

High Speed Rail (Crewe – Manchester)

Background information and data

Air quality

BID AQ-002-0MA03

MA03: Pickmere to Agden and Hulseheath

Additional data used in the air quality
assessment

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Department for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

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1 Introduction

1.1.1 This report presents additional data used in the air quality assessment of the Pickmere to Agden and Hulseheath area (MA03) and comprises:

- relevant policies and guidance; and
- baseline air quality data.

1.1.2 Volume 5, Appendix: AQ-001-0MA03¹ should be referred to for details of the air quality impact assessment.

¹ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Environmental Statement, Air quality report*, Appendix AQ-001-0MA03. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-environmental-statement>.

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2 Relevant policies and guidance

- 2.1.1 The Pickmere to Agden and Hulseheath area lies mostly within the administrative area of Cheshire East Council (CEC), with Cheshire West and Chester Council (CWCC) and Trafford Metropolitan Borough Council (TMBC) lying on the western and northern edges of the area respectively.

2.2 Cheshire East Council

- 2.2.1 The CEC Local Plan Strategy² sets out the policies for Cheshire East's future development until 2030 and the planning policies that will be used to achieve this.
- 2.2.2 Policy SE 12 on Pollution, Land Contamination and Land Instability states '... all development is located and designed so as not to result in a harmful cumulative impact upon air quality, surface water and groundwater, noise, smell, dust, vibration, soil contamination light pollution or any other pollution which would unacceptably affect the natural and built environment, or detrimentally affect amenity of cause harm'.
- 2.2.3 Policy SE 12 also states that '... development should support improvements to air quality, not contradict the Air Quality Strategy or Air Quality Action Plan and seek to promote sustainable transport policies'.
- 2.2.4 The draft CEC Site Allocations and Development Policies Document³ contains development management policies and identifies the circumstances regarding when air quality needs to be assessed or mitigated to achieve planning consent.
- 2.2.5 Policy ENV 12 on Air Quality states that 'Proposals that are likely to have an impact on local air quality will be required to provide an air quality assessment (AQA). Where the AQA shows that the construction or operational characteristics of the development would cause harm to air quality, including cumulatively with other planned or committed development, planning permission will be refused unless measures are adopted to acceptably mitigate the impact'.

² Cheshire East Council (2017), *Cheshire East Local Plan Strategy 2010 – 2030*. Available online at: <https://www.cheshireeast.gov.uk/planning/spatial-planning/cheshire-east-local-plan/local-plan-strategy/local-plan-strategy.aspx>.

³ Cheshire East Council (2020), *Revised Publication Draft Site Allocations and Development Policies Document*. Available online at: <https://www.cheshireeast.gov.uk/planning/spatial-planning/cheshire-east-local-plan/site-allocations-and-policies/site-allocations-and-policies.aspx>.

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2.3 Cheshire West and Chester Council

- 2.3.1 The CWCC Local Plan (Part One) Strategic Policies⁴ sets out the strategy for Cheshire West and Chester future development until 2030 and the planning policies that will be used to achieve this.
- 2.3.2 Policy SOC 5 on Health and well-being states that ‘...development that gives rise to significant adverse impacts on health and quality of life (e.g., soil, noise, water, air or light pollution, and land instability, etc) including residential amenity, will not be allowed’.
- 2.3.3 CWCC have also produced their Local Plan (Part Two) Land Allocations and Detailed Policies⁵ which provides further details on policy to support the Strategic objectives set out in Part One. Part Two was formally adopted in July 2019 and in line with Policy SOC 5, presents Policy DM 31.
- 2.3.4 Policy DM 31 – Air Quality states that ‘...An air quality assessment will be required for development proposals that have the potential for significant air quality impacts, including those which:
- are classed as major development and have the potential, either individually or cumulatively, for significant emissions; or
 - are likely to result in an increase in pollution levels in an Air Quality Management Area (AQMA); or
 - are likely to expose people to existing sources of air pollutants.
- 2.3.5 Where an air quality assessment identifies an unacceptable impact on or from air quality, an appropriate scheme of mitigation must be submitted, which may take the form of on-site measures or, where appropriate, a financial contribution to off-site measures.
- 2.3.6 Applicants must demonstrate that appropriate mitigation will be provided to ensure that the new development is appropriate for its location and unacceptable risks are avoided’. Note that the term significant has not been defined in the CWCC Local Plan documents.

⁴ Cheshire West and Chester Council (2015), *Local Plan (Part One) Strategic Polices*. Available online at: http://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/lp_1_adopted?tab=files.

⁵ Cheshire West and Chester Council (2019), *Local Plan (Part Two) Land Allocations and Detailed Policies*. Available online at: https://consult.cheshirewestandchester.gov.uk/portal/cwc_ldf/adopted_cwac_lp/parttwo_adopted.

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2.4 Trafford Metropolitan Borough Council

- 2.4.1 The Local Plan for TMBC⁶ sets out an overarching strategy and development principles for Trafford to guide development until 2026.
- 2.4.2 Policy L5.13 (Pollution) states ‘Development with potential to cause adverse air pollution will not be permitted unless adequate mitigation measures are put in place. Development within the Borough’s Air Quality Management Areas will be required to adopt measures identified in the Greater Manchester Air Quality Action Plan.’
- 2.4.3 Policy R3 (Green Infrastructure) outlines measures that TMBC will implement to development an integrated network or green infrastructure, which will bring about reductions in air pollution.
- 2.4.4 The TMBC draft Local Plan⁷ was approved for public consultation on 14 December 2020. Policy EP3: Air Quality provides a range of measures aimed at improving air quality within Trafford, including “...measures to minimise air pollution at the design stage and incorporate best practice in the design, construction and operation of the development...” and “...green infrastructure in the design of the development...” The Plan will supersede the existing Plan and is due for adoption by TMBC in 2023.

⁶ Trafford Metropolitan Borough Council (2012), *Trafford Local Plan - Core Strategy*. Available online at: <https://www.trafford.gov.uk/planning/strategic-planning/docs/core-strategy-adopted-final.pdf>.

⁷ Trafford Metropolitan Borough Council (2021), *The Trafford Local Plan - Consultation Draft*. Available online at: <https://www.trafford.gov.uk/planning/strategic-planning/docs/Draft-Local-Plan-Jan-2021.pdf>.

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3 Baseline air quality data

3.1 Local air quality monitoring data

3.1.1 Table 1 and Table 2 present the monitoring data from the continuous monitors and diffusion tube sites within the Pickmere to Agden and Hulseheath area. No exceedances of the hourly mean NO₂ standard were recorded at the continuous monitoring site. Table 3 also presents the NO₂ measurements from the HS2 monitoring sites in this area. No PM₁₀ or PM_{2.5} monitoring is undertaken in this area.

Table 1: Annual mean pollutant concentrations recorded at continuous monitoring sites

Pollutant ⁸	Annual mean concentrations (µg/m ³)				
	2014	2015	2016	2017	2018
A556 Chester Road, Mere (RTA1) (373004, 382626)					
NO ₂	40.0	34.0	38.0	Decommissioned 02/06/2017	

Table 2: Annual mean NO₂ concentrations recorded at diffusion tube monitoring sites

Site ⁸	Ordnance survey coordinates	Annual mean NO ₂ concentrations (µg/m ³)				
		2014	2015	2016	2017	2018
CE42	374973, 378784	39.8	35.5	40.9	32.8	30.5
CE47	374940, 378825	43.4	36.4	43.4	34.0	32.5
CE54	372260, 379249	54.7	51.2	53.4	49.5	42.7
CE300	372237, 379257	No data	No data	No data	No data	39.7
CE301	372255, 379334	No data	No data	No data	No data	42.8
CE292	372264, 379723	No data	No data	No data	35.2	26.1
CE77	372106, 381399	16.0	13.3	15.5	15.5	14.9
CE298	372778, 381560	No data	No data	No data	No data	26.4
CE65	367000, 383414	35.1	30.9	34.5	32.4	35.7
CE68	370333, 385246	31.1	29.4	30.8	28.8	25.4

Table 3: Annual mean NO₂ concentrations recorded at HS2 monitoring sites

Site	Ordnance survey coordinates	Annual mean NO ₂ concentrations (µg/m ³)	
		2018	2019
MA03.4	371421, 383014	21.8	19.4
MA03.5	371338, 379069	18.2	14.7
MA06.1	372635, 386582	19.5	17.9

⁸ Cheshire East Council (2019), *Annual Status Report (ASR)*. Available online at: <https://moderngov.cheshireeast.gov.uk/ecminutes/documents/s80967/Appendix%201%20CEC.ASR.2020.4%20Final%20Report.pdf>.

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3.2 Industrial emission sources

- 3.2.1 There are no industrial installations (regulated by the Environment Agency) with permits for emissions to air within the Pickmere to Agden and Hulseheath area.

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4 Construction traffic data

- 4.1.1 Table 4 and Table 5 outline the predicted flows for construction traffic on the highway network. The data presented are split into annual average daily traffic (AADT) (Table 4) and heavy duty vehicles (HDV) (Table 5) in the 'without the Proposed Scheme' and 'with the Proposed Scheme' scenarios.
- 4.1.2 The air quality assessment of construction traffic emissions has used traffic data based on an estimate of the average daily flows in the peak year during the construction period (2025 – 2037). The assessment assumes vehicle emission rates and background pollutant concentrations from year 2025 as a worst case.
- 4.1.3 Table 6 outlines the predicted flows of construction traffic on the site haul routes. The data are presented for the 'with the Proposed Scheme' scenario only split in heavy goods vehicles (HGV) and articulated dump trucks (ADT).

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Table 4: Traffic data (AADT) used for the construction assessment

Road ID	Start and end coordinates	AADT					Notes
		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
71705_1902	372540, 379420 372650, 379340	18,734	19,182	19,851	19,891	19,243	
1903_1907	372590, 379320 372310, 379410	27,166	25,880	25,898	25,867	26,165	
1910_1908	372250, 379300 372230, 379390	16,886	18,018	19,659	20,318	17,939	
1903_1912, 1911_1902	372590, 379320 372260, 379470	88,373	89,357	91,071	92,164	90,438	
1902_1913, 53027_1903	372650, 379340 372710, 379280	134,314	134,561	136,865	138,256	135,949	
1904_1914, 1901_1911	371960, 379600 371870, 379700	96,522	97,876	100,994	102,645	98,691	
1915_1916	372290, 379700 372390, 379520	18,346	18,636	19,256	19,327	18,849	
2002_2003, 2006_2007	366360, 384590 366450, 384420	103,634	103,723	105,666	106,041	101,397	
1914_2005, 2034_1901	371870, 379700 366870, 383600	104,600	105,598	108,463	110,187	106,416	
2005_2006, 2003_2004	366870, 383600 366520, 384230	90,175	91,024	93,429	95,086	91,348	
2020_2006	366560, 383980 366520, 384230	14,641	13,922	13,561	12,252	11,196	

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Road ID	Start and end coordinates	AADT					Notes
		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
2006_2007, 2003_2004	366520, 384230 366350, 384490	104,821	104,922	106,968	107,367	102,544	
2024_2007	366310, 384200 366350, 384490	33,895	33,234	32,887	32,508	32,289	
2028_2008	366070, 385010 366140, 385380	6,746	7,251	7,104	7,031	11,643	
2002_2013	366360, 384590 366560, 384500	26,577	25,346	25,854	25,428	24,775	
2013_2014	366560, 384500 366930, 384360	33,463	32,249	33,316	33,063	31,111	
2014_2015	366930, 384360 367140, 384340	19,163	16,911	16,968	16,999	16,566	
2016_2018, 2018_2022	367140, 384280 366690, 384080	69,928	68,135	70,468	72,367	72,128	
2030_2020	366760, 383920 366560, 383980	19,200	18,418	18,187	16,979	16,235	
2018_2022, 2023_2015	366690, 384080 366170, 383860	70,803	70,364	71,652	72,591	72,038	
2031_2024	366210, 384060 366310, 384200	37,818	36,573	36,291	36,406	36,275	
2009_2026, 2026_2009	366320, 384970 366080, 384950	23,566	24,235	24,493	24,405	25,138	
2026_2028	366080, 384950 366070, 385010	4,058	4,681	4,720	4,601	5,742	

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Road ID	Start and end coordinates	AADT					Notes
		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
2027_2028	365990, 384970 366070, 385010	2,691	2,579	2,388	2,439	5,894	
2016_2030	367140, 384280 366760, 383920	19,200	18,418	18,187	16,979	16,235	
2023_2031	365810, 383770 366210, 384060	42,641	41,431	41,288	41,249	41,133	
2008_2033	366140, 385380 366130, 385540	93,826	93,802	94,580	94,189	95,941	
2004_2034	366950, 383580 367020, 383480	54,072	54,265	55,128	55,700	55,048	
2001_2035, 2007_2008	366180, 385330 366270, 384960	163,795	161,972	164,095	163,640	158,154	
2027_4001, 4001_2027	365990, 384970 365860, 385010	23,988	24,116	23,784	23,543	27,541	
5035_5008, 5008_5035	372870, 386450 372470, 385070	804	1,224	1,703	2,745	1,829	
5009_5011, 5011_5009	371870, 382720 371330, 383120	11,922	12,913	14,279	14,580	13,211	
5013_5015, 5015_5013	371800, 384270 370980, 384550	1	2	327	0	0	Realignment
5011_5016, 5016_5011	371330, 383120 369970, 383680	11,429	12,223	12,854	12,628	12,534	
5018_5022, 5022_5018	369800, 383770 368760, 384220	13,759	15,066	16,608	16,327	14,800	

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		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
2010_5023, 5023_2010	366400, 384930 367950, 384450	11,372	12,558	13,653	13,929	12,924	
5035_5041, 5041_5035	372870, 386450 370850, 385920	12,859	12,798	13,651	14,719	13,163	
5042_5041, 5041_5042	371980, 384780 370850, 385920	1,610	2,007	2,882	0	0	Realignment
5013_5042, 5042_5013	371800, 384270 371980, 384780	506	510	528	0	0	Realignment
5023_5057, 5057_5023	367950, 384450 368670, 384250	10,019	10,979	11,931	12,035	11,235	
5022_5057, 5057_5022	368760, 384220 368670, 384250	10,610	11,585	12,642	12,859	11,821	
1910_7001, 7001_1910	372250, 379300 372250, 379290	37,417	38,706	39,729	40,196	38,729	
7004_7005, 7005_7004	371200, 379130 368640, 379240	806	973	933	0	0	Realignment
7003_7006, 7006_7003	371370, 379060 369340, 377010	5,625	6,062	7,094	0	0	Realignment
8003_8004, 8004_8003	372700, 381610 372730, 381700	14,914	15,491	15,249	16,274	16,069	
8003_8005, 8005_8003	372700, 381610 373370, 381160	14,879	15,190	15,232	16,259	16,064	
8005_8006, 8006_8005	373370, 381160 373640, 380980	12,719	12,835	12,553	13,487	13,521	

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		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
8006_8007, 8007_8006	373640, 380980 373680, 381260	5,009	4,953	4,644	3,234	3,877	
8007_8008, 8008_8007	373680, 381260 373610, 381450	8,329	8,404	8,566	6,415	7,167	
8008_8009, 8009_8008	373610, 381450 374820, 382740	5,098	5,712	6,472	4,586	4,243	
8006_8019, 8019_8006	373640, 380980 374100, 380110	17,725	17,379	16,524	16,332	16,602	
8019_8020, 8020_8019	374100, 380110 374450, 379300	17,725	17,379	16,525	16,332	16,602	
8003_8061, 8061_8003	372700, 381610 372410, 380380	4,192	4,964	6,131	6,081	4,402	
5013_8070, 8070_5013	371800, 384270 372270, 383810	505	532	881	0	0	Realignment
39826_39714, 39827_2023	366070, 383820 362400, 382200	121,597	120,051	121,403	122,431	121,550	
39716_39717, 39714_39715	361630, 382080 362390, 382250	106,606	105,130	105,888	106,672	106,574	
2015_39825, 39824_2016	367140, 384340 367180, 384330	95,007	45,562	45,240	45,391	45,304	
2022_39826, 2023_2015	366170, 383860 366070, 383820	78,956	78,619	80,116	81,182	80,417	
39717_39827	362390, 382250 362620, 382340	71,326	70,042	69,509	69,610	69,823	

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		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
39715_39828	361660, 382040 361580, 382030	55,762	55,878	57,596	58,472	57,413	
71500_70016, 70015_53027	372900, 378410 373570, 375530	134,314	134,561	136,865	138,256	135,949	
1913_71500, 70015_53027	372710, 379280 372900, 378410	134,314	134,561	136,865	138,256	135,949	
1916_71705	372390, 379520 372540, 379420	18,734	19,182	19,851	19,891	19,243	
80002_95003, 1915_1906	372240, 379600 372230, 379670	45,338	45,635	47,364	47,169	45,218	
8061_95013, 95013_8061	372410, 380380 371990, 380530	4,192	4,965	6,132	6,126	4,431	
95016_95014, 95010_95012	371740, 380350 371730, 380530	59,638	59,901	61,098	60,891	60,156	
96011_95018, 95019_96012	372570, 383040 373230, 383980	63,218	63,644	64,825	65,569	64,300	
95012_95027, 96001_95016	371870, 380360 371910, 380280	63,684	64,241	66,508	66,388	64,056	
96000_96001, 96002_95000	372080, 379900 371870, 380180	63,684	64,241	66,508	66,388	64,056	
95027_96002, 96001_95016	371910, 380280 371960, 380210	63,684	64,241	66,508	66,387	64,056	
96007_96009, 96010_96008	372200, 382180 372350, 382470	59,638	59,901	61,098	60,891	60,156	

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		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
96009_96011, 96012_96010	372350, 382470 372570, 383040	63,218	63,644	65,451	66,055	64,398	
98005_98002	372130, 382290 372140, 382380	9,160	9,472	9,240	10,204	10,289	
98004_98005	372220, 382290 372130, 382290	9,160	9,472	9,239	10,204	10,289	
98004_98006, 98006_98004	372220, 382290 372340, 382140	14,912	15,213	15,204	16,145	16,081	
81011_81012, 81012_81011	370021, 379181 369627, 378300	487	487	487	487	487	
81008_81052, 81052_81008	370554, 378236 369817, 378725	434	434	434	434	434	
81010_81007, 81007_81010	371651, 377333 370616, 378298	961	961	961	961	961	
81006_5009, 5009_81006	370441, 382607 371870, 382720	1,875	1,875	1,875	1,875	1,875	
802_803, 804_805 and 39824_2016, 39825_70080	369310, 384550 372160, 385090	95,007	90,362	90,464	90,507	90,318	
7005_7100, 7100_7005	368640, 379240 369520, 379160	0	0	0	556	627	Realignment
7003_7101, 7101_7003	371370, 379060 370370, 377900	0	0	0	8,061	6,958	Realignment
7006_7101, 7101_7006	369340, 377010 370370, 377900	0	0	0	7,300	6,298	Realignment

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Road ID	Start and end coordinates	AADT					Notes
		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
7100_7101, 7101_7100	369520, 379160 370370, 377900	0	0	0	870	672	Realignment
5015_90001, 90001_5015	370980, 384550 372010, 384250	0	0	0	760	507	Realignment
5042_90001, 90001_5042	371980, 384780 372010, 384250	0	0	0	153	200	Realignment
8070_90001, 90001_8070	372270, 383810 372010, 384250	0	0	0	387	397	Realignment
80003_1904	372190, 379440 371960, 379600	8,205	8,568	10,008	10,569	8,317	
80003_1905	372190, 379440 372210, 379580	10,211	10,918	11,769	11,995	10,796	
80004_1907	372320, 379540 372310, 379410	11,456	12,154	12,650	12,479	11,731	
80001_1910	372270, 379380 372250, 379300	20,531	20,688	20,070	19,878	20,790	
2014_2017	366930, 384360 366890, 384150	14,300	15,338	16,348	16,065	14,545	
2017_2018	366890, 384150 366690, 384080	14,300	15,338	16,348	16,065	14,545	
5016_5017, 5017_5016	369970, 383680 369890, 383730	16,306	17,305	18,412	18,013	16,857	
5017_5018, 5018_5017	369890, 383730 369800, 383770	11,081	12,321	13,977	13,728	12,028	

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Road ID	Start and end coordinates	AADT					Notes
		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
5015_5021, 5021_5015	370980, 384550 370210, 385000	396	414	523	1,420	1,032	
5059_5025, 5025_5059	370330, 385260 370500, 386000	8,458	8,508	9,067	9,657	8,228	
5021_5059, 5059_5021	370210, 385000 370330, 385260	8,568	8,637	9,226	9,820	8,350	
7001_7002, 7002_7001	372250, 379290 372170, 378390	31,128	31,750	31,341	31,751	31,654	
7001_7003, 7003_7001	372250, 379290 371370, 379060	6,819	7,401	8,621	8,614	7,158	
7003_7004, 7004_7003	371370, 379060 371200, 379130	1,625	2,284	2,729	1,765	1,003	
7002_7009, 7009_7002	372170, 378390 371020, 376060	35,446	35,855	35,262	35,473	35,704	
8024_8025, 8025_8024	374590, 378610 374750, 378640	23,797	23,190	24,437	24,811	23,612	
8025_8026, 8026_8025	374750, 378640 374990, 378740	22,406	21,895	23,118	23,595	22,413	
8037_8038, 8038_8037	376420, 377550 375790, 376930	10,285	10,255	10,917	11,614	10,727	
8038_8048, 8048_8038	375790, 376930 375930, 375800	19,082	19,751	20,020	20,245	19,655	
39710_39708	362140, 382090 362140, 382010	4,586	5,208	6,050	5,990	5,254	

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Road ID	Start and end coordinates	AADT					Notes
		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
7053_39708, 39708_7053	362220, 381780 362140, 382010	10,208	11,158	12,372	12,334	11,084	
5035_50022, 50022_5035	372870, 386450 374310, 385880	13,663	14,022	15,353	15,221	13,687	
1905_80001	372210, 379580 372270, 379380	8,069	7,526	6,956	7,066	7,686	
1907_80001	372310, 379410 372270, 379380	13,985	14,585	15,204	15,042	14,254	
80009_80002	372275, 379505 372240, 379600	24,427	23,211	23,197	23,218	23,453	
1905_80002	372210, 379580 372240, 379600	10,220	11,117	12,337	12,506	10,843	
1908_80003	372230, 379390 372190, 379440	18,417	19,455	21,758	22,563	19,103	
1906_80004	372290, 379580 372320, 379540	11,844	12,673	13,210	13,187	12,134	
1907_80009	372310, 379410 372275, 379505	24,427	23,211	23,197	23,218	23,453	
98003_96009	372230, 382380 372350, 382470	3,596	3,788	4,376	5,235	4,273	
5001_98001, 98001_5001	373130, 383210 372420, 383720	505	605	963	406	386	
5012_98001, 98001_5012	372370, 383770 372420, 383720	505	605	1,260	667	451	

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Road ID	Start and end coordinates	AADT					Notes
		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
5009_98002, 98002_5009	371870, 382720 372140, 382380	12,073	12,570	13,311	13,770	12,582	
98002_98003	372140, 382380 372230, 382380	9,348	9,527	10,297	11,175	10,055	
98104_98105	371660, 380390 371600, 380410	2,446	3,212	3,990	3,758	2,824	
95013_98106, 98106_95013	371990, 380530 371670, 380440	2,477	3,201	3,822	3,658	2,861	
5001_5004, 5004_5001	373130, 383210 373220, 383720	4,890	4,833	4,801	4,956	5,237	
5042_5008, 5008_5042	371980, 384780 372470, 385070	1,106	1,499	2,357	153	200	
5022_5024, 5024_5022	368760, 384220 367790, 383870	3,156	3,491	4,163	3,933	2,987	
5059_5058, 5058_5059	370330, 385260 368790, 385570	110	129	159	163	123	
7005_7007, 7007_7005	368640, 379240 367410, 377840	5,984	6,352	7,017	6,982	5,650	
8034_8036, 8036_8034	375080, 377460 375670, 377350	126	104	95	70	74	
39716_39712	361630, 382080 361930, 382180	14,777	15,427	15,897	15,597	15,097	
39712_39713	361930, 382180 362100, 382220	19,594	19,695	20,054	19,962	19,712	

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Road ID	Start and end coordinates	AADT					Notes
		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
96210_96211, 96211_96210	372910, 382400 372910, 382410	3	342	566	379	52	
95016_98104	371740, 380350 371660, 380390	2,334	2,763	3,364	3,182	2,548	
98103_98105, 98105_98103	371630, 380340 371600, 380410	144	356	637	611	295	
8031_8016, 8016_8031	375750, 378450 377550, 379950	17,610	16,535	17,202	17,958	17,043	

Table 5: Traffic data (HDV) used for the construction assessment

Road ID	Start and end coordinates	HDV					Notes
		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
71705_1902	372540, 379420 372650, 379340	1,500	2,028	1,951	2,034	1,834	
1903_1907	372590, 379320 372310, 379410	1,815	2,242	2,233	2,257	2,029	
1910_1908	372250, 379300 372230, 379390	1,263	1,444	1,894	2,001	1,357	
1903_1912, 1911_1902	372590, 379320 372260, 379470	18,634	19,151	18,985	18,984	18,800	
1902_1913, 53027_1903	372650, 379340 372710, 379280	21,938	23,467	23,081	23,320	22,680	

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 Additional data used in the air quality assessment

Road ID	Start and end coordinates	HDV					Notes
		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
1904_1914, 1901_1911	371960, 379600 371870, 379700	19,132	19,750	19,572	19,585	19,310	
1915_1916	372290, 379700 372390, 379520	1,494	1,926	1,891	1,978	1,780	
2002_2003, 2006_2007	366360, 384590 366450, 384420	22,030	21,852	21,651	21,819	21,229	
1914_2005, 2034_1901	371870, 379700 366870, 383600	19,377	20,049	19,897	19,940	19,607	
2005_2006, 2003_2004	366870, 383600 366520, 384230	18,767	19,438	19,291	19,349	18,983	
2020_2006	366560, 383980 366520, 384230	3,342	2,479	2,461	2,560	2,307	
2006_2007, 2003_2004	366520, 384230 366350, 384490	22,105	21,932	21,738	21,899	21,291	
2024_2007	366310, 384200 366350, 384490	2,960	2,961	2,932	2,927	2,803	
2028_2008	366070, 385010 366140, 385380	395	429	532	445	944	
2002_2013	366360, 384590 366560, 384500	4,398	3,795	3,663	3,870	3,771	
2013_2014	366560, 384500 366930, 384360	4,986	4,326	4,188	4,393	4,283	
2014_2015	366930, 384360 367140, 384340	3,468	2,727	2,636	2,742	2,643	

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 Additional data used in the air quality assessment

Road ID	Start and end coordinates	HDV					Notes
		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
2016_2018, 2018_2022	367140, 384280 366690, 384080	11,117	10,513	10,745	10,789	10,668	
2030_2020	366760, 383920 366560, 383980	3,483	2,619	2,587	2,689	2,532	
2018_2022, 2023_2015	366690, 384080 366170, 383860	12,565	11,891	11,927	12,021	11,993	
2031_2024	366210, 384060 366310, 384200	3,056	3,050	3,018	3,016	2,902	
2009_2026, 2026_2009	366320, 384970 366080, 384950	1,569	1,532	1,671	1,545	1,536	
2026_2028	366080, 384950 366070, 385010	111	140	255	152	153	
2027_2028	365990, 384970 366070, 385010	281	285	272	288	797	
2016_2030	367140, 384280 366760, 383920	3,483	2,619	2,587	2,689	2,532	
2023_2031	365810, 383770 366210, 384060	3,289	3,284	3,251	3,232	3,136	
2008_2033	366140, 385380 366130, 385540	15,384	14,865	14,743	14,834	15,069	
2004_2034	366950, 383580 367020, 383480	10,223	10,588	10,540	10,572	10,443	
2001_2035, 2007_2008	366180, 385330 366270, 384960	29,626	28,769	28,373	28,726	27,977	

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Road ID	Start and end coordinates	HDV					Notes
		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
2027_4001, 4001_2027	365990, 384970 365860, 385010	1,813	1,742	1,721	1,731	2,366	
5035_5008, 5008_5035	372870, 386450 372470, 385070	18	15	15	16	16	
5009_5011, 5011_5009	371870, 382720 371330, 383120	251	261	591	358	280	
5013_5015, 5015_5013	371800, 384270 370980, 384550	0	0	320	0	0	Realignment
5011_5016, 5016_5011	371330, 383120 369970, 383680	198	210	540	306	228	
5018_5022, 5022_5018	369800, 383770 368760, 384220	289	301	639	395	318	
2010_5023, 5023_2010	366400, 384930 367950, 384450	245	262	598	354	275	
5035_5041, 5041_5035	372870, 386450 370850, 385920	98	173	382	364	142	
5042_5041, 5041_5042	371980, 384780 370850, 385920	0	0	1	0	0	Realignment
5013_5042, 5042_5013	371800, 384270 371980, 384780	0	0	0	0	0	Realignment
5023_5057, 5057_5023	367950, 384450 368670, 384250	218	238	575	328	248	
5022_5057, 5057_5022	368760, 384220 368670, 384250	238	257	596	345	265	

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Road ID	Start and end coordinates	HDV					Notes
		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
1910_7001, 7001_1910	372250, 379300 372250, 379290	2,342	2,698	3,493	3,549	2,461	
7004_7005, 7005_7004	371200, 379130 368640, 379240	13	143	65	0	0	Realignment
7003_7006, 7006_7003	371370, 379060 369340, 377010	126	178	143	0	0	Realignment
8003_8004, 8004_8003	372700, 381610 372730, 381700	281	496	524	442	372	
8003_8005, 8005_8003	372700, 381610 373370, 381160	214	393	520	367	523	
8005_8006, 8006_8005	373370, 381160 373640, 380980	150	329	455	304	459	
8006_8007, 8007_8006	373640, 380980 373680, 381260	115	314	444	217	360	
8007_8008, 8008_8007	373680, 381260 373610, 381450	133	319	452	235	379	
8008_8009, 8009_8008	373610, 381450 374820, 382740	113	301	436	217	358	
8006_8019, 8019_8006	373640, 380980 374100, 380110	265	260	246	248	264	
8019_8020, 8020_8019	374100, 380110 374450, 379300	265	260	246	248	264	
8003_8061, 8061_8003	372700, 381610 372410, 380380	159	487	489	398	386	

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Road ID	Start and end coordinates	HDV					Notes
		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
5013_8070, 8070_5013	371800, 384270 372270, 383810	0	21	342	0	0	Realignment
39826_39714, 39827_2023	366070, 383820 362400, 382200	16,144	15,450	15,440	15,525	15,392	
39716_39717, 39714_39715	361630, 382080 362390, 382250	13,507	12,869	12,842	12,912	12,845	
2015_39825, 39824_2016	367140, 384340 367180, 384330	17,965	8,522	8,379	8,497	8,442	
2022_39826, 2023_2015	366170, 383860 366070, 383820	12,855	12,167	12,189	12,293	12,256	
39717_39827	362390, 382250 362620, 382340	9,540	9,132	9,047	9,044	8,984	
39715_39828	361660, 382040 361580, 382030	7,451	7,170	7,087	7,195	7,234	
71500_70016, 70015_53027	372900, 378410 373570, 375530	21,938	23,467	23,081	23,320	22,680	
1913_71500, 70015_53027	372710, 379280 372900, 378410	21,938	23,467	23,081	23,320	22,680	
1916_71705	372390, 379520 372540, 379420	1,500	2,028	1,951	2,034	1,834	
80002_95003, 1915_1906	372240, 379600 372230, 379670	3,427	3,916	4,784	4,590	3,643	
8061_95013, 95013_8061	372410, 380380 371990, 380530	159	487	489	398	386	

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Road ID	Start and end coordinates	HDV					Notes
		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
95016_95014, 95010_95012	371740, 380350 371730, 380530	4,768	5,479	6,310	6,224	5,188	
96011_95018, 95019_96012	372570, 383040 373230, 383980	4,803	5,541	5,960	5,993	5,197	
95012_95027, 96001_95016	371870, 380360 371910, 380280	4,921	5,818	6,584	6,480	5,423	
96000_96001, 96002_95000	372080, 379900 371870, 380180	4,921	5,818	6,584	6,480	5,423	
95027_96002, 96001_95016	371910, 380280 371960, 380210	4,921	5,818	6,584	6,480	5,423	
96007_96009, 96010_96008	372200, 382180 372350, 382470	4,768	5,479	6,310	6,224	5,188	
96009_96011, 96012_96010	372350, 382470 372570, 383040	4,803	5,541	6,531	6,398	5,286	
98005_98002	372130, 382290 372140, 382380	152	216	434	361	248	
98004_98005	372220, 382290 372130, 382290	152	216	434	361	248	
98004_98006, 98006_98004	372220, 382290 372340, 382140	279	344	703	491	379	
81011_81012, 81012_81011	370021, 379181 369627, 378300	16	16	16	16	16	
81008_81052, 81052_81008	370554, 378236 369817, 378725	40	40	40	40	40	

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Road ID	Start and end coordinates	HDV					Notes
		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
81010_81007, 81007_81010	371651, 377333 370616, 378298	46	46	46	46	46	
81006_5009, 5009_81006	370441, 382607 371870, 382720	89	89	89	89	89	
802_803, 804_805 and 39824_2016, 39825_70080	369310, 384550 372160, 385090	17,965	15,612	15,579	15,766	15,497	
7005_7100, 7100_7005	368640, 379240 369520, 379160	0	0	0	3	1	Realignment
7003_7101, 7101_7003	371370, 379060 370370, 377900	0	0	0	216	98	Realignment
7006_7101, 7101_7006	369340, 377010 370370, 377900	0	0	0	189	97	Realignment
7100_7101, 7101_7100	369520, 379160 370370, 377900	0	0	0	89	1	Realignment
5015_90001, 90001_5015	370980, 384550 372010, 384250	0	0	0	288	0	Realignment
5042_90001, 90001_5042	371980, 384780 372010, 384250	0	0	0	0	0	Realignment
8070_90001, 90001_8070	372270, 383810 372010, 384250	0	0	0	308	71	Realignment
80003_1904	372190, 379440 371960, 379600	454	554	560	564	469	
80003_1905	372190, 379440 372210, 379580	811	958	1,382	1,457	911	

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Road ID	Start and end coordinates	HDV					Notes
		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
80004_1907	372320, 379540 372310, 379410	838	939	1,311	1,140	807	
80001_1910	372270, 379380 372250, 379300	1,079	1,255	1,600	1,548	1,104	
2014_2017	366930, 384360 366890, 384150	1,518	1,598	1,552	1,651	1,640	
2017_2018	366890, 384150 366690, 384080	1,518	1,598	1,552	1,651	1,640	
5016_5017, 5017_5016	369970, 383680 369890, 383730	274	288	623	386	306	
5017_5018, 5018_5017	369890, 383730 369800, 383770	234	249	584	347	265	
5015_5021, 5021_5015	370980, 384550 370210, 385000	26	25	31	29	25	
5059_5025, 5025_5059	370330, 385260 370500, 386000	91	85	86	85	85	
5021_5059, 5059_5021	370210, 385000 370330, 385260	91	85	86	85	85	
7001_7002, 7002_7001	372250, 379290 372170, 378390	2,212	2,342	3,167	3,168	2,360	
7001_7003, 7003_7001	372250, 379290 371370, 379060	141	363	402	412	100	
7003_7004, 7004_7003	371370, 379060 371200, 379130	22	193	377	370	9	

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Road ID	Start and end coordinates	HDV					Notes
		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
7002_7009, 7009_7002	372170, 378390 371020, 376060	1,800	1,879	2,699	2,723	1,924	
8024_8025, 8025_8024	374590, 378610 374750, 378640	514	454	455	435	445	
8025_8026, 8026_8025	374750, 378640 374990, 378740	249	252	248	255	264	
8037_8038, 8038_8037	376420, 377550 375790, 376930	53	42	34	25	29	
8038_8048, 8048_8038	375790, 376930 375930, 375800	96	80	90	93	71	
39710_39708	362140, 382090 362140, 382010	648	643	627	621	641	
7053_39708, 39708_7053	362220, 381780 362140, 382010	1,660	1,640	1,634	1,606	1,638	
5035_50022, 50022_5035	372870, 386450 374310, 385880	117	188	397	379	157	
1905_80001	372210, 379580 372270, 379380	244	295	310	309	274	
1907_80001	372310, 379410 372270, 379380	842	1,013	1,333	1,259	852	
80009_80002	372275, 379505 372240, 379600	1,783	2,116	2,177	2,181	1,954	
1905_80002	372210, 379580 372240, 379600	812	961	1,424	1,527	937	

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Road ID	Start and end coordinates	HDV					Notes
		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
1908_80003	372230, 379390 372190, 379440	1,265	1,489	1,927	2,021	1,378	
1906_80004	372290, 379580 372320, 379540	844	1,021	1,344	1,328	861	
1907_80009	372310, 379410 372275, 379505	1,783	2,116	2,177	2,181	1,954	
98003_96009	372230, 382380 372350, 382470	23	75	224	212	89	
5001_98001, 98001_5001	373130, 383210 372420, 383720	0	87	435	348	75	
5012_98001, 98001_5012	372370, 383770 372420, 383720	0	87	715	584	119	
5009_98002, 98002_5009	371870, 382720 372140, 382380	288	298	627	393	315	
98002_98003	372140, 382380 372230, 382380	150	201	458	342	217	
98104_98105	371660, 380390 371600, 380410	72	208	294	267	164	
95013_98106, 98106_95013	371990, 380530 371670, 380440	77	208	253	237	168	
5001_5004, 5004_5001	373130, 383210 373220, 383720	86	261	403	252	126	
5042_5008, 5008_5042	371980, 384780 372470, 385070	0	0	1	0	0	

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Road ID	Start and end coordinates	HDV					Notes
		2025 without the Proposed Scheme	2025 Scenario 1 with the Proposed Scheme	2025 Scenario 2 with the Proposed Scheme	2025 Scenario 3 with the Proposed Scheme	2025 Scenario 4 with the Proposed Scheme	
5022_5024, 5024_5022	368760, 384220 367790, 383870	53	45	45	52	54	
5059_5058, 5058_5059	370330, 385260 368790, 385570	0	0	0	0	0	
7005_7007, 7007_7005	368640, 379240 367410, 377840	114	116	121	121	118	
8034_8036, 8036_8034	375080, 377460 375670, 377350	0	0	0	0	0	
39716_39712	361630, 382080 361930, 382180	1,841	1,812	1,720	1,773	1,801	
39712_39713	361930, 382180 362100, 382220	2,850	2,806	2,642	2,687	2,740	
96210_96211, 96211_96210	372910, 382400 372910, 382410	2	214	329	179	43	
95016_98104	371740, 380350 371660, 380390	69	206	257	225	161	
98103_98105, 98105_98103	371630, 380340 371600, 380410	11	4	106	121	7	
8031_8016, 8016_8031	375750, 378450 377550, 379950	152	88	93	97	75	

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Table 6: Construction traffic flows on the site haul routes

ID	No. 40 tonne ADT	No. 20 tonne Heavy Goods Vehicle (HGV)	No. 40 tonne ADT (along the route)
MA03/01	0	39	0
MA03/01 (TN08a)	129	257	0
MA03/02	0	21	0
MA03/03	0	30	0
MA03/03a	0	7	0
MA03/03a (TN08b)	89	179	0
MA03/04	0	19	0
MA03/05	0	48	0
MA03/05 (TN09a)	58	117	0
MA03/06a	0	11	0
MA03/06a (TN09b)	87	173	0
MA03/06b	0	20	0
MA03/06b (TN09c)	117	234	0
MA03/07	0	14	0
MA03/07a	0	32	0
MA03/09	0	27	0
MA03/10	0	23	0
MA03/10a	0	10	0
MA03/10a (TN09d)	109	218	0
MA03/11	0	17	0
MA06/01a	0	23	0
MA06/03a (TN12)	137	274	0
ML_271000	0	18	6
ML_271100	0	18	6
ML_271200	0	18	6
ML_271300	0	18	6
ML_271400	0	18	6
ML_271500	0	18	176
ML_271600	0	6	176
ML_271700	0	6	176
ML_271800	0	6	176
ML_271900	0	6	176
ML_272000	0	6	176
ML_272100	0	6	176
ML_272200	0	6	176
ML_272300	0	6	176
ML_272400	0	6	193

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ID	No. 40 tonne ADT	No. 20 tonne Heavy Goods Vehicle (HGV)	No. 40 tonne ADT (along the route)
ML_272500	0	6	34
ML_272600	0	6	34
ML_272700	0	6	34
ML_272800	0	6	34
ML_272900	0	6	34
ML_273000	0	6	34
ML_273100	0	6	34
ML_273200	0	6	34
ML_273300	0	6	34
ML_273400	0	6	34
ML_273500	0	6	34
ML_273600	0	6	34
ML_273700	0	0	34
ML_273800	0	12	37
ML_273900	0	6	34
ML_274000	0	9	34
ML_274100	0	0	184
ML_274200	0	6	184
ML_274300	0	6	184
ML_274400	0	6	184
ML_274500	0	6	184
ML_274600	0	6	184
ML_274700	0	6	218
ML_274800	0	6	19
ML_274900	0	6	19
ML_275000	0	6	19
ML_275100	0	6	19
ML_275200	0	6	19
ML_275300	0	6	19
ML_275400	0	6	19
ML_275500	0	6	19
ML_275600	0	8	19
ML_275700	0	11	30
ML_275800	0	6	19
ML_275900	0	6	19
ML_276000	0	6	19
ML_276100	0	6	19
ML_276200	0	6	19

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ID	No. 40 tonne ADT	No. 20 tonne Heavy Goods Vehicle (HGV)	No. 40 tonne ADT (along the route)
ML_276300	0	6	150
ML_276400	0	6	86
ML_276500	0	6	86
ML_276600	0	6	86
ML_276700	0	6	86
ML_276800	0	6	86
ML_276900	0	6	86
ML_277000	0	6	90
ML_277100	0	6	90
ML_277200	0	6	90
ML_277300	0	6	90
ML_277400	0	6	131
ML_277500	0	6	131
ML_277600	0	6	131
ML_277700	0	6	131
ML_277800	0	143	131
ML_277900	0	143	131
ML_278000	0	143	131
ML_278100	0	143	131
ML_278200	0	36	192
ML_278300	0	6	168
ML_278400	0	6	168
ML_278500	0	6	360
ML_278600	0	6	360
ML_278700	0	6	360
ML_278800	0	6	360
ML_278900	0	6	609
ML_279000	0	6	200
ML_279100	0	6	130
ML_279200	0	16	130
ML_279300	0	16	130
ML_279400	0	16	130
ML_279500	0	22	130
ML_279600	0	8	130
ML_279700	0	8	130
ML_279800	0	6	130
ML_279900	0	6	130
ML_280000	0	6	130

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MA03: Pickmere to Agden and Hulseheath

Additional data used in the air quality assessment

ID	No. 40 tonne ADT	No. 20 tonne Heavy Goods Vehicle (HGV)	No. 40 tonne ADT (along the route)
ML_280100	0	6	130
ML_280200	0	6	98
ML_280300	0	6	98
ML_280400	0	6	63
ML_280500	0	16	50
ML_280600	0	11	50
ML_280700	0	11	50
ML_280800	0	6	50
ML_280900	0	6	241
ML_281000	0	6	241
ML_281100	0	6	241
ML_281200	0	6	241
ML_281300	0	6	241
ML_281400	0	6	258
ML_281500	0	6	257
ML_281600	0	7	186
ML_281700	0	7	186
ML_281800	0	0	189
ML_281900	0	6	186
ML_282000	0	6	186
ML_282100	0	6	189
ML_282200	0	6	189
MS_277000	0	6	6
MS_277100	0	6	33
MS_277200	0	6	6
MS_277300	0	6	6
MS_277400	0	6	6
MS_277500	0	6	6
MS_277600	0	6	6
MS_277700	0	6	6
MS_277800	0	6	6
MS_277900	0	6	6
MS_278000	0	6	6
MS_278100	0	6	50
MS_278200	0	6	46
MS_278300	0	6	46
MS_278400	0	6	46
MS_278500	0	6	46

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MA03: Pickmere to Agden and Hulseheath

Additional data used in the air quality assessment

ID	No. 40 tonne ADT	No. 20 tonne Heavy Goods Vehicle (HGV)	No. 40 tonne ADT (along the route)
MS_278600	0	8	56
MS_278700	0	8	56
MS_278800	0	8	56
MS_278900	0	0	56
MS_279000	0	8	56
MS_279100	0	8	56
MS_279200	0	8	56
MS_279300	0	20	56
MS_279400	0	20	27
MS_279500	0	20	27
MS_279600	0	20	27
MS_279700	0	8	27
MS_279800	0	8	27
MS_279900	0	8	27

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MA03: Pickmere to Agden and Hulseheath

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5 Operational traffic data

- 5.1.1 Table 7 outlines the predicted flows of traffic on the highway network relating to the operation of the Proposed Scheme in 2038. The data presented are split into AADT and HDV in the 'without the Proposed Scheme' and 'with the Proposed 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 Proposed Scheme.

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Table 7: Traffic data used for the operational assessment

Road ID	Start and end coordinates	AADT			HDV			Notes
		2038 without the Proposed Scheme	2038 with the Proposed Scheme	Change	2038 without the Proposed Scheme	2038 with the Proposed Scheme	Change	
1914_2005, 2034_1901	371870, 379700 366870, 383600	116,488	117,773	1,285	20,220	20,250	30	
2002_2013	366360, 384590 366560, 384500	24,717	24,819	102	3,805	3,531	-274	
2013_2014	366560, 384500 366930, 384360	33,139	33,526	387	4,427	4,151	-276	
2014_2015	366930, 384360 367140, 384340	18,024	17,596	-428	2,564	2,306	-258	
2018_2022, 2023_2015	366690, 384080 366170, 383860	73,224	74,308	1,084	13,377	13,259	-118	
2001_2035, 2007_2008	366180, 385330 366270, 384960	172,937	173,804	867	29,797	29,430	-367	
5009_5011, 5011_5009	371870, 382720 371330, 383120	9,629	10,374	745	259	254	-5	
5011_5014, 5014_5011	371330, 383120 370890, 383940	410	581	171	56	56	0	
5013_5015, 5015_5013	371800, 384270 370980, 384550	0	0	0	0	0	0	Realignment
5013_5042, 5042_5013	371800, 384270 371980, 384780	639	0	-639	0	0	0	Realignment
1910_7001, 7001_1910	372250, 379300 372250, 379290	39,482	40,524	1,042	2,613	2,643	30	
7004_7005, 7005_7004	371200, 379130 368640, 379240	843	0	-843	6	0	-6	Realignment

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Road ID	Start and end coordinates	AADT			HDV			Notes
		2038 without the Proposed Scheme	2038 with the Proposed Scheme	Change	2038 without the Proposed Scheme	2038 with the Proposed Scheme	Change	
7003_7006, 7006_7003	371370, 379060 369340, 377010	6,767	0	-6,767	153	0	-153	Realignment
8003_8004, 8004_8003	372700, 381610 372730, 381700	13,665	15,221	1,556	310	326	16	
8003_8005, 8005_8003	372700, 381610 373370, 381160	15,320	16,332	1,012	246	255	9	
8005_8006, 8006_8005	373370, 381160 373640, 380980	12,728	14,053	1,325	175	188	13	
8006_8007, 8007_8006	373640, 380980 373680, 381260	4,245	2,484	-1,761	111	92	-19	
8007_8008, 8008_8007	373680, 381260 373610, 381450	8,371	6,428	-1,943	133	112	-21	
5013_8070, 8070_5013	371800, 384270 372270, 383810	638	0	-638	0	0	0	Realignment
39826_39714, 39827_2023	366070, 383820 362400, 382200	126,930	128,234	1,304	17,151	17,031	-120	
2022_39826, 2023_2015	366170, 383860 366070, 383820	82,256	83,519	1,263	13,679	13,568	-111	
98003_96009	372230, 382380 372350, 382470	3,694	4,791	1,097	20	42	22	
98005_98002	372130, 382290 372140, 382380	7,586	8,932	1,346	114	135	21	
5009_98002, 98002_5009	371870, 382720 372140, 382380	10,711	11,163	452	324	319	-5	

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Road ID	Start and end coordinates	AADT			HDV			Notes
		2038 without the Proposed Scheme	2038 with the Proposed Scheme	Change	2038 without the Proposed Scheme	2038 with the Proposed Scheme	Change	
98002_98003	372140, 382380 372230, 382380	9,773	11,080	1,307	215	233	18	
98004_98005	372220, 382290 372130, 382290	7,586	8,932	1,346	114	135	21	
98004_98006, 98006_98004	372220, 382290 372340, 382140	13,665	15,221	1,556	310	325	15	
81010_81007, 81007_81010	371651, 377333 370616, 378298	1,027	1,027	0	46	46	0	
5010_81003, 81003_5010	371980, 382880 371635, 382894	72	72	0	0	0	0	
81006_5009, 5009_81006	370441, 382607 371870, 382720	2,003	2,003	0	90	90	0	
7003_7101, 7101_7003	371370, 379060 370370, 377900	0	7,791	7,791	0	157	157	Realignment
7006_7101, 7101_7006	369340, 377010 370370, 377900	0	7,228	7,228	0	153	153	Realignment
7100_7101, 7101_7100	369520, 379160 370370, 377900	0	563	563	0	4	4	Realignment
5015_90001, 90001_5015	370980, 384550 372010, 384250	0	197	197	0	0	0	Realignment
5042_90001, 90001_5042	371980, 384780 372010, 384250	0	125	125	0	0	0	Realignment
8070_90001, 90001_8070	372270, 383810 372010, 384250	0	73	73	0	0	0	Realignment

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Road ID	Start and end coordinates	AADT			HDV			Notes
		2038 without the Proposed Scheme	2038 with the Proposed Scheme	Change	2038 without the Proposed Scheme	2038 with the Proposed Scheme	Change	
39824_2016, 39825_70080	373790, 385270 367140, 384280	96,069	95,959	-110	17,360	16,853	-507	
5041_5035, 5035_5041	370850, 385920 372870, 386450	12,400	13,522	1,122	107	106	-1	
5008_5035, 5035_5008	372470, 385070 372870, 386450	850	2,832	1,982	19	21	2	
5041_5042, 5042_5041	370850, 385920 371980, 384780	2,596	0	-2,596	3	0	-3	Realignment
5008_5042, 5042_5008	372470, 385070 371980, 384780	1,957	125	-1,832	3	0	-3	
8009_8008, 8008_8009	374820, 382740 373610, 381450	5,986	4,205	-1,781	121	96	-25	
95019_96012, 96011_95018	373310, 383960 372720, 383010	66,855	68,088	1,233	5,049	5,024	-25	
96019_96021, 96022_96020	373880, 385060 374180, 385550	37,081	38,575	1,494	2,671	2,666	-5	

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