proposed Scheme) | 69 | 69 | 0 | 2 | 2 | 0 | |
| AQ-172 | A525 Bar Hill Lane (between Red Lane and Manor Road) | 3,399 | 3,399 | 0 | 258 | 258 | 0 | |
| AQ-279 | A525 Madeley | 4,473 | 4,473 | 0 | 167 | 167 | 0 | Realignment |
| AQ-173 | Red Lane (south of A525 Bar Hill) | 15 | 15 | 0 | 9 | 9 | 0 | |
| AQ-247 | Moss Lane (between Bar Hill and Bower End Lane) | 379 | 379 | 0 | 56 | 56 | 0 | |
| AQ-038 | A53 Newcastle Road (between the route of the Proposed Scheme and Common Lane) | 13,817 | 13,817 | 0 | 858 | 858 | 0 | Realignment |
| AQ-268 | Common Lane | 375 | 375 | 0 | 19 | 19 | 0 | |
| AQ-249 | A525 Woore Road between Izaak Walton Way and Vicarage Lane | 4,378 | 4,378 | 0 | 385 | 385 | 0 | |
| AQ-264 | A53 Newcastle Road | 14,602 | 14,602 | 0 | 974 | 974 | 0 | |

| Road ID | Road Name | AADT | | | HGVs | | | Notes |
|---------|--|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|-------------|
| | | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | |
| AQ-121 | Holly Bush Lane (between Newcastle Road and Madeley Road) | 1,539 | 1,539 | 0 | 52 | 52 | 0 | Realignment |
| AQ-040 | Heath Road (between Common Lane and the route of the Proposed Scheme) | 26 | 0 | -26 | 1 | 0 | -1 | |
| AQ-119 | A53 Newcastle Road from A5192 Trentham Road to Bent Lane (between Trentham Road and Bent Lane) | 14,391 | 14,391 | 0 | 883 | 883 | 0 | |

6 CA5 South Cheshire

6.1 Construction

- 6.1.1 Table 13 outlines the traffic flows of construction related vehicles on the highway network. The data presented is split into AADT and HGVs in the without the Proposed Scheme and with the Proposed Scheme scenarios and the change between the two scenarios in the South Cheshire area.
- 6.1.2 The air quality assessment of construction traffic emissions has used traffic data based on an estimate of the average daily flows at the peak year during the construction period (2020-2026). The assessment assumes vehicle emission rates and background pollutant concentrations from year 2020 as a worst case.
- 6.1.3 Table 14 outlines the traffic flows of construction related vehicles on the haul road and at areas of construction activities along the route of the Proposed Scheme in the South Cheshire area. The data is split into ADTs and HGVs on the haul road, and ADTs along the centreline of the route of the Proposed Scheme. The data is presented for the with the Proposed Scheme scenario only.

Table 13: Highway network construction traffic flows in the South Cheshire area

| Road ID | Road Name | AADT | | | HGVs | | |
|---------|--|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|
| | | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change |
| AQ-044 | Checkley Lane (between the route of the Proposed Scheme and A531 Main Road) | 1,041 | 1,282 | -241 | 34 | 34 | 0 |
| AQ-045 | Den Lane (between Mill Lane and Den Lane) | 179 | 1,555 | -1,376 | 68 | 78 | 10 |
| AQ-046 | Chorlton Lane (between the route of the Proposed Scheme and Waybutt Lane) | 70 | 70 | 0 | 3 | 3 | 0 |
| AQ-047 | Newcastle Road (between Chorlton Lane and East Railway) | 8,329 | 8,717 | -387 | 337 | 379 | 42 |
| AQ-048 | Casey lane (between Back lane and the route of the Proposed Scheme) | 819 | 836 | -17 | 6 | 19 | 13 |
| AQ-049 | Weston Lane (between Casey Lane and Larch Avenue) | 1,388 | 1,399 | -11 | 16 | 21 | 5 |
| AQ-050 | A500 Shavington ByPass (between A500 Crewe Green Link Roundabout and the route of the Proposed Scheme) | 33,364 | 35,295 | -1,931 | 1,659 | 2,807 | 1,148 |
| AQ-064 | Chorlton Lane (between Waybutt Lane and Newcastle Road) | 262 | 271 | -9 | 9 | 14 | 5 |
| AQ-066 | Waybutt Lane (south of Chorlton Lane) | 25 | 25 | 0 | 2 | 2 | 0 |
| AQ-068 | B5071 Crewe Road (between Weston Lane and Link Road) | 12,259 | 12,411 | -152 | 173 | 173 | 0 |
| AQ-122 | Checkley Lane (between A51 London Road and the route of the Proposed Scheme) | 994 | 1,411 | -417 | 45 | 131 | 86 |
| AQ-125 | Waybutt Lane (west of A0531 Newcastle Road) | 111 | 111 | 0 | 2 | 2 | 0 |

| Road ID | Road Name | AADT | | | HGVs | | |
|---------|--|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|
| | | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change |
| AQ-126 | A531 Newcastle Road (between Balterley Green Road and Weston Roundabout) | 9,818 | 10,482 | -664 | 316 | 316 | 0 |
| AQ-127 | A531 Newcastle Road (between A531 Weston Roundabout and A500 Meremoor Roundabout) | 4,077 | 4,729 | -652 | 64 | 107 | 43 |
| AQ-128 | A500 Shavington ByPass (between A500 Crewe Green Link Roundabout and A500 Meremoor Roundabout) | 26,888 | 28,166 | -1,278 | 1,332 | 2,098 | 765 |
| AQ-129 | A500 Newcastle Road (between M6 and A500 Meremoor Roundabout) | 35,449 | 37,117 | -1,668 | 2,625 | 3,390 | 765 |
| AQ-130 | A500 Shavington ByPass (between A500 Shavington ByPass Roundabout and Rope Lane) | 27,830 | 27,875 | -45 | 1,573 | 1,619 | 45 |
| AQ-171 | A51 London Road (between A525 Newcastle Road and Yew Tree Lane) | 5,837 | 6,000 | -163 | 375 | 447 | 73 |
| AQ-175 | Mill Lane (between Den Lane and Beech Farm) | 164 | 164 | 0 | 10 | 10 | 0 |
| AQ-176 | Wrinehill Road (north of Mill Lane) | 168 | 445 | -277 | 29 | 39 | 10 |
| AQ-223 | A531 Main Road (between Waybutt Lane Checkley Lane) | 6,307 | 7,498 | -1,192 | 417 | 417 | 0 |
| AQ-231 | Turnocks Lane halfway from Checkley Lane | 116 | 116 | 0 | 18 | 18 | 0 |
| AQ-269 | Newcastle Road | 6,648 | 7,140 | -493 | 251 | 294 | 43 |
| AQ-271 | M6 (between M6 Junction 16 at Cheshire boundary to Junction 15 and B5078 Radway Green Road) | 133,123 | 138,971 | -5,848 | 25,725 | 26,516 | 792 |
| AQ-309 | A531 Madeley | 11,518 | 11,932 | -414 | 231 | 231 | 0 |

| Road ID | Road Name | AADT | | | HGVs | | |
|---------|---|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|
| | | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change | 2020 without the Proposed Scheme | 2020 with the Proposed Scheme | Change |
| AQ-389 | M6 Junction 16 (northbound access) | 12,756 | 13,162 | -406 | 2,925 | 2,979 | 54 |
| AQ-390 | M6 J16 (southbound exit) | 14,756 | 15,271 | -515 | 3,078 | 3,133 | 54 |
| AQ-437 | A500 Newcastle Road (between Barthomley Road and Radway Green Road) | 32,292 | 32,292 | 0 | 2,289 | 2,289 | 0 |
| AQ-438 | B5078 Radway Green Road (between Radway Green Road and M6 Junction 16 to Junction 17) | 12,588 | 12,588 | 0 | 281 | 281 | 0 |
| AQ-439 | A500 Newcastle Road (between Radway Green Road and M6 Junction 16 to Junction 17) | 32,845 | 32,845 | 0 | 2,318 | 2,318 | 0 |
| AQ-514 | Weston Lane (between Holly Mount and Larch Farm) | 2,114 | 2,114 | 0 | 20 | 20 | 0 |
| AQ-518 | Main Road (between Whites Lane and A5020 Weston Road) | 12,455 | 12,461 | -6 | 163 | 163 | 0 |
| AQ-519 | Casey Lane (between Back Lane and Newcastle Road) | 2,116 | 2,279 | -163 | 92 | 100 | 8 |
| AQ-527 | A5020 Weston Road (between A5020 Weston Road Roundabout and A500 Meremoor Roundabout) | 6,190 | 6,204 | -14 | 910 | 924 | 14 |
| AQ-533 | B5071 Crewe Road (between B5071 Link Road and Hunter Avenue/northbound) | 6,830 | 6,886 | -56 | 144 | 144 | 0 |
| AQ-534 | B5071 Link Road (between B5071 Crewe Road and A500 Shavington ByPass Roundabout) | 5,901 | 5,956 | -56 | 110 | 110 | 0 |

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Table 14: Haul road and along the route construction traffic flows in the South Cheshire area

| ID | No. 40 tonne ADTs (Haul Road) | No. 20 tonne HGVs (Haul Road) | No. 40 tonne ADTs (along the route) |
|--------|-------------------------------|-------------------------------|-------------------------------------|
| 239300 | 75 | 76 | 31 |
| 239400 | 115 | 76 | 15 |
| 239500 | 115 | 70 | 15 |
| 239600 | 68 | 70 | 11 |
| 239700 | 68 | 63 | 11 |
| 239800 | 64 | 62 | 35 |
| 239900 | 64 | 58 | 35 |
| 240000 | 67 | 58 | 27 |
| 240100 | 95 | 51 | 24 |
| 240200 | 217 | 51 | 110 |
| 240300 | 205 | 51 | 110 |
| 240400 | 205 | 51 | 110 |
| 240500 | 205 | 51 | 110 |
| 240600 | 205 | 51 | 110 |
| 240700 | 205 | 51 | 110 |
| 240800 | 205 | 51 | 110 |
| 240900 | 738 | 50 | 425 |
| 241000 | 738 | 50 | 425 |
| 241100 | 474 | 50 | 110 |
| 241200 | 474 | 52 | 110 |
| 241300 | 474 | 52 | 110 |
| 241400 | 482 | 46 | 110 |
| 241500 | 482 | 46 | 110 |
| 241600 | 482 | 46 | 110 |
| 241700 | 482 | 46 | 110 |
| 241800 | 482 | 46 | 110 |
| 241900 | 482 | 46 | 110 |
| 242000 | 498 | 52 | 135 |
| 242100 | 485 | 52 | 135 |

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| ID | No. 40 tonne ADTs (Haul Road) | No. 20 tonne HGVs (Haul Road) | No. 40 tonne ADTs (along the route) |
|--------|-------------------------------|-------------------------------|-------------------------------------|
| 242200 | 485 | 29 | 135 |
| 242300 | 485 | 29 | 135 |
| 242400 | 484 | 10 | 135 |
| 242500 | 589 | 10 | 175 |
| 242600 | 482 | 10 | 89 |
| 242700 | 396 | 9 | 89 |
| 242800 | 396 | 9 | 89 |
| 242900 | 404 | 26 | 89 |
| 243000 | 385 | 29 | 89 |
| 243100 | 385 | 29 | 89 |
| 243200 | 385 | 29 | 89 |
| 243300 | 387 | 37 | 89 |
| 243400 | 385 | 49 | 89 |
| 243500 | 385 | 49 | 89 |
| 243600 | 385 | 74 | 49 |
| 243700 | 382 | 74 | 49 |
| 243800 | 430 | 74 | 64 |
| 243900 | 415 | 76 | 39 |
| 244000 | 415 | 76 | 39 |
| 244100 | 415 | 101 | 39 |
| 244200 | 415 | 101 | 39 |
| 244300 | 415 | 101 | 39 |
| 244400 | 415 | 104 | 39 |
| 244500 | 415 | 104 | 39 |
| 244600 | 418 | 126 | 39 |
| 244700 | 416 | 127 | 39 |
| 244800 | 421 | 133 | 39 |
| 244900 | 379 | 133 | 39 |
| 245000 | 379 | 133 | 39 |
| 245200 | 379 | 133 | 39 |

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| ID | No. 40 tonne ADTs (Haul Road) | No. 20 tonne HGVs (Haul Road) | No. 40 tonne ADTs (along the route) |
|--------|-------------------------------|-------------------------------|-------------------------------------|
| 245100 | 379 | 133 | 39 |
| 245300 | 379 | 133 | 40 |
| 245400 | 379 | 139 | 32 |
| 245500 | 379 | 139 | 8 |
| 245600 | 427 | 185 | 8 |
| 245700 | 379 | 195 | 8 |
| 245800 | 333 | 210 | 8 |
| 245900 | 97 | 14 | 1 |
| 246000 | 97 | 14 | 1 |
| 246100 | 97 | 14 | 1 |
| 246200 | 0 | 0 | 1 |
| 246300 | 0 | 0 | 1 |
| 246400 | 0 | 0 | 0 |
| 246500 | 0 | 0 | 0 |
| 246600 | 0 | 0 | 0 |
| 246700 | 0 | 0 | 0 |
| 246800 | 0 | 0 | 0 |
| 246900 | 0 | 0 | 0 |
| 247000 | 0 | 0 | 0 |
| 247100 | 0 | 0 | 0 |
| 247200 | 0 | 0 | 0 |
| 247300 | 0 | 0 | 0 |
| 247400 | 0 | 0 | 0 |
| 247500 | 0 | 0 | 0 |
| 247600 | 0 | 0 | 0 |
| 247700 | 0 | 0 | 0 |
| 247800 | 0 | 0 | 0 |
| 247900 | 0 | 0 | 0 |
| 248000 | 0 | 0 | 0 |
| 248100 | 0 | 0 | 0 |

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| ID | No. 40 tonne ADTs (Haul Road) | No. 20 tonne HGVs (Haul Road) | No. 40 tonne ADTs (along the route) |
|--------|-------------------------------|-------------------------------|-------------------------------------|
| 248200 | 0 | 0 | 0 |
| 248300 | 0 | 0 | 0 |
| 248400 | 0 | 0 | 0 |
| 248500 | 0 | 0 | 0 |
| 248600 | 0 | 0 | 0 |
| 248700 | 0 | 0 | 0 |
| 248800 | 0 | 0 | 0 |
| 248900 | 0 | 0 | 0 |
| 249000 | 0 | 0 | 0 |

6.2 Operation

- 6.2.1 Table 15 outlines the traffic flows of vehicles on the highway network relating to the operation of the Proposed Scheme in 2027. The data presented is split into AADT and HGVs in the without the Proposed Scheme and with the Proposed Scheme scenarios and the change between the two scenarios in the South Cheshire area. It also notes whether the road will be closed, diverted or realigned due to the Proposed Scheme.

Table 15: Haul road and along the route construction traffic flows in the South Cheshire area


| Road ID | Road Name | AADT | | | HGVs | | | Notes |
|---------|--|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|-------------|
| | | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | |
| AQ-045 | Den Lane (between Mill Lane and Den Lane) | 109 | 109 | 0 | 46 | 46 | 0 | Realignment |
| AQ-064 | Chorlton Lane (between Waybutt Lane and Newcastle Road) | 269 | 269 | 0 | 9 | 9 | 0 | Realignment |
| AQ-047 | Newcastle Road (between Chorlton Lane and East Railway) | 6,897 | 7,197 | 300 | 312 | 369 | 57 | Realignment |
| AQ-048 | Casey lane (between Back lane and the route of the Proposed Scheme) | 617 | 617 | 0 | 18 | 18 | 0 | Realignment |
| AQ-509 | Weston Lane (between B5071 Crewe Road and Park Estate) | 4,000 | 4,000 | 0 | 112 | 112 | 0 | |
| AQ-510 | Weston Lane (between Park Estate and Back Lane) | 3,247 | 3,247 | 0 | 102 | 102 | 0 | |
| AQ-512 | Back Lane (between Weston Lane and Holly Mount) | 1,534 | 1,534 | 0 | 83 | 83 | 0 | |
| AQ-511 | Weston Lane (between Back Lane and Holly Mount) | 1,713 | 1,713 | 0 | 20 | 20 | 0 | |
| AQ-513 | Holly Mount (between Weston Lane and Back Lane) | 41 | 41 | 0 | 0 | 0 | 0 | |
| AQ-515 | Back Lane (between Holly Mount and Casey Lane) | 1,575 | 1,575 | 0 | 83 | 83 | 0 | |
| AQ-426 | Newcastle Road (between Haymoor Green Road and A51 Roundabout A500 Cheerbrook) | 6,373 | 6,373 | 0 | 429 | 429 | 0 | |

| Road ID | Road Name | AADT | | | HGVs | | | Notes |
|---------|---|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|-------|
| | | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | |
| AQ-514 | Weston Lane (between Holly Mount and Larch Farm) | 1,754 | 1,754 | 0 | 20 | 20 | 0 | |
| AQ-518 | Main Road (between Whites Lane and A5020 Weston Road) | 11,768 | 11,786 | 18 | 180 | 180 | 0 | |
| AQ-516 | Weston Road (between Whites Lane and Cemetery Road) | 10,088 | 10,105 | 18 | 151 | 151 | 0 | |
| AQ-507 | Main Road (between Snape Lane and Cemetery Road) | 8,746 | 8,763 | 18 | 144 | 144 | 0 | |
| AQ-508 | Main Road (between Snape Lane and A531 Weston Roundabout) | 10,216 | 10,234 | 18 | 152 | 152 | 0 | |
| AQ-175 | Mill Lane (between Den Lane and Beech Farm) | 169 | 169 | 0 | 10 | 10 | 0 | |
| AQ-177 | Middle section of Wrinehill Road | 106 | 106 | 0 | 22 | 22 | 0 | |
| AQ-127 | A531 Newcastle Road (between A531 Weston Roundabout and A500 Meremoor Roundabout) | 4,373 | 4,373 | 0 | 60 | 60 | 0 | |
| AQ-126 | A531 Newcastle Road (between Balterley Green Road and Weston Roundabout) | 9,288 | 9,288 | 0 | 300 | 300 | 0 | |
| AQ-125 | Waybutt Lane (west of A0531 Newcastle Road) | 115 | 115 | 0 | 2 | 2 | 0 | |
| AQ-046 | Chorlton Lane (between the route of the Proposed Scheme and Waybutt Lane) | 72 | 72 | 0 | 4 | 4 | 0 | |
| AQ-223 | A531 Main Road (between Waybutt Lane Checkley Lane) | 6,493 | 6,493 | 0 | 429 | 429 | 0 | |

| Road ID | Road Name | AADT | | | HGVs | | | Notes |
|---------|--|----------------------------------|-------------------------------|--------|----------------------------------|-------------------------------|--------|-------------|
| | | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | 2027 without the Proposed Scheme | 2027 with the Proposed Scheme | Change | |
| AQ-222 | B5071 Crewe Road (between Weston Lane and Newcastle Road) | 6,196 | 6,196 | 0 | 405 | 405 | 0 | |
| AQ-065 | Weston Lane (between Casey Lane and Cemetery Rd) | 1,703 | 1,703 | 0 | 37 | 37 | 0 | |
| AQ-049 | Weston Lane (between Casey Lane and Larch Avenue) | 1,121 | 1,121 | 0 | 16 | 16 | 0 | |
| AQ-122 | Checkley Lane (between A51 London Road and the route of the Proposed Scheme) | 1,022 | 1,022 | 0 | 46 | 46 | 0 | Realignment |
| AQ-044 | Checkley Lane (between the route of the Proposed Scheme and A0531 Main Road) | 1,072 | 1,072 | 0 | 35 | 35 | 0 | Realignment |
| AQ-176 | Wrinehill Road (north of Mill Lane) | 102 | 102 | 0 | 19 | 19 | 0 | |
| AQ-269 | Newcastle Road | 6,796 | 6,796 | 0 | 257 | 257 | 0 | Realignment |
| AQ-066 | Waybutt Lane (south of Chorlton Lane) | 26 | 26 | 0 | 2 | 2 | 0 | Realignment |
| AQ-068 | B5071 Crewe Road (between Weston Lane and Link Road) | 11,771 | 11,771 | 0 | 168 | 168 | 0 | Realignment |

7 References

HS2 Ltd (2017), *High Speed Two (HS2) High Speed Rail (West Midlands - Crewe) Environmental Statement (ES)*. Available online at: www.gov.uk/hs2.



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