Table of Contents

Traffic and Transport Standard Exhibit Pack for MA01 to MA08 and Off-Route Works

P25(1)

Overview of the Traffic and Transport Standard Exhibits

These explanatory pages introduce the Traffic and Transport (T&T) Standard Exhibits. They provide an overview of the key information that is presented on each type of exhibit; support the navigation of and identify relationships between the different exhibits.

The T&T Standard Exhibits provide detailed information for the section of the scheme in the following areas:

- MA01: Hough to Walley's Green;
- MA02: Wimboldsley to Lostock Gralam;
- MA03: Pickmere to Agden and Hulseheath;
- MA06: Hulseheath to Manchester Airport;
- MA07: Davenport Green to Ardwick;
- MA08: Manchester Piccadilly Station; and
- Off-Route Works: Annandale

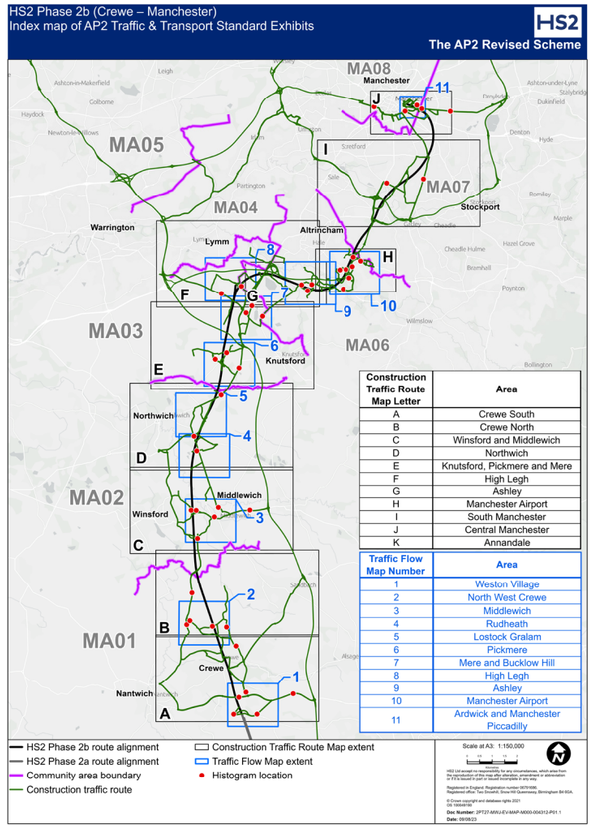
The information presented for community areas MA01 to MA08 and Off-Route Works (Annandale) is based on the Additional Provision 2 (AP2) Revised Scheme. The exhibits for MA01 - MA03 and Off-Route Works (Annandale) supersede the T&T Standard Exhibits for the Additional Provision 1 (AP1) Revised Scheme published in 8th March 2023.

There are four types of exhibits presented:

- **Overview of Construction Traffic Routes Map** – this map provides an overview of all roads that will be used by HS2 construction traffic.
- **Construction Route Maps** – these maps show the peak daily construction HS2 HGV traffic flows on the construction traffic routes and the duration of use.
- **Traffic Flow Maps** – these maps present both background and HS2 traffic flows at key locations on the road network during construction of the AP2 Revised Scheme on a typical weekday in the peak month in each location.
- **Construction Traffic Histograms** – these charts illustrate the volume of HS2 construction HGV traffic using a particular stretch of road on an average weekday during each month in the construction period.

An **Index Map** is provided which shows the areas for which Construction Route Maps and Traffic Flow Maps are provided (shown as **black** and **blue** boxes respectively) and the locations of Construction Traffic Histograms (shown as **green** dots).

P25(2)

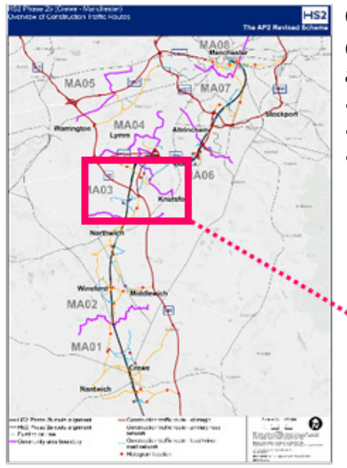


Construction Traffic Route Map Letter	Area
A	Crewe South
B	Crewe North
C	Winsford and Middlewich
D	Northwich
E	Knutsford, Pickmere and Mere
F	High Legh
G	Ashley
H	Manchester Airport
I	South Manchester
J	Central Manchester
K	Annandale

Traffic Flow Map Number	Area
1	Weston Village
2	North West Crewe
3	Middlewich
4	Rudheath
5	Lostock Gralam
6	Pickmere
7	Mere and Bucklow Hill
8	High Legh
9	Ashley
10	Manchester Airport
11	Ardwick and Manchester Piccadilly

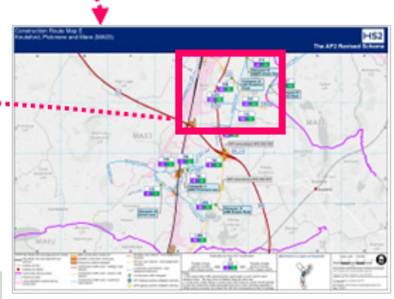
Relationship between Traffic and Transport Standard Pack Exhibits

The different types of exhibits contained within the T&T Standard Pack are interrelated, providing increasing levels of detail about construction traffic routes and construction traffic activity associated with the AP2 Revised Scheme. The purpose of, and relationship between the different types of exhibits are shown below.



Overview of Construction Traffic Routes Map:
Covers the whole route of the AP2 Revised Scheme and shows:

- The railway alignment of the Proposed Scheme
- The main road networks
- Proposed construction traffic routes on the strategic, primary and minor/local road networks

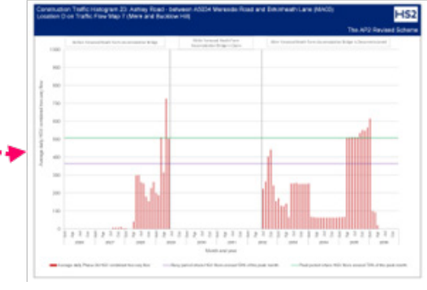


Construction Route Map:
Show the construction routes in more detail in sections along the route of the AP2 Revised Scheme and show:

- Highest average daily two-way construction HGV flows
- Duration of the 'busy period' and 'peak period' (refer to page 2)

Traffic Flow Maps:
Zoom in on a specific area along the route of the AP2 Revised Scheme and show:
Average weekday traffic flows by direction for:

- Future baseline (i.e. without HS2);
- HS2 construction traffic; and
- Future traffic flows including HS2 construction traffic and diversionary effects.



Construction Traffic Histograms:
Focus on a specific section of road and show forecast average daily two-way HS2 construction HGV traffic flows for each month through the construction period.

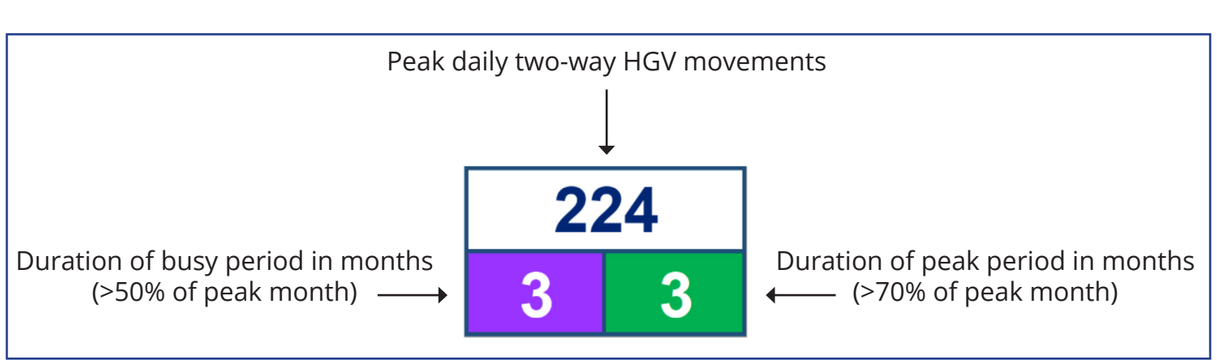
Construction Route Maps explained

The **Overview of Construction Traffic Routes** provides an overview of all public roads that will be used by HS2 construction traffic:

- Routes on the strategic road network are shown in **red**
- Routes on the primary (A-Road) network are shown in **orange**
- Routes on the local road network are shown in **blue**

Construction Route Maps show the HS2 construction routes in a particular area in more detail. These maps include details of highway realignments or diversions that are proposed as part of the AP2 Revised Scheme, which are shown as dashed lines, colour coded according to road type.

For all construction routes that will carry HS2 construction HGV traffic flows of more than 20 two-way movements per day, a 3-cell table is displayed. This provides information about the volume and duration of construction traffic movements as shown below.



The top cell of the table reports the peak daily two-way HS2 construction HGV flows (two-way trips refer to the total number of vehicle movements in both directions added together) in any month through the construction period. The bottom right cell shows the duration of the 'peak period' when HS2 construction HGV flows are greater than 70% of the flow in the peak month (green box). The bottom left cell shows the duration of the 'busy period' when HS2 construction HGV flows are greater than 50% of the flow in the peak month (purple box).

Construction routes where no 3-cell boxes are shown would typically be used by construction traffic associated with minor works including existing infrastructure upgrades or utilities works.

Locations for which Construction Traffic Histograms are provided are shown as a green dot with a label indicating the corresponding histogram number.

P25(3)

Traffic Flow Maps explained

Traffic Flow Maps show the key construction traffic impacts within a particular area along the route of the AP2 Revised Scheme and provide information about future traffic flows without and with HS2.

On the left-hand side of the exhibits there is a map which shows:

- the HS2 construction traffic routes (shown as **green** dashed lines)
- the consolidated construction boundary, which encloses all parcels of land needed to construct the AP2 revised scheme (shown as **pink** polygons)
- the location of main construction compounds (shown as **yellow** polygons)
- the location of satellite construction compounds (shown as **orange** polygons)
- the location of borrow pits (shown as **grey** polygons)
- the location of temporary material stockpiles (shown as **brown** polygons)
- the location of AP1 highway junction mitigation schemes (shown as **blue** circles)
- the location of AP2 highway junction mitigation schemes (shown as **yellow** circles)

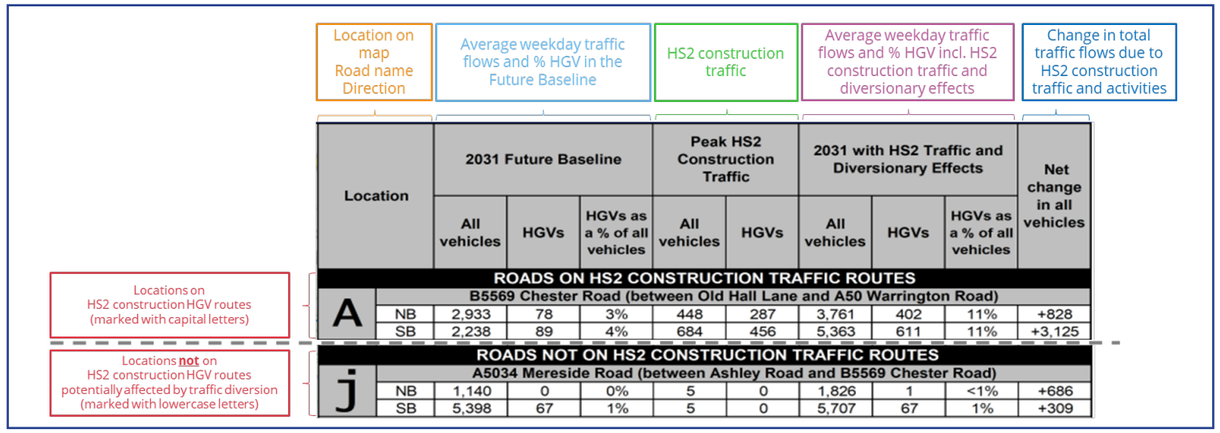
The maps also show temporary and permanent road closures, diversions and realignments. Road closures are shown as red dashed lines, while temporary road realignments/diversions are shown as blue dashed lines and permanent road realignments/diversions are shown as solid blue lines.

Locations for which traffic information are indicated by letters in black circles. The letters correspond to rows in the table on the right-hand side of the exhibit. Upper-case letters are used for roads which are on HS2 construction traffic routes; lower-case letters are used for roads which are not on HS2 construction traffic routes but may experience changes in traffic flow due to traffic diversionary effects. These diversionary effects relate to background traffic which changes route in response to HS2 construction traffic or changes to the road network, such as road closures, diversions and realignments.

The table provides the following information:

- Future baseline traffic flow data (i.e. without HS2);
- HS2 construction traffic flow data; and
- Future traffic flow data including HS2 construction traffic and diversionary effects.

The information contained within the tables on the Traffic Flow Maps is illustrated below.



Location		2031 Future Baseline			Peak HS2 Construction Traffic		2031 with HS2 Traffic and Diversionary Effects			Net change in all vehicles
		All vehicles	HGVs	HGVs as a % of all vehicles	All vehicles	HGVs	All vehicles	HGVs	HGVs as a % of all vehicles	
ROADS ON HS2 CONSTRUCTION TRAFFIC ROUTES										
A	**B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)**									
	NB	2,933	78	3%	448	287	3,761	402	11%	+828
	SB	2,238	89	4%	684	456	5,363	611	11%	+3,125
ROADS NOT ON HS2 CONSTRUCTION TRAFFIC ROUTES										
j	**A5034 Mereside Road (between Ashley Road and B5569 Chester Road)**									
	NB	1,140	0	0%	5	0	1,826	1	<1%	+686
	SB	5,398	67	1%	5	0	5,707	67	1%	+309

The HS2 construction traffic flows are provided for an average weekday (24-hour) in each month through the construction period. The peak month for each road is dependent on the construction programme and therefore may vary between roads.

The 'Net change in all vehicles' is the absolute difference between the total traffic flows forecast in the 2030 Future Baseline (i.e. without HS2) and the total traffic flows forecast with HS2 construction traffic and any associated background traffic diversionary effects.

The traffic data presented in the table reflects the period during the construction programme when there is the greatest change in total traffic flows on each road as a result of the AP2 Revised Scheme. This change in traffic flows is caused by a combination of HS2 construction traffic and background traffic re-routing on the network in response to HS2 construction activities. In some locations this may not coincide with the period(s) during the construction programme when HS2 HGV construction traffic itself is at its highest level.

On some sections of road there may be an imbalance in traffic flows in opposite directions. This imbalance may be caused by a range of factors such as one-way roads or network congestion effects. These factors are also taken into account in the routeing of HS2 construction traffic potentially leading to differences in HS2 construction traffic flow by direction.

P25(4)

Construction Traffic Histograms

Construction Traffic Histograms show the forecast average daily two-way HS2 construction HGV traffic flows (two-way trips refer to the total number of vehicle movements in both directions added together) in each month through the construction period for a specific section of road.

The green line on the histogram represents 70% of the HS2 HGV construction HGV flows in the peak month. Any bars that extend above this green line indicate months that form part of the 'peak period'.

The purple line on the histogram represents 50% of the HS2 construction HGV flows in the peak month. Any bars that extend above this purple line indicate months that form part of the 'busy period'.

The histograms are presented with one of three standard vertical scales depending on the level of use of the section of road by HS2 construction traffic during the peak month. The standard vertical scales are: 0-500 HGVs per day, 0-1000 HGVs per day and 0-2000 HGVs per day.

On some histograms vertical grey dashed lines are used to indicate points during the construction period where there are changes to the road network or HS2 construction activity that may influence HS2 construction HGV flows on that particular section of road (e.g., before and after a road realignment, diversion or closure).

HS2 Phase 2b (Crewe - Manchester)
Overview of Construction Traffic Routes

HS2

The AP2 Revised Scheme

MA08
Manchester
MA05
MA07
MA04
Lymm
Warrington
Altrincham
Stockport
MA06
MA03
Knutsford
Northwich
Winsford
Middlewich
MA02
MA01
Crewe
Nantwich
M6
M62
M602
M60
M56
Leigh
Ashton-in-Makerfield
Golborne
Haydock
Newton-le-Willows
Irlam
Urmston
Partington
Sale
Ashton-under-Lyne
Droylsden
Dukinfield
Denton
Hyde
Romiley
Marple
Cheadle
Gatley
Hale
Cheadle Hulme
Hazel Grove
Bramhall
Poynton
Wilmslow
Bollington
Macclesfield
Congleton
Sandbach
Alsager
Kidsgrove
Biddulph

- HS2 Phase 2b route alignment
- HS2 Phase 2a route alignment
- Existing rail line
- Community area boundary
- Histogram location

P25(5)

- Construction traffic route - strategic road network
- Construction traffic route - primary road network
- Construction traffic route - local/minor road network

Scale at A3: 1:150,000

0 0.5 1 1.5 2
Kilometres

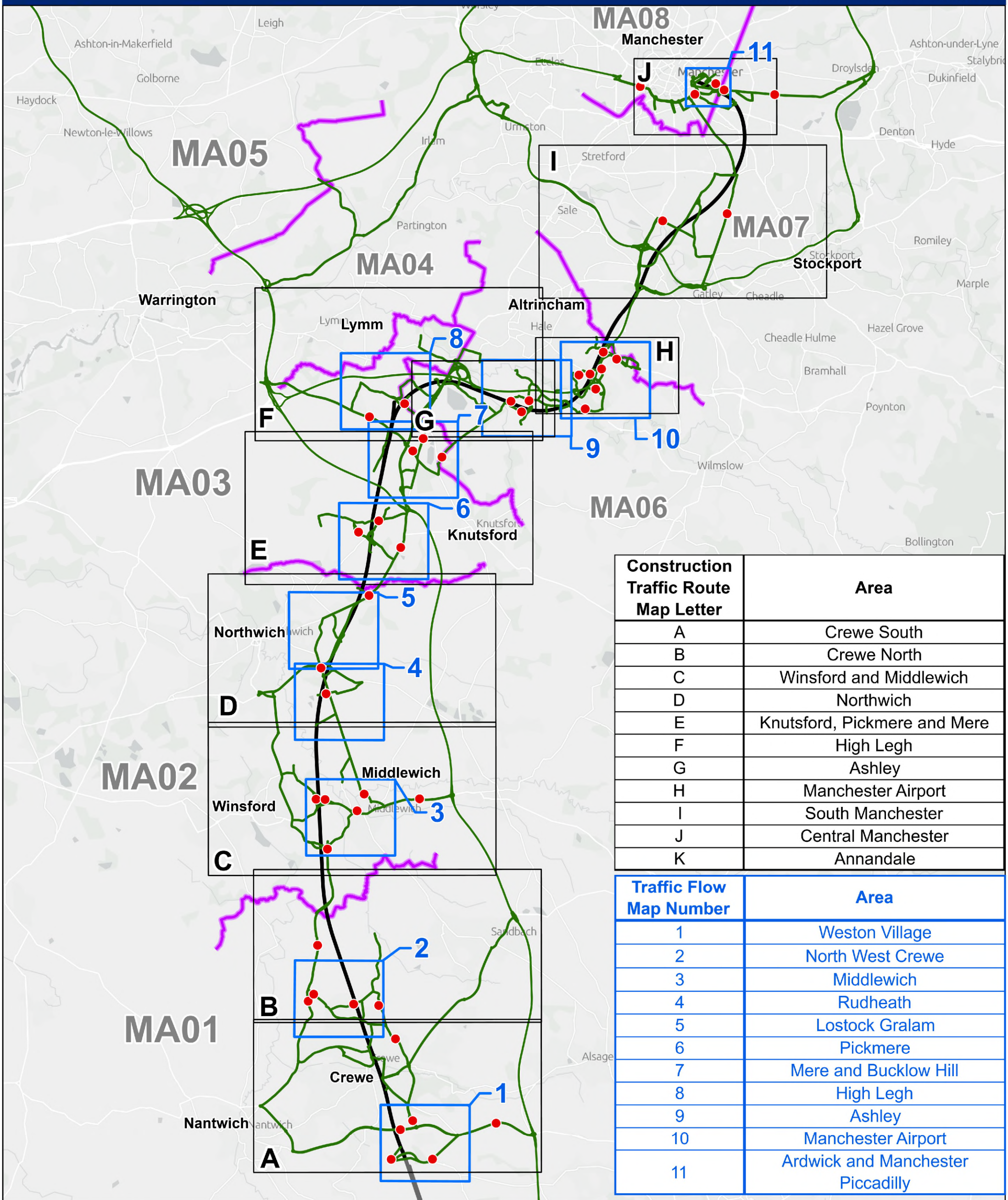
Doc Number: 2PT27-MWJ-EV-MAP-M000-004313-P01

Date: 24/08/23

HS2 Phase 2b (Crewe – Manchester)
Index map of AP2 Traffic & Transport Standard Exhibits

HS2

The AP2 Revised Scheme



Construction Traffic Route Map Letter	Area
A	Crewe South
B	Crewe North
C	Winsford and Middlewich
D	Northwich
E	Knutsford, Pickmere and Mere
F	High Legh
G	Ashley
H	Manchester Airport
I	South Manchester
J	Central Manchester
K	Annandale

Traffic Flow Map Number	Area
1	Weston Village
2	North West Crewe
3	Middlewich
4	Rudheath
5	Lostock Gralam
6	Pickmere
7	Mere and Bucklow Hill
8	High Legh
9	Ashley
10	Manchester Airport
11	Ardwick and Manchester Piccadilly

- HS2 Phase 2b route alignment
- HS2 Phase 2a route alignment
- Community area boundary
- Construction traffic route
- Construction Traffic Route Map extent
- Traffic Flow Map extent
- Histogram location

P25(6)

Scale at A3: 1:150,000

0 0.5 1 1.5 2 Kilometres

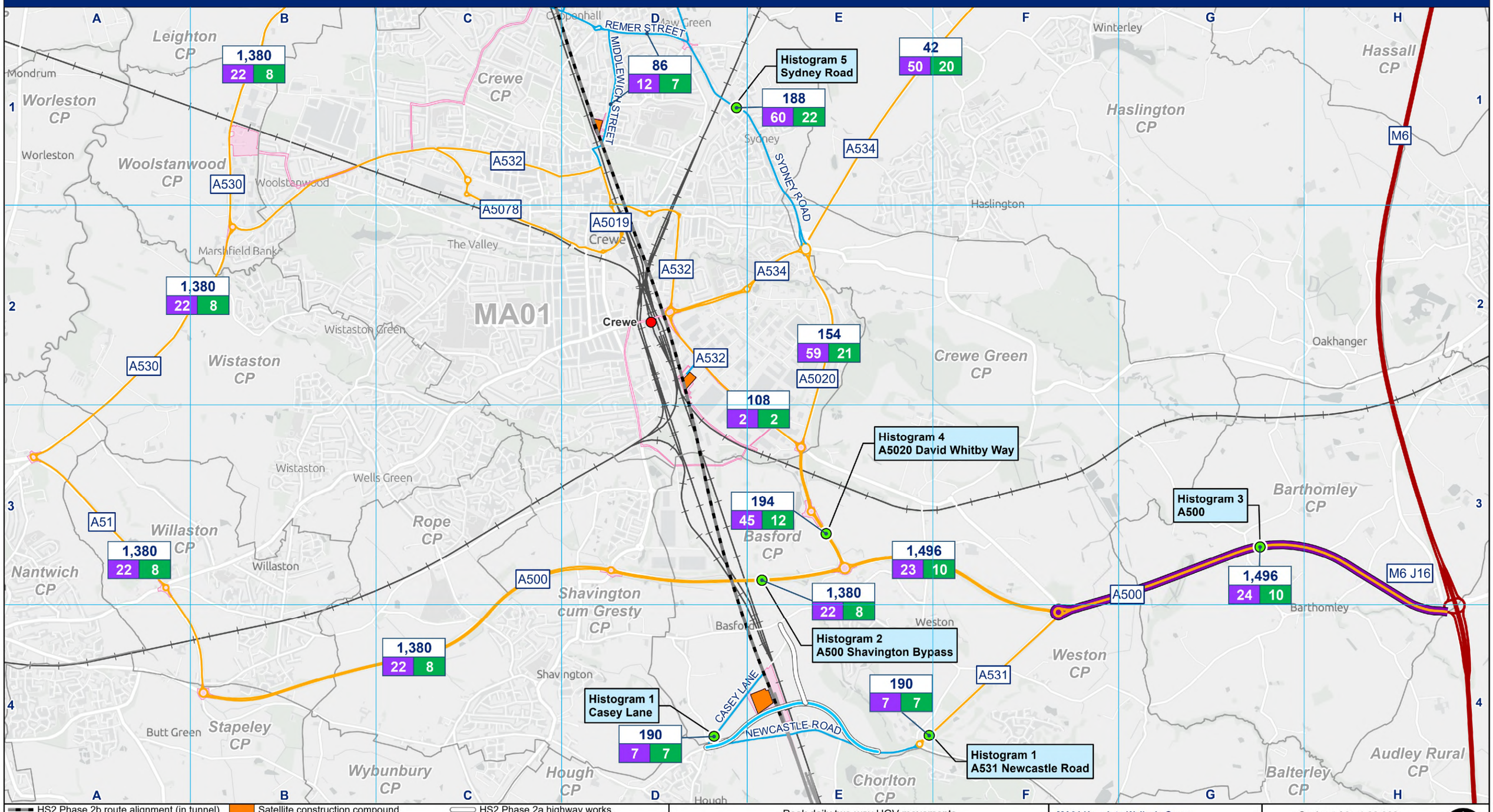
Doc Number: 2PT27-MWJ-EV-MAP-M000-004312-P01

Date: 24/08/23

Construction Route Maps for MA01 to MA08 and Off-Route Works

Construction Route Map A
Crewe South (MA01)

HS2
The AP2 Revised Scheme



HS2 Phase 2b route alignment (in tunnel)
HS2 Phase 2b route alignment (on surface)
Existing rail line
Existing rail station
Parish boundary
Land potentially required during construction
P25(8)

Satellite construction compound
Construction traffic route - strategic road network
Construction traffic route - primary road network
Construction traffic route - local/minor road network
A500 Dualling Scheme (indicative layout) used as a HS2 construction traffic route

HS2 Phase 2a highway works
HS2 Phase 2a highway works used as a HS2 construction traffic route
Construction traffic histogram
AP1 highway junction mitigation scheme
AP2 highway junction mitigation scheme

Peak daily two-way HGV movements

Duration of busy period in months (>50% of peak month) ⇒ 224 (3 | 3) ⇐ Duration of peak period in months (>70% of peak month)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. Construction routes where no construction HGV flows are shown would typically be used by construction traffic associated with minor works including upgrades or utilities works and would carry fewer than 20 HGV movements per day on average.

MA01 Hough to Walley's Green

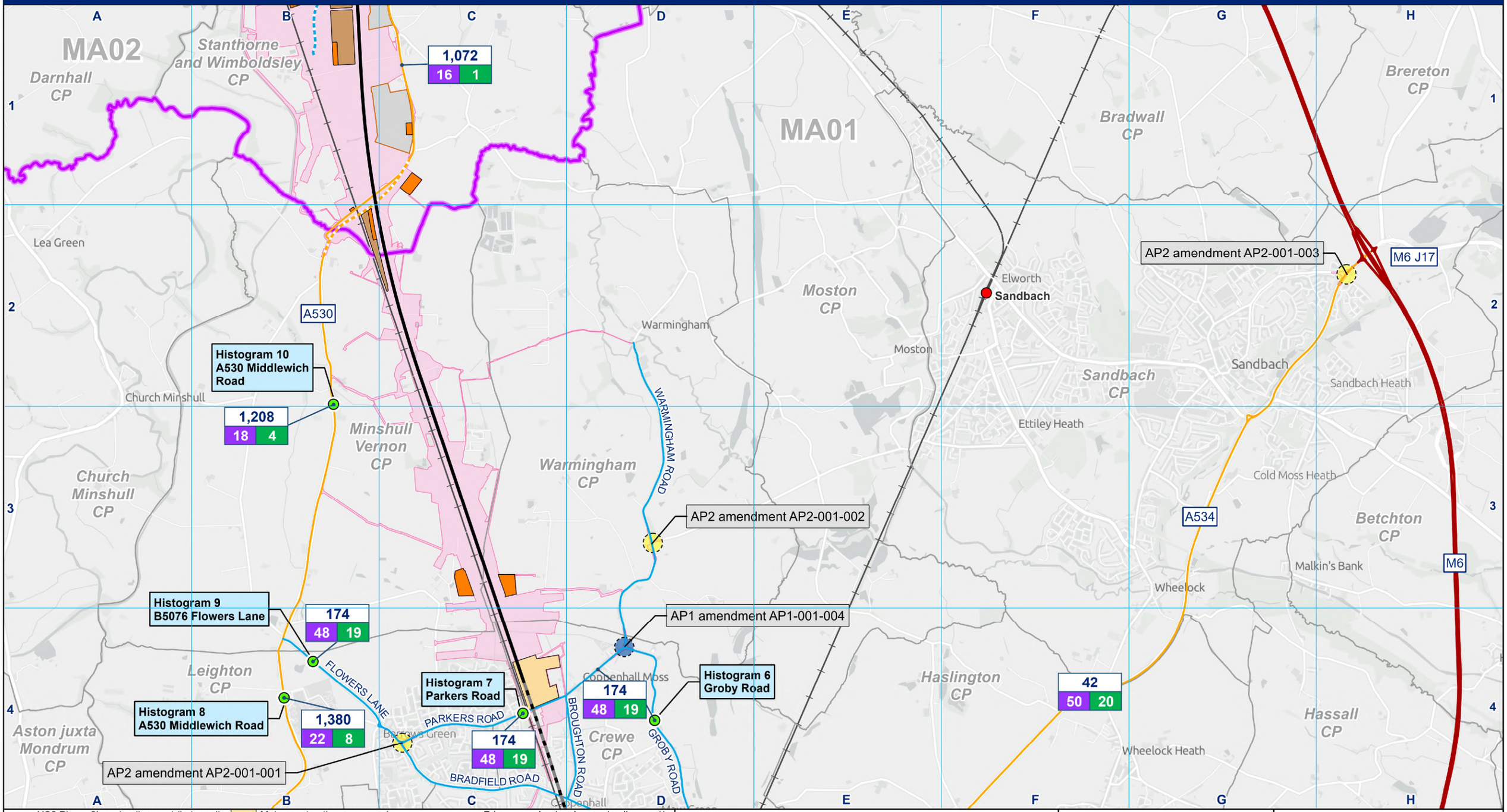
Scale at A3: 1:30,000

0 250 500 750 1,000 1,250 Metres

Doc Number: 2PT27-MWJ-EV-MAP-M000-004300-P01
Date: 24/08/23

Construction Route Map B
Crewe North (MA01)

HS2
The AP2 Revised Scheme



HS2 Phase 2b route alignment (in tunnel)
HS2 Phase 2b route alignment (on surface)
Existing rail line
Existing rail station
Community area boundary
Parish boundary
P25(9) ...tially required during ...

Main construction compound
Satellite construction compound
Borrow pit
Temporary material stockpile
Construction traffic route - strategic road network
Construction traffic route - primary road network
Construction traffic route - local/minor road network

Primary road network - new/realignment/diversion
Local/minor road network - new/realignment/diversion
Construction traffic histogram
AP1 highway junction mitigation scheme
AP2 highway junction mitigation scheme

Peak daily two-way HGV movements

Duration of busy period in months (>50% of peak month) ⇒ 224 (3 | 3) ⇐ Duration of peak period in months (>70% of peak month)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. Construction routes where no construction HGV flows are shown would typically be used by construction traffic associated with minor works including upgrades or utilities works and would carry fewer than 20 HGV movements per day on average.

MA01 Hough to Walley's Green

Scale at A3: 1:30,000

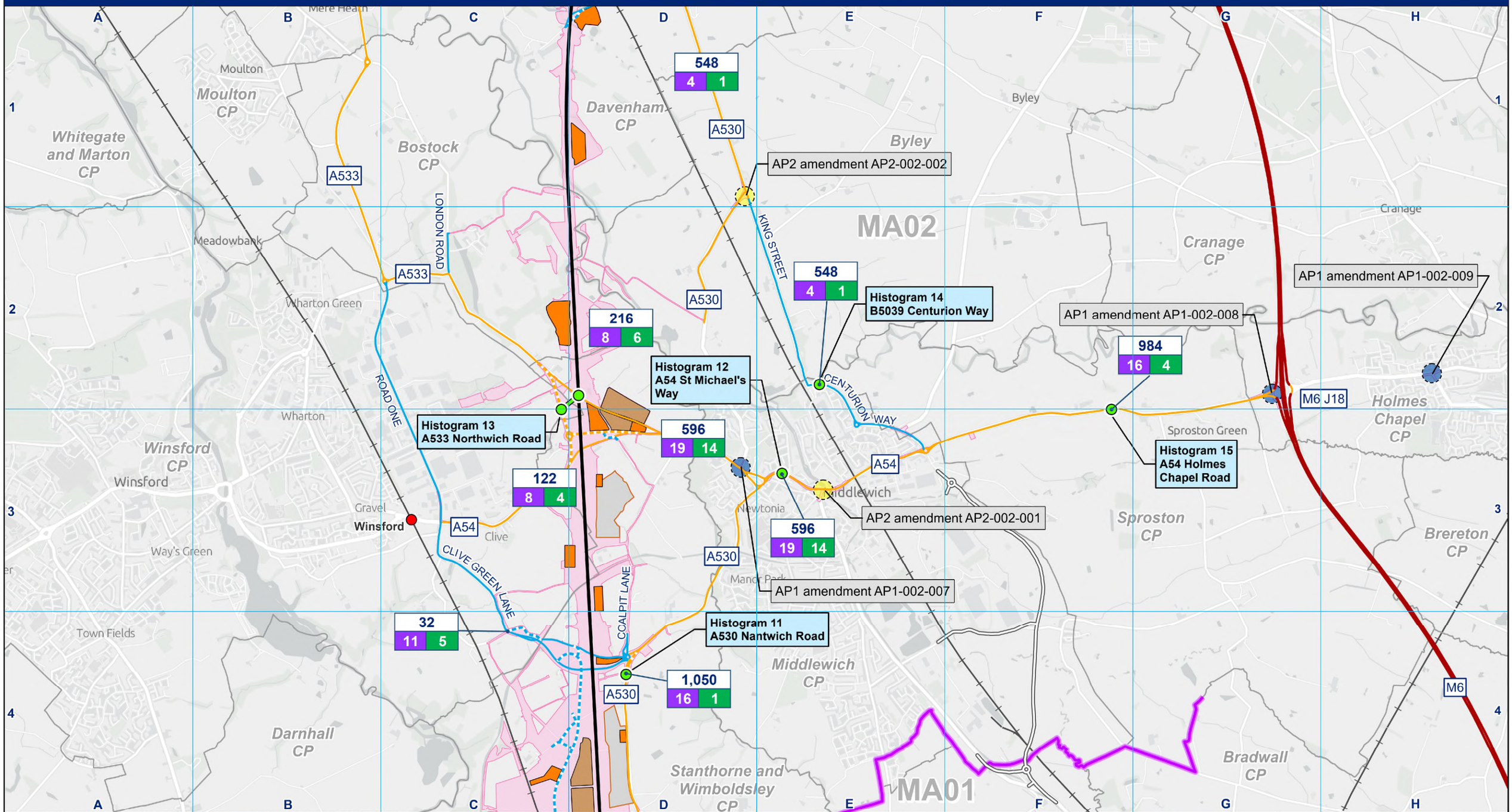
0 250 500 750 1,000 1,250
Metres

Doc Number: 2PT27-MWJ-EV-MAP-M000-004301-P01
Date: 24/08/23

Construction Route Map C
Winsford and Middlewich (MA02)

HS2

The AP2 Revised Scheme



HS2 Phase 2b route alignment (in tunnel)
HS2 Phase 2b route alignment (on surface)
Existing rail line
Existing rail station
Community area boundary
Parish boundary
P25(10) ly required during

Satellite construction compound
Borrow pit
Temporary material stockpile
Construction traffic route - strategic road network
Construction traffic route - primary road network
Construction traffic route - local/minor road network

Primary road network - new/realignment/diversion
Local/minor road network - new/realignment/diversion
Middlewich Eastern Bypass (indicative layout)
Construction traffic histogram
AP1 highway junction mitigation scheme
AP2 highway junction mitigation scheme

Peak daily two-way HGV movements

Duration of busy period in months (>50% of peak month) ⇒ 224 (3 | 3) ⇐ Duration of peak period in months (>70% of peak month)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. Construction routes where no construction HGV flows are shown would typically be used by construction traffic associated with minor works including upgrades or utilities works and would carry fewer than 20 HGV movements per day on average.

MA02 Wimboldsley to Lostock Gralam

Scale at A3: 1:30,000

0 250 500 750 1,000 1,250 Metres

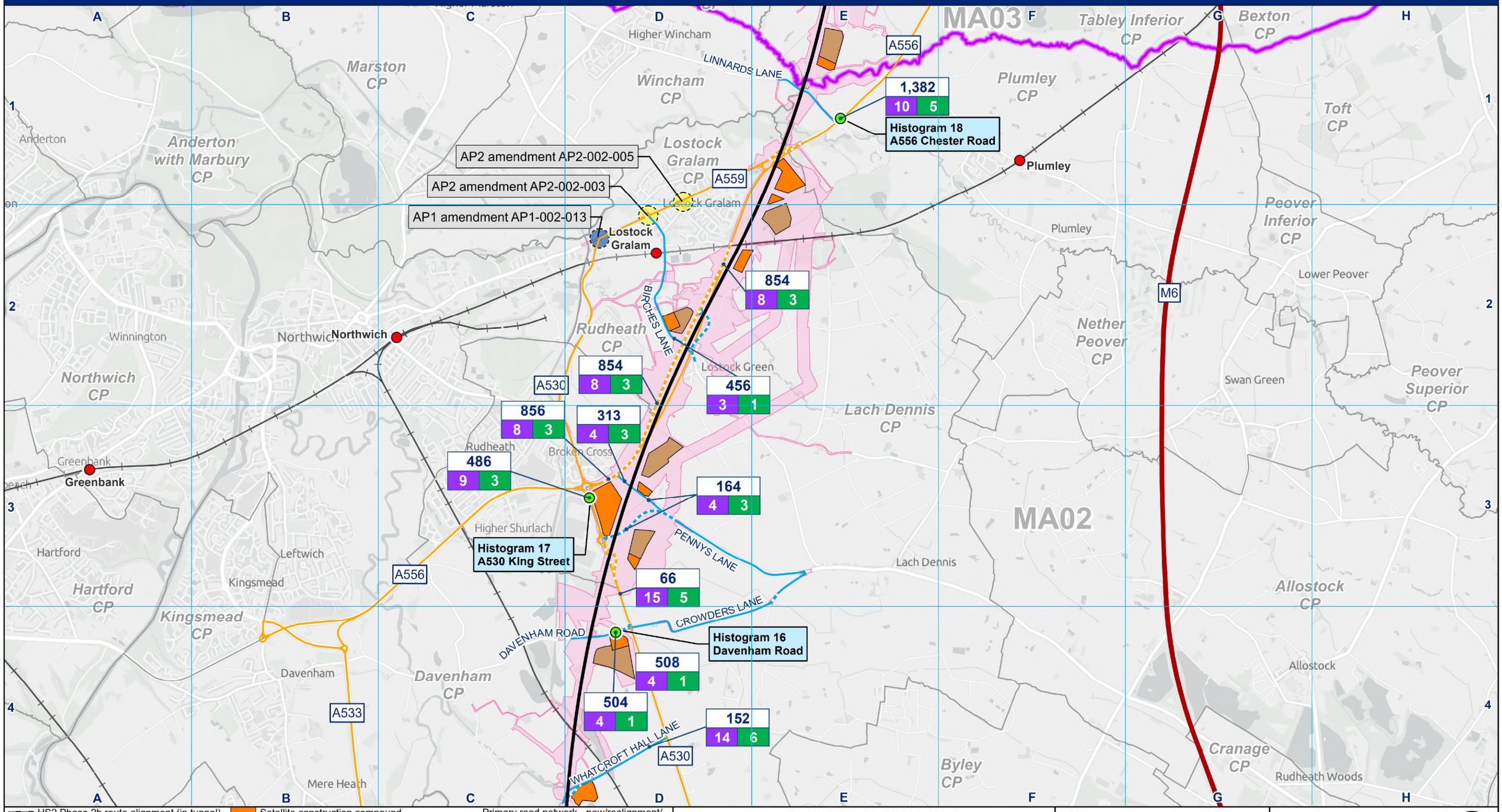
Doc Number: 2PT27-MWJ-EV-MAP-M000-004302-P01

Date: 24/08/23

Construction Route Map D
Northwich (MA02)

HS2

The AP2 Revised Scheme



- HS2 Phase 2b route alignment (in tunnel)
- HS2 Phase 2b route alignment (on surface)
- Existing rail line
- Existing rail station
- Community area boundary
- Parish boundary
- P25(11) ly required during
- Satellite construction compound
- Temporary material stockpile
- Construction traffic route - strategic road network
- Construction traffic route - primary road network
- Construction traffic route - local/minor road network
- Primary road network - new/realignment/ diversion
- Local/minor road network - new/ realignment/diversion
- Construction traffic histogram
- AP1 highway junction mitigation scheme
- AP2 highway junction mitigation scheme

Peak daily two-way HGV movements

Duration of busy period in months (>50% of peak month) ⇒ **224** (3 | 3) ⇐ Duration of peak period in months (>70% of peak month)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. Construction routes where no construction HGV flows are shown would typically be used by construction traffic associated with minor works including upgrades or utilities works and would carry fewer than 20 HGV movements per day on average.

MA02 Wimboldsley to Lostock Gralam

Scale at A3: 1:30,000

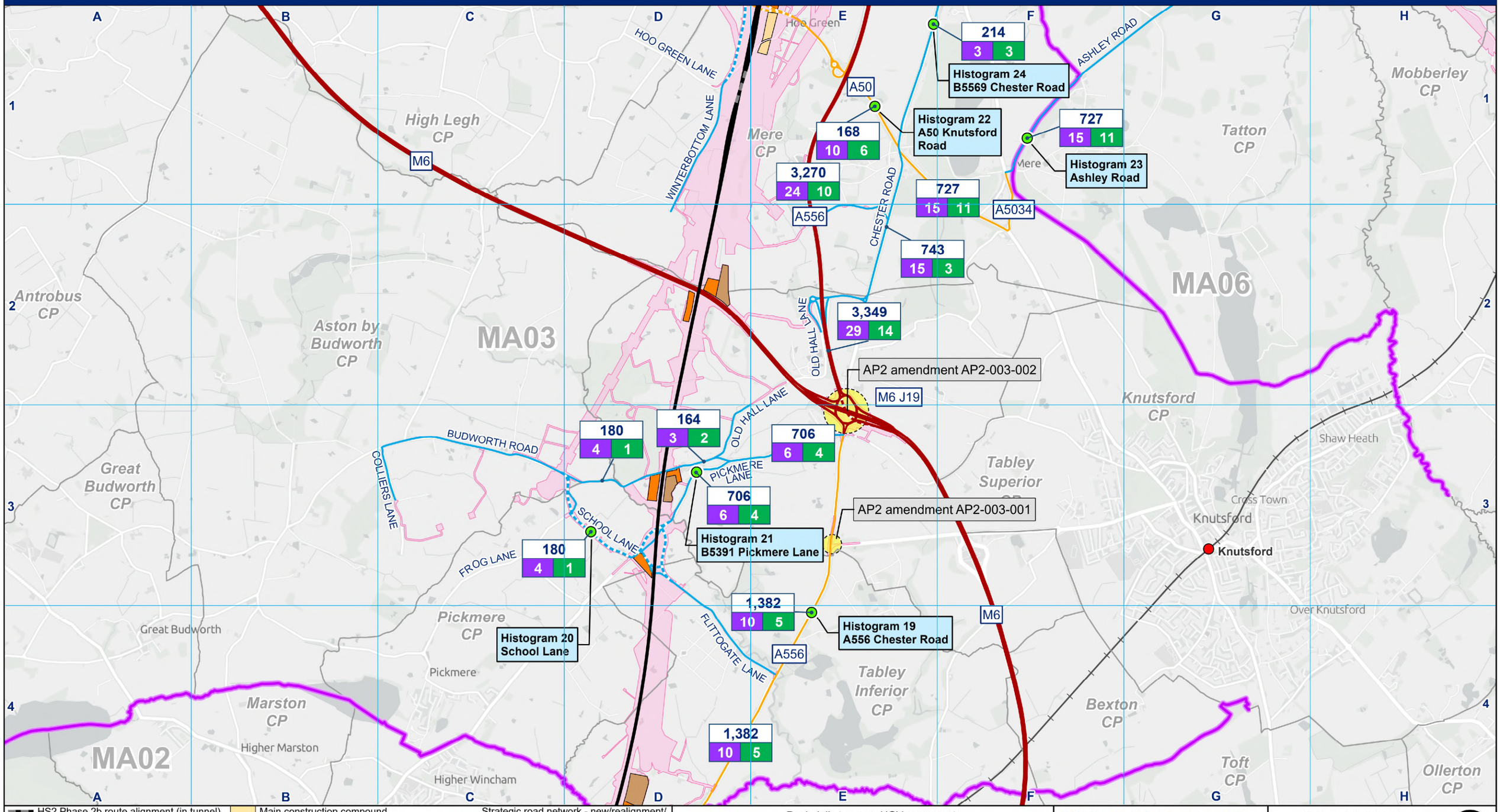
0 250 500 750 1,000 1,250 Metres

Doc Number: 2PT27-MWJ-EV-MAP-M000-004303-P01

Date: 24/08/23

Construction Route Map E
Knutsford, Pickmere and Mere (MA03)

HS2
The AP2 Revised Scheme



HS2 Phase 2b route alignment (in tunnel)
HS2 Phase 2b route alignment (on surface)
Existing rail line
Existing rail station
Community area boundary
Parish boundary
P25(12) ly required during

Main construction compound
Satellite construction compound
Temporary material stockpile
Construction traffic route - strategic road network
Construction traffic route - primary road network
Construction traffic route - local/minor road network

Strategic road network - new/realignment/ diversion
Primary road network - new/realignment/ diversion
Local/minor road network - new/ realignment/diversion
Construction traffic histogram
AP1 highway junction mitigation scheme
AP2 highway junction mitigation scheme

Peak daily two-way HGV movements

Duration of busy period in months (>50% of peak month) ⇒ 224 (3 3) ⇐ Duration of peak period in months (>70% of peak month)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. Construction routes where no construction HGV flows are shown would typically be used by construction traffic associated with minor works including upgrades or utilities works and would carry fewer than 20 HGV movements per day on average.

MA03 Pickmere to Agden and Hulseheath

Scale at A3: 1:30,000

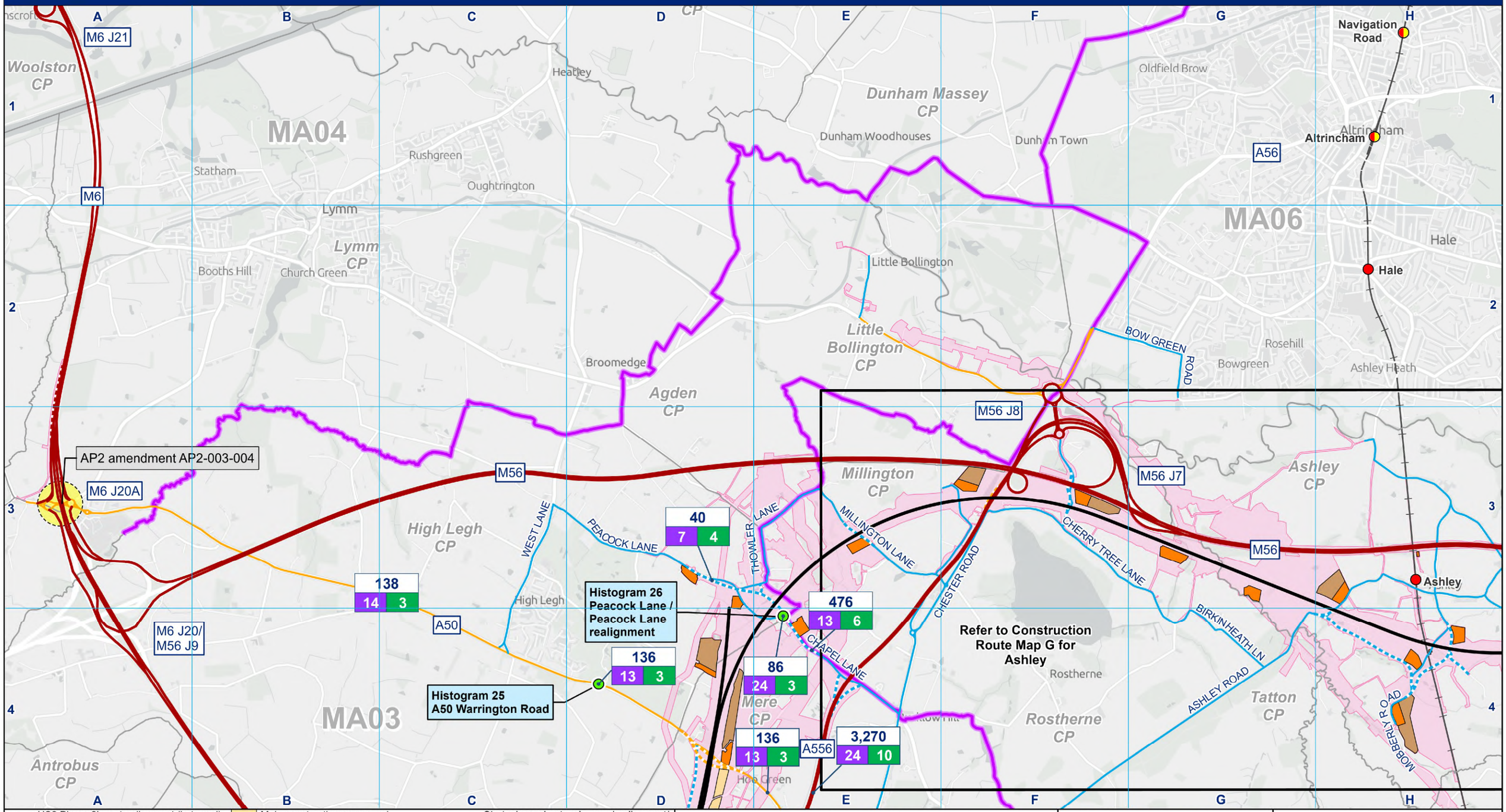
0 250 500 750 1,000 1,250 Metres

Doc Number: 2PT27-MWJ-EV-MAP-M000-004304-P01
Date: 24/08/23

Construction Route Map F
High Legh (MA03)

HS2

The AP2 Revised Scheme



HS2 Phase 2b route alignment (in tunnel)
HS2 Phase 2b route alignment (on surface)
Existing rail line
Existing rail station
Existing Metrolink and rail station
Community area boundary
[redacted]ary
[redacted]ly required during construction

Main construction compound
Satellite construction compound
Temporary material stockpile
Construction traffic route - strategic road network
Construction traffic route - primary road network
Construction traffic route - local/minor road network

Strategic road network - new/realignment/ diversion
Primary road network - new/realignment/ diversion
Local/minor road network - new/ realignment/diversion
Construction traffic histogram
AP1 highway junction mitigation scheme
AP2 highway junction mitigation scheme

Peak daily two-way HGV movements

224
3 3

Duration of busy period in months (>50% of peak month)

Duration of peak period in months (>70% of peak month)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. Construction routes where no construction HGV flows are shown would typically be used by construction traffic associated with minor works including upgrades or utilities works and would carry fewer than 20 HGV movements per day on average.

MA03 Pickmere to Agden and Hulseheath

Scale at A3: 1:30,000

0 250 500 750 1,000 1,250

Metres

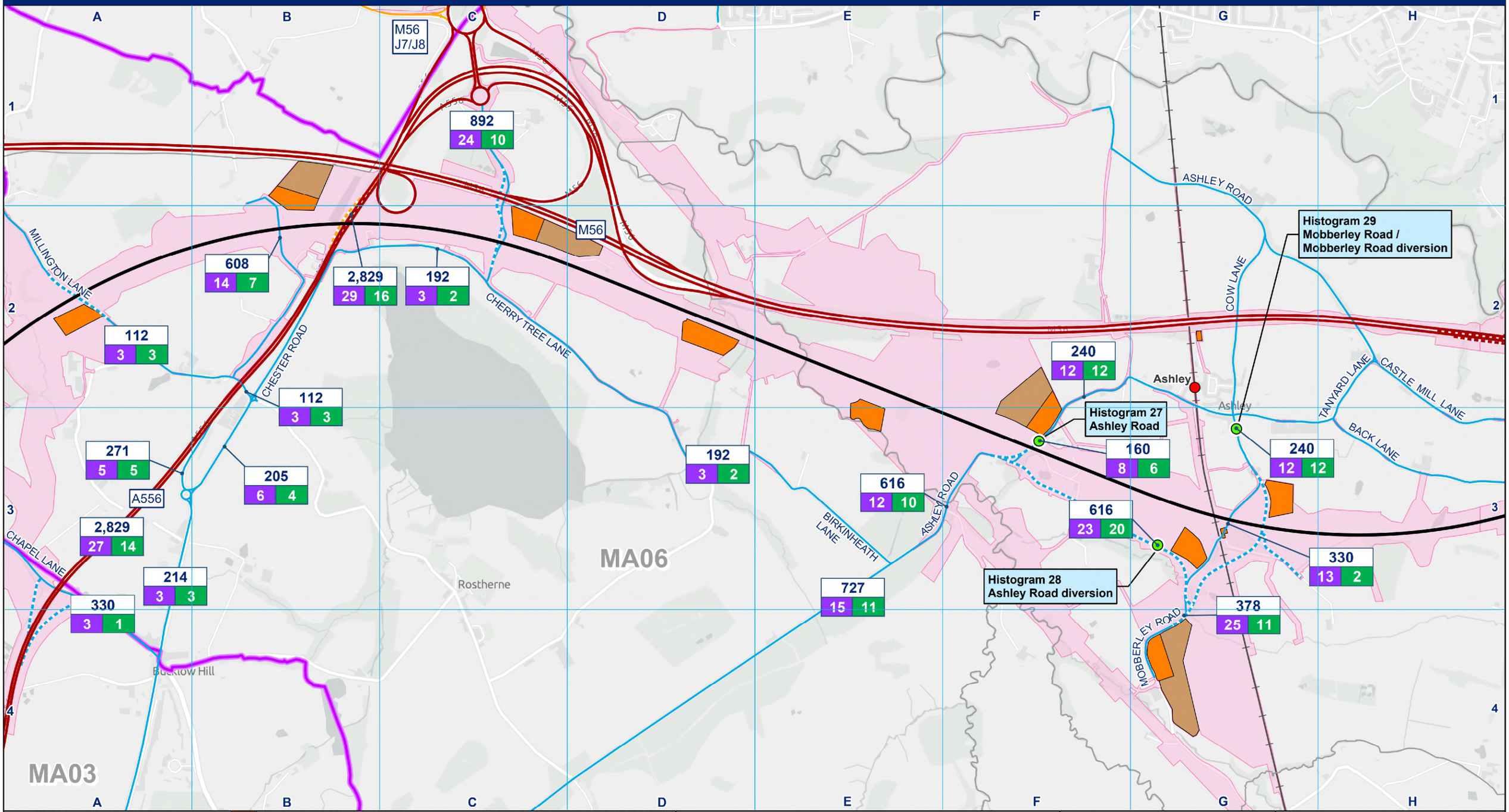
Doc Number: 2PT27-MWJ-EV-MAP-M000-004305-P01

Date: 24/08/23

P25(13)

Construction Route Map G
Ashley (MA06)

HS2
The AP2 Revised Scheme



- HS2 Phase 2b route alignment (in tunnel)
- HS2 Phase 2b route alignment (on surface)
- Existing rail line
- Existing rail station
- Community area boundary
- Parish boundary
- P25(14) ly required during
- Satellite construction compound
- Temporary material stockpile
- Construction traffic route - strategic road network
- Construction traffic route - primary road network
- Construction traffic route - local/minor road network
- Strategic road network - new/realignment/ diversion
- Primary road network - new/realignment/ diversion
- Local/minor road network - new/ realignment/diversion
- Construction traffic histogram
- AP1 highway junction mitigation scheme
- AP2 highway junction mitigation scheme

Peak daily two-way HGV movements

224 (3 | 3)

Duration of busy period in months (>50% of peak month)

Duration of peak period in months (>70% of peak month)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. Construction routes where no construction HGV flows are shown would typically be used by construction traffic associated with minor works including upgrades or utilities works and would carry fewer than 20 HGV movements per day on average.

MA06 Manchester Airport

Scale at A3: 1:15,000

0 125 250 375 500 625
Metres

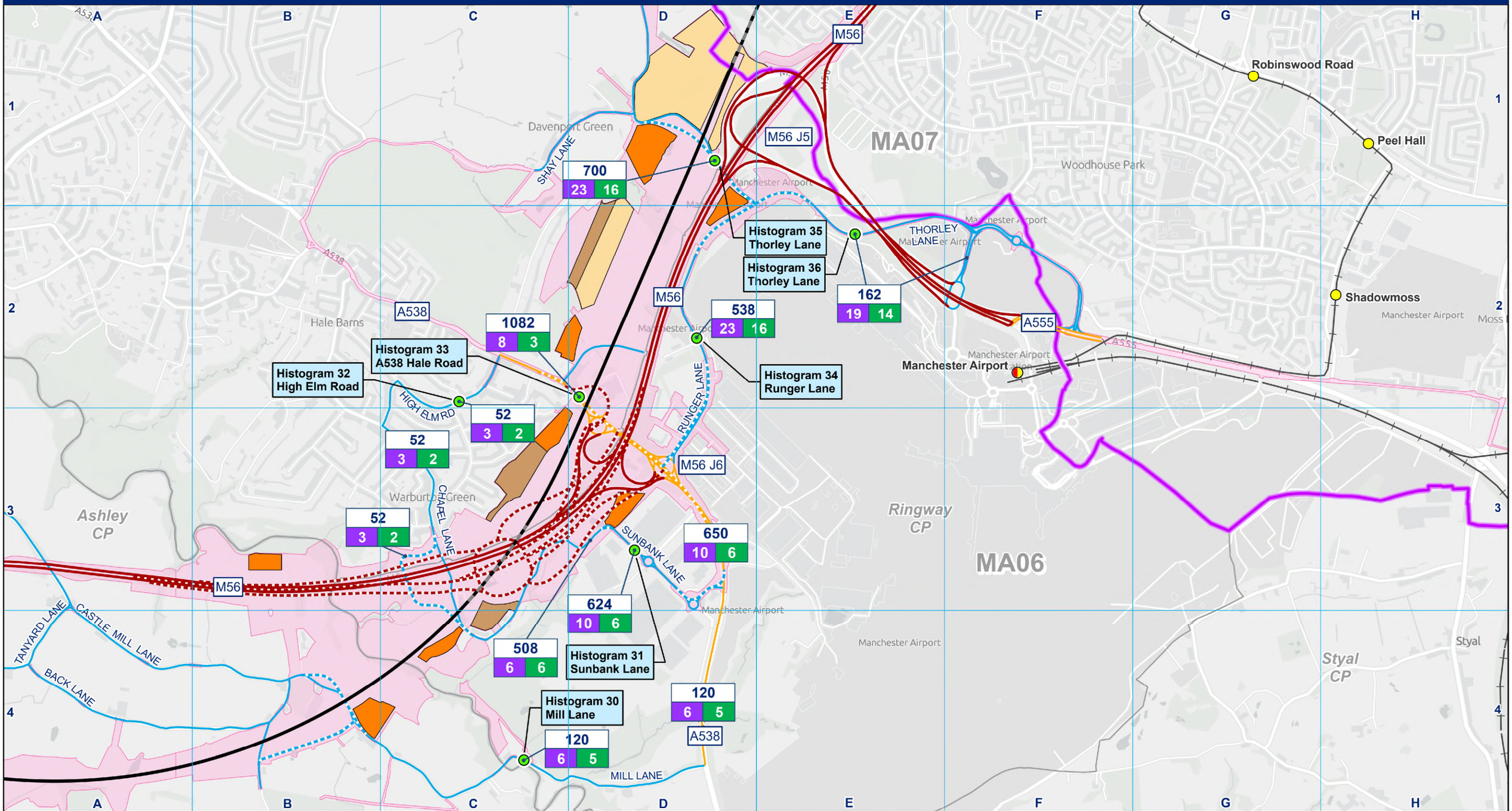
Doc Number: 2PT27-MWJ-EV-MAP-M000-004306-P01

Date: 24/08/23

Construction Route Map H
Manchester Airport (MA06)

HS2

The AP2 Revised Scheme



- HS2 Phase 2b route alignment (in tunnel)
- HS2 Phase 2b route alignment (on surface)
- Existing rail line
- Existing Metrolink station
- Existing Metrolink and rail station
- Community area boundary
- P25(15) ry
- ly required during construction
- Main construction compound
- Satellite construction compound
- Temporary material stockpile
- Construction traffic route - strategic road network
- Construction traffic route - primary road network
- Construction traffic route - local/minor road network
- Strategic road network - new/realignment/ diversion
- Primary road network - new/realignment/ diversion
- Local/minor road network - new/ realignment/diversion
- Construction traffic histogram
- AP1 highway junction mitigation scheme
- AP2 highway junction mitigation scheme

Peak daily two-way HGV movements

Duration of busy period in months (>50% of peak month) ⇒ **224** (3 | 3) ⇐ Duration of peak period in months (>70% of peak month)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. Construction routes where no construction HGV flows are shown would typically be used by construction traffic associated with minor works including upgrades or utilities works and would carry fewer than 20 HGV movements per day on average.

MA06 Manchester Airport

Scale at A3: 1:15,000

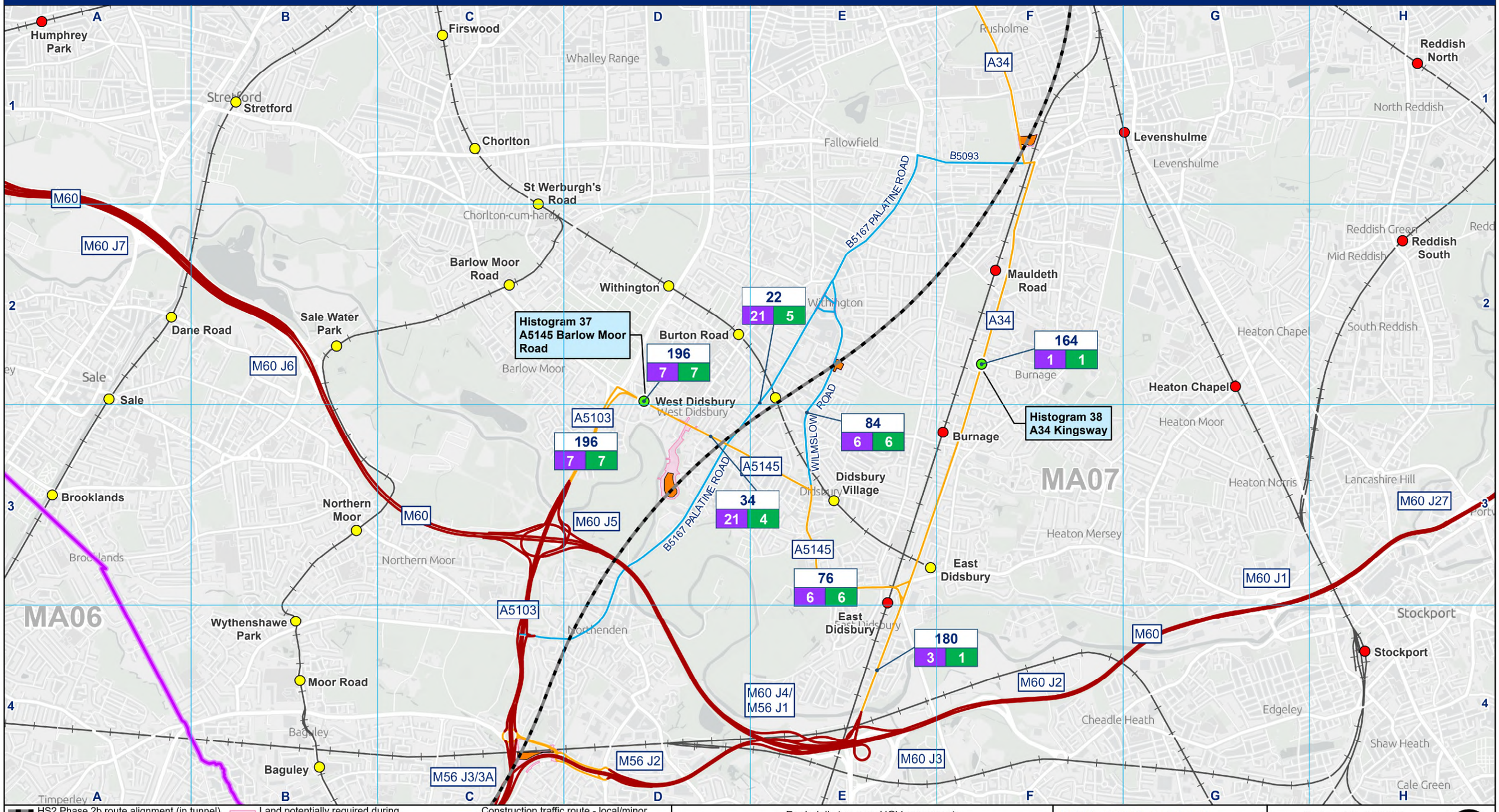
0 125 250 375 500 625 Metres

Doc Number: 2PT27-MWJ-EV-MAP-M000-004307-P01

Date: 25/08/23

Construction Route Map I
South Manchester (MA07)

HS2
The AP2 Revised Scheme



- HS2 Phase 2b route alignment (in tunnel)
- HS2 Phase 2b route alignment (on surface)
- Existing rail line
- Existing rail station
- Existing Metrolink station
- Community area boundary

P25(16)

- Land potentially required during construction
- Satellite construction compound
- Temporary material stockpile
- Construction traffic route - strategic road network
- Construction traffic route - primary road network
- Construction traffic route - local/minor road network
- Construction traffic histogram
- AP1 highway junction mitigation scheme
- AP2 highway junction mitigation scheme

Peak daily two-way HGV movements

Duration of busy period in months (>50% of peak month) ⇒ **224** (3 | 3) ⇐ Duration of peak period in months (>70% of peak month)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. Construction routes where no construction HGV flows are shown would typically be used by construction traffic associated with minor works including upgrades or utilities works and would carry fewer than 20 HGV movements per day on average.

MA07 Davenport Green to Ardwick

Scale at A3: 1:30,000

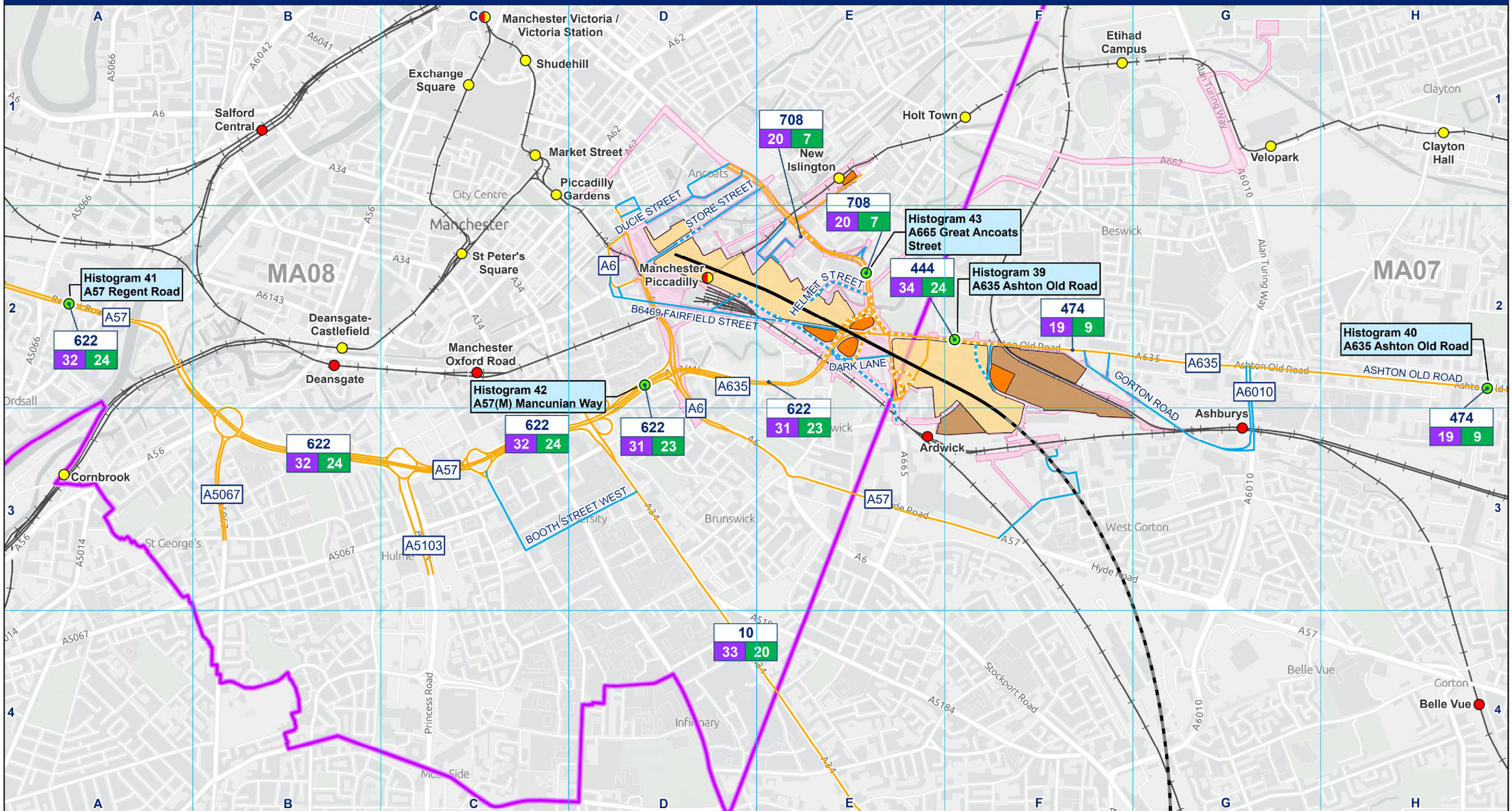
0 250 500 750 1,000 1,250 Metres

Doc Number: 2PT27-MWJ-EV-MAP-M000-004308-P01
Date: 24/08/23

Construction Route Map J
Central Manchester (MA07 and MA08)

HS2

The AP2 Revised Scheme



HS2 Phase 2b route alignment (in tunnel)
HS2 Phase 2b route alignment (on surface)
Existing rail line
Existing rail station
Existing Metrolink station
Existing Metrolink and rail station
P25(17) ea boundary

Land potentially required during construction
Main construction compound
Satellite construction compound
Temporary material stockpile
Construction traffic route - strategic road network
Construction traffic route - primary road network

Construction traffic route - local/minor road network
Primary road network - new/realignment/ diversion
Local/minor road network - new/ realignment/diversion
Construction traffic histogram
AP1 highway junction mitigation scheme
AP2 highway junction mitigation scheme

Peak daily two-way HGV movements

Duration of busy period in months (>50% of peak month) ⇒ 224 (3 | 3) ⇐ Duration of peak period in months (>70% of peak month)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. Construction routes where no construction HGV flows are shown would typically be used by construction traffic associated with minor works including upgrades or utilities works and would carry fewer than 20 HGV movements per day on average.

MA07 Davenport Green to Ardwick and MA08 Manchester Piccadilly Station

Scale at A3: 1:15,000

0 125 250 375 500 625 Metres

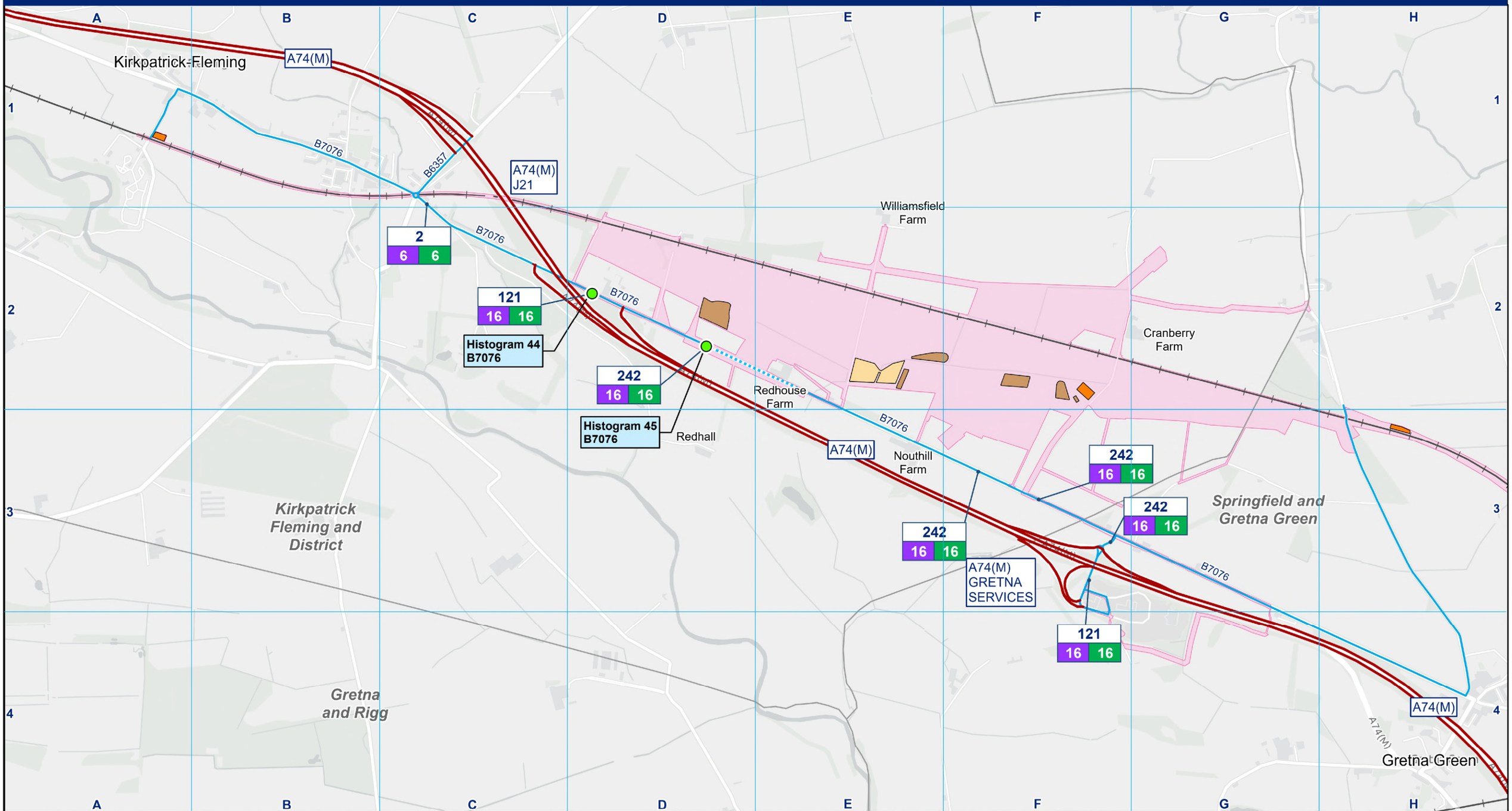
Doc Number: 2PT27-MWJ-EV-MAP-M000-004309-P01

Date: 24/08/23

Construction Route Map K
Annandale

HS2

The AP2 Revised Scheme



- Existing rail line
- Community council boundary
- Land potentially required during construction
- Main construction compound
- Satellite construction compound
- [illegible]aterial stockpile

P25(18)

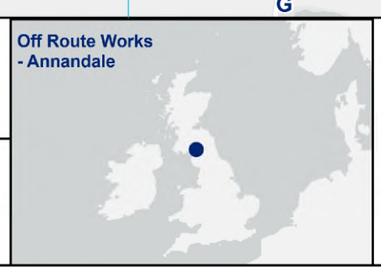
- Construction traffic route - strategic
- Construction traffic route - local/ minor road network
- Highway realignment/diversion - local/minor road network
- Construction traffic histogram

Peak daily two-way HGV movements

Duration of busy period in months (>50% of peak month) ⇒ 224 (3 / 3) ⇐ Duration of peak period in months (>70% of peak month)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. Construction routes where no construction HGV flows are shown would typically be used by construction traffic associated with minor works including upgrades or utilities works and would carry fewer than HGV movements per day on average.

Off Route Works - Annandale



Scale at A3: 1:15,000

0 125 250 375 500 625
Metres

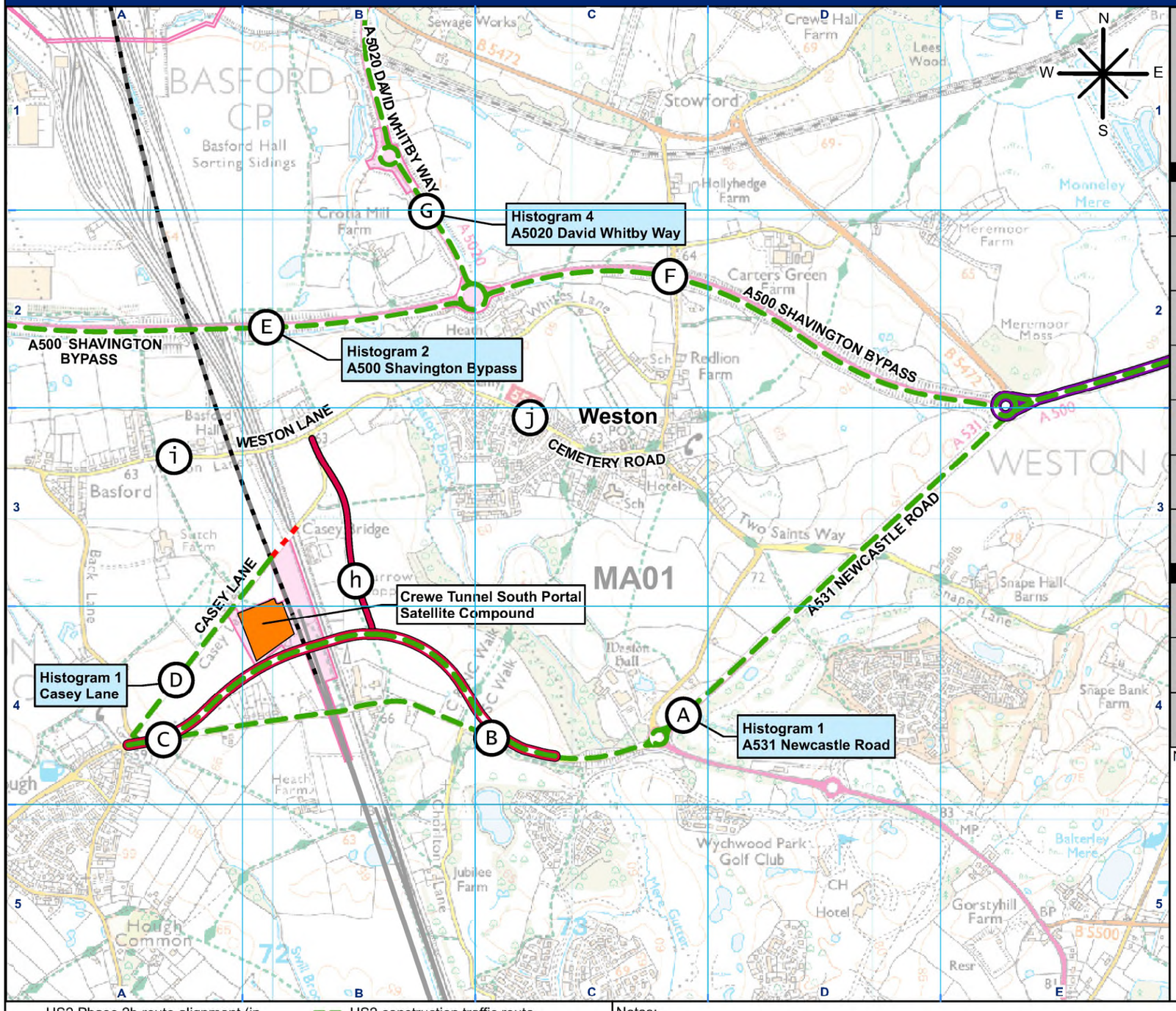
Doc Number: 2PT27-MWJ-EV-MAP-M000-004310-P01

Date: 16/08/23

Traffic Flow Maps for MA01 to MA08

Traffic Flow Map 1: Weston Village
Average Daily Weekday Traffic Flows in Peak Month

HS2
The AP2 Revised Scheme



Location	2031 Future Baseline			Peak HS2 Construction Traffic		2031 with HS2 Traffic and Diversionary Effects			Net change in all vehicles
	All vehicles	HGVs	HGVs as a % of all vehicles	All vehicles	HGVs	All vehicles	HGVs	HGVs as a % of all vehicles	
ROADS ON HS2 CONSTRUCTION TRAFFIC ROUTES									
A	**A531 Newcastle Road (between Main Road and A500 Shavington Bypass)**								
EB	4,402	110	2%	216	95	3,700	198	5%	-702
WB	5,263	94	2%	238	95	5,475	187	3%	+212
B	**Newcastle Road (between Chorlton Lane and A531 Newcastle Road)**								
EB	5,054	114	2%	239	95	5,480	208	4%	+427
WB	6,028	86	1%	241	95	6,758	180	3%	+731
C	**Newcastle Road diversion (between Casey Lane and Casey Lane diversion)**								
EB	4,489	135	3%	153	95	4,582	229	5%	+93
WB	5,647	156	3%	143	95	6,230	252	4%	+583
D	**Casey Lane (north of Back Lane)**								
NB	Local Access only			114	95	HS2 and Local Access Only			
SB	Local Access only			114	95	HS2 and Local Access Only			
E	**A500 Shavington Bypass (between B5071 Jack Mills Way and A5020 David Whitby Way)**								
EB	19,679	797	4%	771	690	19,727	1,305	7%	+48
WB	20,116	836	4%	768	690	20,256	1,492	7%	+140
F	**A500 Shavington Bypass (between A5020 David Whitby Way and A531 Newcastle Road)**								
EB	14,775	791	5%	964	711	14,431	1,316	9%	-345
WB	16,067	920	6%	999	711	16,676	1,577	9%	+609
G	**A5020 David Whitby Way (between A500 Shavington Bypass and B5472 Weston Road)**								
NB	9,572	405	4%	207	97	9,711	496	5%	+139
SB	8,716	315	4%	152	97	8,165	424	5%	-551
ROADS NOT ON HS2 CONSTRUCTION TRAFFIC ROUTES									
h	**Casey Lane diversion (between Newcastle Road diversion and Weston Lane)**								
NB	1,850	37	2%	131	0	2,255	37	2%	+405
SB	1,885	79	4%	118	0	2,475	82	3%	+590
i	**Weston Lane (between Back Lane and Casey Lane diversion)**								
EB	1,844	5	<1%	8	0	2,181	5	<1%	+337
WB	2,267	5	<1%	8	0	2,372	5	<1%	+106
j	**Cemetery Road (between Whites Lane and Mere Road)**								
EB	579	1	<1%	3	0	633	1	<1%	+54
WB	546	2	<1%	1	0	608	2	<1%	+62

Note: NB - Northbound; SB - Southbound; EB - Eastbound; WB - Westbound

- HS2 Phase 2b route alignment (in tunnel)
- HS2 Phase 2a route alignment
- Community area boundary
- Land potentially required during construction
- Satellite construction compound
- HS2 construction traffic route
- Highway closure
- Phase 2a highway works
- Phase 2a highway works used as a HS2 construction traffic route
- A500 Dualling Scheme (indicative layout) used as a HS2 construction traffic route

P25(20)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. The impacts of the AP2 Revised Scheme may cause some non-HS2 traffic to divert onto other routes during the construction period. As a result of these diversionary impacts, the 'With HS2' traffic flows do not generally equal the sum of the Future Baseline and Peak HS2 Construction traffic flows.
3. The traffic data on this exhibit is based on the period during construction when there is the greatest level of change in traffic flows on each road as a result of the scheme. In some locations, this may not coincide with the overall peak in HS2 construction traffic flow.
4. Indicative layout of Casey Lane and Newcastle Road realignments based on CT-05-239 and CT-06-239 in the HS2 Phase 2a SES/AP Volume 2 map books.

Scale at A3: 1:15,000

0 100 200 300 400 500

Metres

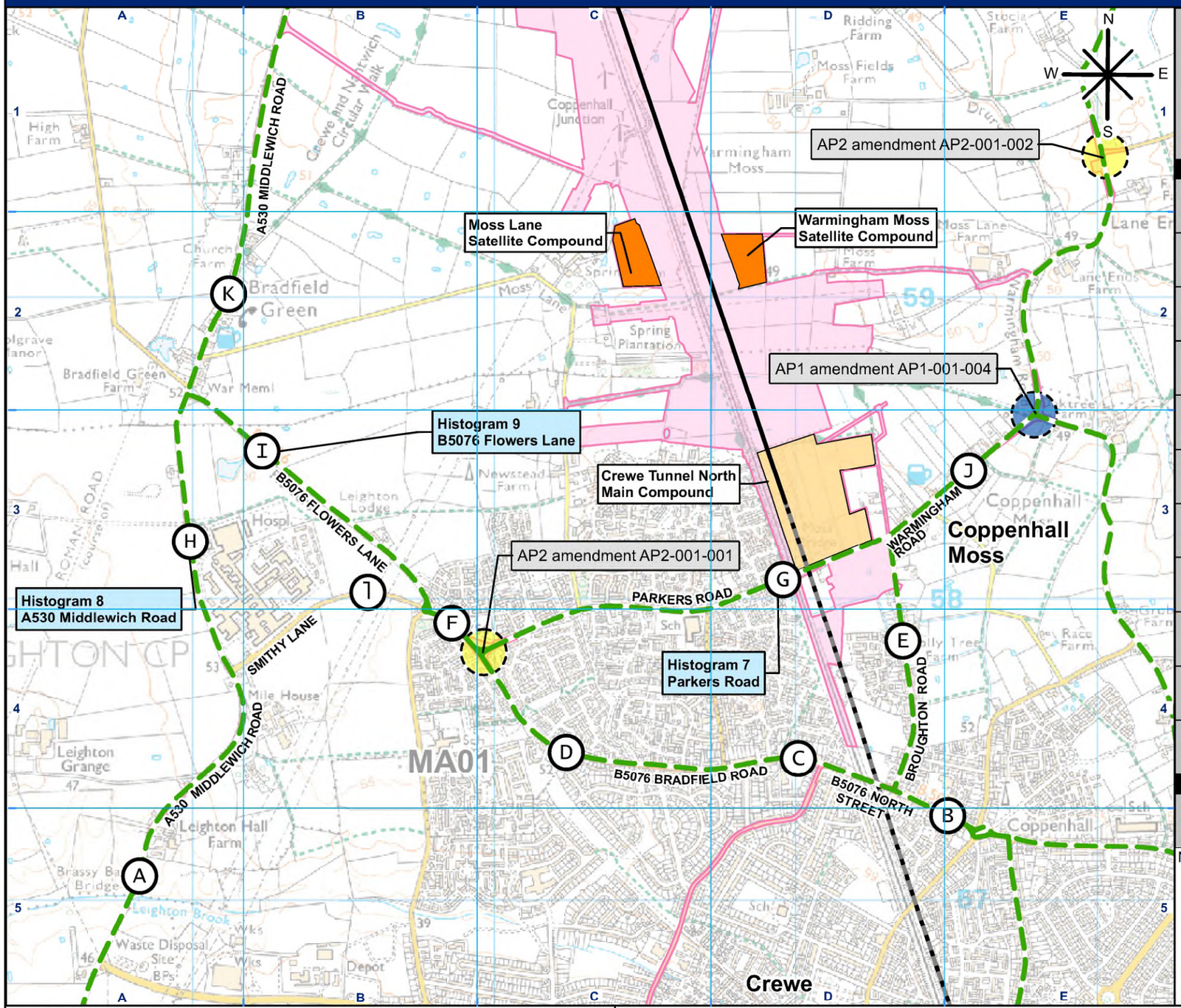
Doc Number: 2PT27-MWJ-EV-MAP-M000-004281-P01

Date: 24/08/23

Traffic Flow Map 2: North West Crewe
Average Daily Weekday Traffic Flows in Peak Month

HS2

The AP2 Revised Scheme



Location	2031 Future Baseline			Peak HS2 Construction Traffic		2031 with HS2 Traffic and Diversionary Effects			Net change in all vehicles
	All vehicles	HGVs	HGVs as a % of all vehicles	All vehicles	HGVs	All vehicles	HGVs	HGVs as a % of all vehicles	
ROADS ON HS2 CONSTRUCTION TRAFFIC ROUTES									
A530 Middlewich Road (between Pyms Lane and Smithy Lane)									
A NB	10,263	189	2%	805	690	13,012	842	6%	+2,748
A SB	8,969	145	2%	794	690	8,475	815	10%	-494
B5076 North Street (between Broughton Road and Broad Street)									
B EB	8,117	135	2%	39	10	8,576	143	2%	+459
B WB	9,538	177	2%	62	10	9,257	204	2%	-281
B5076 Bradfield Road (between Cliffe Road and Underwood Lane)									
C EB	5,613	158	3%	50	10	5,910	169	3%	+297
C WB	7,634	193	3%	71	10	7,527	202	3%	-107
B5076 Bradfield Road (between Parkers Road and Selworthy Drive)									
D EB	5,019	95	2%	43	10	5,770	104	2%	+751
D WB	7,457	131	2%	64	10	6,732	137	2%	-724
Broughton Road (between Maplins Moss Place and Parkers Road)									
E NB	658	23	4%	10	10	799	38	5%	+140
E SB	654	12	2%	10	10	629	22	4%	-25
B5076 Bradfield Road (between Parkers Road and B5076 Flowers Lane)									
F EB	9,291	213	2%	190	86	10,840	295	3%	+1,549
F WB	10,367	247	2%	187	86	10,005	334	3%	-362
Parkers Road (between Mablins Lane and Broughton Road)									
G EB	5,686	36	<1%	167	86	6,575	122	2%	+888
G WB	4,330	37	<1%	149	86	4,559	124	3%	+229
A530 Middlewich Road (between Smithy Lane and B5076 Flowers Lane)									
H NB	7,046	211	3%	802	690	7,328	856	12%	+281
H SB	5,654	179	3%	797	690	5,620	853	15%	-34
B5076 Flowers Lane (between A530 Middlewich Road and B5076 Bradfield Road)									
I EB	3,722	62	2%	234	87	4,187	149	4%	+465
I WB	5,547	102	2%	212	87	5,710	185	3%	+163
Warmingham Road (between Waldron's Lane and Groby Road)									
J EB	5,007	43	<1%	376	86	6,675	128	2%	+1,668
J WB	4,371	39	<1%	284	86	4,464	126	3%	+93
A530 Middlewich Road (between Eardswick Lane and Brookhouse Lane)									
K NB	7,433	116	2%	785	608	7,426	677	9%	-7
K SB	6,514	146	2%	797	608	6,613	738	11%	+99
ROADS NOT ON HS2 CONSTRUCTION TRAFFIC ROUTES									
Smithy Lane (between Bradfield Road and Leighton Hospital)									
1 EB	5,555	172	3%	18	0	6,763	166	2%	+1,208
1 WB	4,737	168	4%	20	0	4,156	170	4%	-581

Note: NB - Northbound; SB - Southbound; EB - Eastbound; WB - Westbound

- HS2 Phase 2b route alignment (in tunnel)
- HS2 Phase 2b route alignment (on surface)
- Community area boundary
- Land potentially required during construction
- Main construction compound
- Satellite construction compound
- HS2 construction traffic route
- AP1 highway junction mitigation scheme
- AP2 highway junction mitigation scheme

P25(21)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. The impacts of the AP2 Revised Scheme may cause some non-HS2 traffic to divert onto other routes during the construction period. As a result of these diversionary impacts, the 'With HS2' traffic flows do not generally equal the sum of the Future Baseline and Peak HS2 Construction traffic flows.
3. The traffic data on this exhibit is based on the period during construction when there is the greatest level of change in traffic flows on each road as a result of the scheme. In some locations, this may not coincide with the overall peak in HS2 construction traffic flow.

Scale at A3: 1:15,000

0 100 200 300 400 500

Metres

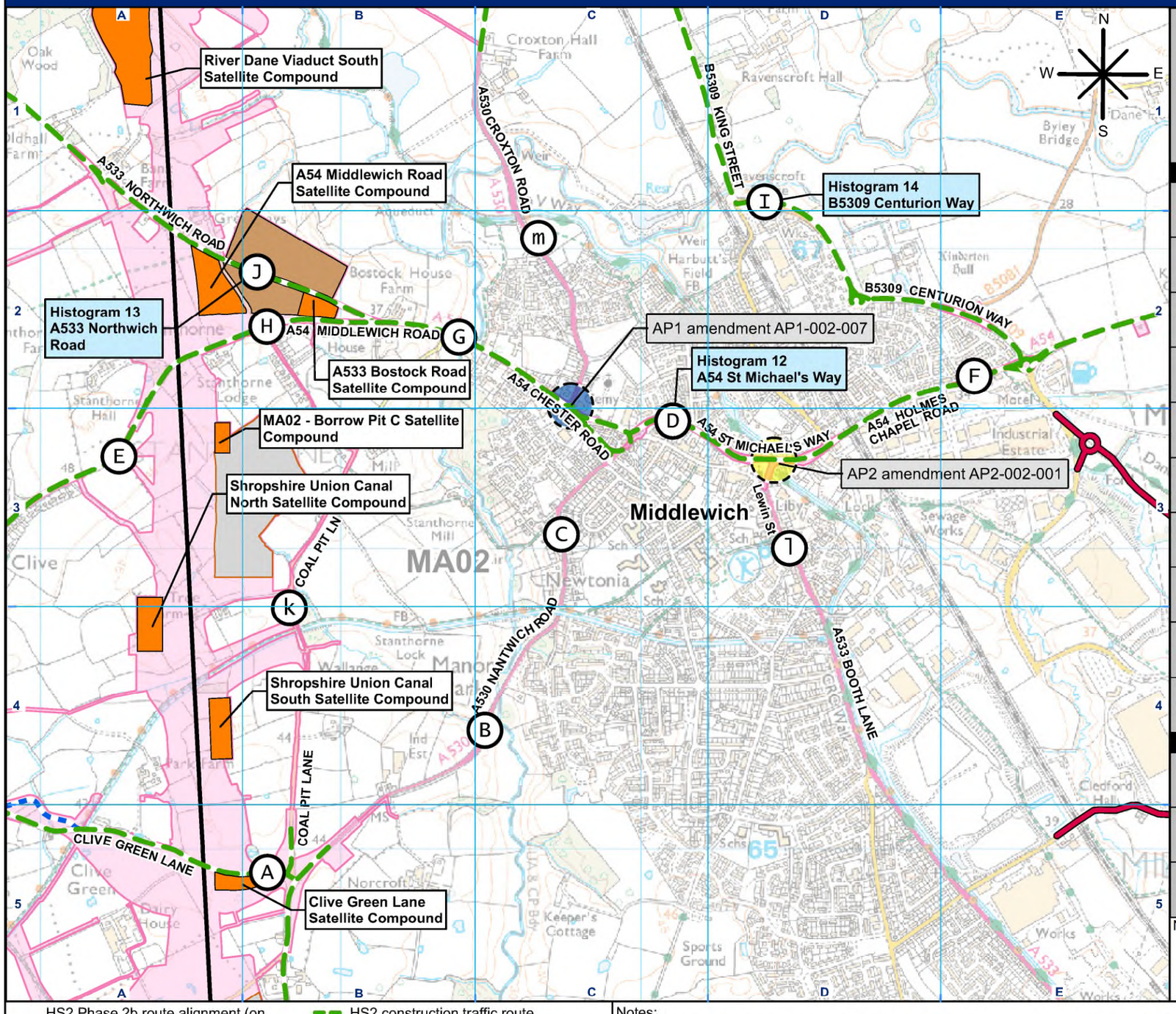
Doc Number: 2PT27-MWJ-EV-MAP-M000-004282-P01

Date: 24/08/23

Traffic Flow Map 3a: Middlewich before Clive Green Lane and A54/A533 realignment
Average Daily Weekday Traffic Flows in Peak Month

HS2

The AP2 Revised Scheme



Location	2031 Future Baseline			Peak HS2 Construction Traffic		2031 with HS2 Traffic and Diversionary Effects			Net change in all vehicles
	All vehicles	HGVs	HGVs as a % of all vehicles	All vehicles	HGVs	All vehicles	HGVs	HGVs as a % of all vehicles	
ROADS ON HS2 CONSTRUCTION TRAFFIC ROUTES									
A	**Clive Green Lane (between Clive Green Lane Compound and Coal Pit Lane)**								
EB	2,346	128	5%	437	350	1,308	397	30%	-1,038
WB	5,057	278	6%	575	350	5,007	600	12%	-50
B	**A530 Nantwich Road (between Clive Green Lane and Brynlow Drive)**								
NB	6,703	69	1%	578	10	8,109	82	1%	+1,406
SB	7,314	101	1%	804	10	9,323	108	1%	+2,009
C	**A530 Nantwich Road (between Brynlow Drive and Glastonbury Drive)**								
NB	5,050	0	0%	557	10	6,144	10	<1%	+1,094
SB	5,185	0	0%	722	10	6,218	10	<1%	+1,033
D	**A54 St Michael's Way (between A54 Chester Road and The Bull Ring)**								
EB	10,477	539	5%	487	291	8,055	710	9%	-2,422
WB	8,345	417	5%	459	291	7,123	693	10%	-1,221
E	**A54 Middlewich Road (between Road One and Bell Lane)**								
NB	6,129	316	5%	389	61	7,484	376	5%	+1,355
SB	6,301	257	4%	345	61	6,833	320	5%	+532
F	**A54 Holmes Chapel Road (between King Street and B5309 Centurion Way)**								
EB	10,779	714	7%	469	291	10,941	963	9%	+162
WB	6,914	539	8%	483	291	7,829	841	11%	+915
G	**A54 Chester Road (between Coal Pit Lane and A530 Croxton Lane)**								
EB	9,822	526	5%	565	291	9,922	766	8%	+100
WB	8,823	366	4%	416	291	8,502	658	8%	-321
H	**A54 Middlewich Road (between Bell Lane and A533 Bostock Road)**								
EB	5,801	316	5%	256	71	6,416	386	6%	+615
WB	5,632	253	4%	129	71	5,688	325	6%	+56
I	**B5309 Centurion Way (between B5309 King Street and White Park Close)**								
NB	5,581	462	8%	316	274	4,888	596	12%	-693
SB	4,364	177	4%	285	274	3,775	428	11%	-589
J	**A533 Northwich Road (between A54 Chester Road and Bell Lane)**								
NB	3,177	113	4%	118	108	2,492	221	9%	-685
SB	3,841	209	5%	131	108	2,750	269	10%	-1,091
ROADS NOT ON HS2 CONSTRUCTION TRAFFIC ROUTES									
k	**Coalpit Lane (between Clive Green Lane and Birch Lane)**								
NB	2,182	0	0%	115	0	1,757	0	0%	-424
SB	541	0	0%	12	0	491	0	0%	-50
l	**A533 Lewin Street (between Sutton Lane and A54 St Michael's Way)**								
NB	6,231	164	3%	1	0	6,927	172	2%	+696
SB	3,288	177	5%	50	0	3,460	124	4%	+172
m	**A530 Croxton Lane (between Nursery Close and B5309 King Street)**								
NB	3,685	0	0%	536	0	4,677	0	0%	+992
SB	4,793	0	0%	566	0	5,707	0	0%	+914

Note: NB - Northbound; SB - Southbound; EB - Eastbound; WB - Westbound

- HS2 Phase 2b route alignment (on surface)
- Community area boundary
- Land potentially required during construction
- Satellite construction compound
- Temporary material stockpile
- HS2 construction traffic route
- Temporary highway infrastructure (realigment/diversion)
- Middlewich Eastern Bypass (indicative layout)
- AP1 highway junction mitigation scheme
- AP2 highway junction mitigation scheme

P25(22)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. The impacts of the AP2 Revised Scheme may cause some non-HS2 traffic to divert onto other routes during the construction period. As a result of these diversionary impacts, the 'With HS2' traffic flows do not generally equal the sum of the Future Baseline and Peak HS2 Construction traffic flows.
3. The traffic data on this exhibit is based on the period during construction when there is the greatest level of change in traffic flows on each road as a result of the scheme. In some locations, this may not coincide with the overall peak in HS2 construction traffic flow.
4. Indicative layout of Middlewich Eastern Bypass based on Middlewich Eastern Bypass public consultation documentation.

Scale at A3: 1:15,000

0 100 200 300 400 500

Metres

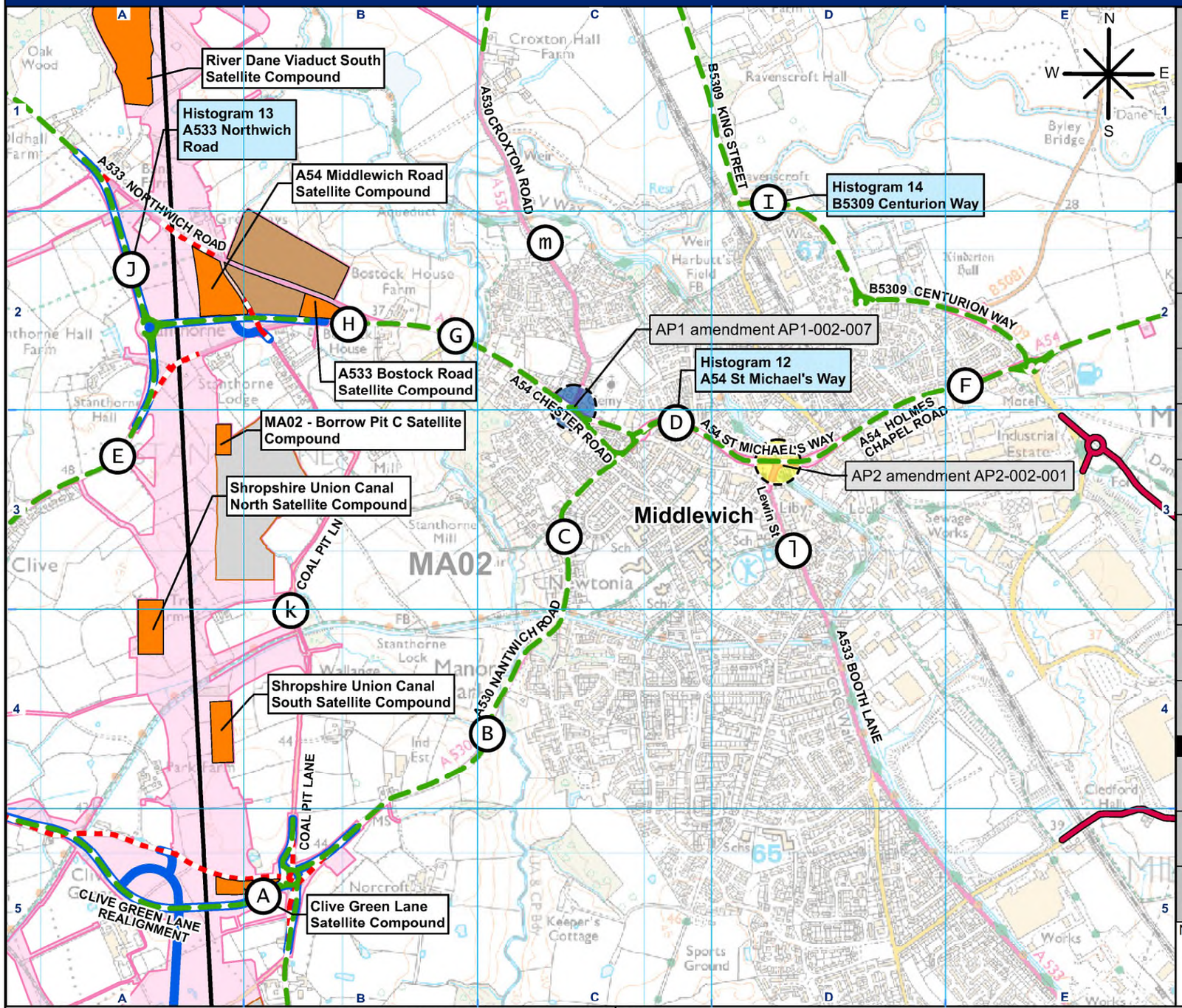
Doc Number: 2PT27-MWJ-EV-MAP-M000-004283-P01

Date: 24/08/23

Traffic Flow Map 3b: Middlewich with Clive Green Lane and A54/A533 realignment
Average Daily Weekday Traffic Flows in Peak Month

HS2

The AP2 Revised Scheme



Location	2031 Future Baseline			Peak HS2 Construction Traffic		2031 with HS2 Traffic and Diversionary Effects			Net change in all vehicles
	All vehicles	HGVs	HGVs as a % of all vehicles	All vehicles	HGVs	All vehicles	HGVs	HGVs as a % of all vehicles	
ROADS ON HS2 CONSTRUCTION TRAFFIC ROUTES									
A	**Clive Green Lane (between Clive Green Lane Compound and Coal Pit Lane)**								
EB	2,346	128	5%	792	525	7,319	709	10%	+4,973
WB	5,057	278	6%	751	525	6,921	802	12%	+1,864
B	**A530 Nantwich Road (between Clive Green Lane and Brynlow Drive)**								
NB	6,703	69	1%	366	10	8,572	96	1%	+1,869
SB	7,314	101	1%	547	10	8,904	80	<1%	+1,591
C	**A530 Nantwich Road (between Brynlow Drive and Glastonbury Drive)**								
NB	5,050	0	0%	311	10	4,677	10	<1%	-373
SB	5,185	0	0%	568	10	5,678	10	<1%	+493
D	**A54 St Michael's Way (between A54 Chester Road and The Bull Ring)**								
EB	10,477	539	5%	395	298	10,252	734	7%	-224
WB	8,345	417	5%	509	298	8,809	709	8%	+464
E	**A54 Middlewich Road (between Road One and Bell Lane)**								
NB	6,129	316	5%	161	49	3,862	347	9%	-2,267
SB	6,301	257	4%	459	49	6,045	304	5%	-253
F	**A54 Holmes Chapel Road (between King Street and B5309 Centurion Way)**								
EB	10,779	714	7%	283	182	11,882	858	7%	+1,103
WB	6,914	539	8%	386	182	7,337	704	10%	+423
G	**A54 Chester Road (between Coal Pit Lane and A530 Croxton Lane)**								
EB	9,822	526	5%	537	298	8,495	749	9%	-1,328
WB	8,823	366	4%	381	298	7,627	653	9%	-1,196
H	**A54 Middlewich Road (between Bell Lane and A533 Bostock Road)**								
EB	5,801	316	5%	381	298	6,834	749	11%	+1,033
WB	5,632	253	4%	381	298	7,550	653	9%	+1,918
I	**B5309 Centurion Way (between B5309 King Street and White Park Close)**								
NB	5,581	462	8%	216	181	5,168	539	10%	-414
SB	4,364	177	4%	191	181	4,194	328	8%	-171
J	**A533 Northwich Road diversion (between A54 Middlewich Road realignment and A533 Northwich Road)**								
NB	5,350	113	2%	345	89	5,737	195	3%	+387
SB	4,733	214	5%	609	89	6,776	243	4%	+2,043
ROADS NOT ON HS2 CONSTRUCTION TRAFFIC ROUTES									
k	**Coalpit Lane (between Clive Green Lane and Birch Lane)**								
NB	2,182	0	0%	376	0	3,936	0	0%	+1,755
SB	541	0	0%	234	0	2,424	0	0%	+1,884
l	**A533 Lewin Street (between Sutton Lane and A54 Michael's Way)**								
NB	6,231	164	3%	3	0	6,581	166	3%	+350
SB	3,288	177	5%	0	0	2,395	88	4%	-893
m	**A530 Croxton Lane (between Nursery Close and B5309 King Street)**								
NB	3,685	0	0%	400	0	4,154	0	0%	+469
SB	4,793	0	0%	369	0	4,780	0	0%	-13

Note: NB - Northbound; SB - Southbound; EB - Eastbound; WB - Westbound

- HS2 Phase 2b route alignment (on surface)
- Community area boundary
- Land potentially required during construction
- Satellite construction compound
- Temporary material stockpile
- P25(23)
- HS2 construction traffic route
- Permanent highway infrastructure (new/ realignment/diversion)
- Permanent highway infrastructure used as a HS2 construction traffic route
- Highway closure
- Middlewich Eastern Bypass (indicative layout)
- AP1 highway junction mitigation scheme
- AP2 highway junction mitigation scheme

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. The impacts of the AP2 Revised Scheme may cause some non-HS2 traffic to divert onto other routes during the construction period. As a result of these diversionary impacts, the 'With HS2' traffic flows do not generally equal the sum of the Future Baseline and Peak HS2 Construction traffic flows.
3. The traffic data on this exhibit is based on the period during construction when there is the greatest level of change in traffic flows on each road as a result of the scheme. In some locations, this may not coincide with the overall peak in HS2 construction traffic flow.
4. Indicative layout of Middlewich Eastern Bypass based on Middlewich Eastern Bypass public consultation documentation.

Scale at A3: 1:15,000

0 100 200 300 400 500

Metres

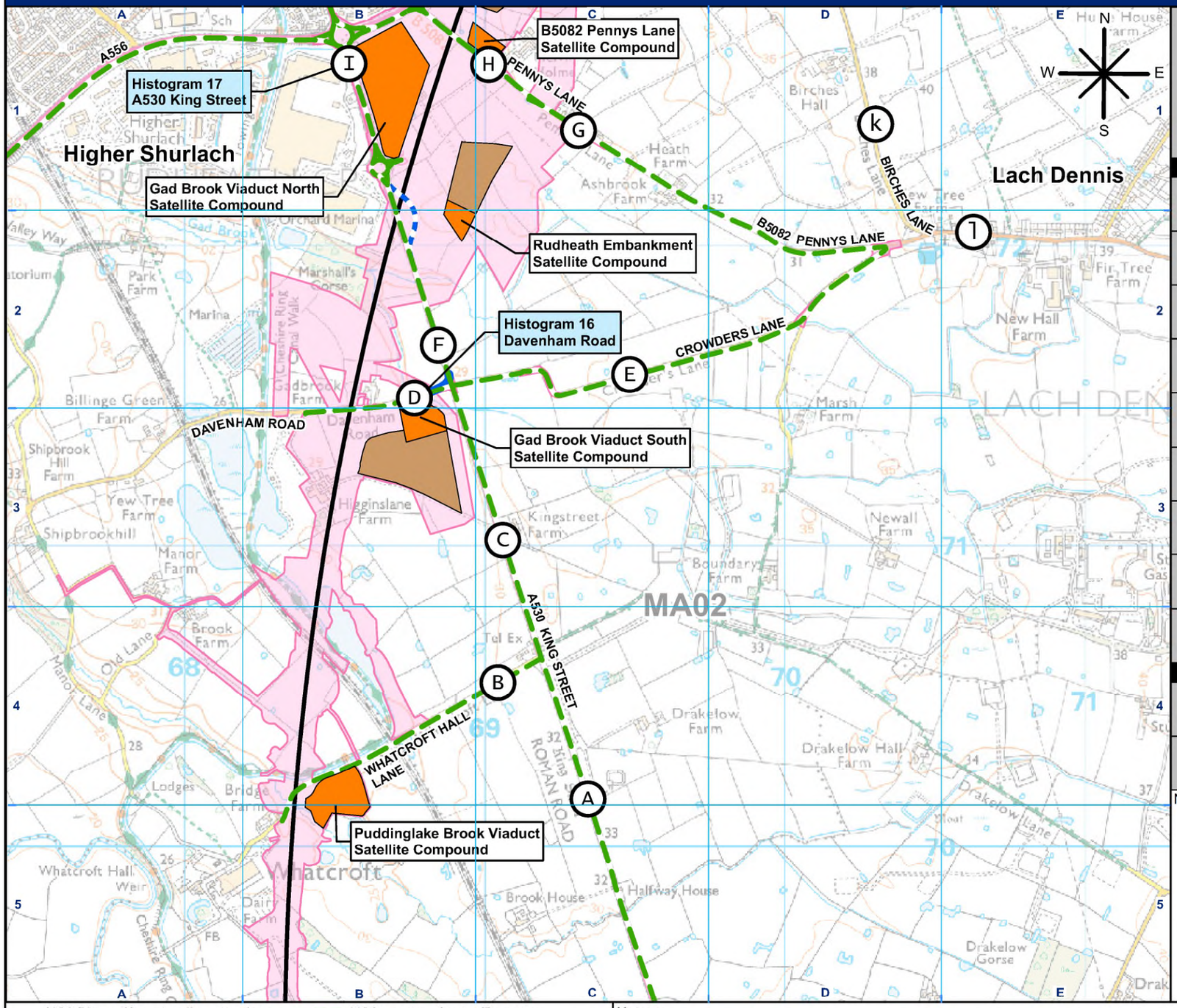
Doc Number: 2PT27-MWJ-EV-MAP-M000-004284-P01

Date: 24/08/23

Traffic Flow Map 4a: Rudheath before Pennys Lane diversion
Average Daily Weekday Traffic Flows in Peak Month

HS2

The AP2 Revised Scheme



Location	2031 Future Baseline			Peak HS2 Construction Traffic		2031 with HS2 Traffic and Diversionary Effects			Net change in all vehicles
	All vehicles	HGVs	HGVs as a % of all vehicles	All vehicles	HGVs	All vehicles	HGVs	HGVs as a % of all vehicles	
ROADS ON HS2 CONSTRUCTION TRAFFIC ROUTES									
A	**A530 King Street (between A530 Croxton Lane and Whatcroft Hall Lane)**								
NB	11,344	484	4%	861	274	12,002	617	5%	+658
SB	8,941	217	2%	887	274	9,942	469	5%	+1,002
B	**Whatcroft Hall Lane (between A530 and Puddinglake Brook Viaduct Compound)**								
EB	116	9	7%	400	76	516	84	16%	+400
WB	102	9	9%	393	76	495	85	17%	+393
C	**A530 King Street (between Whatcroft Hall Lane and Davenham Road)**								
NB	11,044	147	1%	539	254	11,319	396	4%	+276
SB	10,674	142	1%	1,097	254	11,248	387	3%	+573
D	**Davenham Road (between Gad Brook Viaduct South Compound and A530 King Street)**								
EB	2,869	0	0%	227	146	2,650	146	6%	-220
WB	2,543	0	0%	280	146	3,687	146	4%	+1,144
E	**Crowders Lane (between B5082 Pennys Lane and A530 King Street)**								
EB	1,953	0	0%	56	3	2,755	3	<1%	+802
WB	1,351	2	<1%	29	0	1,938	2	<1%	+587
F	**A530 King Street (between Davenham Road and Gadbrook Distribution Centre Access)**								
NB	9,362	148	2%	288	23	8,986	167	2%	-376
SB	9,329	142	2%	951	39	11,345	174	2%	+2,016
G	**B5082 Pennys Lane (between A556 Shurlach Road and Crowders Lane)**								
EB	3,182	15	<1%	26	0	2,837	15	<1%	-345
WB	3,000	49	2%	48	17	2,608	65	2%	-392
H	**B5082 Pennys Lane (between Crowders Lane and Pennys Lane Compound)**								
EB	3,182	15	<1%	26	0	2,837	15	<1%	-345
WB	3,000	49	2%	48	17	2,608	65	2%	-392
I	**A530 King Street (between Gadbrook Distribution Centre Access and A556 Shurlach Road)**								
NB	9,426	145	2%	454	128	9,295	268	3%	-131
SB	9,469	153	2%	1,116	145	11,733	290	2%	+2,264
ROADS NOT ON HS2 CONSTRUCTION TRAFFIC ROUTES									
k	**Birches Lane (between A556 Shurlach Road and B5082 Holmes Chapel Road)**								
NB	1,307	0	0%	1	0	1,473	0	0%	+167
SB	1,937	22	1%	76	0	2,873	28	<1%	+936
l	**B5082 Holmes Chapel Road (between Common Lane and Birches Lane)**								
EB	7,072	36	<1%	135	0	8,418	51	<1%	+1,346
WB	5,658	51	<1%	108	0	6,609	70	1%	+952

Note: NB - Northbound; SB - Southbound; EB - Eastbound; WB - Westbound

- HS2 Phase 2b route alignment (on surface)
- Community area boundary
- Land potentially required during construction
- Satellite construction compound
- Temporary material stockpile
- HS2 construction traffic route
- Permanent highway infrastructure (new/realignment/diversion)
- Temporary highway infrastructure (realigment/diversion)
- Permanent highway infrastructure used as a HS2 construction traffic route

P25(24)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. The impacts of the AP2 Revised Scheme may cause some non-HS2 traffic to divert onto other routes during the construction period. As a result of these diversionary impacts, the 'With HS2' traffic flows do not generally equal the sum of the Future Baseline and Peak HS2 Construction traffic flows.
3. The traffic data on this exhibit is based on the period during construction when there is the greatest level of change in traffic flows on each road as a result of the scheme. In some locations, this may not coincide with the overall peak in HS2 construction traffic flow.
4. The lettering of locations on this exhibit is not continuous because some locations are on diverted or realigned roads that are not shown on this map.

Scale at A3: 1:15,000

0 100 200 300 400 500

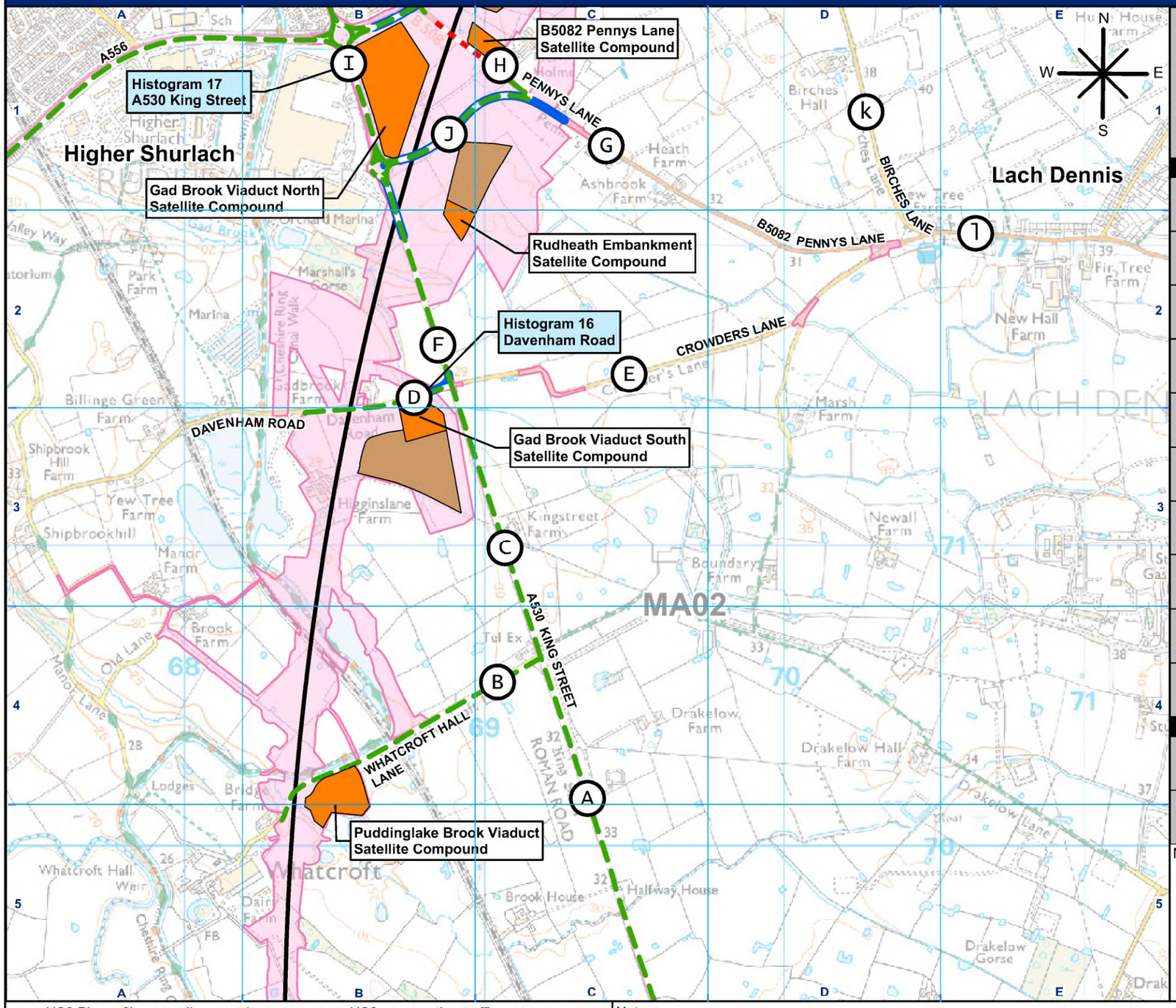
Metres

Registered in England. Registration number 06791686.
Registered office: Two Snowhill, Snow Hill Queensway, Birmingham B4 6GA.

Doc Number: 2PT27-MWJ-EV-MAP-M000-004285-P01
Date: 24/08/23

Traffic Flow Map 4b: Rudheath with Pennys Lane diversion
Average Daily Weekday Traffic Flows in Peak Month

HS2
The AP2 Revised Scheme



Location	2031 Future Baseline			Peak HS2 Construction Traffic		2031 with HS2 Traffic and Diversionary Effects			Net change in all vehicles
	All vehicles	HGVs	HGVs as a % of all vehicles	All vehicles	HGVs	All vehicles	HGVs	HGVs as a % of all vehicles	
ROADS ON HS2 CONSTRUCTION TRAFFIC ROUTES									
A	**A530 King Street (between A530 Croxton Lane and Whatcroft Hall Lane)**								
NB	11,344	484	4%	602	77	11,463	499	4%	+118
SB	8,941	217	2%	535	77	9,008	291	3%	+68
B	**Whatcroft Hall Lane (between A530 and Puddinglake Brook Viaduct Compound)**								
EB	116	9	7%	145	50	261	59	22%	+145
WB	102	9	9%	144	50	246	59	24%	+144
C	**A530 King Street (between Whatcroft Hall Lane and Davenham Road)**								
NB	11,044	147	1%	181	49	10,108	172	2%	-935
SB	10,674	142	1%	703	49	10,929	177	2%	+255
D	**Davenham Road (between Gad Brook Viaduct South Compound and A530 King Street)**								
EB	2,869	0	0%	232	52	2,624	52	2%	-245
WB	2,543	0	0%	251	52	2,846	52	2%	+303
E	**Crowders Lane (between B5082 Pennys Lane and A530 King Street)**								
EB	1,953	0	0%	37	0	561	0	0%	-1,392
WB	1,351	2	<1%	22	0	1,119	0	0%	-233
F	**A530 King Street (between Davenham Road and Gadbrook Distribution Centre Access)**								
NB	9,362	148	2%	242	33	8,640	155	2%	-721
SB	9,329	142	2%	794	33	9,224	161	2%	-105
G	**B5082 Pennys Lane (between B5082 Pennys Lane diversion and Crowders Lane)**								
EB	3,182	15	<1%	69	0	5,439	24	<1%	+2,257
WB	3,000	49	2%	72	0	3,894	70	2%	+894
H	**B5082 Pennys Lane (north of Pennys Lane diversion)**								
EB	3,182	15	<1%	129	82	HS2 and Local Access Only			
WB	3,000	49	2%	130	82	HS2 and Local Access Only			
I	**A530 King Street (between Gadbrook Distribution Centre Access and A556 Shurlach Road)**								
NB	9,426	145	2%	695	174	13,373	360	3%	+3,947
SB	9,469	153	2%	1,236	174	15,562	335	2%	+6,093
J	**B5082 Pennys Lane diversion (between Pennys Lane and A530)**								
EB	-	-	-	120	82	5,421	106	2%	-
WB	-	-	-	121	82	3,868	152	4%	-
ROADS NOT ON HS2 CONSTRUCTION TRAFFIC ROUTES									
k	**Birches Lane diversion (between A556 Shurlach Road and B5082 Holmes Chapel Road)**								
NB	1,307	0	0%	15	0	1,603	0	0%	+296
SB	1,937	22	1%	30	0	2,424	27	1%	+487
l	**B5082 Holmes Chapel Road (between Common Lane and Birches Lane)**								
EB	7,072	36	<1%	135	0	8,418	51	<1%	+1,346
WB	5,658	51	<1%	108	0	6,609	70	1%	+952

Note: NB - Northbound; SB - Southbound; EB - Eastbound; WB - Westbound

- HS2 Phase 2b route alignment (on surface)
- Community area boundary
- Land potentially required during construction
- Satellite construction compound
- Temporary material stockpile
- HS2 construction traffic route
- Permanent highway infrastructure (new/ realignment/diversion)
- Permanent highway infrastructure used as a HS2 construction traffic route
- Highway closure

P25(25)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. The impacts of the AP2 Revised Scheme may cause some non-HS2 traffic to divert onto other routes during the construction period. As a result of these diversionary impacts, the 'With HS2' traffic flows do not generally equal the sum of the Future Baseline and Peak HS2 Construction traffic flows.
3. The traffic data on this exhibit is based on the period during construction when there is the greatest level of change in traffic flows on each road as a result of the scheme. In some locations, this may not coincide with the overall peak in HS2 construction traffic flow.

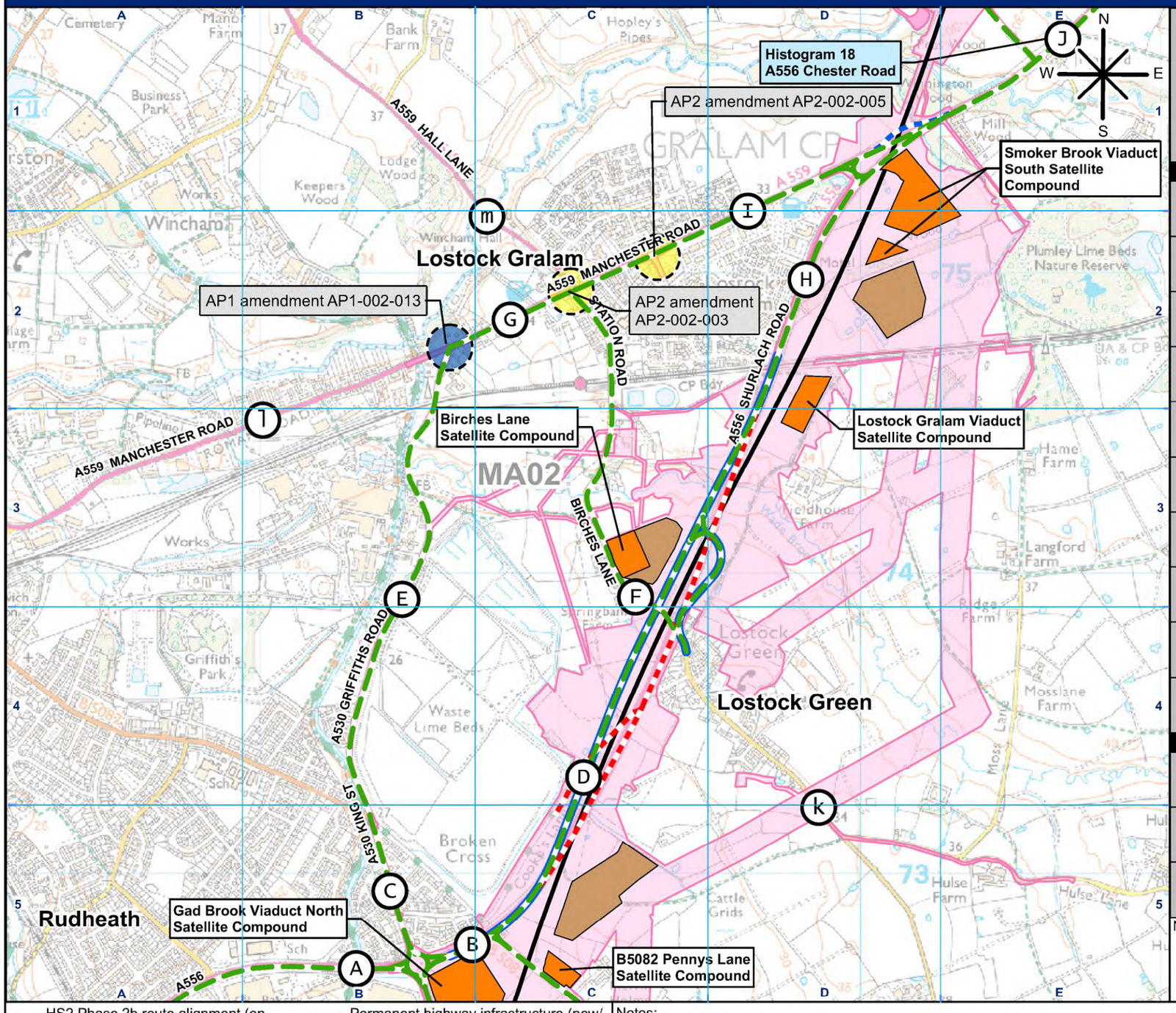
Scale at A3: 1:15,000

0 100 200 300 400 500
Metres

Doc Number: 2PT27-MWJ-EV-MAP-M000-004286-P01
Date: 24/08/23

Traffic Flow Map 5: Lostock Gralam
Average Daily Weekday Traffic Flows in Peak Month

HS2
The AP2 Revised Scheme



Location	2031 Future Baseline			Peak HS2 Construction Traffic		2031 with HS2 Traffic and Diversionary Effects			Net change in all vehicles
	All vehicles	HGVs	HGVs as a % of all vehicles	All vehicles	HGVs	All vehicles	HGVs	HGVs as a % of all vehicles	
ROADS ON HS2 CONSTRUCTION TRAFFIC ROUTES									
A	**A556 Shurlach Road (between Gadbrook Road and A530 King Street)**								
EB	17,203	269	2%	98	8	16,877	267	2%	-327
WB	20,344	276	1%	101	8	19,786	279	1%	-559
B	**A556 Shurlach Road (between A530 King Street and B5082 Pennys Lane)**								
EB	20,365	319	2%	833	324	19,827	626	3%	-538
WB	20,581	352	2%	1,524	341	22,156	686	3%	+1,574
C	**A530 King Street (between A556 Shurlach Road and B5082 Middlewich Road)**								
NB	8,959	118	1%	10	10	8,682	136	2%	-277
SB	6,415	131	2%	15	10	5,701	135	2%	-714
D	**A556 Shurlach Road (between B5082 Pennys Lane and Birches Lane)**								
NB	17,113	303	2%	689	184	17,301	478	3%	+188
SB	17,660	304	2%	1,276	184	19,455	481	2%	+1,796
E	**A530 Griffiths Road (between A559 Manchester Road and B5082 Middlewich Road)**								
NB	3,017	65	2%	10	10	3,403	75	2%	+386
SB	5,434	48	<1%	10	10	3,417	58	2%	-2,016
F	**Birches Lane (between Birches Lane Compound and A556 Shurlach Road)**								
NB	Local Access Only			336	228	HS2 and Local Access Only			
SB	Local Access Only			232	228	HS2 and Local Access Only			
G	**A559 Manchester Road (between A530 Griffiths Road and A559 Hall Lane)**								
EB	8,010	120	1%	13	10	9,969	141	1%	+1,959
WB	10,249	139	1%	13	10	9,819	145	1%	-430
H	**A556 Shurlach Road (between Birches Lane and A559 Manchester Road)**								
NB	13,602	277	2%	918	427	13,338	692	5%	-265
SB	18,290	326	2%	1,803	427	21,427	751	4%	+3,136
I	**A559 Manchester Road (between Stubbs Lane and Fryer Road)**								
EB	5,847	92	2%	189	10	7,139	111	2%	+1,292
WB	4,864	113	2%	12	10	5,086	121	2%	+222
J	**A556 Chester Road (between A559 Manchester Road and Plumley Moor Road)**								
EB	16,132	355	2%	1,856	691	19,644	1,043	5%	+3,513
WB	20,877	422	2%	1,990	691	25,759	1,111	4%	+4,881
ROADS NOT ON HS2 CONSTRUCTION TRAFFIC ROUTES									
k	**Birches Lane diversion (between A556 Shurlach Road and B5082 Holmes Chapel Road)**								
NB	1,307	0	0%	1	0	1,473	0	0%	+167
SB	1,937	22	1%	76	0	2,873	28	<1%	+936
l	**A559 Manchester Road (between New Warrington Road and A530 Griffiths Road)**								
EB	7,212	84	1%	3	0	7,034	98	1%	-179
WB	7,487	107	1%	3	0	7,333	106	1%	-153
m	**A559 Hall Lane (between Townshend Road and Green Lane)**								
NB	5,655	62	1%	125	0	6,330	62	<1%	+675
SB	4,032	36	<1%	51	0	3,277	36	1%	-754

Note: NB - Northbound; SB - Southbound; EB - Eastbound; WB - Westbound

- HS2 Phase 2b route alignment (on surface)
- Community area boundary
- Land potentially required during construction
- Satellite construction compound
- Temporary material stockpile
- P25(26) ction traffic route
- Permanent highway infrastructure (new/ realignment/diversion)
- Temporary highway infrastructure (realigment/diversion)
- Permanent highway infrastructure used as a HS2 construction traffic route
- Highway closure
- AP1 highway junction mitigation scheme
- AP2 highway junction mitigation scheme

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. The impacts of the AP2 Revised Scheme may cause some non-HS2 traffic to divert onto other routes during the construction period. As a result of these diversionary impacts, the 'With HS2' traffic flows do not generally equal the sum of the Future Baseline and Peak HS2 Construction traffic flows.
3. The traffic data on this exhibit is based on the period during construction when there is the greatest level of change in traffic flows on each road as a result of the scheme. In some locations, this may not coincide with the overall peak in HS2 construction traffic flow.

Scale at A3: 1:15,000

0 100 200 300 400 500
Metres

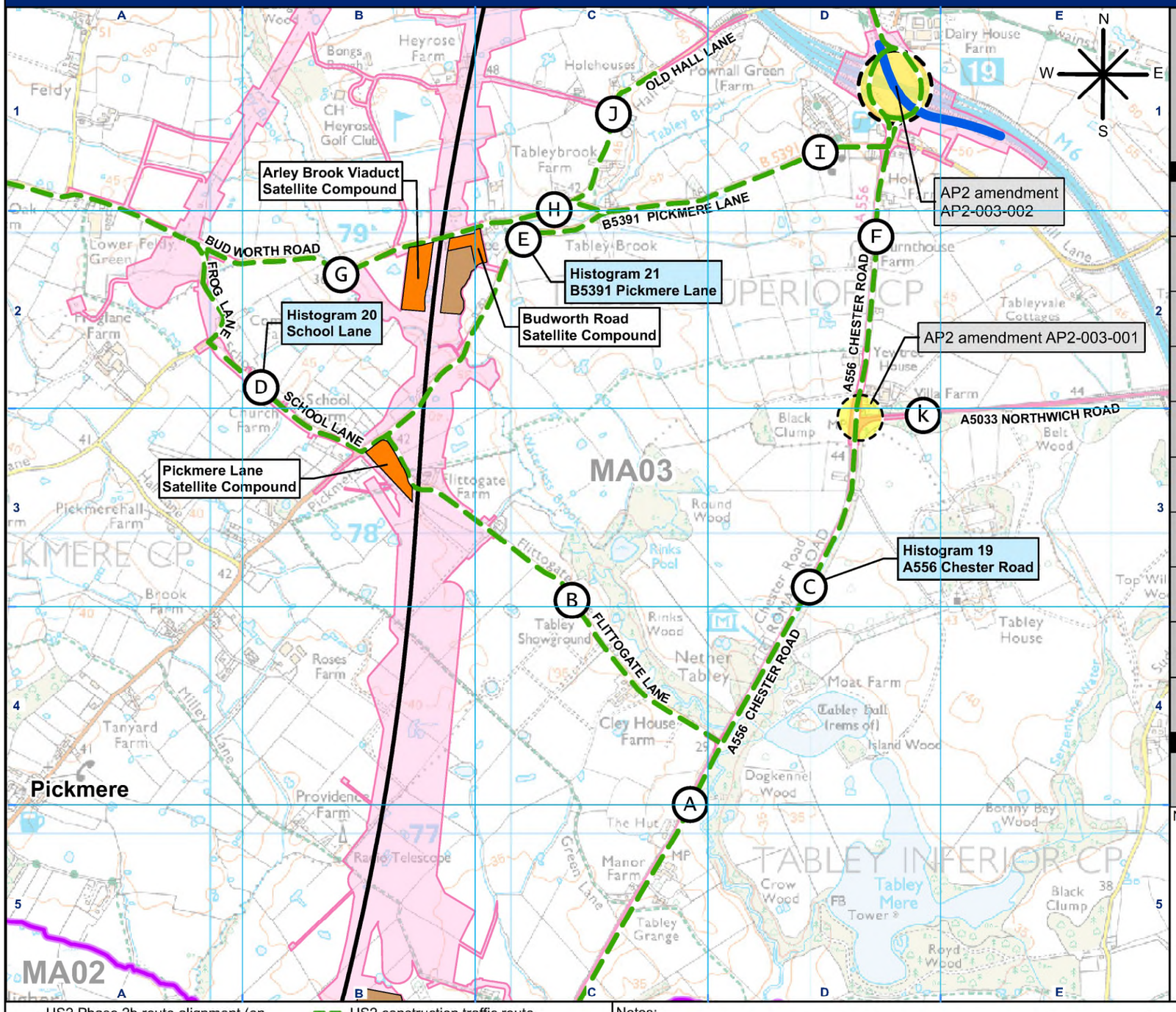
Doc Number: 2PT27-MWJ-EV-MAP-M000-004287-P01

Date: 24/08/23

Traffic Flow Map 6a: Pickmere before closure of Budworth Road
Average Daily Weekday Traffic Flows in Peak Month

HS2

The AP2 Revised Scheme



Location	2031 Future Baseline			Peak HS2 Construction Traffic		2031 with HS2 Traffic and Diversionary Effects			Net change in all vehicles
	All vehicles	HGVs	HGVs as a % of all vehicles	All vehicles	HGVs	All vehicles	HGVs	HGVs as a % of all vehicles	
ROADS ON HS2 CONSTRUCTION TRAFFIC ROUTES									
A	**A556 Chester Road (between Plumley Moor Road and A5033 Northwich Road)**								
NB	19,919	850	4%	1,418	354	21,985	1,173	5%	+2,066
SB	20,814	772	4%	1,449	354	25,837	1,124	4%	+5,023
B	**Flittogate Lane (between B5391 Pickmere Lane and A556 Chester Road)**								
EB	366	5	1%	10	10	376	15	4%	+10
WB	314	5	1%	10	10	324	15	4%	+10
C	**A556 Chester Road (between Plumley Moor Road and A5033 Northwich Road)**								
NB	19,919	850	4%	1,418	354	21,985	1,173	5%	+2,066
SB	20,814	772	4%	1,449	354	25,837	1,124	4%	+5,023
D	**Frog Lane/School Lane (between B5391 Pickmere Lane and Budworth Road)**								
NB	173	8	5%	0	0	173	8	5%	0
SB	141	8	5%	0	0	141	8	5%	0
E	**B5391 Pickmere Lane (between School Lane and Budworth Road)**								
EB	1,166	41	4%	281	75	2,095	116	6%	+929
WB	1,094	68	6%	272	75	2,239	143	6%	+1,146
F	**A556 Chester Road (between A5033 Northwich Road and B5391 Pickmere Lane)**								
NB	17,526	923	5%	1,452	354	19,183	1,260	7%	+1,657
SB	18,505	800	4%	1,429	354	23,486	1,187	5%	+4,981
G	**Budworth Road (between Frog Lane and Heyrose Golf Club)**								
EB	337	0	0%	0	0	296	0	0%	-41
WB	670	4	<1%	0	0	679	4	<1%	+9
H	**Budworth Road (between Heyrose Golf Club and Old Hall Lane)**								
EB	337	0	0%	119	90	466	90	19%	+129
WB	670	4	<1%	129	90	851	94	11%	+182
I	**B5391 Pickmere Lane (between Budworth Road and A556 Chester Road)**								
EB	1,857	43	2%	487	165	2,711	169	6%	+853
WB	1,619	67	4%	390	165	2,059	167	8%	+440
J	**Old Hall Lane (between Budworth Road and A556 northbound off-slip)**								
NB	93	12	13%	14	10	221	60	27%	+128
SB	41	7	17%	99	10	488	80	16%	+446
ROADS NOT ON HS2 CONSTRUCTION TRAFFIC ROUTES									
k	**A5033 Northwich Road (between Ladies Mile and A556 Chester Road)**								
EB	8,491	63	<1%	25	0	10,747	111	1%	+2,256
WB	10,133	140	1%	81	0	11,119	148	1%	+986

Note: NB - Northbound; SB - Southbound; EB - Eastbound; WB - Westbound

- HS2 Phase 2b route alignment (on surface)
- Community area boundary
- Land potentially required during construction
- Satellite construction compound
- Temporary material stockpile
- HS2 construction traffic route
- Permanent highway infrastructure (new/ realignment/diversion)
- Permanent highway infrastructure used as a HS2 construction traffic route
- AP2 highway junction mitigation scheme

P25(27)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. The impacts of the AP2 Revised Scheme may cause some non-HS2 traffic to divert onto other routes during the construction period. As a result of these diversionary impacts, the 'With HS2' traffic flows do not generally equal the sum of the Future Baseline and Peak HS2 Construction traffic flows.
3. The traffic data on this exhibit is based on the period during construction when there is the greatest level of change in traffic flows on each road as a result of the scheme. In some locations, this may not coincide with the overall peak in HS2 construction traffic flow.

Scale at A3: 1:15,000

0 100 200 300 400 500

Metres

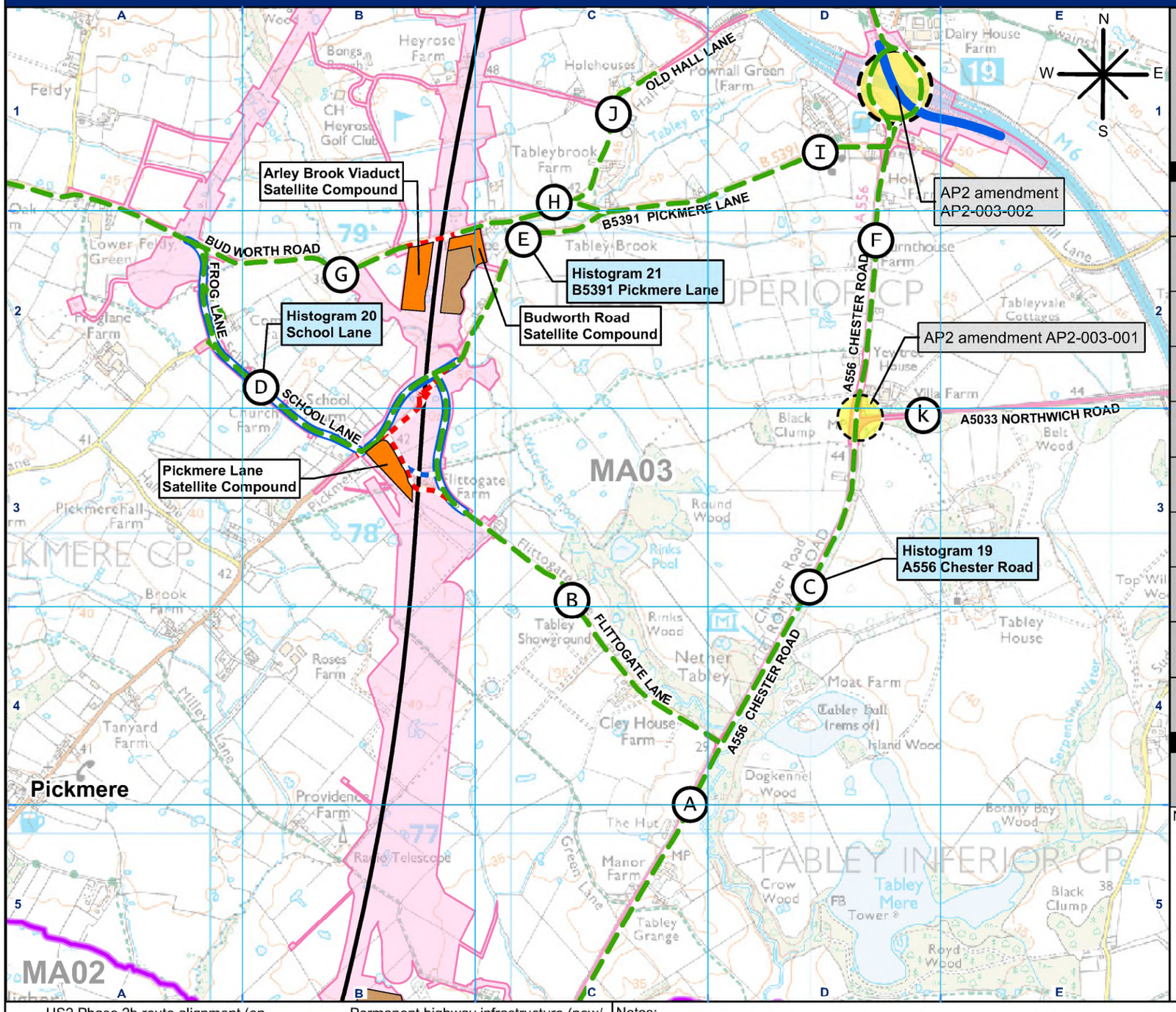
Doc Number: 2PT27-MWJ-EV-MAP-M000-004288-P01

Date: 24/08/23

Traffic Flow Map 6b: Pickmere with closure of Budworth Road
Average Daily Weekday Traffic Flows in Peak Month

HS2

The AP2 Revised Scheme



Location	2031 Future Baseline			Peak HS2 Construction Traffic		2031 with HS2 Traffic and Diversionary Effects			Net change in all vehicles
	All vehicles	HGVs	HGVs as a % of all vehicles	All vehicles	HGVs	All vehicles	HGVs	HGVs as a % of all vehicles	
ROADS ON HS2 CONSTRUCTION TRAFFIC ROUTES									
A	**A556 Chester Road (between Plumley Moor Road and A5033 Northwich Road)**								
NB	19,919	850	4%	1,930	691	23,437	1,541	7%	+3,518
SB	20,814	772	4%	2,001	691	26,878	1,407	5%	+6,063
B	**Flittogate Lane (between B5391 Pickmere Lane and A556 Chester Road)**								
EB	366	5	1%	10	10	376	15	4%	+10
WB	314	5	1%	10	10	324	15	4%	+10
C	**A556 Chester Road (between Plumley Moor Road and A5033 Northwich Road)**								
NB	19,919	850	4%	1,930	691	23,437	1,541	7%	+3,518
SB	20,814	772	4%	2,001	691	26,878	1,407	5%	+6,063
D	**Frog Lane/School Lane (between B5391 Pickmere Lane and Budworth Road)**								
NB	173	8	4%	121	61	632	61	10%	+459
SB	141	8	6%	120	61	231	61	26%	+91
E	**B5391 Pickmere Lane (between School Lane and Budworth Road)**								
EB	1,166	41	4%	552	353	2,333	394	17%	+1,167
WB	1,094	68	6%	544	353	2,377	417	18%	+1,284
F	**A556 Chester Road (between A5033 Northwich Road and B5391 Pickmere Lane)**								
NB	17,526	923	5%	1,952	691	19,932	1,615	8%	+2,405
SB	18,505	800	4%	1,946	691	22,960	1,396	6%	+4,455
G	**Budworth Road (between Frog Lane and Heyrose Golf Club)**								
EB	337	0	0%	121	61	HS2 and Local Access Only			
WB	670	4	<1%	120	61	HS2 and Local Access Only			
H	**Budworth Road (between Heyrose Golf Club and Old Hall Lane)**								
EB	337	0	0%	10	10	HS2 and Local Access Only			
WB	670	4	<1%	10	10	HS2 and Local Access Only			
I	**B5391 Pickmere Lane (between Budworth Road and A556 Chester Road)**								
EB	1,857	43	2%	598	353	2,705	357	13%	+848
WB	1,619	67	4%	536	353	2,086	355	17%	+467
J	**Old Hall Lane (between Budworth Road and A556 northbound off-slip)**								
NB	93	12	13%	14	10	223	60	27%	+130
SB	41	7	17%	64	10	361	76	21%	+320
ROADS NOT ON HS2 CONSTRUCTION TRAFFIC ROUTES									
k	**A5033 Northwich Road (between Ladies Mile and A556 Chester Road)**								
EB	8,491	63	<1%	30	0	10,857	111	1%	+2,366
WB	10,133	140	1%	74	0	11,016	157	1%	+883

Note: NB - Northbound; SB - Southbound; EB - Eastbound; WB - Westbound

- HS2 Phase 2b route alignment (on surface)
- Community area boundary
- Land potentially required during construction
- Satellite construction compound
- Temporary material stockpile
- P25(28) ction traffic route
- Permanent highway infrastructure (new/ realignment/diversion)
- Temporary highway infrastructure (realigment/diversion)
- Permanent highway infrastructure used as a HS2 construction traffic route
- Highway closure
- AP2 highway junction mitigation scheme

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. The impacts of the AP2 Revised Scheme may cause some non-HS2 traffic to divert onto other routes during the construction period. As a result of these diversionary impacts, the 'With HS2' traffic flows do not generally equal the sum of the Future Baseline and Peak HS2 Construction traffic flows.
3. The traffic data on this exhibit is based on the period during construction when there is the greatest level of change in traffic flows on each road as a result of the scheme. In some locations, this may not coincide with the overall peak in HS2 construction traffic flow.

Scale at A3: 1:15,000

0 100 200 300 400 500

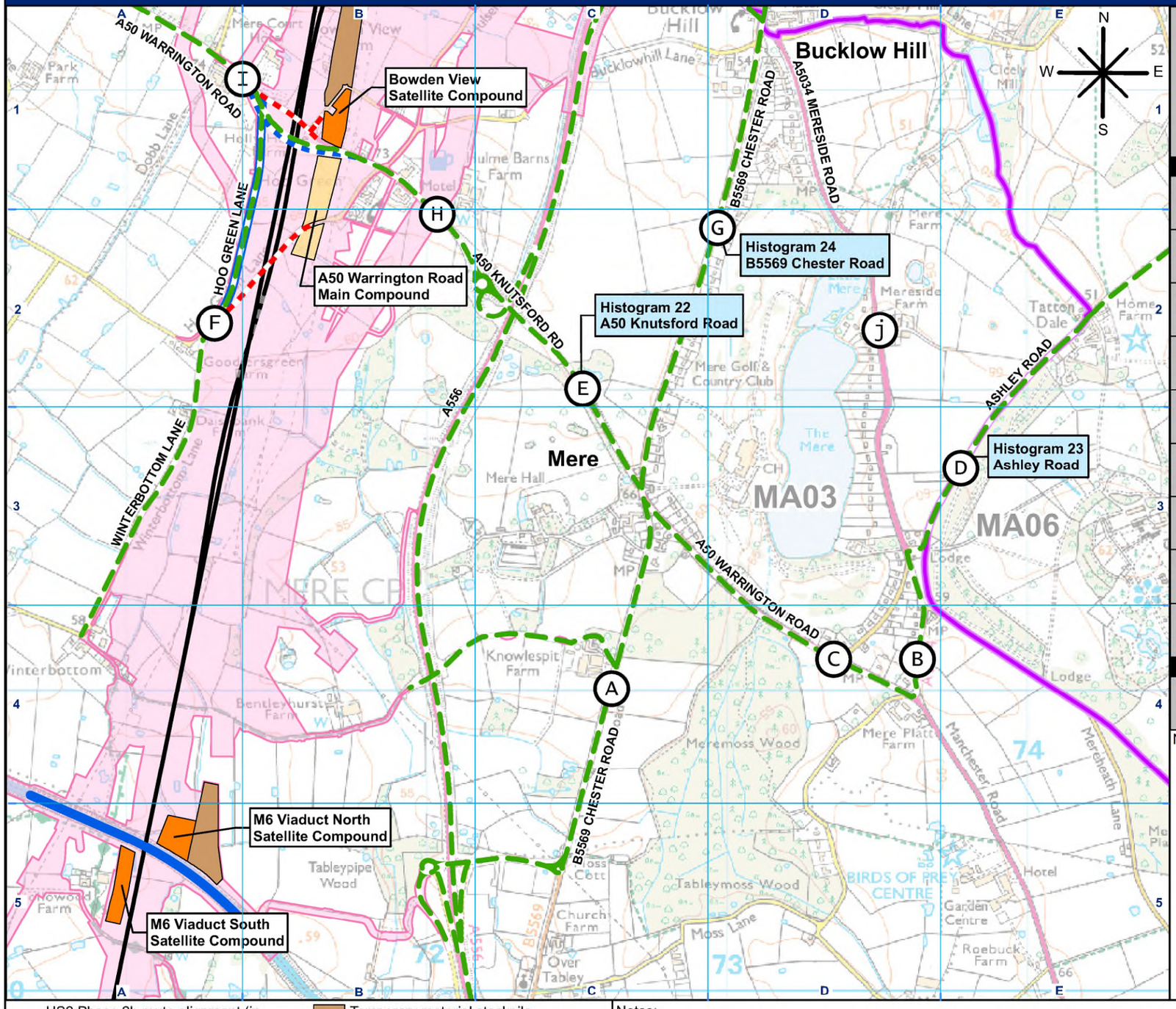
Metres

Doc Number: 2PT27-MWJ-EV-MAP-M000-004289-P01

Date: 24/08/23

Traffic Flow Map 7: Mere and Bucklow Hill
Average Daily Weekday Traffic Flows in Peak Month

HS2
The AP2 Revised Scheme



Location	2031 Future Baseline			Peak HS2 Construction Traffic		2031 with HS2 Traffic and Diversionary Effects			Net change in all vehicles
	All vehicles	HGVs	HGVs as a % of all vehicles	All vehicles	HGVs	All vehicles	HGVs	HGVs as a % of all vehicles	
ROADS ON HS2 CONSTRUCTION TRAFFIC ROUTES									
A	**B5569 Chester Road (between Old Hall Lane and A50 Warrington Road)**								
NB	2,933	78	3%	448	287	3,761	402	11%	+828
SB	2,238	89	4%	684	456	5,363	611	11%	+3,125
B	**A5034 Mereside Road (between Mereheath Lane and A50 Warrington Road)**								
NB	1,960	36	2%	280	268	2,365	315	13%	+405
SB	3,244	75	2%	477	459	3,861	537	14%	+616
C	**A50 Warrington Road (between Clamhunger Lane and B5569 Chester Road)**								
EB	5,493	184	3%	158	0	6,795	173	3%	+1,302
WB	9,087	133	1%	92	0	10,655	101	<1%	+1,568
D	**Ashley Road (between Rostherne Lane and A5034 Mereside Road)**								
NB	2,789	65	2%	438	268	3,913	344	9%	+1,124
SB	1,723	29	2%	574	459	4,033	493	12%	+2,310
E	**A50 Knutsford Road (between B5569 Chester Road (north) and A556 northbound on-slip)**								
NB	10,222	191	2%	335	28	12,138	228	2%	+1,916
SB	5,314	199	4%	187	21	6,628	200	3%	+1,315
F	**Hoo Green Lane (between Winterbottom Lane and A50 Knutsford Road)**								
NB	141	15	10%	10	10	151	25	16%	+10
SB	72	9	12%	10	10	82	19	23%	+10
G	**B5569 Chester Road (between A50 Knutsford Road and A5034 Mereside Road)**								
NB	498	2	<1%	12	0	538	2	<1%	+41
SB	1,118	41	4%	318	39	2,204	142	6%	+1,086
H	**A50 Knutsford Road (between A556 northbound on-slip and Hoo Green Lane)**								
NB	5,918	164	3%	205	28	7,305	152	2%	+1,387
SB	5,677	204	4%	359	28	7,537	213	3%	+1,860
I	**A50 Knutsford Road/Warrington Road (between Hoo Green Lane and Wrenshot Lane)**								
EB	5,911	193	3%	426	28	8,011	202	3%	+2,100
WB	7,043	142	2%	187	28	8,382	129	2%	+1,339
ROADS NOT ON HS2 CONSTRUCTION TRAFFIC ROUTES									
j	**A5034 Mereside Road (between Ashley Road and B5569 Chester Road)**								
NB	1,140	0	0%	5	0	1,826	1	<1%	+686
SB	5,398	67	1%	5	0	5,707	67	1%	+309

Note: NB - Northbound; SB - Southbound; EB - Eastbound; WB - Westbound

- HS2 Phase 2b route alignment (in tunnel)
- HS2 Phase 2b route alignment (on surface)
- Community area boundary
- Land potentially required during construction
- P25(29) ction compound
- Satellite construction compound
- Temporary material stockpile
- HS2 construction traffic route
- Permanent highway infrastructure (new/ realignment/diversion)
- Temporary highway infrastructure (realigment/diversion)
- Permanent highway infrastructure used as a HS2 construction traffic route
- Highway closure

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. The impacts of the AP2 Revised Scheme may cause some non-HS2 traffic to divert onto other routes during the construction period. As a result of these diversionary impacts, the 'With HS2' traffic flows do not generally equal the sum of the Future Baseline and Peak HS2 Construction traffic flows.
3. The traffic data on this exhibit is based on the period during construction when there is the greatest level of change in traffic flows on each road as a result of the scheme. In some locations, this may not coincide with the overall peak in HS2 construction traffic flow.

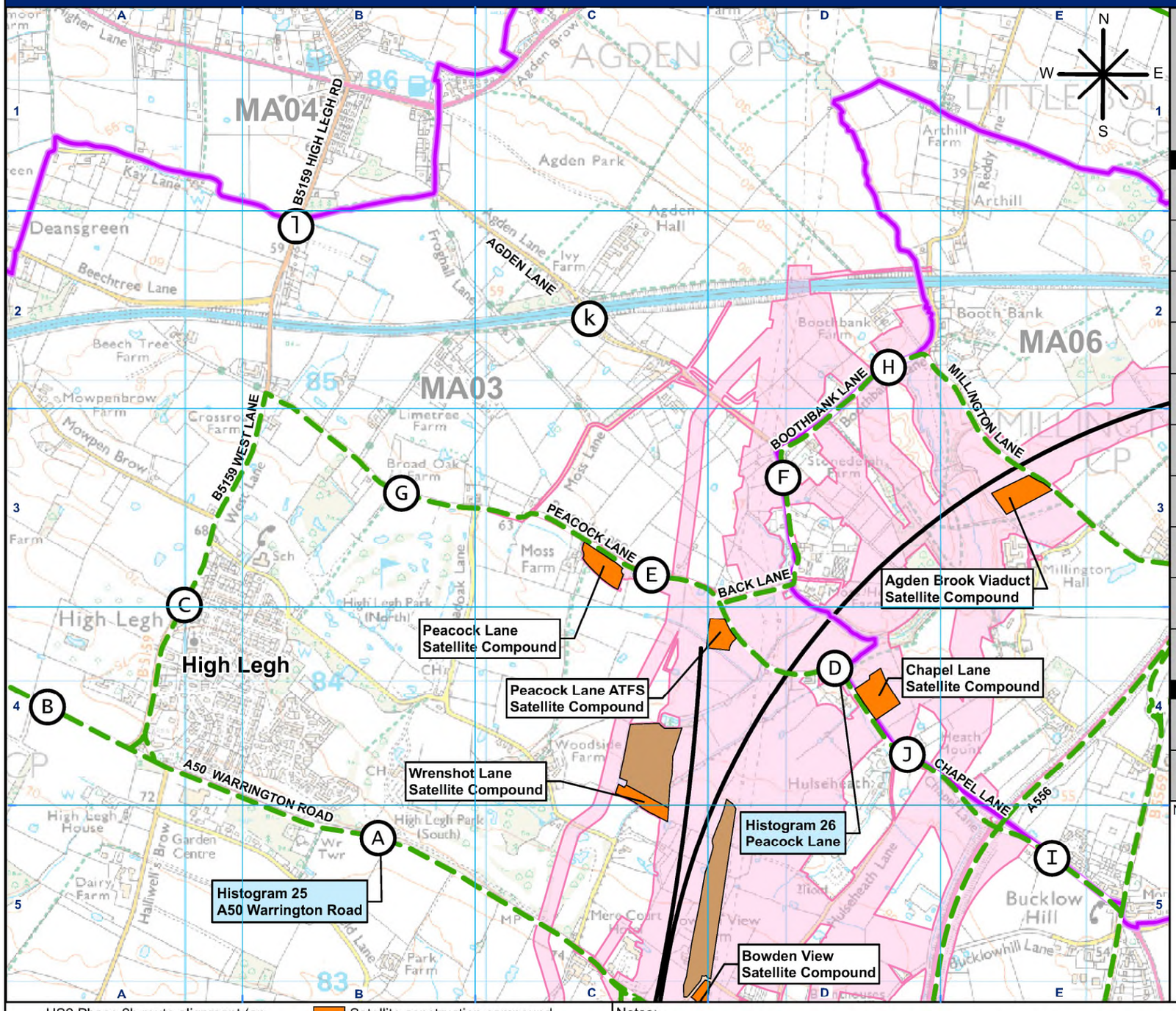
Scale at A3: 1:15,000

0 100 200 300 400 500
Metres

Doc Number: 2PT27-MWJ-EV-MAP-M000-004290-P01
Date: 24/08/23

Traffic Flow Map 8a: High Legh before Chapel Lane Slips
Average Daily Weekday Traffic Flows in Peak Month

HS2
The AP2 Revised Scheme



Location		2031 Future Baseline			Peak HS2 Construction Traffic		2031 with HS2 Traffic and Diversionary Effects			Net change in all vehicles
		All vehicles	HGVs	HGVs as a % of all vehicles	All vehicles	HGVs	All vehicles	HGVs	HGVs as a % of all vehicles	
ROADS ON HS2 CONSTRUCTION TRAFFIC ROUTES										
A	A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)									
	EB	5,905	188	3%	236	44	6,359	232	4%	+453
	WB	7,040	139	2%	177	44	7,044	148	2%	+3
B	A50 Warrington Road (between Swineyard Lane and B5159 West Lane)									
	EB	6,335	235	4%	257	44	6,884	279	4%	+549
	WB	6,987	189	3%	230	44	6,814	195	3%	-173
C	B5159 West Lane (between B5159 West Lane east and Wrenshot Lane)									
	NB	4,256	48	1%	83	1	4,933	51	1%	+677
	SB	4,023	126	3%	101	1	4,403	125	3%	+380
D	Chapel Lane/Peacock Lane (between Back Lane and Hulse Heath Lane)									
	NB	1,126	0	0%	66	43	887	43	5%	-240
	SB	497	0	0%	54	43	579	43	7%	+82
E	Peacock Lane (between Moss Lane and Back Lane)									
	EB	695	11	2%	76	8	918	19	2%	+224
	WB	231	10	4%	78	8	488	20	4%	+257
F	Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)									
	NB	1,583	10	<1%	138	10	1,686	21	1%	+103
	SB	490	10	2%	16	10	526	22	4%	+36
G	Peacock Lane (between Broadoak Lane and B5159 West Lane)									
	EB	692	8	1%	68	1	907	9	<1%	+215
	WB	225	4	2%	70	1	473	5	1%	+248
H	Boothbank Lane (between Agden Lane and Millington Lane)									
	EB	272	6	2%	136	10	732	16	2%	+460
	WB	412	5	1%	89	10	1,030	17	2%	+618
I	Chapel Lane (between Chapel Lane slips and B5569 Chester Road)									
	NB	1,130	0	0%	248	165	1,200	165	14%	+70
	SB	497	0	0%	183	165	717	165	23%	+220
J	Chapel Lane (between Hulseheath Lane and Chapel Lane slips)									
	NB	1,130	0	0%	248	165	1,200	165	14%	+70
	SB	497	0	0%	183	165	717	165	23%	+220
ROADS NOT ON HS2 CONSTRUCTION TRAFFIC ROUTES										
k	Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)									
	NB	1,042	1	<1%	124	0	1,477	0	0%	+435
	SB	201	0	0%	49	0	412	0	0%	+212
l	B5159 High Legh Road (between Beechtree Lane and A56 Higher Lane)									
	NB	5,541	52	<1%	59	0	6,103	54	<1%	+562
	SB	3,065	45	1%	75	0	3,321	44	1%	+256

Note: NB - Northbound; SB - Southbound; EB - Eastbound; WB - Westbound

- HS2 Phase 2b route alignment (on surface)
- Community area boundary
- Land potentially required during construction
- Satellite construction compound
- Temporary material stockpile
- HS2 construction traffic route

P25(30)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. The impacts of the AP2 Revised Scheme may cause some non-HS2 traffic to divert onto other routes during the construction period. As a result of these diversionary impacts, the 'With HS2' traffic flows do not generally equal the sum of the Future Baseline and Peak HS2 Construction traffic flows.
3. The traffic data on this exhibit is based on the period during construction when there is the greatest level of change in traffic flows on each road as a result of the scheme. In some locations, this may not coincide with the overall peak in HS2 construction traffic flow.

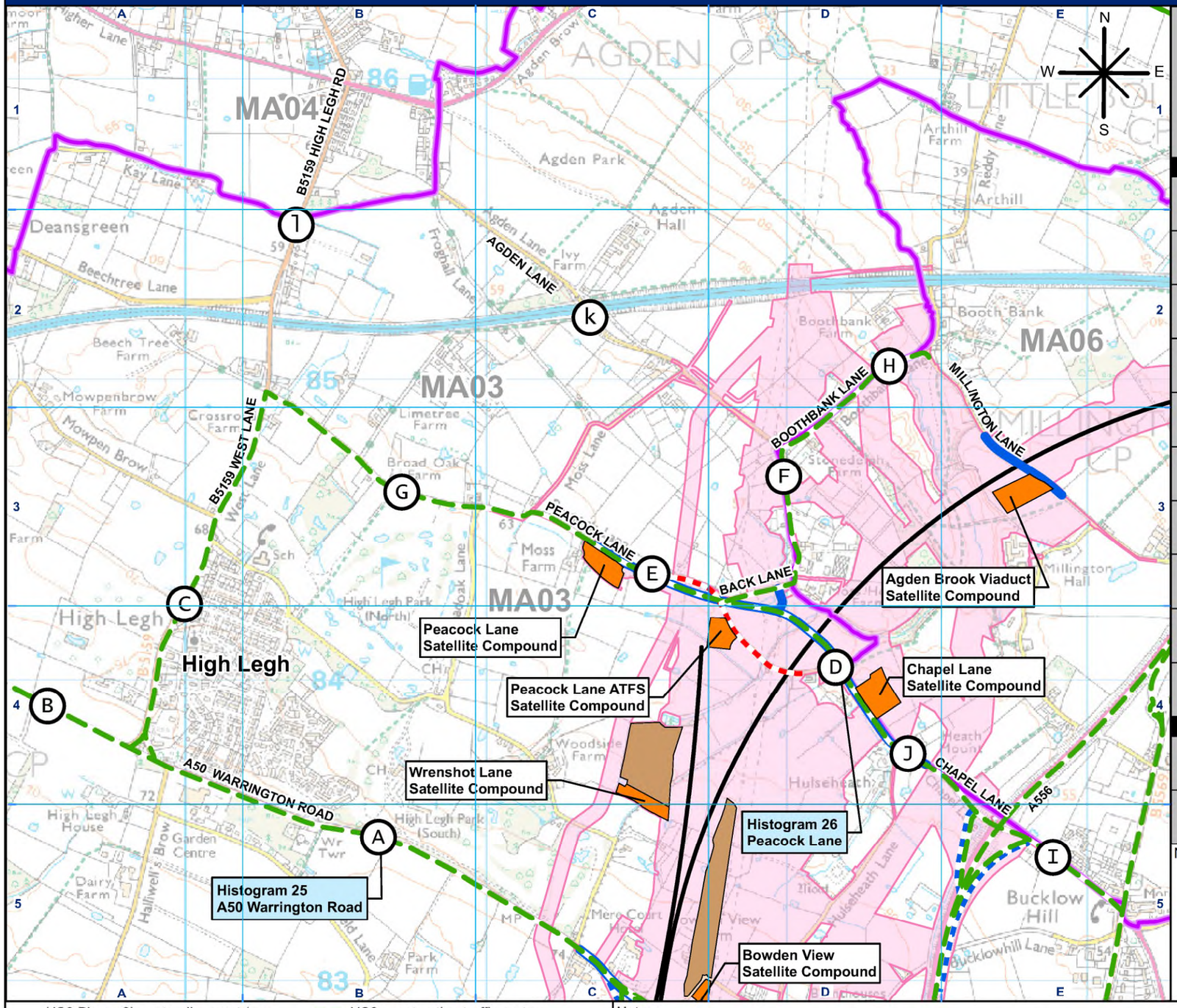
Scale at A3: 1:15,000

0 100 200 300 400 500
Metres

Doc Number: 2PT27-MWJ-EV-MAP-M000-004291-P01
Date: 24/08/23

Traffic Flow Map 8b: High Legh with Chapel Lane Slips
Average Daily Weekday Traffic Flows in Peak Month

HS2
The AP2 Revised Scheme



Location	2031 Future Baseline			Peak HS2 Construction Traffic		2031 with HS2 Traffic and Diversionary Effects			Net change in all vehicles
	All vehicles	HGVs	HGVs as a % of all vehicles	All vehicles	HGVs	All vehicles	HGVs	HGVs as a % of all vehicles	
ROADS ON HS2 CONSTRUCTION TRAFFIC ROUTES									
A50 Warrington Road (between Halliwell's Brow and Wrenshot Lane)									
A EB	5,905	188	3%	426	28	8,011	202	3%	+2,106
A WB	7,040	139	2%	187	28	8,382	129	2%	+1,341
A50 Warrington Road (between Swineyard Lane and B5159 West Lane)									
B EB	6,335	235	4%	471	29	8,260	253	3%	+1,925
B WB	6,987	189	3%	330	29	8,545	182	2%	+1,557
B5159 West Lane (between B5159 West Lane east and Wrenshot Lane)									
C NB	4,256	48	1%	167	2	4,664	48	1%	+408
C SB	4,023	126	3%	254	2	5,755	125	2%	+1,733
Chapel Lane/Peacock Lane (between Back Lane and Hulse Heath Lane)									
D NB	1,126	0	0%	101	30	2,018	30	1%	+891
D SB	497	0	0%	79	30	627	30	5%	+130
Peacock Lane (between Moss Lane and Back Lane)									
E EB	695	11	2%	216	20	1,209	28	2%	+514
E WB	231	10	4%	191	20	840	23	3%	+609
Back Lane/Thowler Lane (between Peacock Lane and Agden Lane)									
F NB	1,583	10	<1%	316	10	2,662	21	<1%	+1,078
F SB	490	10	2%	80	10	936	22	2%	+446
Peacock Lane (between Broadoak Lane and B5159 West Lane)									
G EB	692	8	1%	211	2	1,238	10	<1%	+546
G WB	225	4	2%	190	2	884	6	<1%	+659
Boothbank Lane (between Agden Lane and Millington Lane)									
H EB	272	6	2%	236	10	1,183	21	2%	+911
H WB	412	5	1%	193	10	1,414	25	2%	+1,003
Chapel Lane (between Chapel Lane slips and B5569 Chester Road)									
I NB	1,130	0	0%	159	0	1,872	0	0%	+742
I SB	497	0	0%	33	0	836	0	0%	+339
Chapel Lane (between Hulseheath Lane and Chapel Lane slips)									
J NB	1,130	0	0%	339	178	2,030	178	9%	+899
J SB	497	0	0%	215	178	1,018	178	18%	+521
ROADS NOT ON HS2 CONSTRUCTION TRAFFIC ROUTES									
Agden Lane/Agden Park Lane (between Thowler Lane and A56 Higher Lane)									
k NB	1,042	1	<1%	245	0	2,515	10	<1%	+1,474
k SB	201	0	0%	40	0	648	0	0%	+447
B5159 High Legh Road (between Beechtree Lane and A56 Higher Lane)									
l NB	5,541	52	<1%	101	0	5,867	49	<1%	+326
l SB	3,065	45	1%	213	0	4,670	43	<1%	+1,605

Note: NB - Northbound; SB - Southbound; EB - Eastbound; WB - Westbound

- HS2 Phase 2b route alignment (on surface)
- Community area boundary
- Land potentially required during construction
- Satellite construction compound
- Temporary material stockpile
- HS2 construction traffic route
- Permanent highway infrastructure (new/ realignment/diversion)
- Temporary highway infrastructure (realigment/diversion)
- Permanent highway infrastructure used as a HS2 construction traffic route
- Highway closure

P25(31)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. The impacts of the AP2 Revised Scheme may cause some non-HS2 traffic to divert onto other routes during the construction period. As a result of these diversionary impacts, the 'With HS2' traffic flows do not generally equal the sum of the Future Baseline and Peak HS2 Construction traffic flows.
3. The traffic data on this exhibit is based on the period during construction when there is the greatest level of change in traffic flows on each road as a result of the scheme. In some locations, this may not coincide with the overall peak in HS2 construction traffic flow.

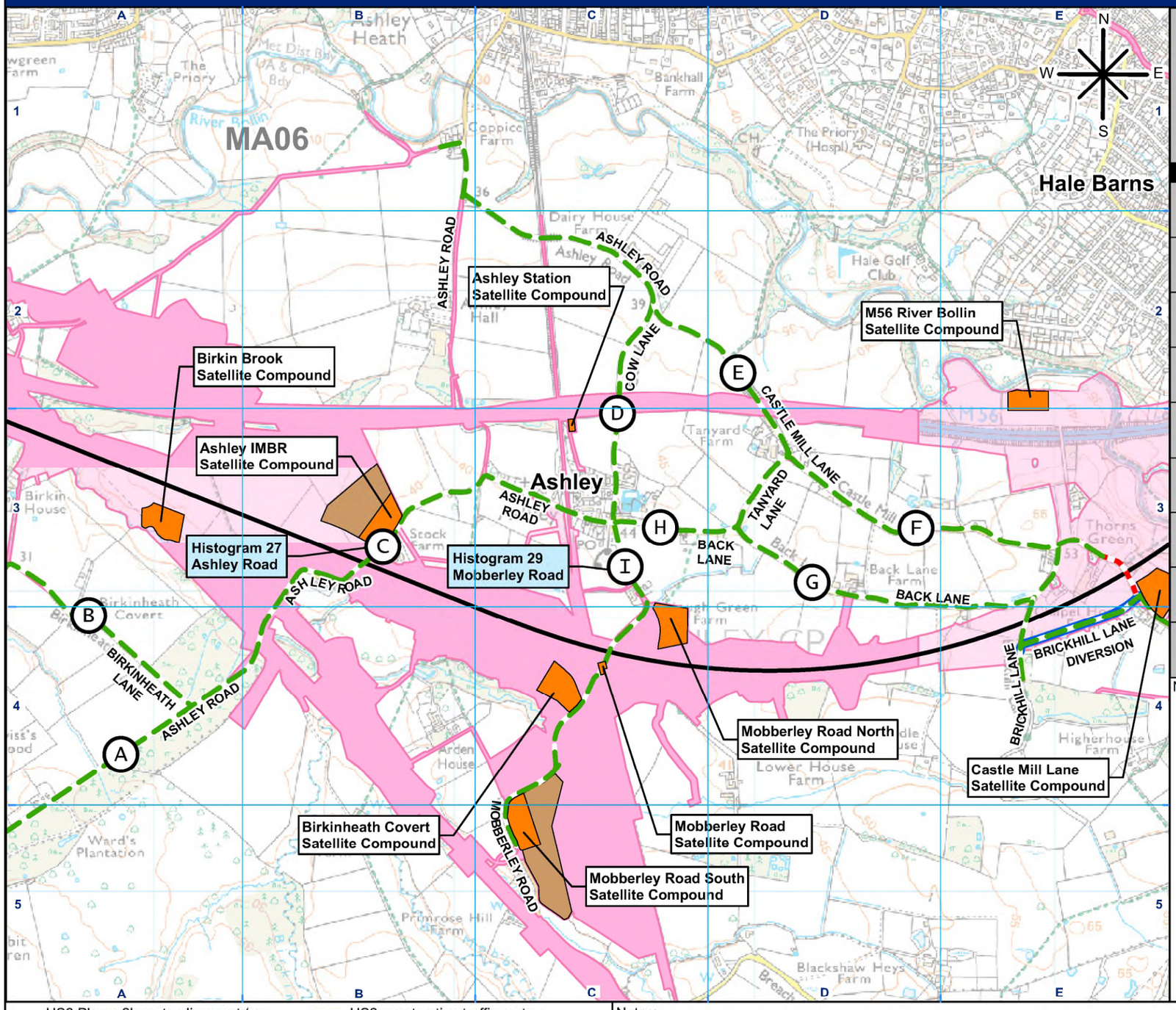
Scale at A3: 1:15,000

0 100 200 300 400 500
Metres

Doc Number: 2PT27-MWJ-EV-MAP-M000-004292-P01
Date: 24/08/23

Traffic Flow Map 9a: Ashley before Ashley Road and Mobberley Road Diversions
Average Daily Weekday Traffic Flows in Peak Month

HS2
The AP2 Revised Scheme



Location	2031 Future Baseline			Peak HS2 Construction Traffic		2031 with HS2 Traffic and Diversionary Effects			Net change in all vehicles
	All vehicles	HGVs	HGVs as a % of all vehicles	All vehicles	HGVs	All vehicles	HGVs	HGVs as a % of all vehicles	
ROADS ON HS2 CONSTRUCTION TRAFFIC ROUTES									
A	**Ashley Road (between Birkinheath Lane and Rostherne Lane)**								
EB	2,931	57	2%	514	268	4,342	337	8%	+1,410
WB	1,722	26	1%	585	459	4,129	490	12%	+2,407
B	**Birkinheath Lane (between Marsh Lane and Ashley Road)**								
EB	242	7	3%	179	93	613	100	16%	+371
WB	184	3	2%	46	0	673	3	<1%	+489
C	**Ashley Road (between Mobberley Road and Birkinheath Lane)**								
EB	4,096	66	2%	177	8	5,205	87	2%	+1,109
WB	2,932	16	<1%	122	8	4,789	29	1%	+1,857
D	**Cow Lane (between Back Lane and Castle Mill Lane)**								
NB	6,877	43	<1%	199	10	7,644	53	<1%	+767
SB	5,253	21	<1%	197	10	6,295	32	<1%	+1,043
E	**Castle Mill Lane (between Ashley Road and Tanyard Lane)**								
NB	737	14	2%	10	10	747	24	3%	+10
SB	514	21	4%	10	10	524	31	6%	+10
F	**Castle Mill Lane (between Tanyard Lane and Back Lane)**								
EB	2,098	32	2%	338	1	3,866	45	1%	+1,768
WB	1,842	10	<1%	181	1	3,944	16	<1%	+2,101
G	**Back Lane (between Tanyard Lane and Brickhill Lane)**								
EB	60	7	11%	10	10	70	17	24%	+10
WB	54	6	12%	10	10	64	16	25%	+10
H	**Back Lane (between Cow Lane and Tanyard Lane)**								
EB	2,098	32	2%	338	1	3,866	45	1%	+1,768
WB	1,842	10	<1%	181	1	3,944	16	<1%	+2,101
I	**Mobberley Road (between Mobberley Road North Satellite Compound and Ashley Road)**								
NB	5,423	12	<1%	47	35	5,631	48	1%	+208
SB	4,708	19	<1%	40	35	5,121	54	1%	+414

Note: NB - Northbound; SB - Southbound; EB - Eastbound; WB - Westbound

- HS2 Phase 2b route alignment (on surface)
- Community area boundary
- Land potentially required during construction
- Satellite construction compound
- Temporary material stockpile
- HS2 construction traffic route
- Permanent highway infrastructure (new/ realignment/diversion)
- Permanent highway infrastructure used as a HS2 construction traffic route
- Highway closure

P25(32)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
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3. The traffic data on this exhibit is based on the period during construction when there is the greatest level of change in traffic flows on each road as a result of the scheme. In some locations, this may not coincide with the overall peak in HS2 construction traffic flow.

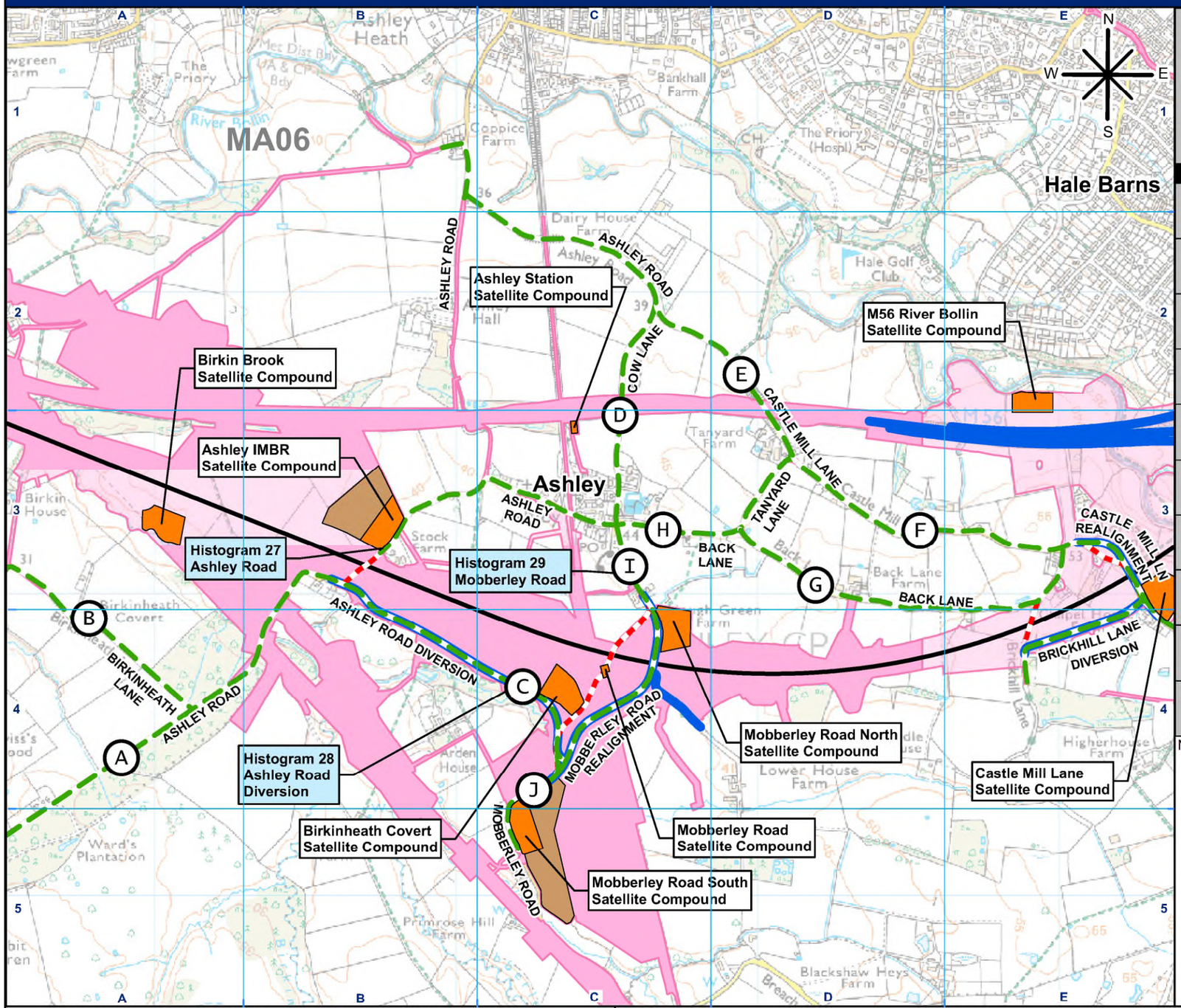
Scale at A3: 1:15,000

0 100 200 300 400 500
Metres

Doc Number: 2PT27-MWJ-EV-MAP-M000-004293-P01
Date: 24/08/23

Traffic Flow Map 9b: Ashley with Ashley Road and Mobberley Road Diversions
Average Daily Weekday Traffic Flows in Peak Month

HS2
The AP2 Revised Scheme



Location	2031 Future Baseline			Peak HS2 Construction Traffic		2031 with HS2 Traffic and Diversionary Effects			Net change in all vehicles
	All vehicles	HGVs	HGVs as a % of all vehicles	All vehicles	HGVs	All vehicles	HGVs	HGVs as a % of all vehicles	
ROADS ON HS2 CONSTRUCTION TRAFFIC ROUTES									
A	**Ashley Road (between Birkinheath Lane and Rostherne Lane)**								
EB	2,931	57	2%	677	308	3,279	334	10%	+348
WB	1,722	26	1%	696	308	2,757	334	12%	+1,036
B	**Birkinheath Lane (between Marsh Lane and Ashley Road)**								
EB	242	7	3%	136	0	682	8	1%	+440
WB	184	3	2%	85	0	802	8	1%	+617
C	**Ashley Road Diversion (between Mobberley Road and Birkinheath Lane)**								
EB	-	-	-	466	269	4,454	322	7%	-
WB	-	-	-	409	269	3,849	290	8%	-
D	**Cow Lane (between Back Lane and Castle Mill Lane)**								
NB	6,877	43	<1%	275	10	7,768	49	<1%	+891
SB	5,253	21	<1%	249	10	6,277	31	<1%	+1,024
E	**Castle Mill Lane (between Ashley Road and Tanyard Lane)**								
NB	737	14	2%	10	10	747	24	3%	+10
SB	514	21	4%	10	10	524	31	6%	+10
F	**Castle Mill Lane (between Tanyard Lane and Back Lane)**								
EB	2,098	32	2%	375	2	3,096	23	<1%	+998
WB	1,842	10	<1%	205	2	2,476	8	<1%	+633
G	**Back Lane (between Tanyard Lane and Brickhill Lane)**								
EB	60	7	11%	10	10	70	17	24%	+10
WB	54	6	12%	10	10	64	16	25%	+10
H	**Back Lane (between Cow Lane and Tanyard Lane)**								
EB	2,098	32	2%	375	2	3,096	23	<1%	+998
WB	1,842	10	<1%	205	2	2,476	8	<1%	+633
I	**Mobberley Road (between Mobberley Road North Satellite Compound and Ashley Road)**								
NB	5,423	12	<1%	121	2	8,971	63	<1%	+3,548
SB	4,708	19	<1%	66	2	7,383	30	<1%	+2,675
J	**Mobberley Road (between Mobberley Road South Compound and Ashley Road Diversion)**								
NB	5,423	12	<1%	202	175	6,205	196	3%	+782
SB	4,708	19	<1%	201	175	5,229	195	4%	+521

Note: NB - Northbound; SB - Southbound; EB - Eastbound; WB - Westbound

- HS2 Phase 2b route alignment (on surface)
- Community area boundary
- Land potentially required during construction
- Satellite construction compound
- Temporary material stockpile
- HS2 construction traffic route
- Permanent highway infrastructure (new/ realignment/diversion)
- Permanent highway infrastructure used as a HS2 construction traffic route
- Highway closure

P25(33)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. The impacts of the AP2 Revised Scheme may cause some non-HS2 traffic to divert onto other routes during the construction period. As a result of these diversionary impacts, the 'With HS2' traffic flows do not generally equal the sum of the Future Baseline and Peak HS2 Construction traffic flows.
3. The traffic data on this exhibit is based on the period during construction when there is the greatest level of change in traffic flows on each road as a result of the scheme. In some locations, this may not coincide with the overall peak in HS2 construction traffic flow.

Scale at A3: 1:15,000

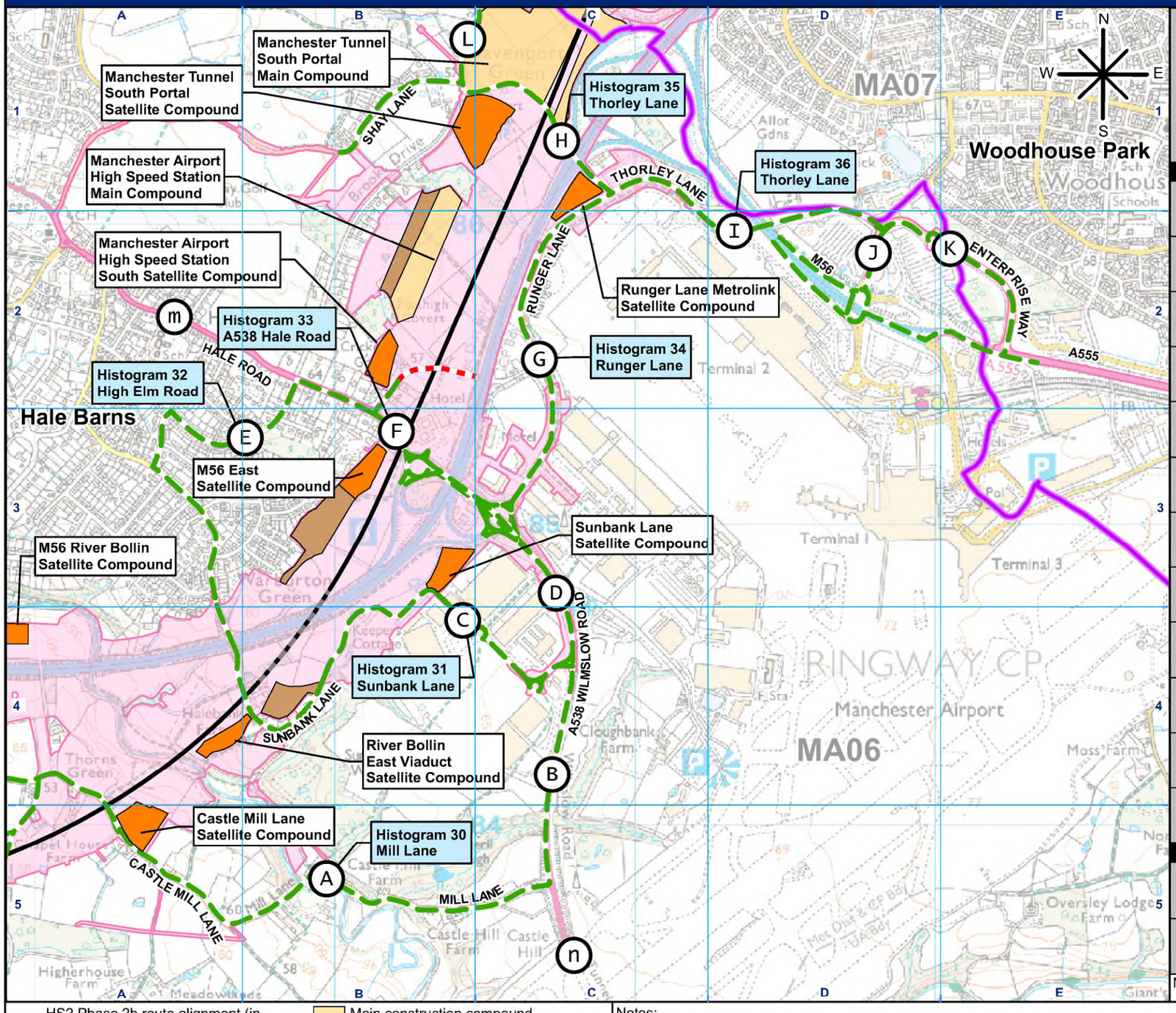
0 100 200 300 400 500
Metres

Doc Number: 2PT27-MWJ-EV-MAP-M000-004294-P01
Date: 24/08/23

Traffic Flow Map 10a: Manchester Airport: before reconfiguration of M56 Junction 6
Average Daily Weekday Traffic Flows in Peak Month

HS2

The AP2 Revised Scheme



Location	2031 Future Baseline			Peak HS2 Construction Traffic		2031 with HS2 Traffic and Diversionary Effects			Net change in all vehicles
	All vehicles	HGVs	HGVs as a % of all vehicles	All vehicles	HGVs	All vehicles	HGVs	HGVs as a % of all vehicles	
ROADS ON HS2 CONSTRUCTION TRAFFIC ROUTES									
A	**Mill Lane (between Castle Mill Lane and A538 Wilmslow Road)**								
EB	2,098	32	2%	428	60	3,846	104	3%	+1,748
WB	1,842	10	<1%	258	60	4,040	75	2%	+2,197
B	**A538 Wilmslow Road (between Sunbank Lane and Mill Lane)**								
NB	16,979	481	3%	19	15	15,477	398	3%	-1,502
SB	16,908	620	4%	19	15	16,215	629	4%	-693
C	**Sunbank Lane (between Sunbank Lane Satellite Compound and A538 Wilmslow Road)**								
EB	4,133	106	3%	671	312	4,804	418	9%	+670
WB	4,742	64	1%	671	312	5,281	374	7%	+539
D	**A538 Wilmslow Road (between Sunbank Lane and Runger Lane)**								
NB	20,615	597	3%	734	325	20,148	850	4%	-466
SB	21,151	696	3%	710	325	19,970	999	5%	-1,181
E	**High Elm Road (between Greengate and A538 Hale Road)**								
NB	1,908	83	4%	0	0	1,908	83	4%	0
SB	2,077	90	4%	0	0	2,077	90	4%	0
F	**A538 Hale Road (between Hasty Lane and Hale Four Seasons Roundabout)**								
EB	10,237	133	1%	96	34	10,030	163	2%	-207
WB	11,576	243	2%	93	34	10,940	284	3%	-636
G	**Runger Lane (between Avro Way and Thorley Lane)**								
NB	9,015	188	2%	82	46	9,923	242	2%	+908
SB	5,212	178	3%	60	46	4,593	219	5%	-619
H	**Thorley Lane (between Shay Lane and Runger Lane)**								
EB	8,354	79	<1%	344	198	8,766	267	3%	+413
WB	6,357	36	<1%	341	198	8,075	239	3%	+1,719
I	**Thorley Lane (between Runger Lane and Enterprise Way)**								
EB	10,806	187	2%	17	12	10,711	211	2%	-95
WB	5,878	118	2%	17	12	5,080	129	3%	-798
J	**Enterprise Way (between Thorley Lane and Terminal 2 Roundabout)**								
NB	13,537	313	2%	104	41	13,797	346	3%	+260
SB	7,746	85	1%	45	41	7,979	132	2%	+233
K	**Enterprise Way (between Bailey Lane and Aviator Way)**								
EB	11,909	248	2%	14	10	11,981	264	2%	+73
WB	6,340	36	<1%	10	10	6,328	46	<1%	-12
L	**Roaring Gate Lane (between Whitecarr Lane and Shay Lane)**								
NB	6,144	39	<1%	167	10	6,348	49	<1%	+204
SB	7,295	67	<1%	446	10	8,404	69	<1%	+1,109
ROADS NOT ON HS2 CONSTRUCTION TRAFFIC ROUTES									
m	**A538 Hale Road (between Elmridge Drive and High Elm Road)**								
EB	5,490	65	1%	5	0	4,903	61	1%	-587
WB	8,102	128	2%	3	0	7,152	135	2%	-950
n	**A538 Wilmslow Road (between Mill Lane and Altrincham Road)**								
NB	16,771	478	3%	78	0	16,786	410	2%	+15
SB	16,531	625	4%	52	0	15,550	608	4%	-981

Note: NB - Northbound; SB - Southbound; EB - Eastbound; WB - Westbound

- HS2 Phase 2b route alignment (in tunnel)
- HS2 Phase 2b route alignment (on surface)
- Community area boundary
- Land potentially required during construction
- Main construction compound
- Satellite construction compound
- Temporary material stockpile
- HS2 construction traffic route
- Highway closure

P25(34)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. The impacts of the AP2 Revised Scheme may cause some non-HS2 traffic to divert onto other routes during the construction period. As a result of these diversionary impacts, the 'With HS2' traffic flows do not generally equal the sum of the Future Baseline and Peak HS2 Construction traffic flows.
3. The traffic data on this exhibit is based on the period during construction when there is the greatest level of change in traffic flows on each road as a result of the scheme. In some locations, this may not coincide with the overall peak in HS2 construction traffic flow.

Scale at A3: 1:15,000

0 100 200 300 400 500

Metres

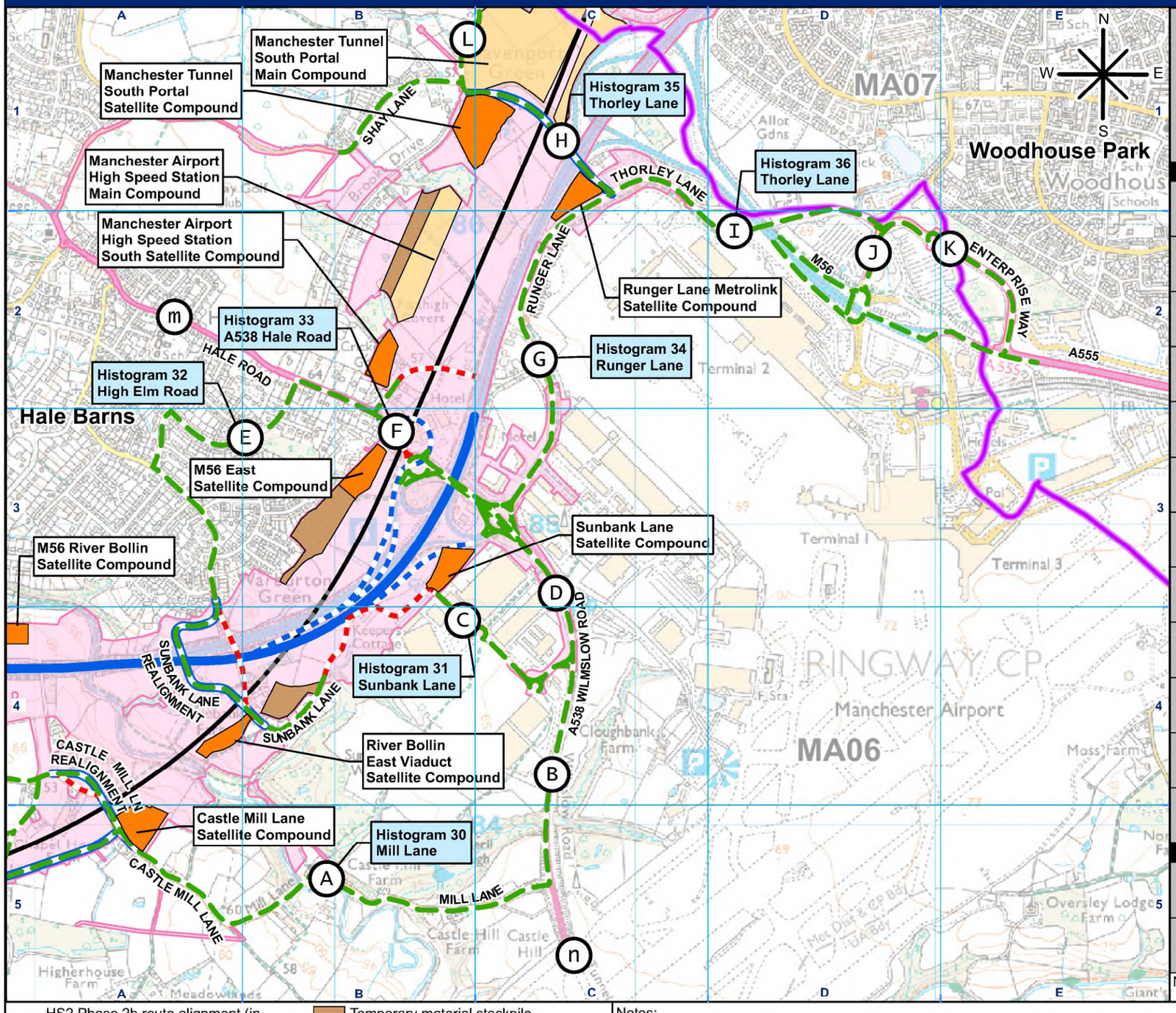
Doc Number: 2PT27-MWJ-EV-MAP-M000-004295-P01

Date: 24/08/23

Traffic Flow Map 10b: Manchester Airport: during reconfiguration of M56 Junction 6
Average Daily Weekday Traffic Flows in Peak Month

HS2

The AP2 Revised Scheme



Location	2031 Future Baseline			Peak HS2 Construction Traffic		2031 with HS2 Traffic and Diversionary Effects			Net change in all vehicles
	All vehicles	HGVs	HGVs as a % of all vehicles	All vehicles	HGVs	All vehicles	HGVs	HGVs as a % of all vehicles	
ROADS ON HS2 CONSTRUCTION TRAFFIC ROUTES									
A	**Mill Lane (between Castle Mill Lane and A538 Wilmslow Road)**								
EB	2,098	32	2%	348	10	3,876	55	1%	+1,778
WB	1,842	10	<1%	191	10	3,954	25	1%	+2,112
B	**A538 Wilmslow Road (between Sunbank Lane and Mill Lane)**								
NB	16,979	481	3%	91	10	16,581	403	2%	-398
SB	16,908	620	4%	34	10	14,603	591	4%	-2,306
C	**Sunbank Lane (between Sunbank Lane Satellite Compound and A538 Wilmslow Road)**								
EB	4,133	106	3%	380	197	4,514	303	7%	+380
WB	4,742	64	1%	380	197	4,948	259	5%	+206
D	**A538 Wilmslow Road (between Sunbank Lane and Runger Lane)**								
NB	20,615	597	3%	412	144	20,477	650	3%	-138
SB	21,151	696	3%	354	144	18,896	794	4%	-2,255
E	**High Elm Road (between Greengate and A538 Hale Road)**								
NB	1,908	83	4%	115	26	2,023	109	5%	+115
SB	2,077	90	4%	115	26	2,192	116	5%	+115
F	**A538 Hale Road (between Hasty Lane and Hale Four Seasons Roundabout)**								
EB	10,237	133	1%	1,334	358	12,591	495	4%	+2,354
WB	11,576	243	2%	1,482	358	13,234	544	4%	+1,658
G	**Runger Lane (between Avro Way and Thorley Lane)**								
NB	9,015	188	2%	348	258	7,473	419	6%	-1,543
SB	5,212	178	3%	356	258	9,281	415	4%	+4,069
H	**Thorley Lane (between Shay Lane and Runger Lane)**								
EB	8,354	79	<1%	475	336	11,775	399	3%	+3,421
WB	6,357	36	<1%	464	336	7,711	381	5%	+1,354
I	**Thorley Lane (between Runger Lane and Enterprise Way)**								
EB	10,806	187	2%	121	79	10,750	254	2%	-55
WB	5,878	118	2%	115	79	8,194	198	2%	+2,316
J	**Enterprise Way (between Thorley Lane and Terminal 2 Roundabout)**								
NB	13,537	313	2%	114	81	13,997	391	3%	+460
SB	7,746	85	1%	84	81	7,759	173	2%	+13
K	**Enterprise Way (between Bailey Lane and Aviator Way)**								
EB	11,909	248	2%	55	10	12,156	258	2%	+247
WB	6,340	36	<1%	10	10	6,335	46	<1%	-5
L	**Roaring Gate Lane (between Whitecarr Lane and Shay Lane)**								
NB	6,144	39	<1%	209	10	6,477	52	<1%	+332
SB	7,295	67	<1%	245	10	10,373	92	<1%	+3,078
ROADS NOT ON HS2 CONSTRUCTION TRAFFIC ROUTES									
m	**A538 Hale Road (between Elmridge Drive and High Elm Road)**								
EB	5,490	65	1%	292	0	6,267	76	1%	+777
WB	8,102	128	2%	58	0	6,084	81	1%	-2,018
n	**A538 Wilmslow Road (between Mill Lane and Altrincham Road)**								
NB	16,771	478	3%	80	0	16,618	392	2%	-153
SB	16,531	625	4%	49	0	14,872	586	4%	-1,659

Note: NB - Northbound; SB - Southbound; EB - Eastbound; WB - Westbound

- HS2 Phase 2b route alignment (in tunnel)
- HS2 Phase 2b route alignment (on surface)
- Community area boundary
- Land potentially required during construction
- P25(35) ...ction compound
- Satellite construction compound
- Temporary material stockpile
- HS2 construction traffic route
- Permanent highway infrastructure (new/ realignment/diversion)
- Temporary highway infrastructure (realigment/diversion)
- Permanent highway infrastructure used as a HS2 construction traffic route
- Highway closure

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. The impacts of the AP2 Revised Scheme may cause some non-HS2 traffic to divert onto other routes during the construction period. As a result of these diversionary impacts, the 'With HS2' traffic flows do not generally equal the sum of the Future Baseline and Peak HS2 Construction traffic flows.
3. The traffic data on this exhibit is based on the period during construction when there is the greatest level of change in traffic flows on each road as a result of the scheme. In some locations, this may not coincide with the overall peak in HS2 construction traffic flow.

Scale at A3: 1:15,000

0 100 200 300 400 500

Metres

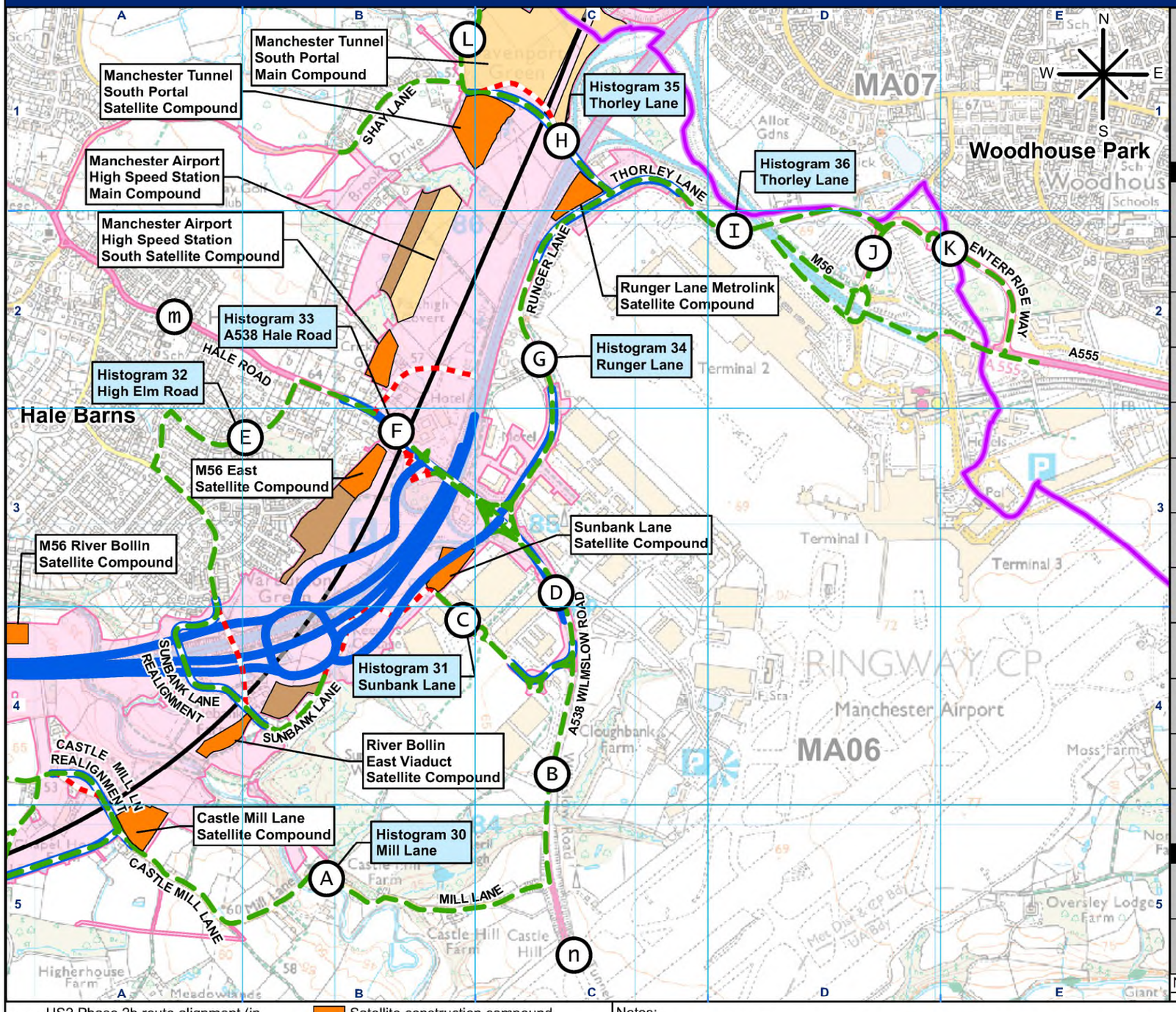
Doc Number: 2PT27-MWJ-EV-MAP-M000-004296-P01

Date: 24/08/23

Traffic Flow Map 10c: Manchester Airport: after reconfiguration of M56 Junction 6
Average Daily Weekday Traffic Flows in Peak Month

HS2

The AP2 Revised Scheme



Location	2031 Future Baseline			Peak HS2 Construction Traffic		2031 with HS2 Traffic and Diversionary Effects			Net change in all vehicles
	All vehicles	HGVs	HGVs as a % of all vehicles	All vehicles	HGVs	All vehicles	HGVs	HGVs as a % of all vehicles	
ROADS ON HS2 CONSTRUCTION TRAFFIC ROUTES									
A	**Mill Lane (between Castle Mill Lane and A538 Wilmslow Road)**								
EB	2,098	32	2%	449	55	3,176	77	2%	+1,078
WB	1,842	10	<1%	270	55	2,204	61	3%	+361
B	**A538 Wilmslow Road (between Sunbank Lane and Mill Lane)**								
NB	16,979	481	3%	88	55	14,125	436	3%	-2,854
SB	16,908	620	4%	85	55	15,676	675	4%	-1,232
C	**Sunbank Lane (between Sunbank Lane Satellite Compound and A538 Wilmslow Road)**								
EB	4,133	106	3%	322	173	4,455	279	6%	+321
WB	4,742	64	1%	322	173	5,060	237	5%	+319
D	**A538 Wilmslow Road (between Sunbank Lane and Runger Lane)**								
NB	20,615	597	3%	394	213	18,026	708	4%	-2,588
SB	21,151	696	3%	391	213	20,180	905	4%	-971
E	**High Elm Road (between Greengate and A538 Hale Road)**								
NB	1,908	83	4%	10	10	1,918	93	5%	+10
SB	2,077	90	4%	10	10	2,087	100	5%	+10
F	**A538 Hale Road (between Hasty Lane and Hale Four Seasons Roundabout)**								
EB	10,237	133	1%	1,178	218	12,890	333	3%	+2,654
WB	11,576	243	2%	1,483	218	13,886	411	3%	+2,310
G	**Runger Lane (between Avro Way and Thorley Lane)**								
NB	9,015	188	2%	469	226	8,084	355	4%	-931
SB	5,212	178	3%	378	226	4,822	364	8%	-390
H	**Thorley Lane (between Shay Lane and Runger Lane)**								
EB	8,354	79	<1%	534	286	10,783	363	3%	+2,429
WB	6,357	36	<1%	506	286	7,813	323	4%	+1,457
I	**Thorley Lane (between Runger Lane and Enterprise Way)**								
EB	10,806	187	2%	237	59	11,633	201	2%	+828
WB	5,878	118	2%	118	59	6,631	190	3%	+753
J	**Enterprise Way (between Thorley Lane and Terminal 2 Roundabout)**								
NB	13,537	313	2%	116	59	13,426	435	3%	-111
SB	7,746	85	1%	72	59	7,870	152	2%	+123
K	**Enterprise Way (between Bailey Lane and Aviator Way)**								
EB	11,909	248	2%	176	10	12,287	254	2%	+378
WB	6,340	36	<1%	10	10	6,345	46	<1%	+4
L	**Roaring Gate Lane (between Whitecarr Lane and Shay Lane)**								
NB	6,144	39	<1%	274	10	6,197	46	<1%	+53
SB	7,295	67	<1%	297	10	8,955	108	1%	+1,660
ROADS NOT ON HS2 CONSTRUCTION TRAFFIC ROUTES									
m	**A538 Hale Road (between Elmridge Drive and High Elm Road)**								
EB	5,490	65	1%	296	0	6,897	62	<1%	+1,407
WB	8,102	128	2%	60	0	6,407	79	1%	-1,696
n	**A538 Wilmslow Road (between Mill Lane and Altrincham Road)**								
NB	16,771	478	3%	62	0	14,800	381	3%	-1,971
SB	16,531	625	4%	66	0	16,000	626	4%	-531

Note: NB - Northbound; SB - Southbound; EB - Eastbound; WB - Westbound

- HS2 Phase 2b route alignment (in tunnel)
- HS2 Phase 2b route alignment (on surface)
- Community area boundary
- Land potentially required during construction
- P25(36) ...ction compound
- Satellite construction compound
- Temporary material stockpile
- HS2 construction traffic route
- Permanent highway infrastructure (new/ realignment/diversion)
- Permanent highway infrastructure used as a HS2 construction traffic route
- Highway closure

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. The impacts of the AP2 Revised Scheme may cause some non-HS2 traffic to divert onto other routes during the construction period. As a result of these diversionary impacts, the 'With HS2' traffic flows do not generally equal the sum of the Future Baseline and Peak HS2 Construction traffic flows.
3. The traffic data on this exhibit is based on the period during construction when there is the greatest level of change in traffic flows on each road as a result of the scheme. In some locations, this may not coincide with the overall peak in HS2 construction traffic flow.

Scale at A3: 1:15,000

0 100 200 300 400 500

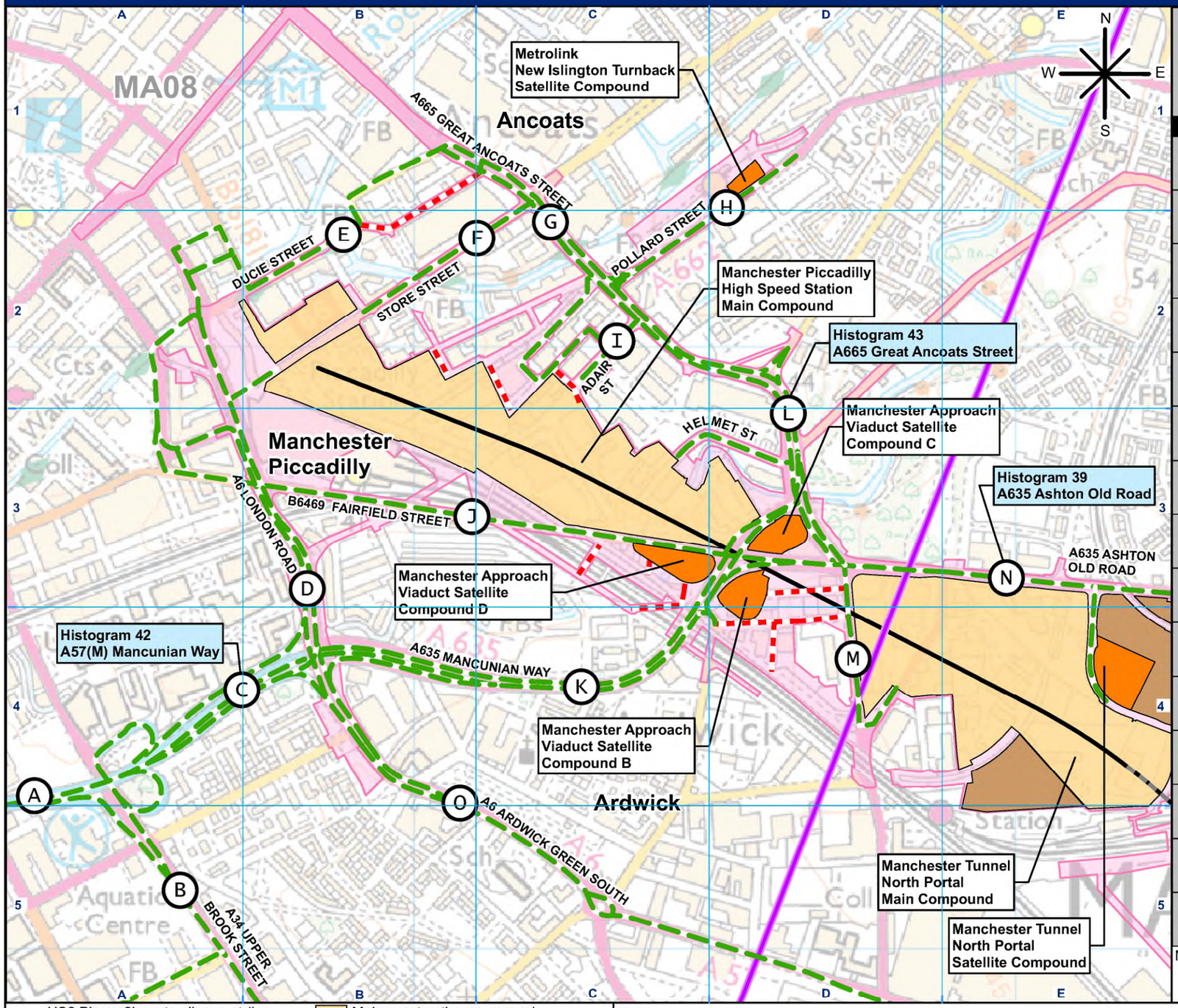
Metres

Doc Number: 2PT27-MWJ-EV-MAP-M000-004310-P01

Date: 25/08/23

Traffic Flow Map 11a: Ardwick and Manchester Piccadilly before reconfiguration of Pin Mill Brow
Average Daily Weekday Traffic Flows in Peak Month

HS2
The AP2 Revised Scheme



Location		2031 Future Baseline			Peak HS2 Construction Traffic		2031 with HS2 Traffic and Diversionary Effects			Net change in all vehicles
		All vehicles	HGVs	HGVs as a % of all vehicles	All vehicles	HGVs	All vehicles	HGVs	HGVs as a % of all vehicles	
ROADS ON HS2 CONSTRUCTION TRAFFIC ROUTES										
A	**A57(M) Mancunian Way (between A5067 Cambridge Street and A34 Brook Street)**									
	EB	45,296	959	2%	355	311	44,745	1,259	3%	-551
	WB	44,684	982	2%	358	311	43,988	1,240	3%	-697
B	**A34 Upper Brook Street (between Booth Street East and Grosvenor Street)**									
	NB	15,646	341	2%	14	5	16,174	347	2%	+528
	SB	15,814	228	1%	6	5	15,619	231	1%	-195
C	**A57(M) Mancunian Way (between A34 Brook Street and A6 Downing Street)**									
	EB	25,915	467	2%	350	311	26,240	795	3%	+325
	WB	24,367	511	2%	352	311	23,584	783	3%	-783
D	**A6 London Road (between Travis Street and Altrincham Street)**									
	NB	6,866	567	8%	20	20	6,749	566	8%	-117
	SB	11,399	642	6%	28	20	7,874	582	7%	-3,525
E	**Ducie Street (between B6181 Dale Street and Peak Street)**									
	EB	1,281	7	<1%	20	20	20	20	100%	-1,261
	WB	3,305	61	2%	20	20	20	20	100%	-3,285
F	**Store Street (between Sparkle Street and A665 Great Ancoats Street)**									
	EB	4,603	65	1%	21	20	4,772	77	2%	+169
	WB	6,597	53	<1%	24	20	5,033	74	1%	-1,564
G	**A665 Great Ancoats Street (between Chapeltown Street and Store Street)**									
	NB	27,094	386	1%	58	20	23,311	361	2%	-3,783
	SB	20,655	411	2%	56	20	20,269	403	2%	-386
H	**A662 Pollard Street (between A665 Great Ancoats Street and Munday Street)**									
	EB	5,484	55	1%	7	0	4,906	49	1%	-578
	WB	5,249	78	1%	0	0	1,579	17	1%	-3,669
I	**Adair Street (between St. Andrew's Square and A665 Great Ancoats Street)**									
	NB	5,176	54	1%	266	208	2,090	240	12%	-3,086
	SB	5,938	114	2%	265	208	1,885	243	13%	-4,053
J	**B6469 Fairfield Street (between Travis Street and St. Andrew's Street diversion)**									
	EB	1,875	127	7%	10	0	4,015	129	3%	+2,140
	WB	3,094	171	6%	4	0	8,339	100	1%	+5,245
K	**A635 Mancunian Way (between A6 Downing Street and B6469 Fairfield Street)**									
	EB	25,915	467	2%	350	311	26,240	795	3%	+325
	WB	25,638	512	2%	352	311	25,768	783	3%	+131
L	**A665 Great Ancoats Street (between Helmet Street and Every Street)**									
	NB	28,578	425	1%	274	208	31,723	655	2%	+3,145
	SB	25,169	378	2%	274	208	27,541	608	2%	+2,372
M	**A665 Chancellor Lane (between A665 Midland Street and Dark Lane)**									
	NB	13,458	199	1%	39	22	15,600	263	2%	+2,142
	SB	12,518	174	1%	46	22	14,656	243	2%	+2,138
N	**A635 Ashton Old Road (between A665 Midland Street and Gable Street)**									
	EB	15,893	431	3%	166	114	16,559	527	3%	+666
	WB	14,478	494	3%	171	114	17,447	629	4%	+2,969
O	**A6 Ardwick Green South (between Ardwick Green North and Hamsell Road)**									
	EB	12,418	870	7%	11	10	10,768	836	8%	-1,649
	WB	13,129	752	6%	10	10	16,957	801	5%	+3,828

Note: NB - Northbound; SB - Southbound; EB - Eastbound; WB - Westbound

- HS2 Phase 2b route alignment (in tunnel)
- HS2 Phase 2b route alignment (on surface)
- Community area boundary
- Land potentially required during construction
- Main construction compound
- Satellite construction compound
- Temporary material stockpile
- HS2 construction traffic route
- Highway closure

P25(37)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. The impacts of the AP2 Revised Scheme may cause some non-HS2 traffic to divert onto other routes during the construction period. As a result of these diversionary impacts, the 'With HS2' traffic flows do not generally equal the sum of the Future Baseline and Peak HS2 Construction traffic flows.
3. The traffic data on this exhibit is based on the period during construction when there is the greatest level of change in traffic flows on each road as a result of the scheme. In some locations, this may not coincide with the overall peak in HS2 construction traffic flow.
4. All roads within the boundaries of the main compounds will be closed during construction, with the exception of the following roads, which will remain open to the public during the early stages of construction: Boad Street, Sheffield Street, Sparkle Street, Chapeltown Street, Baird Street, Travis Street, Helmet Street, Midland Street.

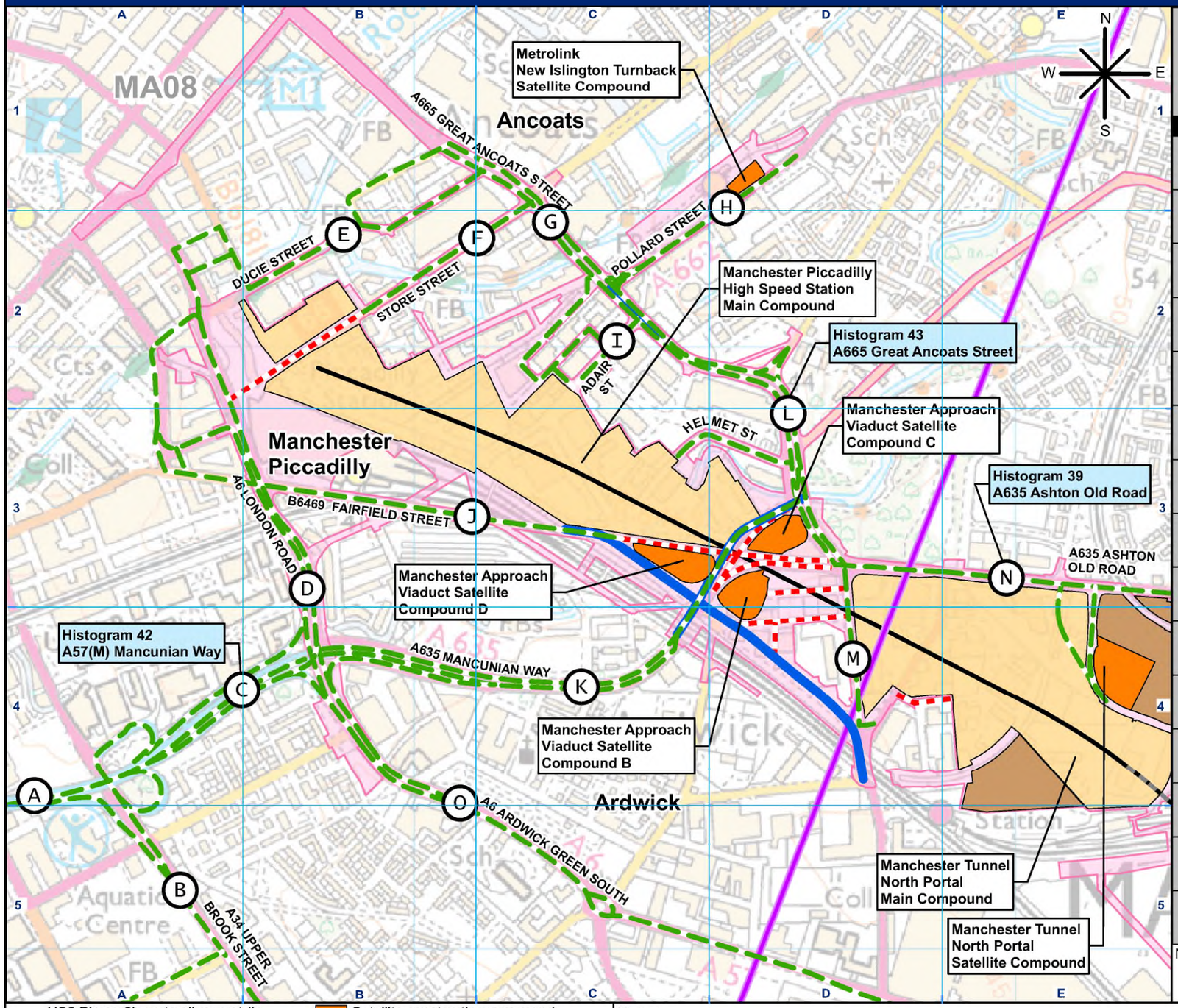
Scale at A3: 1:7,500

0 50 100 150 200 250
Metres

Doc Number: 2PT27-MWJ-EV-MAP-M000-004297-P01
Date: 25/08/23

Traffic Flow Map 11b: Ardwick and Manchester Piccadilly during reconfiguration of Pin Mill Brow
Average Daily Weekday Traffic Flows in Peak Month

HS2
The AP2 Revised Scheme



Location		2031 Future Baseline			Peak HS2 Construction Traffic		2031 with HS2 Traffic and Diversionary Effects			Net change in all vehicles
		All vehicles	HGVs	HGVs as a % of all vehicles	All vehicles	HGVs	All vehicles	HGVs	HGVs as a % of all vehicles	
ROADS ON HS2 CONSTRUCTION TRAFFIC ROUTES										
A	**A57(M) Mancunian Way (between A5067 Cambridge Street and A34 Brook Street)**									
	EB	45,296	959	2%	362	275	44,816	1,204	3%	-480
	WB	44,684	982	2%	363	275	39,522	1,185	3%	-5,163
B	**A34 Upper Brook Street (between Booth Street East and Grosvenor Street)**									
	NB	15,646	341	2%	11	4	17,629	382	2%	+1,983
	SB	15,814	228	1%	5	4	15,482	295	2%	-331
C	**A57(M) Mancunian Way (between A34 Brook Street and A6 Downing Street)**									
	EB	25,915	467	2%	358	272	25,164	747	3%	-751
	WB	24,367	511	2%	333	272	7,822	574	7%	-16,545
D	**A6 London Road (between Travis Street and Altrincham Street)**									
	NB	6,866	567	8%	21	20	7,902	579	7%	+1,037
	SB	11,399	642	6%	29	20	10,576	586	6%	-823
E	**Ducie Street (between B6181 Dale Street and Peak Street)**									
	EB	1,281	7	<1%	20	20	1,141	25	2%	-140
	WB	3,305	61	2%	21	20	4,847	88	2%	+1,542
F	**Store Street (between Sparkle Street and A665 Great Ancoats Street)**									
	EB	4,603	65	1%	20	20	4,706	66	1%	+102
	WB	6,597	53	<1%	20	20	1,536	52	3%	-5,061
G	**A665 Great Ancoats Street (between Chapeltown Street and Store Street)**									
	NB	27,094	386	1%	50	20	19,306	281	1%	-7,788
	SB	20,655	411	2%	57	20	12,537	360	3%	-8,118
H	**A662 Pollard Street (between A665 Great Ancoats Street and Munday Street)**									
	EB	5,484	55	1%	9	0	3,002	50	2%	-2,481
	WB	5,249	78	1%	11	0	1,904	14	<1%	-3,345
I	**Adair Street (between St. Andrew's Square and A665 Great Ancoats Street)**									
	NB	5,176	54	1%	448	354	2,337	386	17%	-2,839
	SB	5,938	114	2%	443	354	2,054	387	19%	-3,884
J	**B6469 Fairfield Street (between Travis Street and St. Andrew's Street diversion)**									
	EB	1,875	127	7%	3	0	4,168	123	3%	+2,293
	WB	3,094	171	6%	9	0	2,497	159	6%	-597
K	**A635 Mancunian Way (between A6 Downing Street and B6469 Fairfield Street)**									
	EB	25,915	467	2%	358	272	25,164	747	3%	-751
	WB	25,638	512	2%	335	272	7,826	573	7%	-17,812
L	**A665 Great Ancoats Street (between Helmet Street and Every Street)**									
	NB	28,578	425	1%	412	354	23,464	680	3%	-5,114
	SB	25,169	378	2%	424	354	16,009	668	4%	-9,160
M	**A665 Chancellor Lane (between A665 Midland Street and Dark Lane)**									
	NB	13,458	199	1%	-	-	-	-	-	-13,458
	SB	12,518	174	1%	549	450	19,708	1,060	5%	+7,189
N	**A635 Ashton Old Road (between A665 Midland Street and Gable Street)**									
	EB	15,893	431	3%	287	221	14,971	650	4%	-922
	WB	14,478	494	3%	278	221	5,867	587	10%	-8,612
O	**A6 Ardwick Green South (between Ardwick Green North and Hamsell Road)**									
	EB	12,418	870	7%	14	10	12,611	764	6%	+193
	WB	13,129	752	6%	23	10	24,697	873	4%	+11,568

Note: NB - Northbound; SB - Southbound; EB - Eastbound; WB - Westbound

- HS2 Phase 2b route alignment (in tunnel)
- HS2 Phase 2b route alignment (on surface)
- Community area boundary
- Land potentially required during construction
- P25(38) uction compound
- Satellite construction compound
- Temporary material stockpile
- HS2 construction traffic route
- Permanent highway infrastructure (new/ realignment/diversion)
- Permanent highway infrastructure used as a HS2 construction traffic route
- Highway closure

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
2. The impacts of the AP2 Revised Scheme may cause some non-HS2 traffic to divert onto other routes during the construction period. As a result of these diversionary impacts, the 'With HS2' traffic flows do not generally equal the sum of the Future Baseline and Peak HS2 Construction traffic flows.
3. The traffic data on this exhibit is based on the period during construction when there is the greatest level of change in traffic flows on each road as a result of the scheme. In some locations, this may not coincide with the overall peak in HS2 construction traffic flow.

Scale at A3: 1:7,500

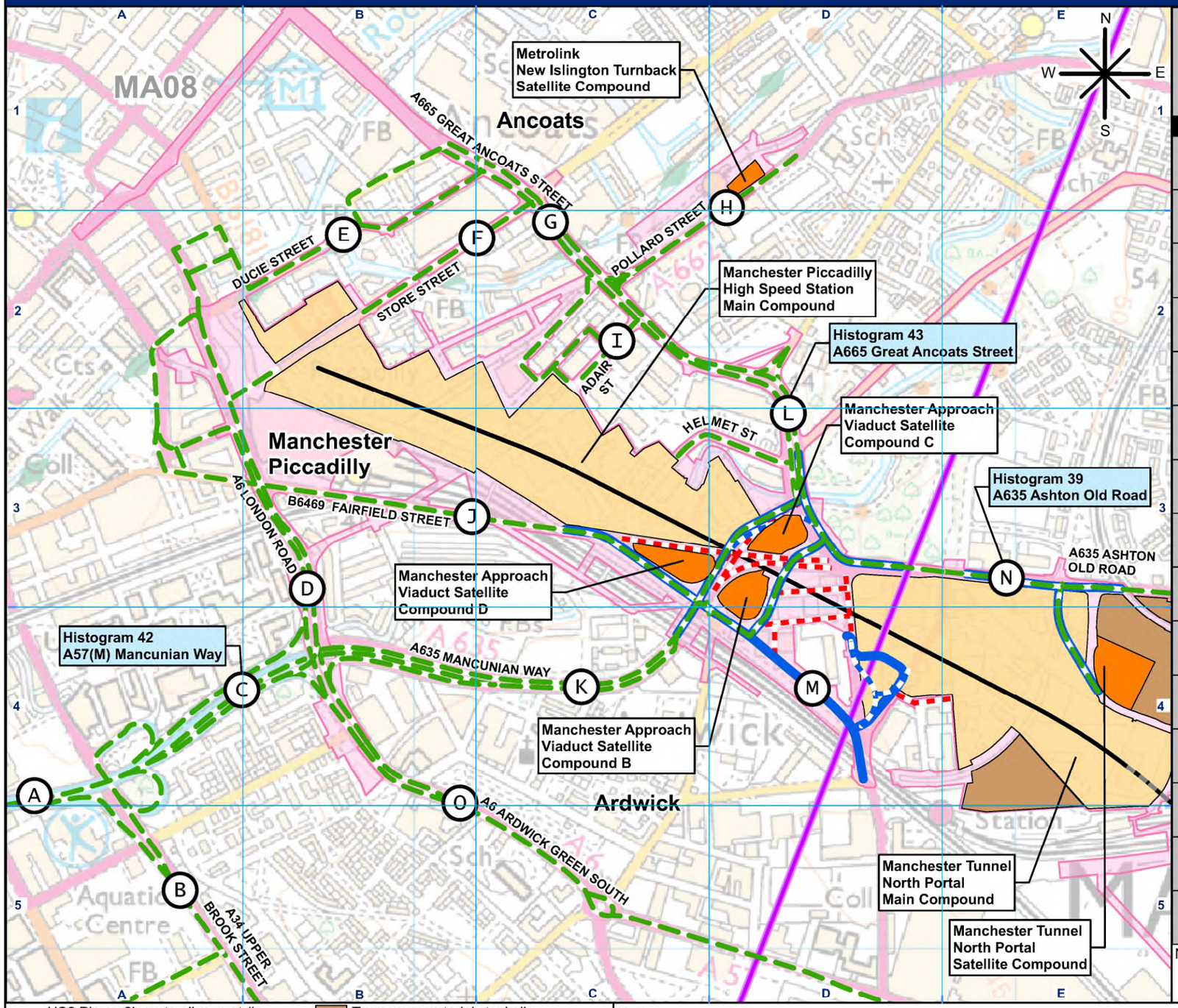
0 50 100 150 200 250
Metres

Doc Number: 2PT27-MWJ-EV-MAP-M000-004298-P01
Date: 25/08/23

Traffic Flow Map 11c: Ardwick and Manchester Piccadilly after reconfiguration of Pin Mill Brow
Average Daily Weekday Traffic Flows in Peak Month

HS2

The AP2 Revised Scheme



Location		2031 Future Baseline			Peak HS2 Construction Traffic		2031 with HS2 Traffic and Diversionary Effects			Net change in all vehicles
		All vehicles	HGVs	HGVs as a % of all vehicles	All vehicles	HGVs	All vehicles	HGVs	HGVs as a % of all vehicles	
ROADS ON HS2 CONSTRUCTION TRAFFIC ROUTES										
A	A57(M) Mancunian Way (between A5067 Cambridge Street and A34 Brook Street)									
	EB	45,296	959	2%	380	299	45,427	1,256	3%	+131
	WB	44,684	982	2%	396	299	44,402	1,280	3%	-282
B	A34 Upper Brook Street (between Booth Street East and Grosvenor Street)									
	NB	15,646	341	2%	17	4	16,277	355	2%	+631
	SB	15,814	228	1%	10	4	15,585	299	2%	-228
C	A57(M) Mancunian Way (between A34 Brook Street and A6 Downing Street)									
	EB	25,915	467	2%	379	298	27,178	789	3%	+1,263
	WB	24,367	511	2%	379	298	20,638	747	4%	-3,730
D	A6 London Road (between Travis Street and Altrincham Street)									
	NB	6,866	567	8%	20	20	6,430	564	9%	-436
	SB	11,399	642	6%	31	20	11,193	593	5%	-207
E	Ducie Street (between B6181 Dale Street and Peak Street)									
	EB	1,281	7	<1%	20	20	330	23	7%	-951
	WB	3,305	61	2%	22	20	5,694	101	2%	+2,389
F	Store Street (between Sparkle Street and A665 Great Ancoats Street)									
	EB	4,603	65	1%	20	20	5,505	69	1%	+901
	WB	6,597	53	<1%	20	20	816	24	3%	-5,781
G	A665 Great Ancoats Street (between Chapeltown Street and Store Street)									
	NB	27,094	386	1%	49	20	19,117	300	2%	-7,977
	SB	20,655	411	2%	62	20	18,817	381	2%	-1,839
H	A662 Pollard Street (between A665 Great Ancoats Street and Munday Street)									
	EB	5,484	55	1%	6	0	3,961	51	1%	-1,522
	WB	5,249	78	1%	11	0	2,306	19	<1%	-2,943
I	Adair Street (between St. Andrew's Square and A665 Great Ancoats Street)									
	NB	5,176	54	1%	353	265	2,284	368	16%	-2,892
	SB	5,938	114	2%	350	265	2,029	364	18%	-3,909
J	B6469 Fairfield Street (between Travis Street and St. Andrew's Street diversion)									
	EB	1,875	127	7%	5	0	3,909	191	5%	+2,034
	WB	3,094	171	6%	16	0	7,047	291	4%	+3,953
K	A635 Mancunian Way (between A6 Downing Street and B6469 Fairfield Street)									
	EB	25,915	467	2%	379	298	27,178	789	3%	+1,263
	WB	25,638	512	2%	382	298	20,984	747	4%	-4,653
L	A665 Great Ancoats Street (between Helmet Street and Every Street)									
	NB	28,578	425	1%	243	198	24,107	620	3%	-4,472
	SB	25,169	378	2%	265	198	26,593	636	2%	+1,424
M	A665 Chancellor Lane (between A665 Midland Street and Dark Lane)									
	NB	13,458	199	1%	40	19	12,508	233	2%	-950
	SB	12,518	174	1%	41	19	11,882	206	2%	-636
N	A635 Ashton Old Road (between A665 Midland Street and Gable Street)									
	EB	15,893	431	3%	282	222	15,671	664	4%	-222
	WB	14,478	494	3%	277	222	12,154	704	6%	-2,325
O	A6 Ardwick Green South (between Ardwick Green North and Hamsell Road)									
	EB	12,418	870	7%	13	10	12,738	797	6%	+320
	WB	13,129	752	6%	10	10	16,733	826	5%	+3,604

Note: NB - Northbound; SB - Southbound; EB - Eastbound; WB - Westbound

- HS2 Phase 2b route alignment (in tunnel)
- HS2 Phase 2b route alignment (on surface)
- Community area boundary
- Land potentially required during construction
- Satellite construction compound
- Temporary material stockpile
- HS2 construction traffic route
- Permanent highway infrastructure (new/ realignment/diversion)
- Temporary highway infrastructure (realigment/diversion)
- Permanent highway infrastructure used as a HS2 construction traffic route
- Highway closure

P25(39)

Notes:
1. HS2 construction traffic represents the overall peak on each road for each scenario shown. This may occur at different times for each road.
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3. The traffic data on this exhibit is based on the period during construction when there is the greatest level of change in traffic flows on each road as a result of the scheme. In some locations, this may not coincide with the overall peak in HS2 construction traffic flow.

Scale at A3: 1:7,500

0 50 100 150 200 250

Metres

Doc Number: 2PT27-MWJ-EV-MAP-M000-004299-P01

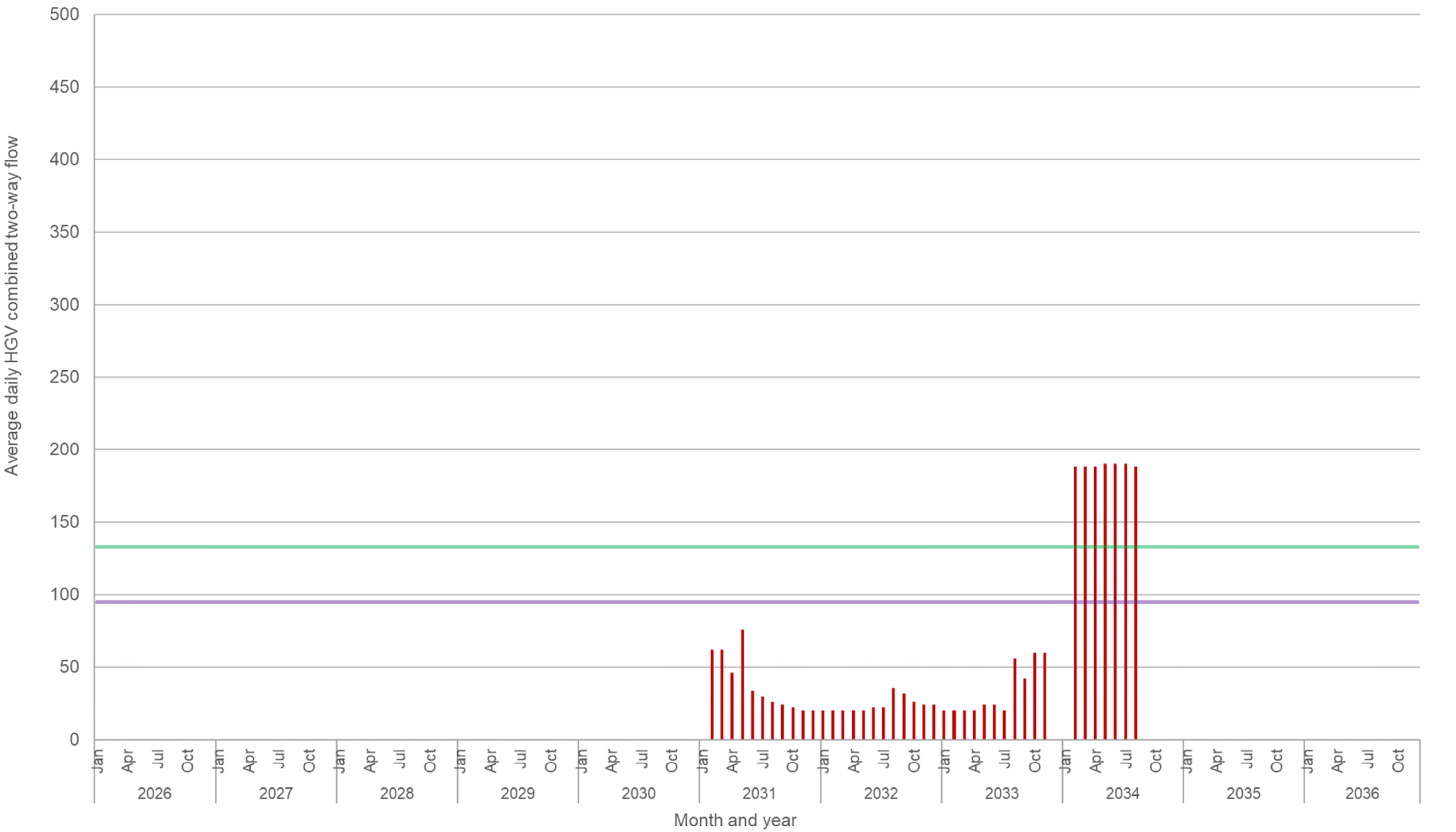
Date: 25/08/23

Construction Traffic Histograms for MA01 to MA08 and Off-Route Works

Construction Traffic Histogram 1: Casey Lane / Newcastle Road realignment (MA01)
Locations A, B ,C and D on Traffic Flow Map 1 (Weston Village)

HS2

The AP2 Revised Scheme

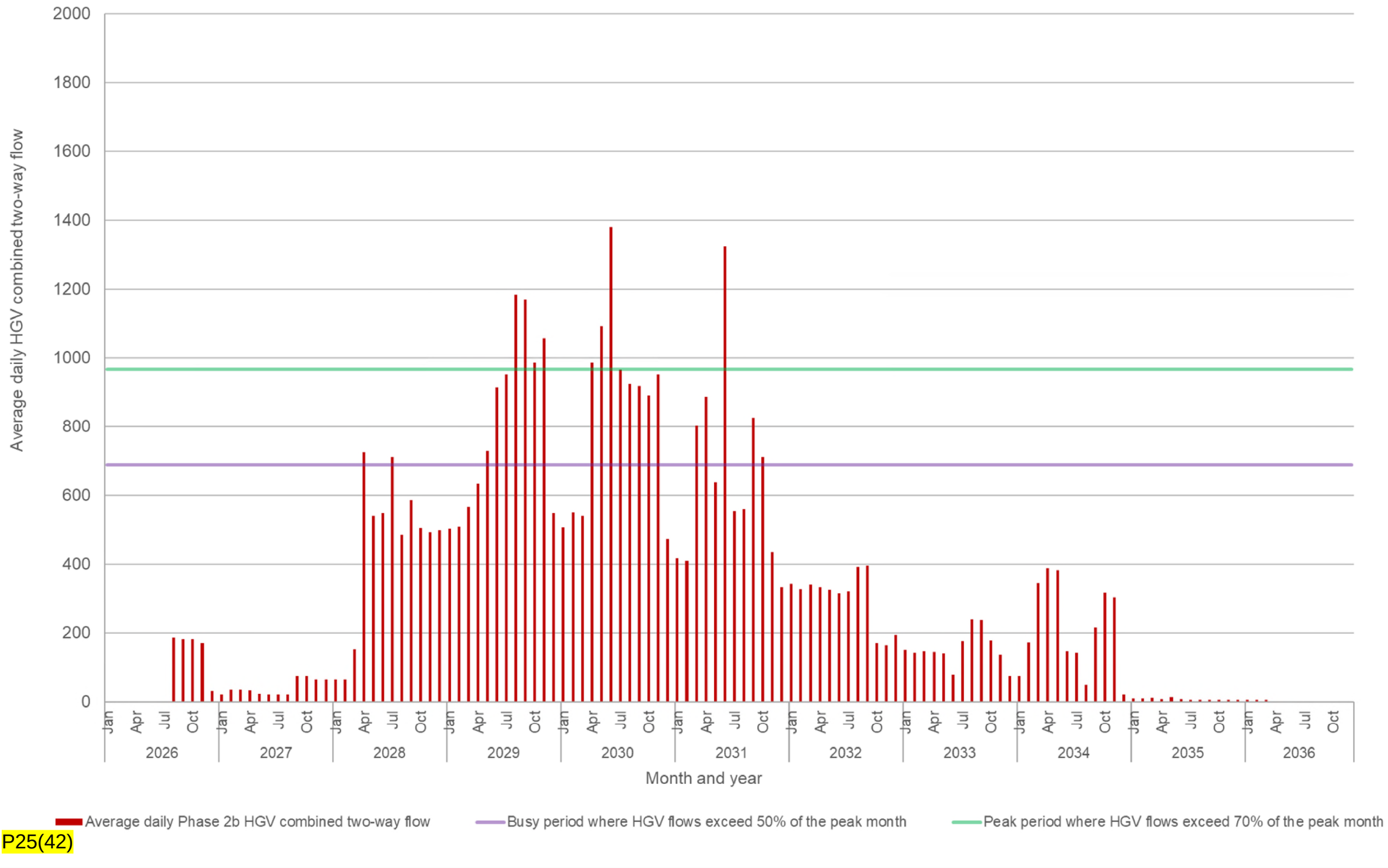


P25(41)

Construction Traffic Histogram 2: A500 Shavington Bypass - west of A5020 David Whitby Way (MA01)
Location E on Traffic Flow Map 1 (Weston Village)

HS2

The AP2 Revised Scheme

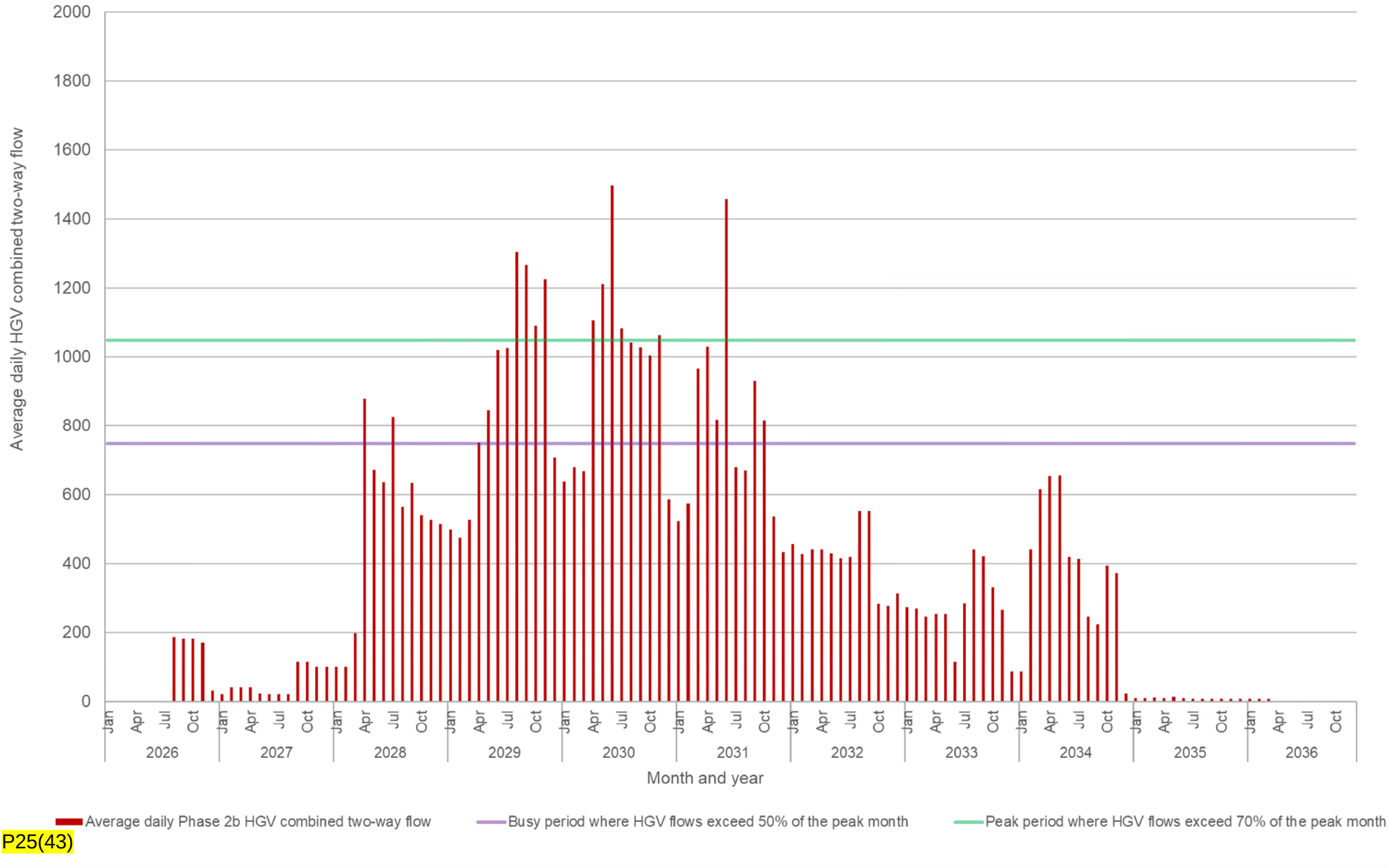


P25(42)

Construction Traffic Histogram 3: A500 - west of M6 Junction 16 (MA01)
Location shown on Construction Route Map A (Crewe South)

HS2

The AP2 Revised Scheme

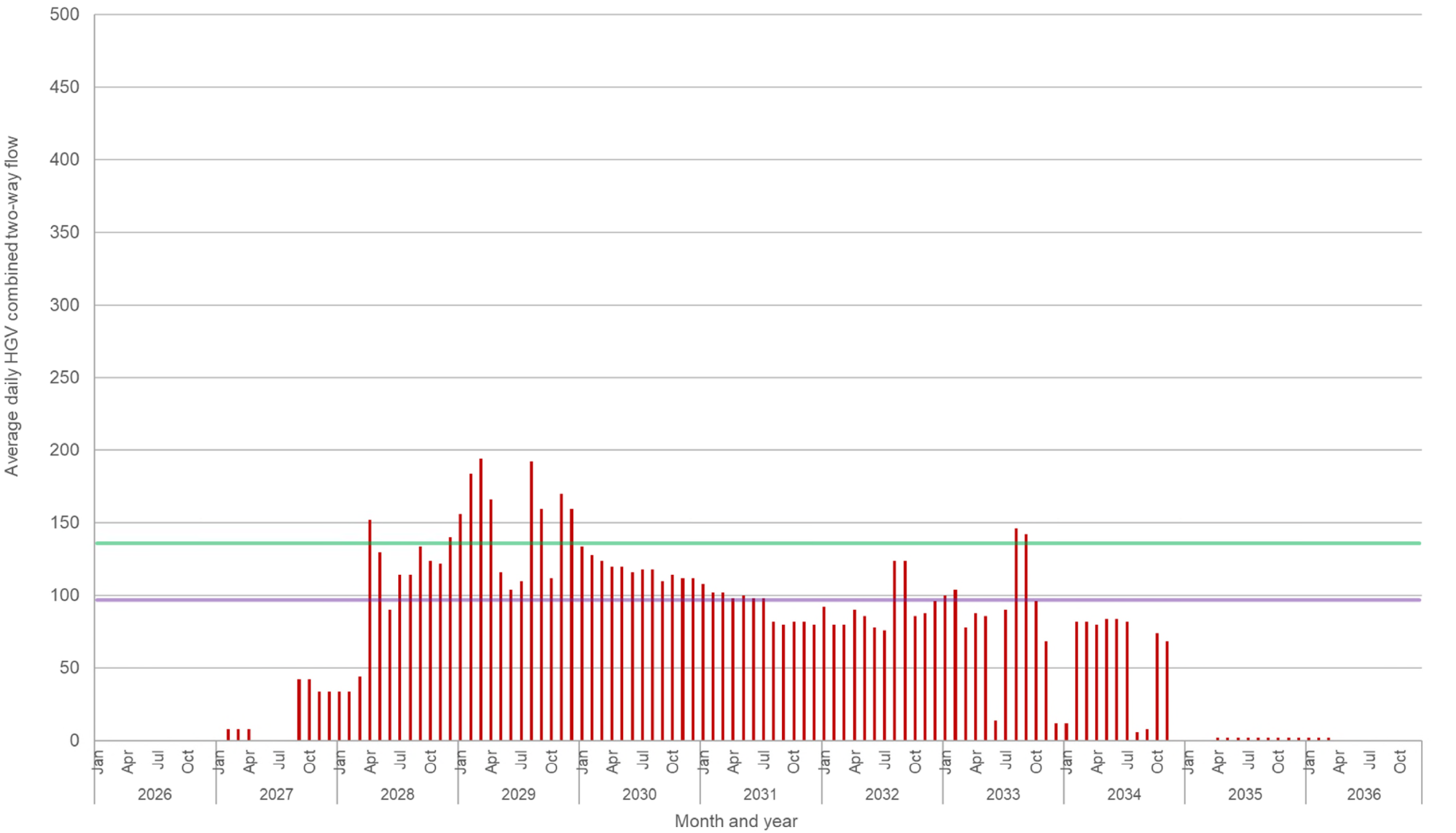


P25(43)

Construction Traffic Histogram 4: A5020 David Whitby Way (MA01)
Location G on Traffic Flow Map 1 (Weston Village)

HS2

The AP2 Revised Scheme

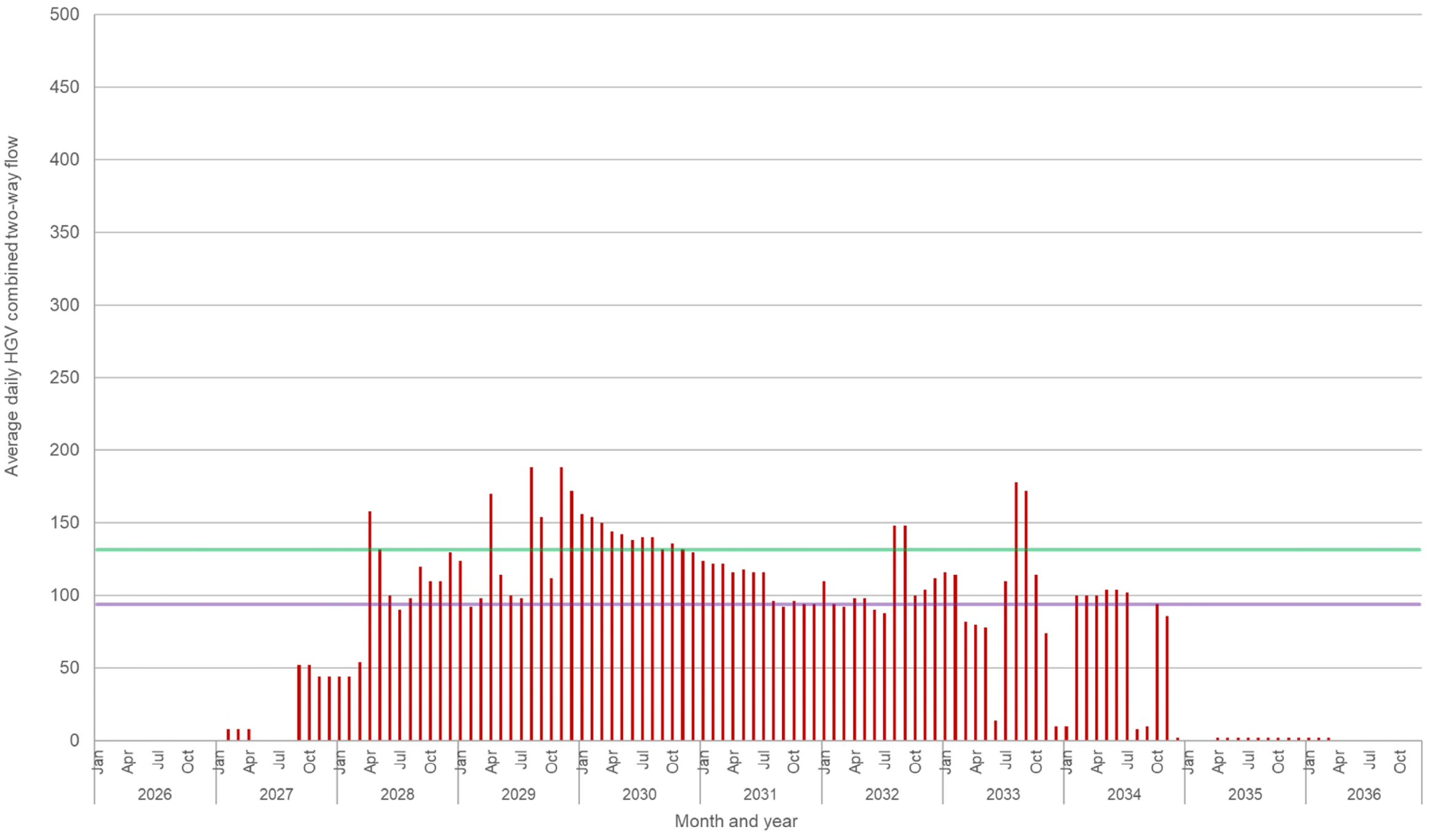


P25(44)

Construction Traffic Histogram 5: Sydney Road (MA01)
Location shown on Construction Route Map B (Crewe North)

HS2

The AP2 Revised Scheme

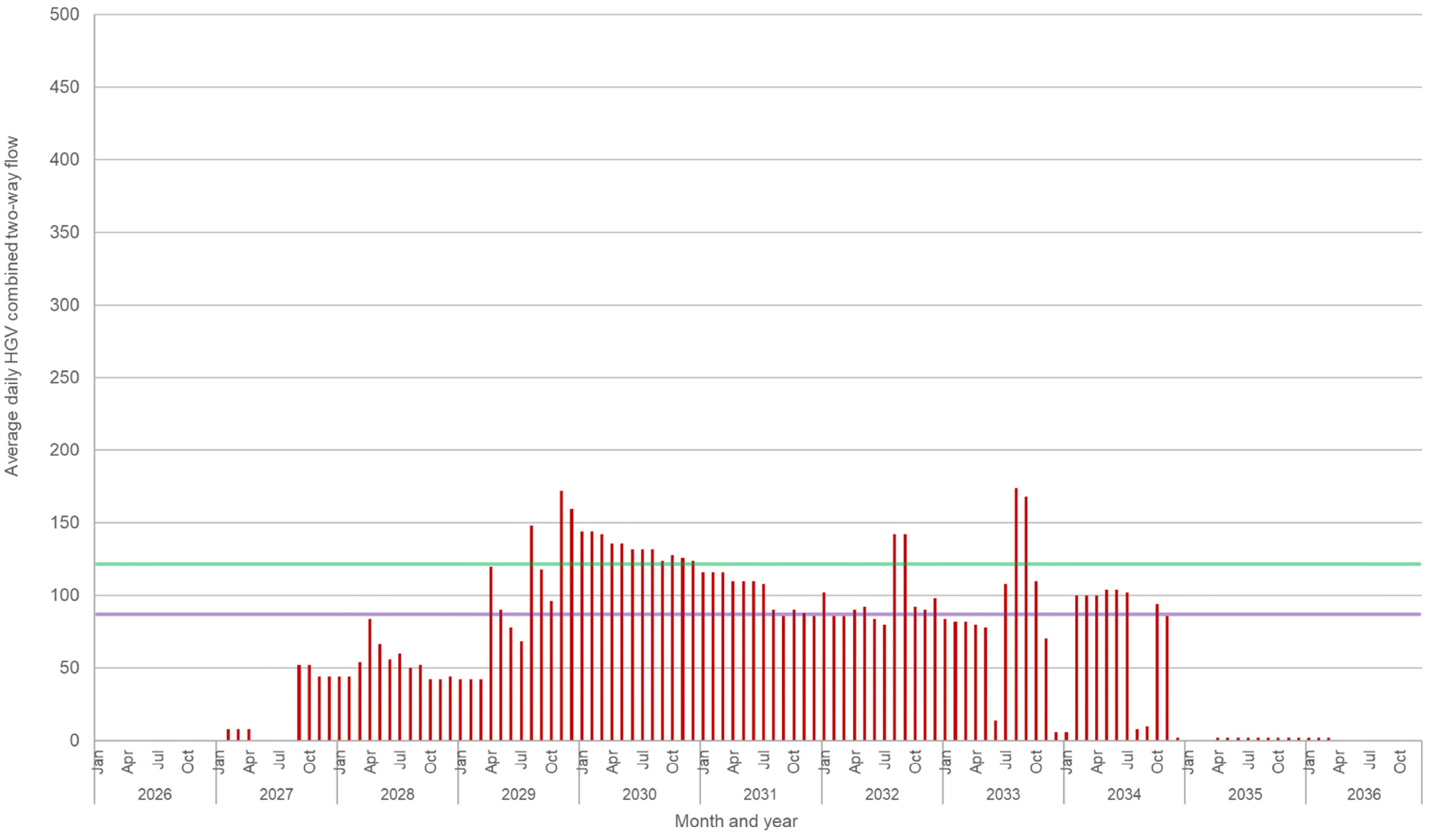


P25(45)

Construction Traffic Histogram 6: Groby Road (MA01)
Location shown on Construction Route Map B (Crewe North)

HS2

The AP2 Revised Scheme

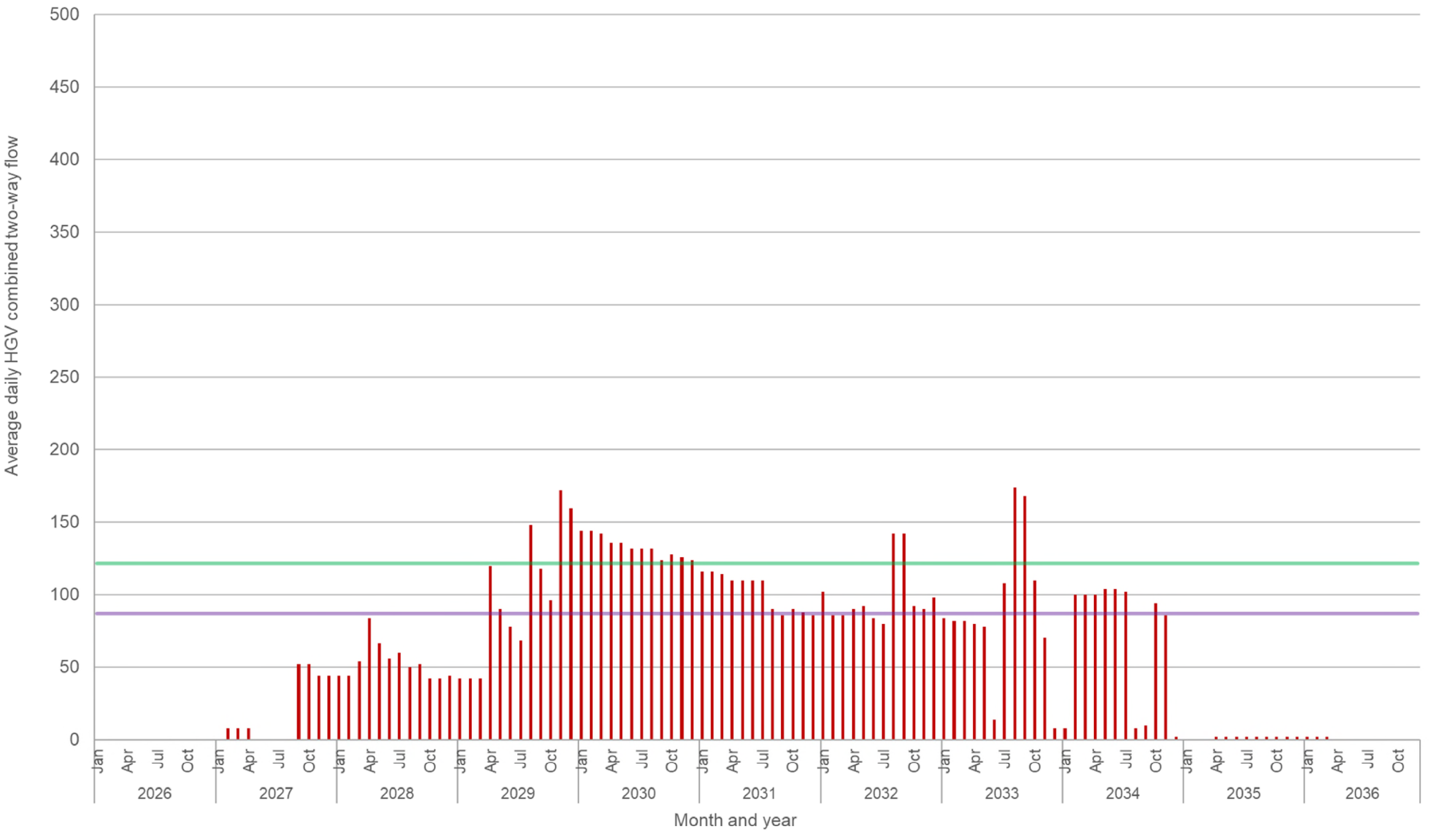


P25(46)

Construction Traffic Histogram 7: Parkers Road - west of railway bridge (MA01)
Location G on Traffic Flow Map 2 (North West Crewe)

HS2

The AP2 Revised Scheme

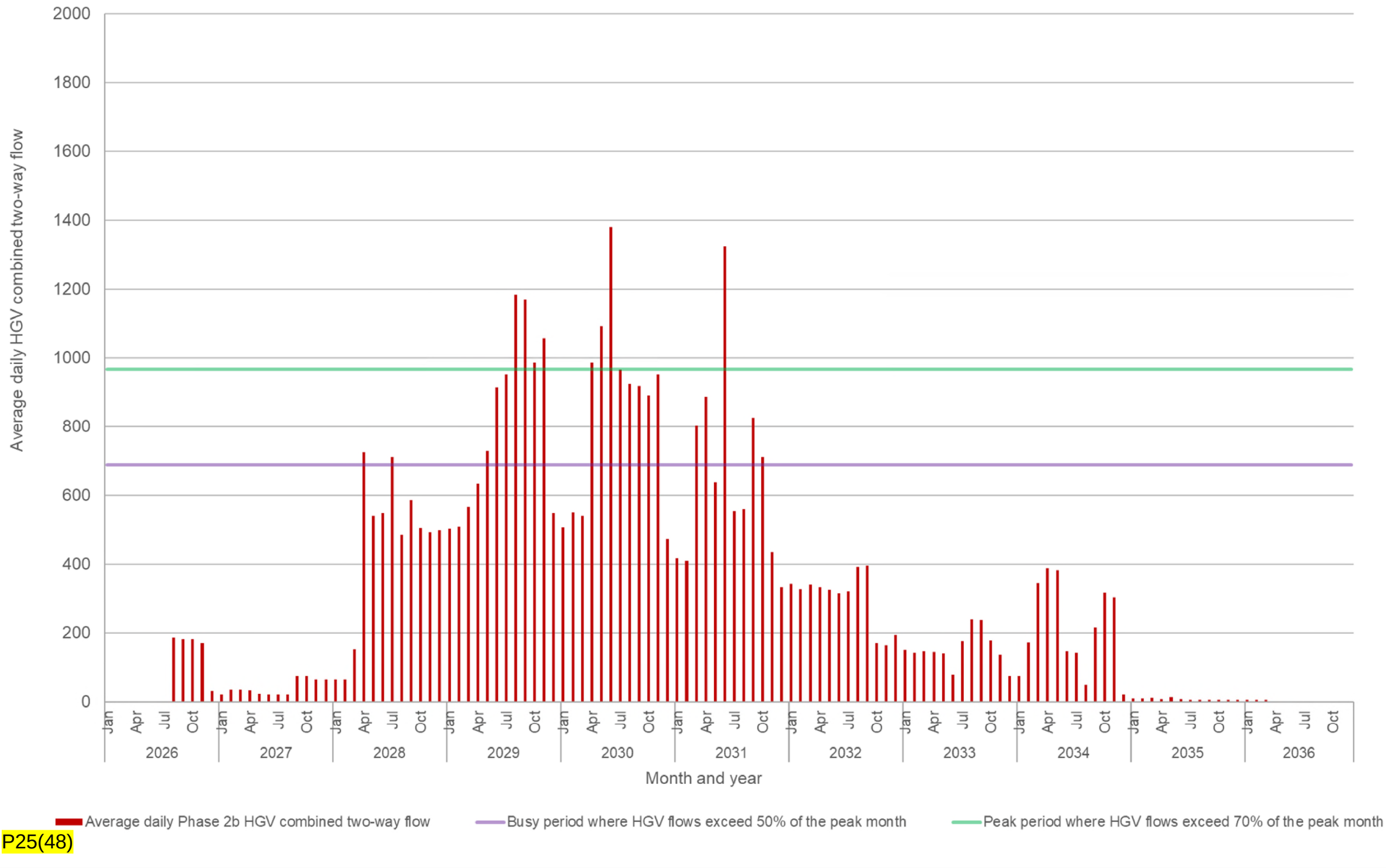


P25(47)

Construction Traffic Histogram 8: A530 Middlewich Road - south of B5076 Flowers Lane (MA01)
Location H on Traffic Flow Map 2 (North West Crewe)

HS2

The AP2 Revised Scheme

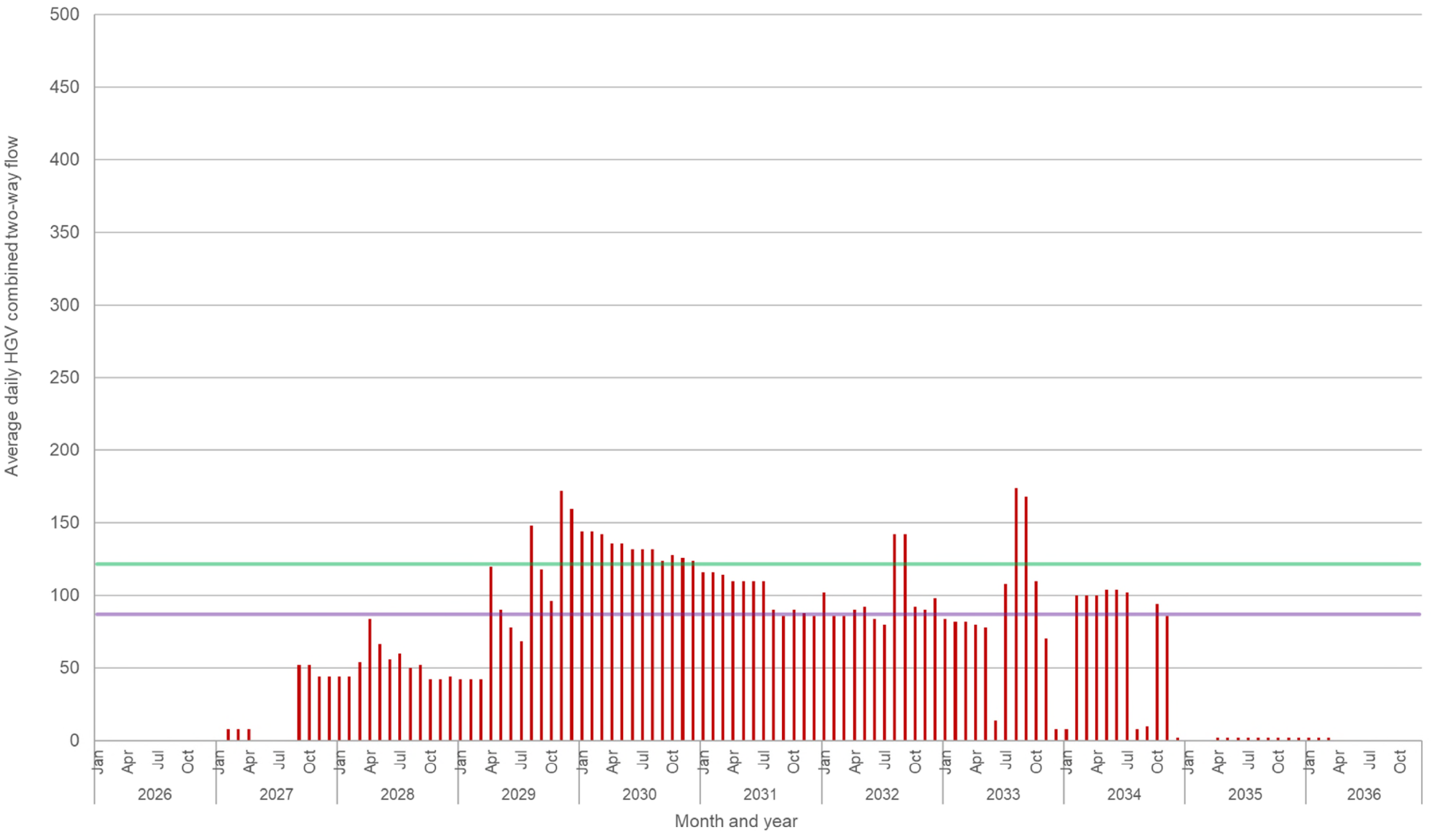


P25(48)

Construction Traffic Histogram 9: B5076 Flowers Lane (MA01)
Location I on Traffic Flow Map 2 (North West Crewe)

HS2

The AP2 Revised Scheme

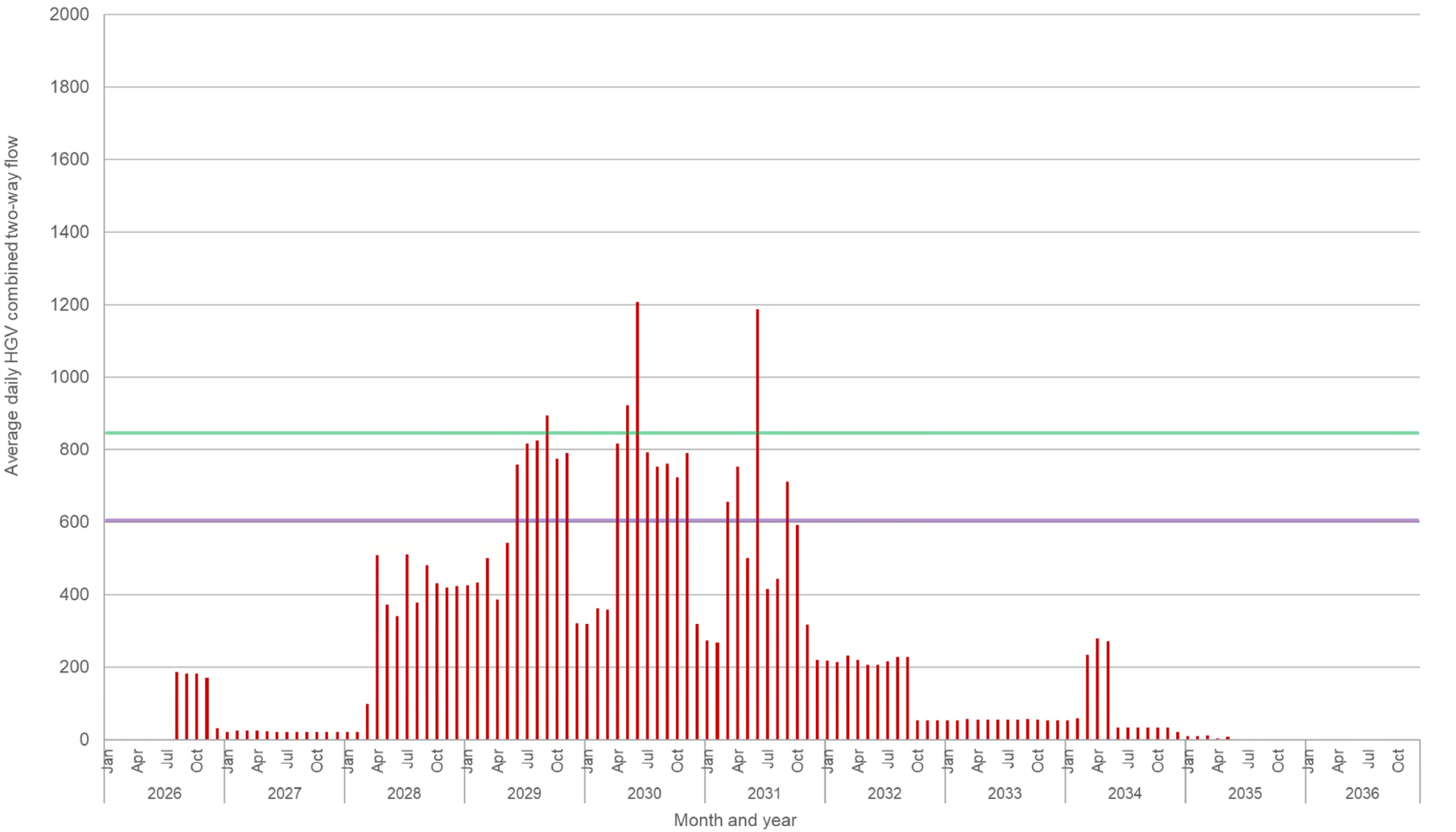


P25(49)

Construction Traffic Histogram 10: A530 Middlewich Road (MA01)
Location shown on Construction Route Map B (Crewe North)

HS2

The AP2 Revised Scheme

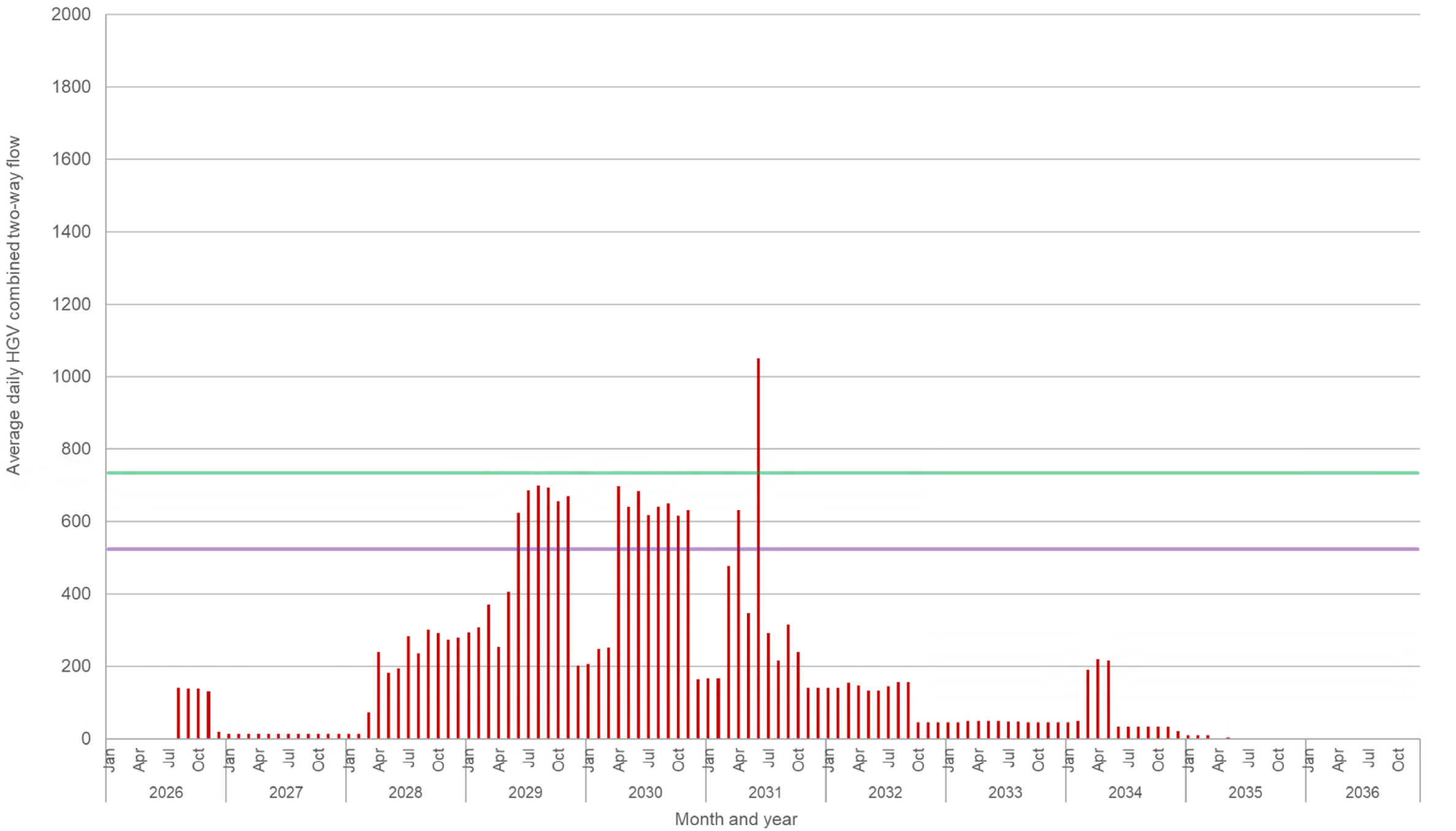


P25(50)

Construction Traffic Histogram 11: A530 Nantwich Road - south of Clive Green Lane (MA02)
Location shown on Construction Route Map C (Winsford and Middlewich)

HS2

The AP2 Revised Scheme

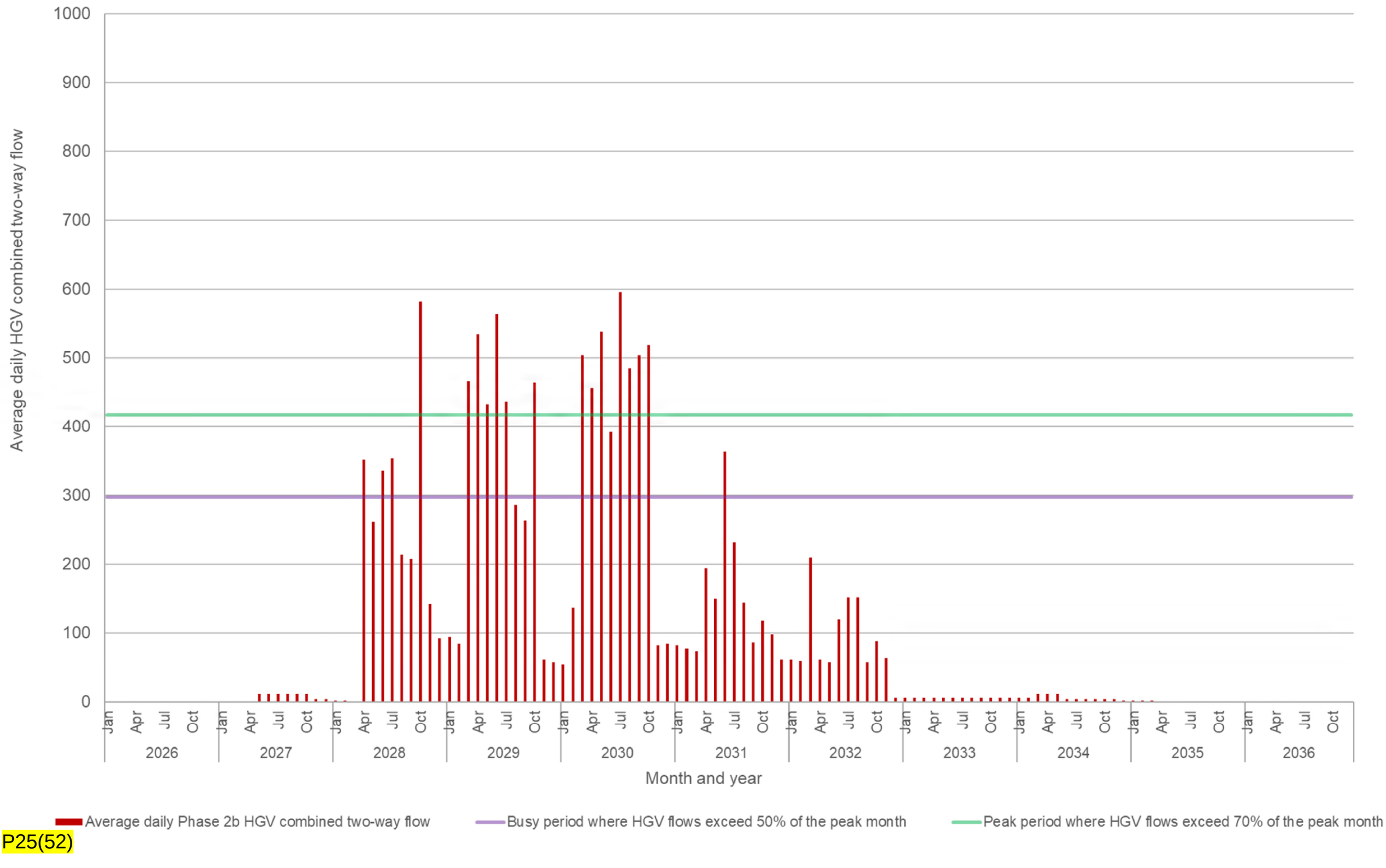


P25(51)

Construction Traffic Histogram 12: A54 St Michael's Way (MA02)
Location D on Traffic Flow Maps 3a & 3b (Middlewich)

HS2

The AP2 Revised Scheme

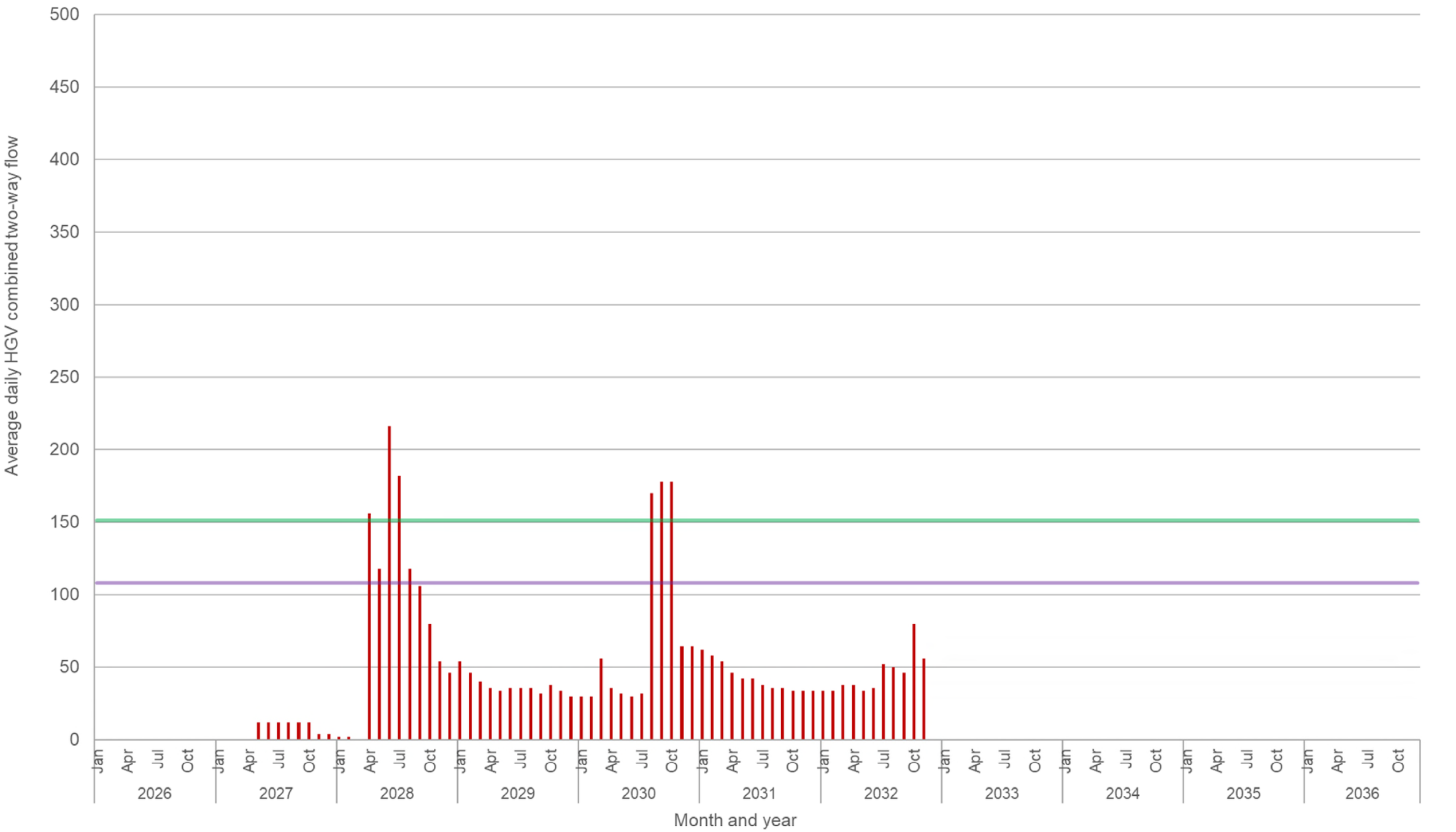


P25(52)

Construction Traffic Histogram 13: A533 Northwich Road/A533 Northwich Road realignment (MA02)
Location J on Traffic Flow Maps 3a & 3b (Middlewich)

HS2

The AP2 Revised Scheme

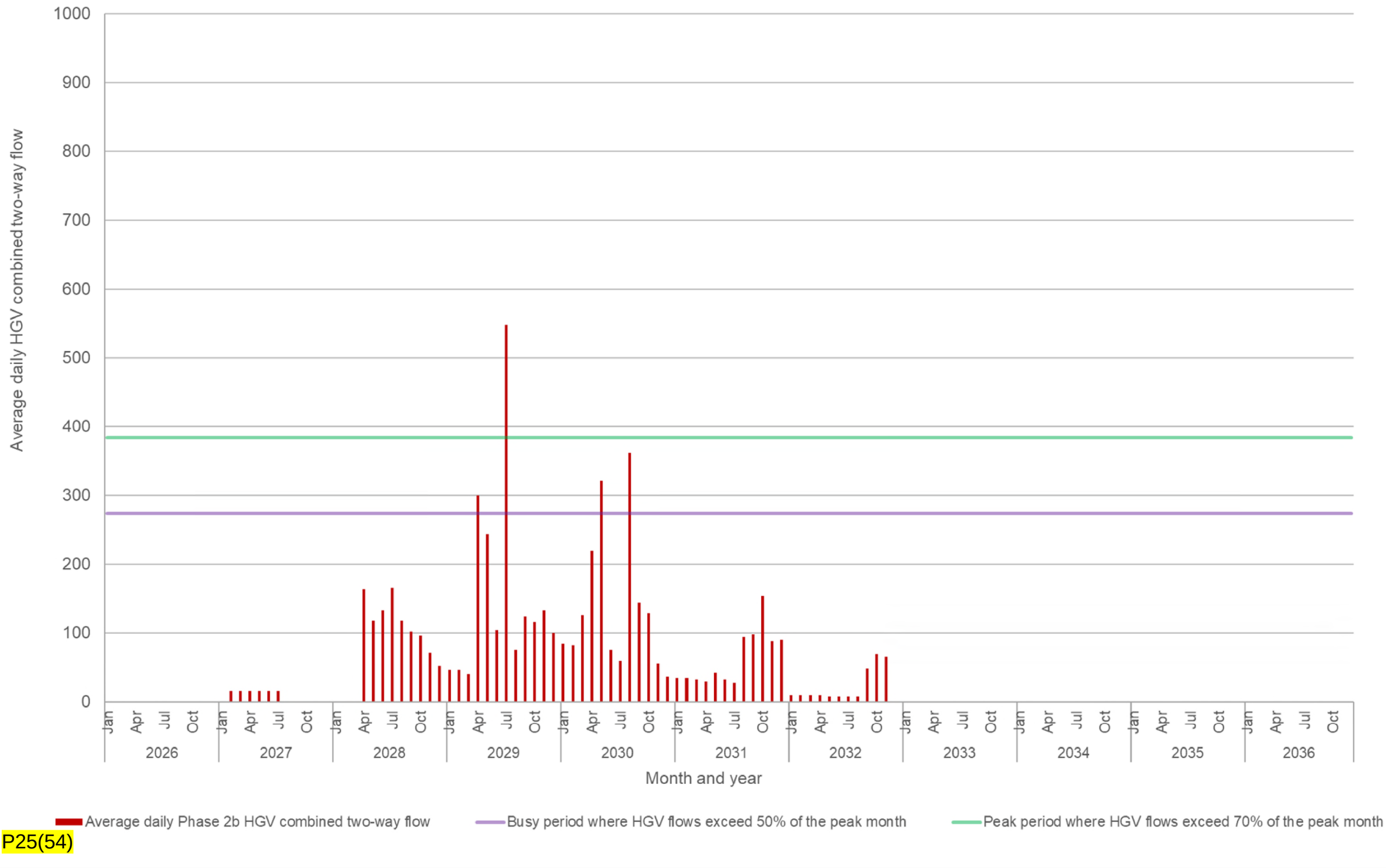


P25(53)

Construction Traffic Histogram 14: B5309 Centurion Way (MA02)
Location I on Traffic Flow Maps 3a & 3b (Middlewich)

HS2

The AP2 Revised Scheme

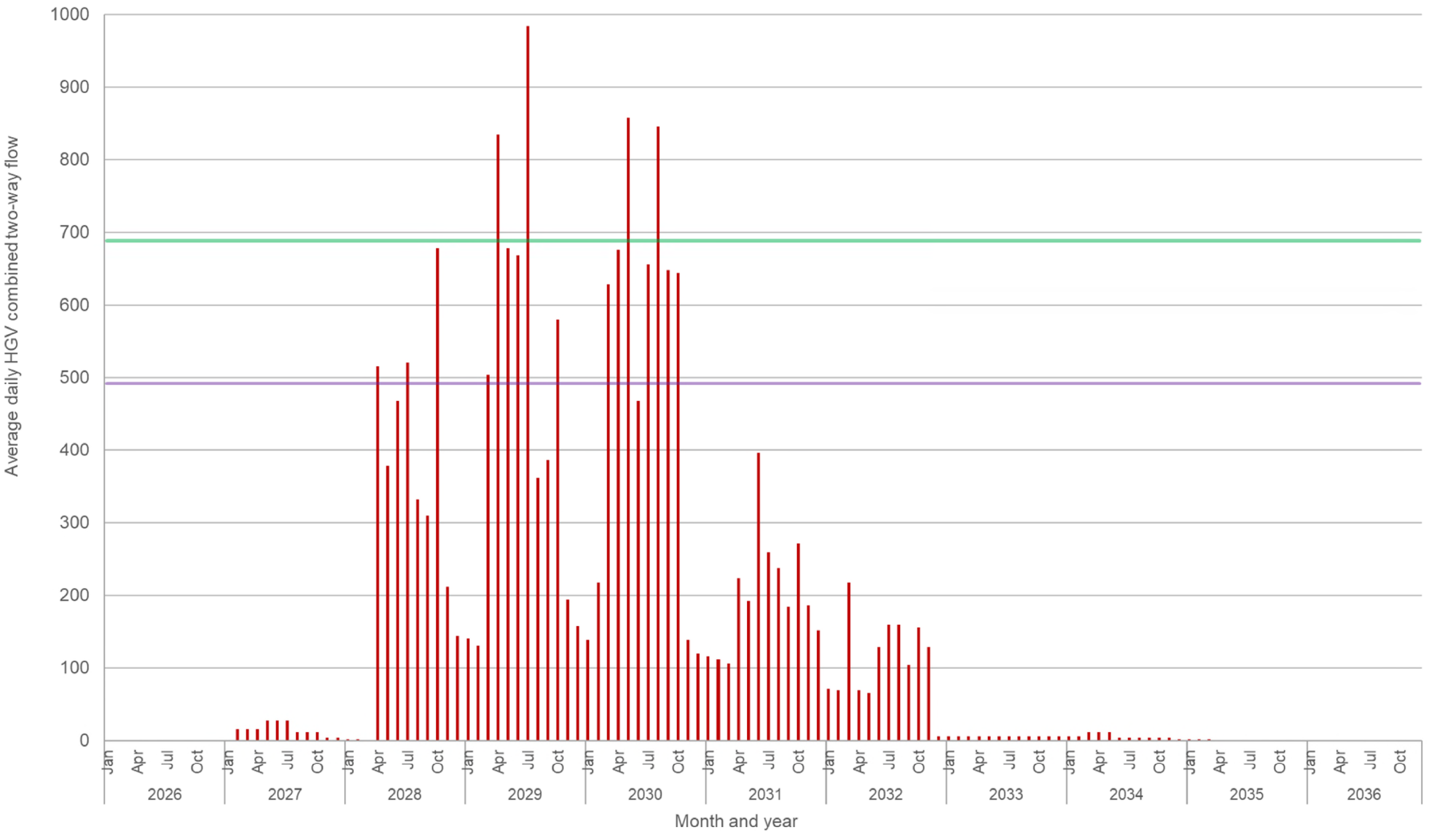


P25(54)

Construction Traffic Histogram 15: A54 Holmes Chapel Road - east of B5309 Centurion Way (MA02)
Location shown on Construction Route Map C (Winsford and Middlewich)

HS2

The AP2 Revised Scheme

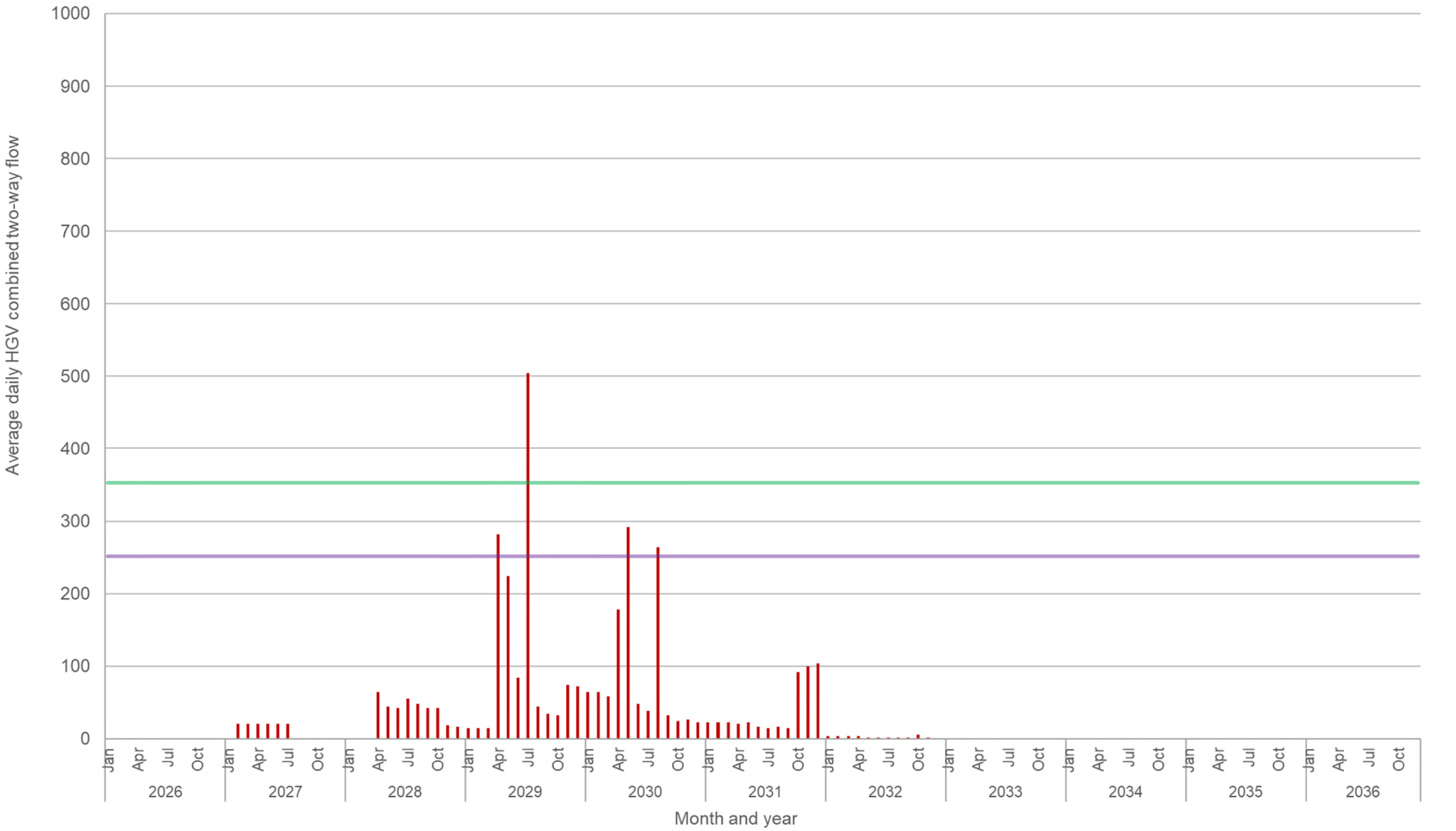


P25(55)

Construction Traffic Histogram 16: Davenham Road - east of Gad Brook (MA02)
Location D on Traffic Flow Maps 4a & 4b (Rudheath)

HS2

The AP2 Revised Scheme

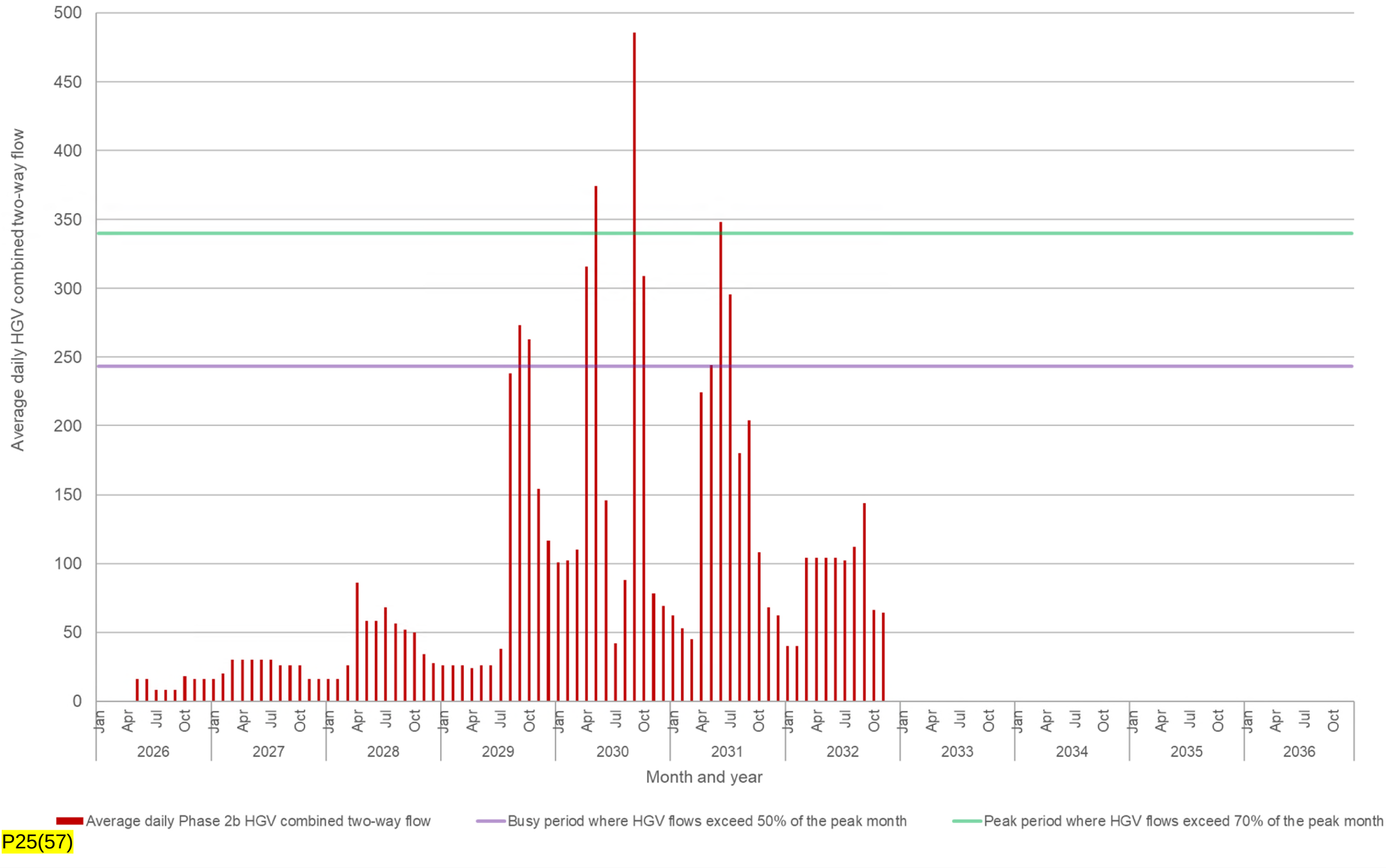


P25(56)

Construction Traffic Histogram 17: A530 King Street - north of Gadbrook Distribution Centre (MA02)
Location I on Traffic Flow Maps 4a & 4b (Rudheath)

HS2

The AP2 Revised Scheme

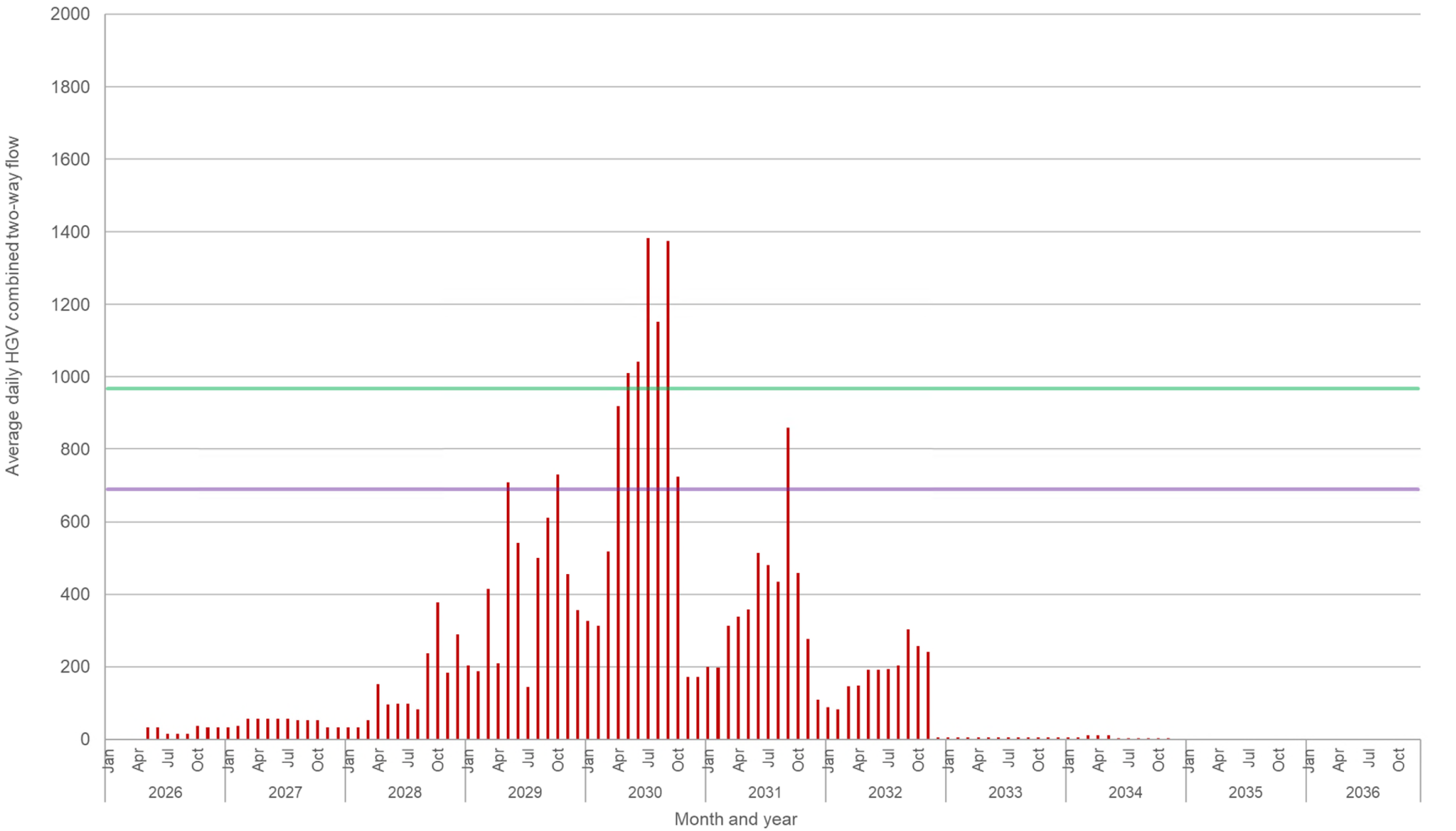


P25(57)

Construction Traffic Histogram 18: A556 Chester Road - east of A559 Manchester Road (MA02)
Location J on Traffic Flow Map 5 (Lostock Gralam)

HS2

The AP2 Revised Scheme

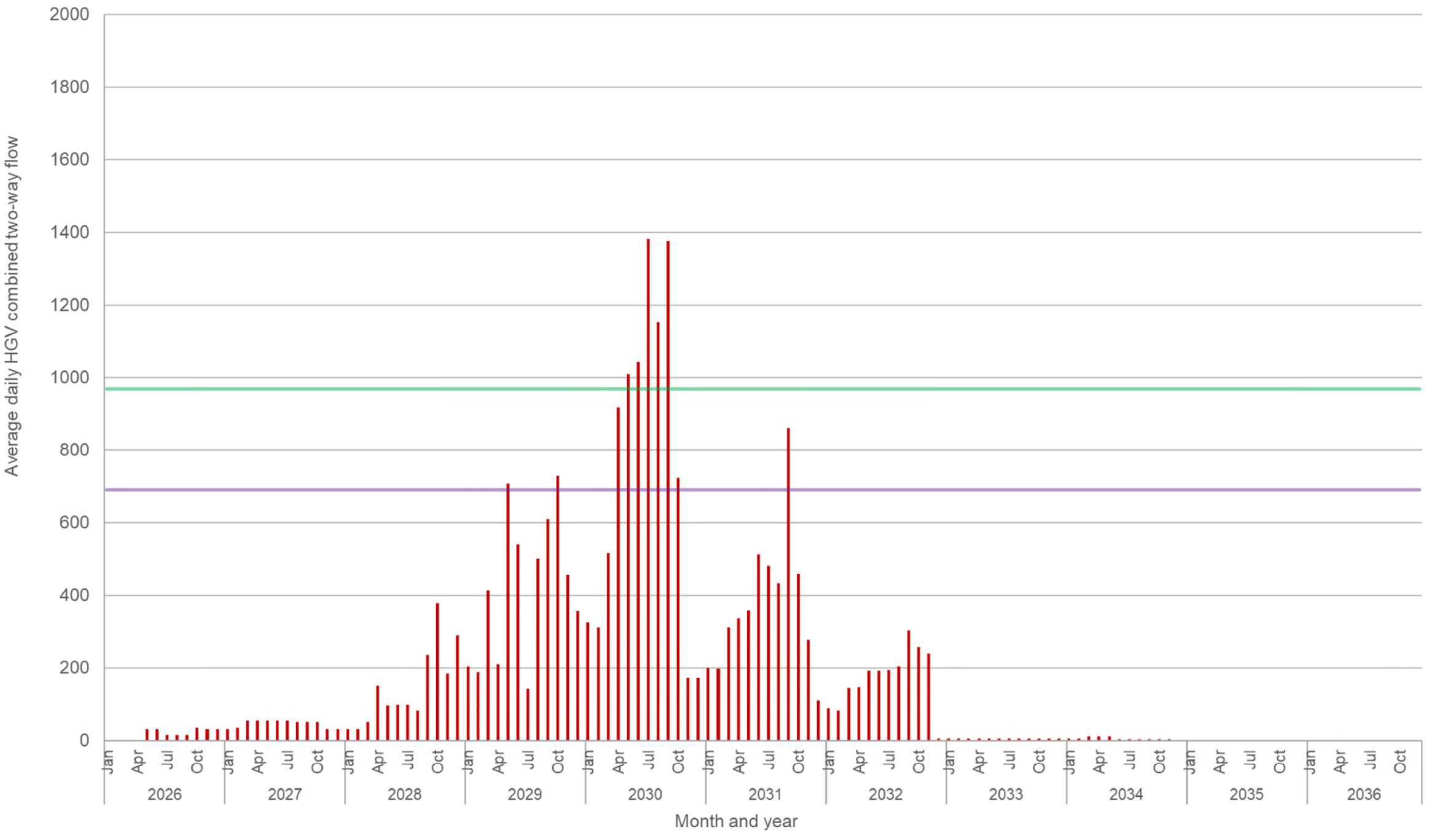


P25(58)

Construction Traffic Histogram 19: A556 Chester Road - north of Flittogate Lane (MA03)
Location C on Traffic Flow Maps 6a & 6b (Pickmere)

HS2

The AP2 Revised Scheme

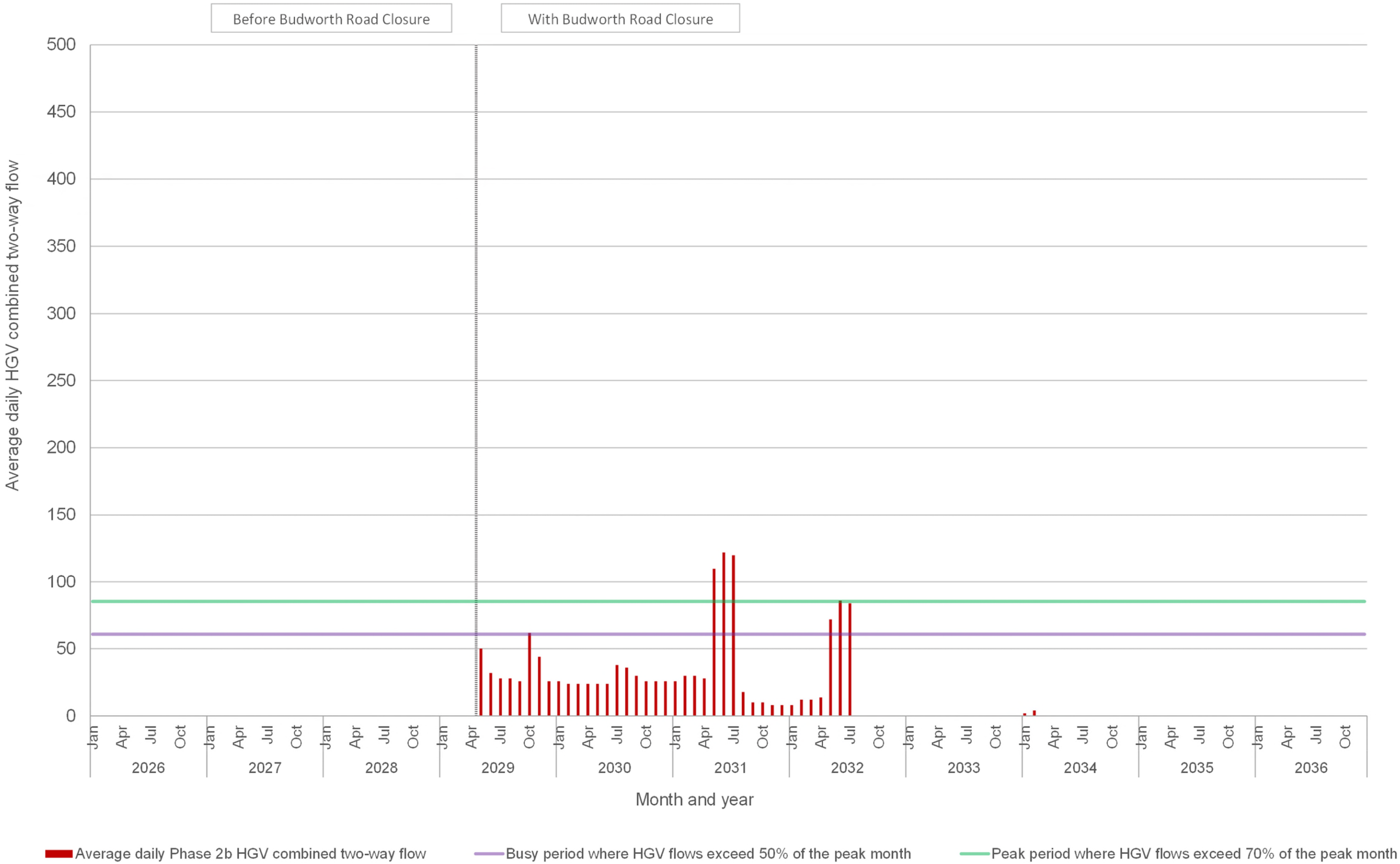


P25(59)

Construction Traffic Histogram 20: School Lane (MA03)
Location D on Traffic Flow Maps 6a & 6b (Pickmere)

HS2

The AP2 Revised Scheme

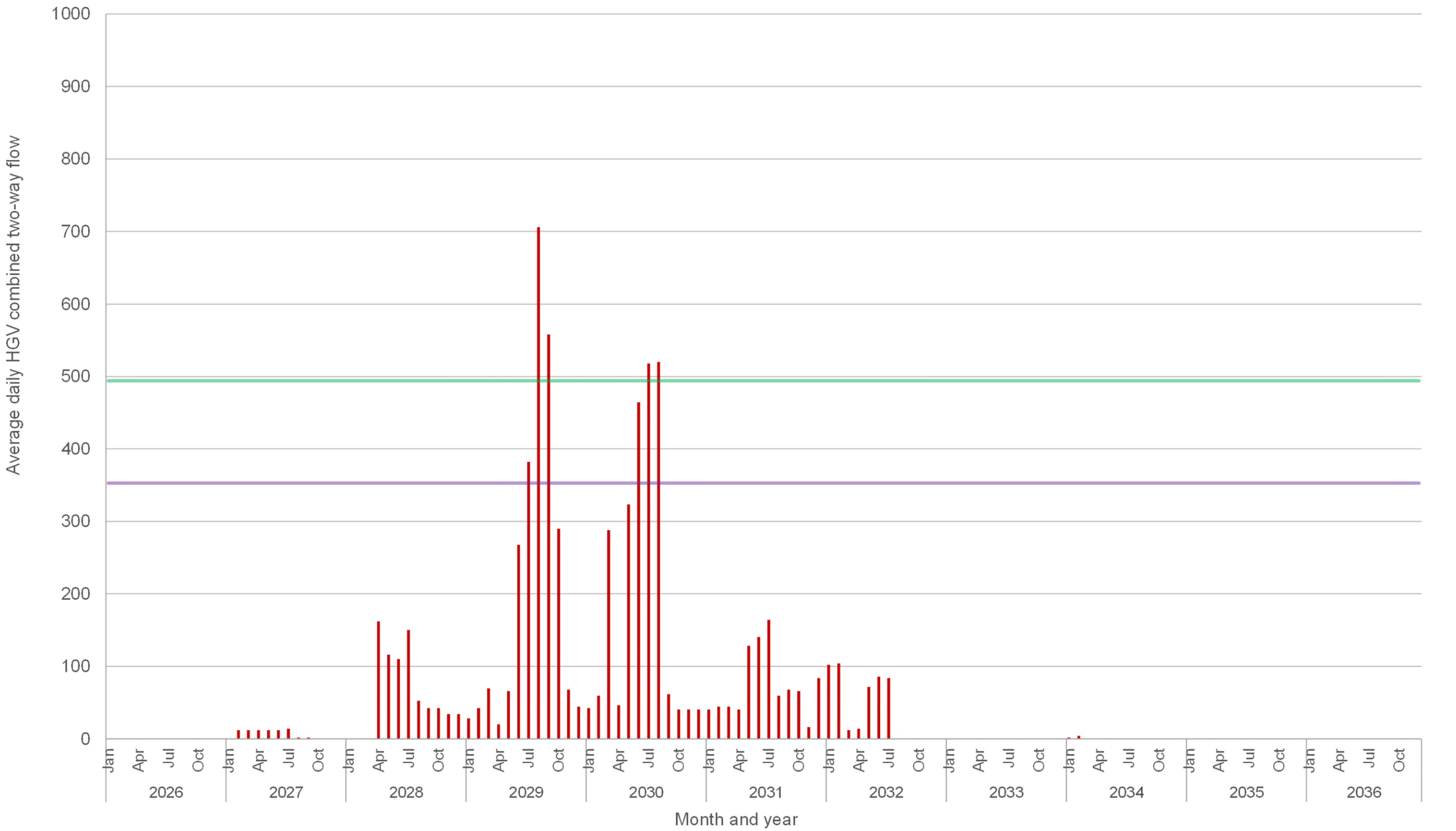


P25(60)

Construction Traffic Histogram 21: B5391 Pickmere Lane (MA03)
Location E on Traffic Flow Maps 6a & 6b (Pickmere)

HS2

The AP2 Revised Scheme

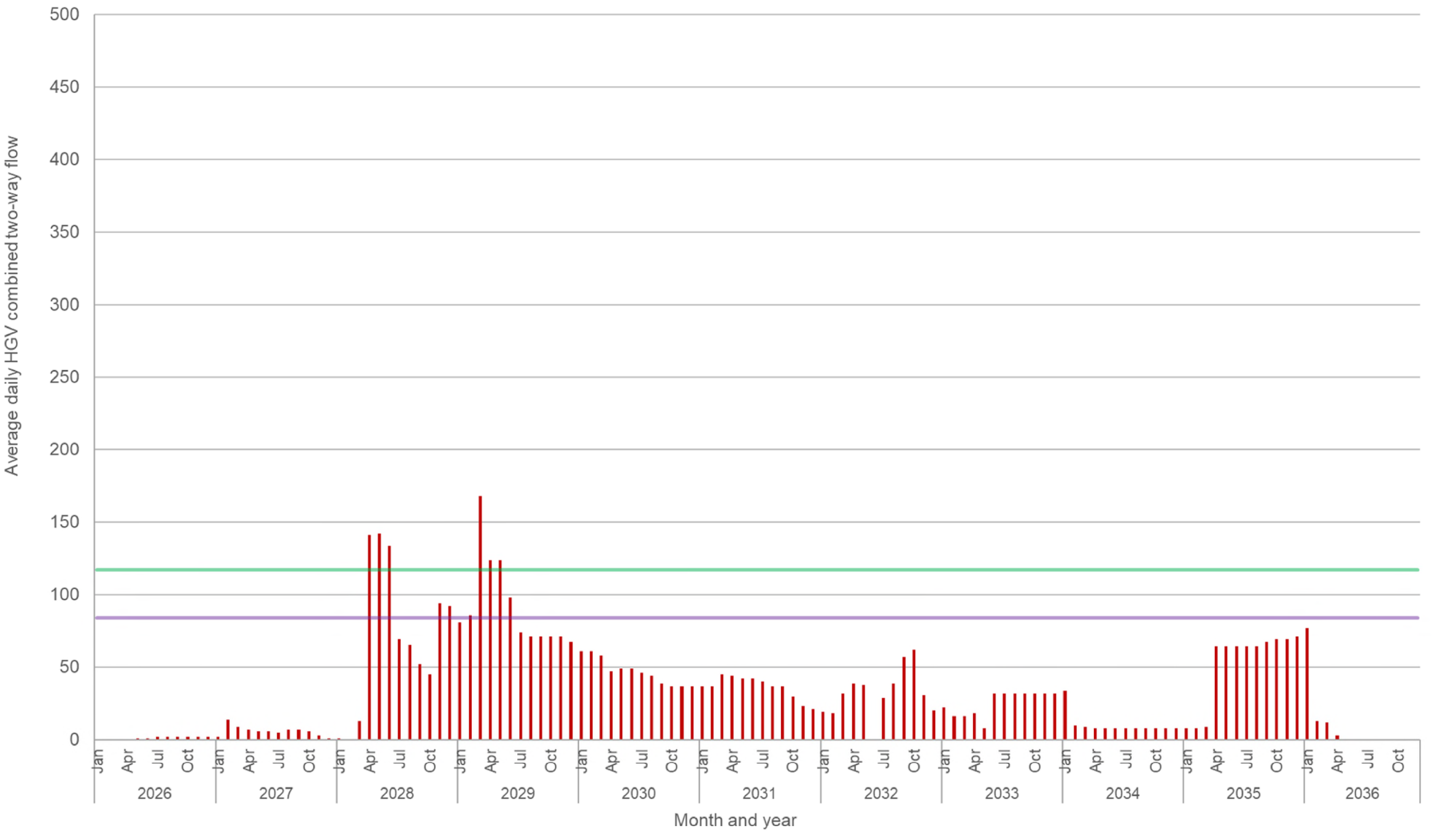


P25(61)

Construction Traffic Histogram 22: A50 Knutsford Road - between A556 and B5569 Chester Road (MA03)
Location E on Traffic Flow Map 7 (Mere and Bucklow Hill)

HS2

The AP2 Revised Scheme

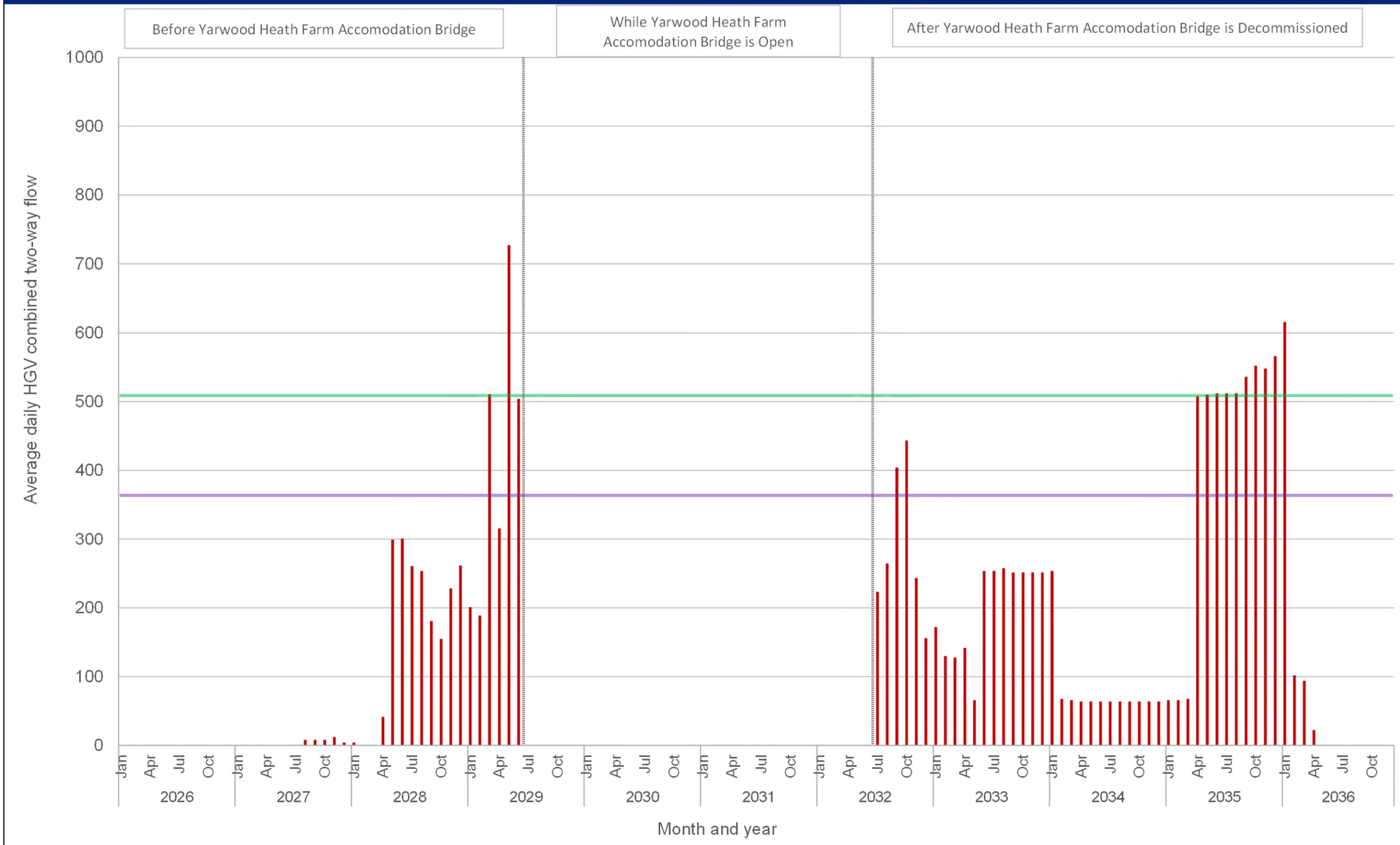


P25(62)

Construction Traffic Histogram 23: Ashley Road - between A5034 Mereside Road and Birkinheath Lane (MA03)
Location D on Traffic Flow Map 7 (Mere and Bucklow Hill)

HS2

The AP2 Revised Scheme

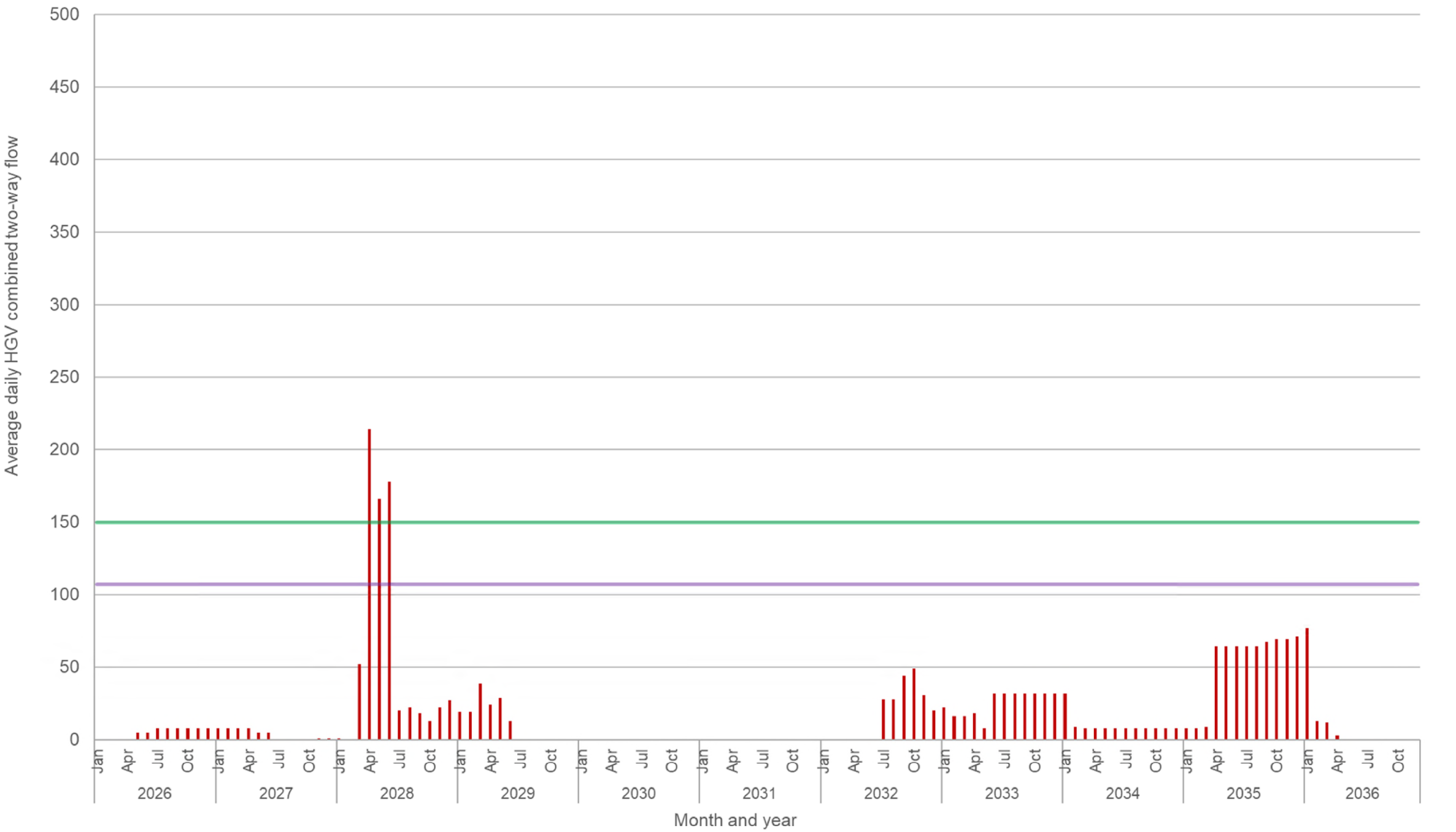


P25(63)

Construction Traffic Histogram 24: B5569 Chester Road - north of A50 Knutsford Road (MA03)
Location G on Traffic Flow Map 7 (Mere and Bucklow Hill)

HS2

The AP2 Revised Scheme

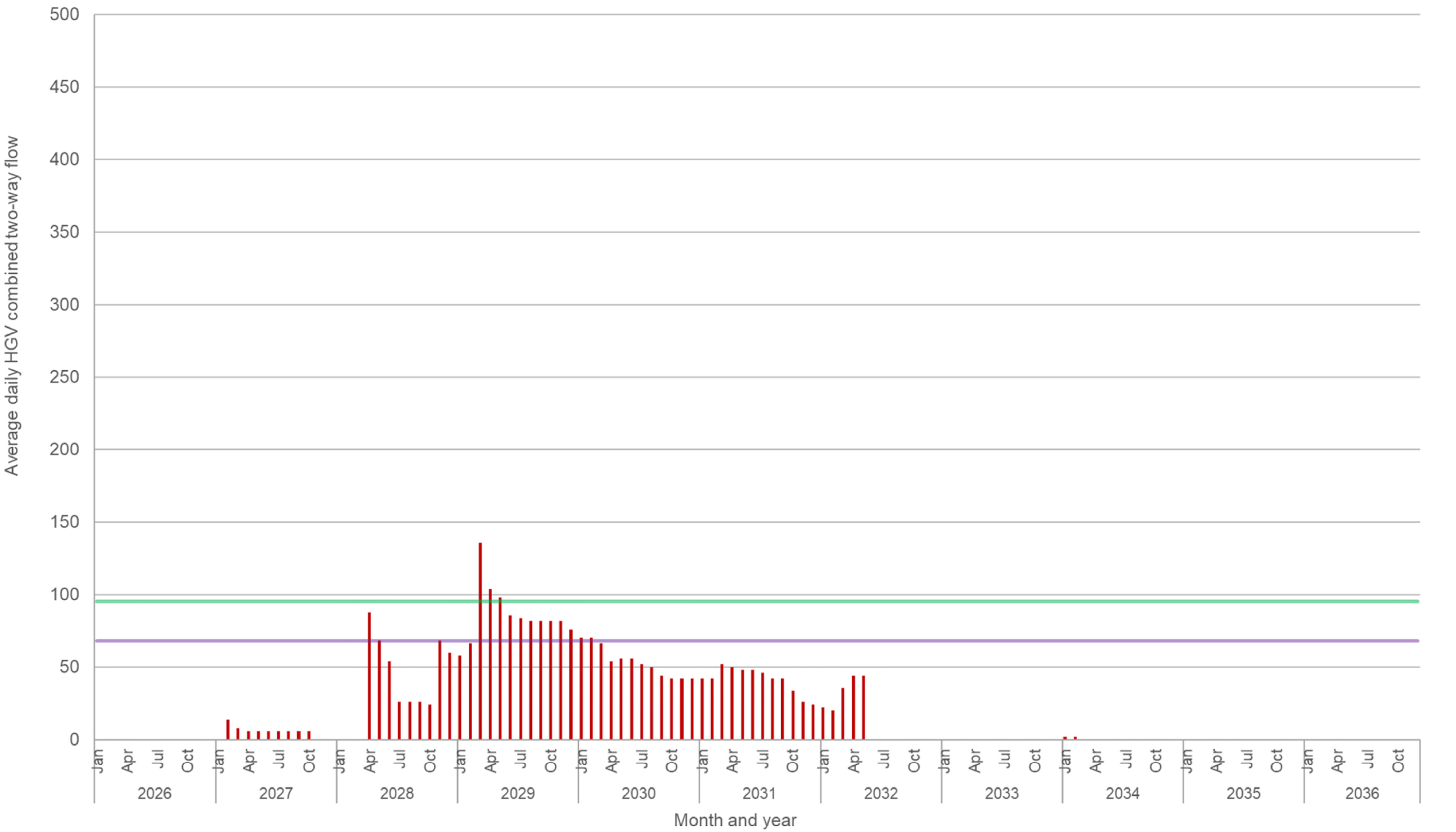


P25(64)

Construction Traffic Histogram 25: A50 Warrington Road - east of B5159 West Lane (MA03)
Location A on Traffic Flow Maps 8a & 8b (High Legh)

HS2

The AP2 Revised Scheme

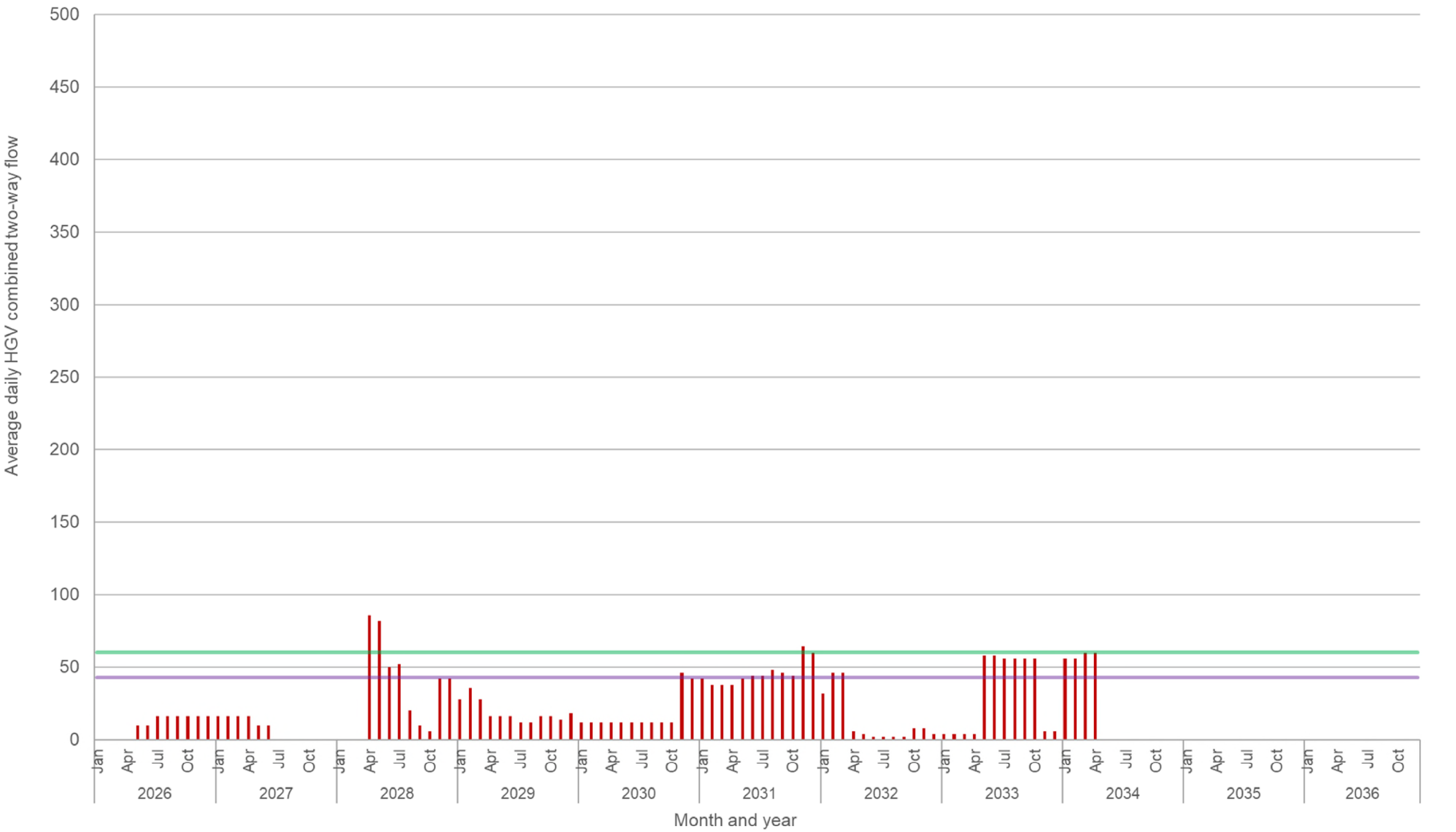


P25(65)

Construction Traffic Histogram 26: Peacock Lane/Peacock Lane realignment - east of Back Lane (MA03)
Location D on Traffic Flow Maps 8a & 8b (High Legh)

HS2

The AP2 Revised Scheme

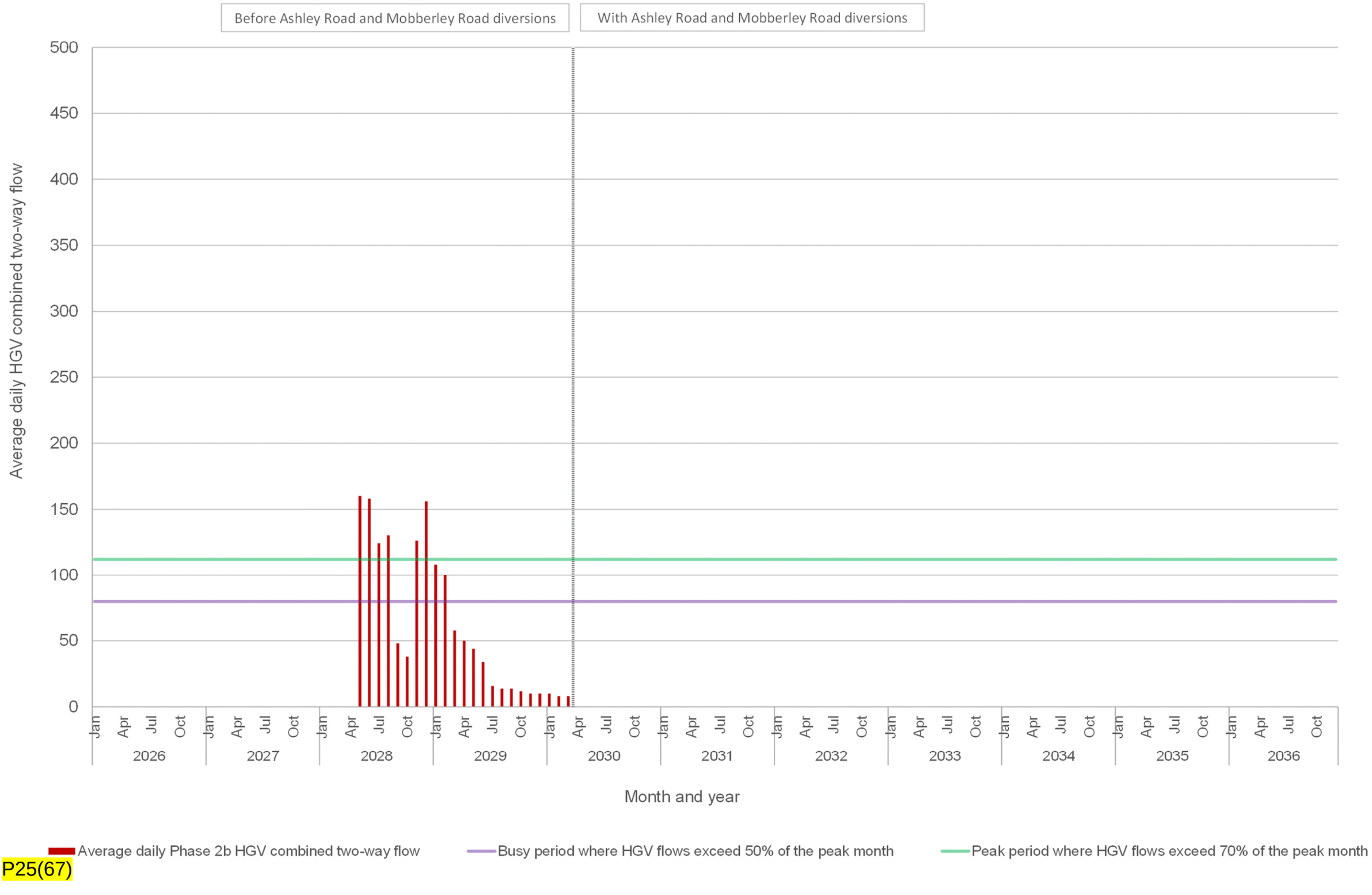


P25(66)

Construction Traffic Histogram 27: Ashley Road - between Mobberley Road and Birkinheath Lane (MA06)
Location C on Traffic Flow Map 9a (Ashley before Ashley Road and Mobberley Road Diversions)

HS2

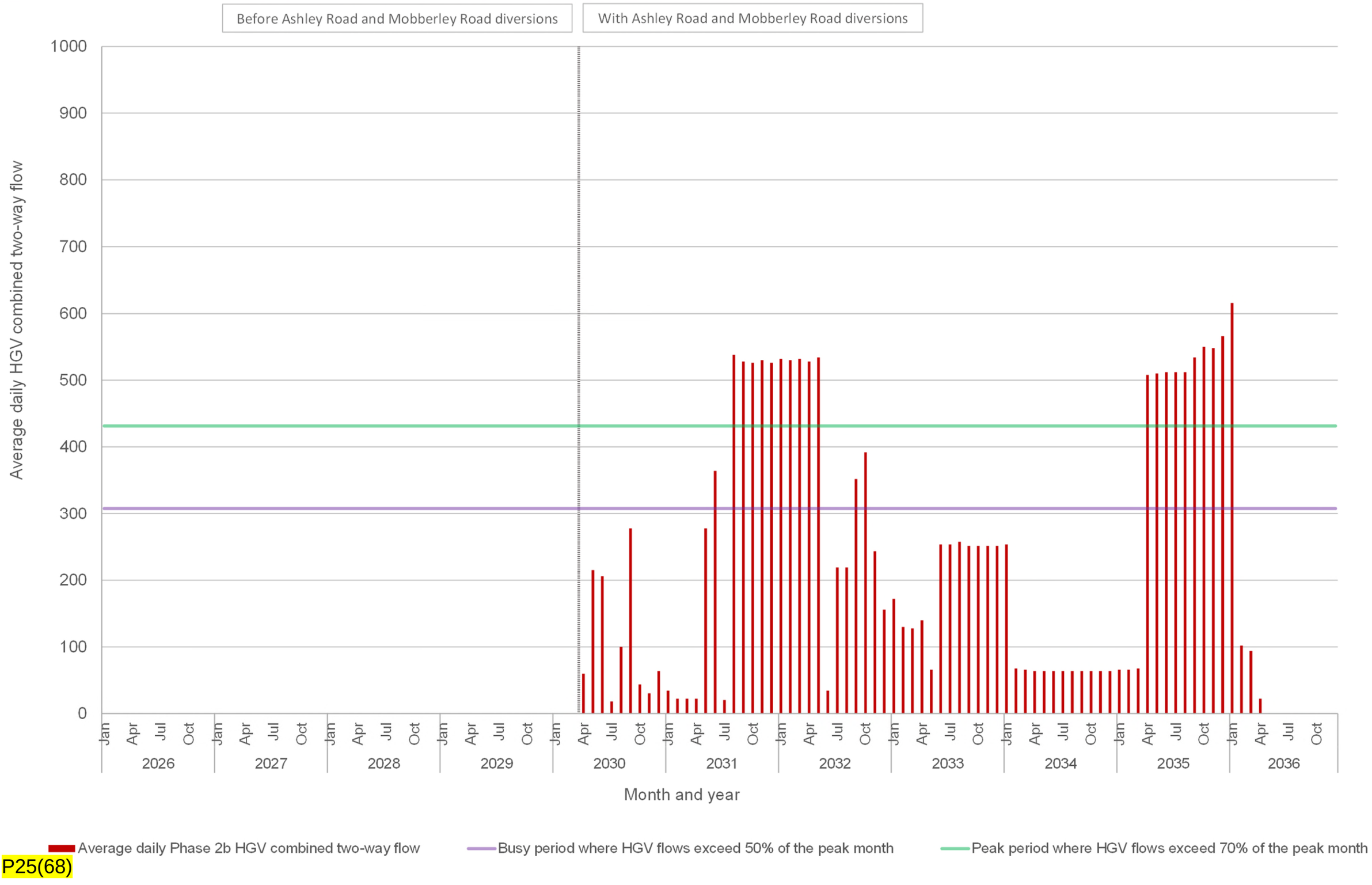
The AP2 Revised Scheme



Construction Traffic Histogram 28: Ashley Road Diversion (MA06)
Location C on Traffic Flow Map 9b (Ashley with Ashley Road and Mobberley Road Diversions)

HS2

The AP2 Revised Scheme

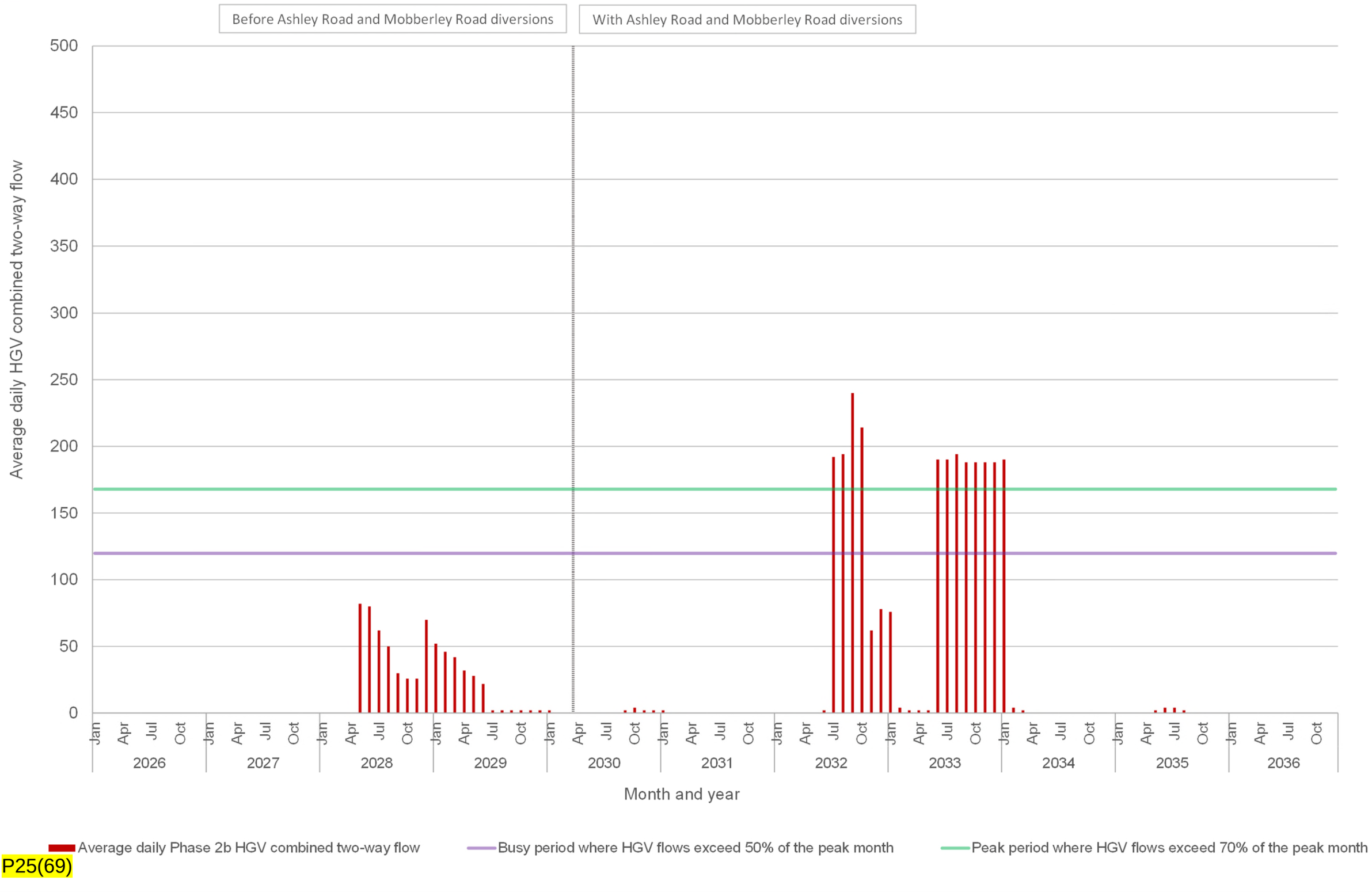


P25(68)

Construction Traffic Histogram 29: Mobberley Road / Mobberley Road Diversion (MA06)
Location I on Traffic Flow Maps 9a & 9b (Ashley)

HS2

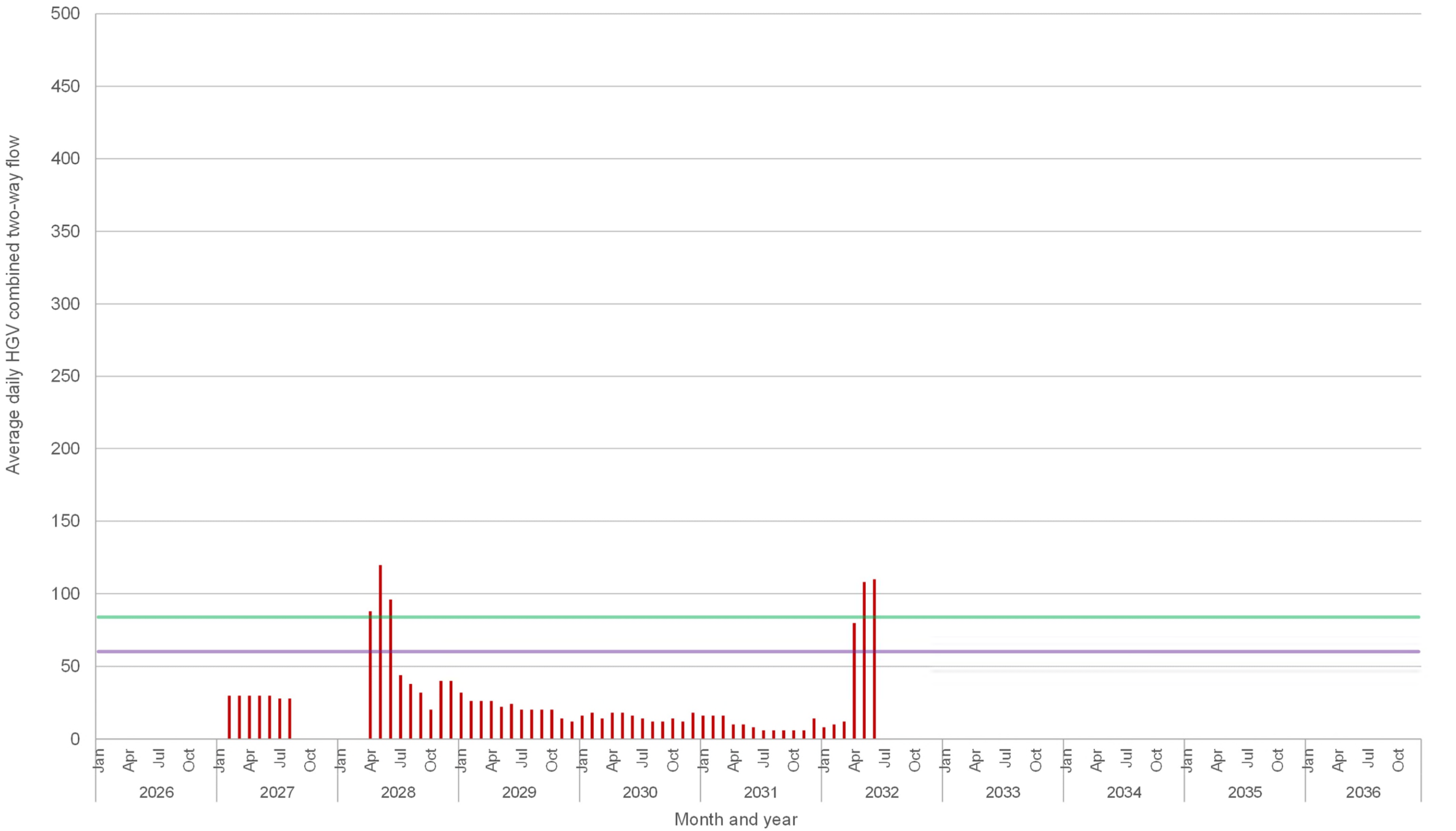
The AP2 Revised Scheme



Construction Traffic Histogram 30: Mill Lane (MA06)
Location A on Traffic Flow Maps 10a, 10b & 10c (Manchester Airport)

HS2

The AP2 Revised Scheme

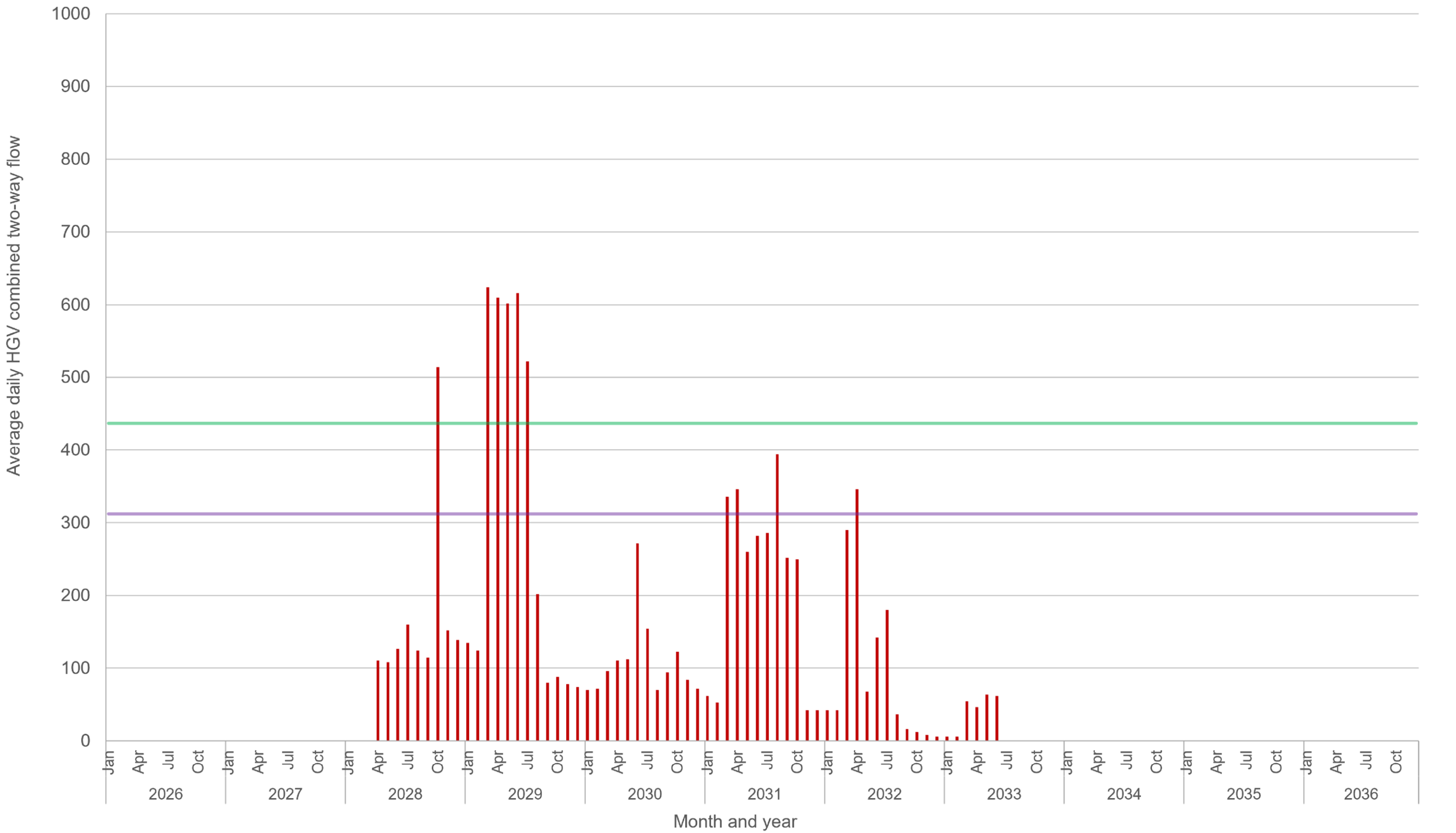


P25(70)

Construction Traffic Histogram 31: Sunbank Lane (MA06)
Location C on Traffic Flow Maps 10a, 10b & 10c (Manchester Airport)

HS2

The AP2 Revised Scheme

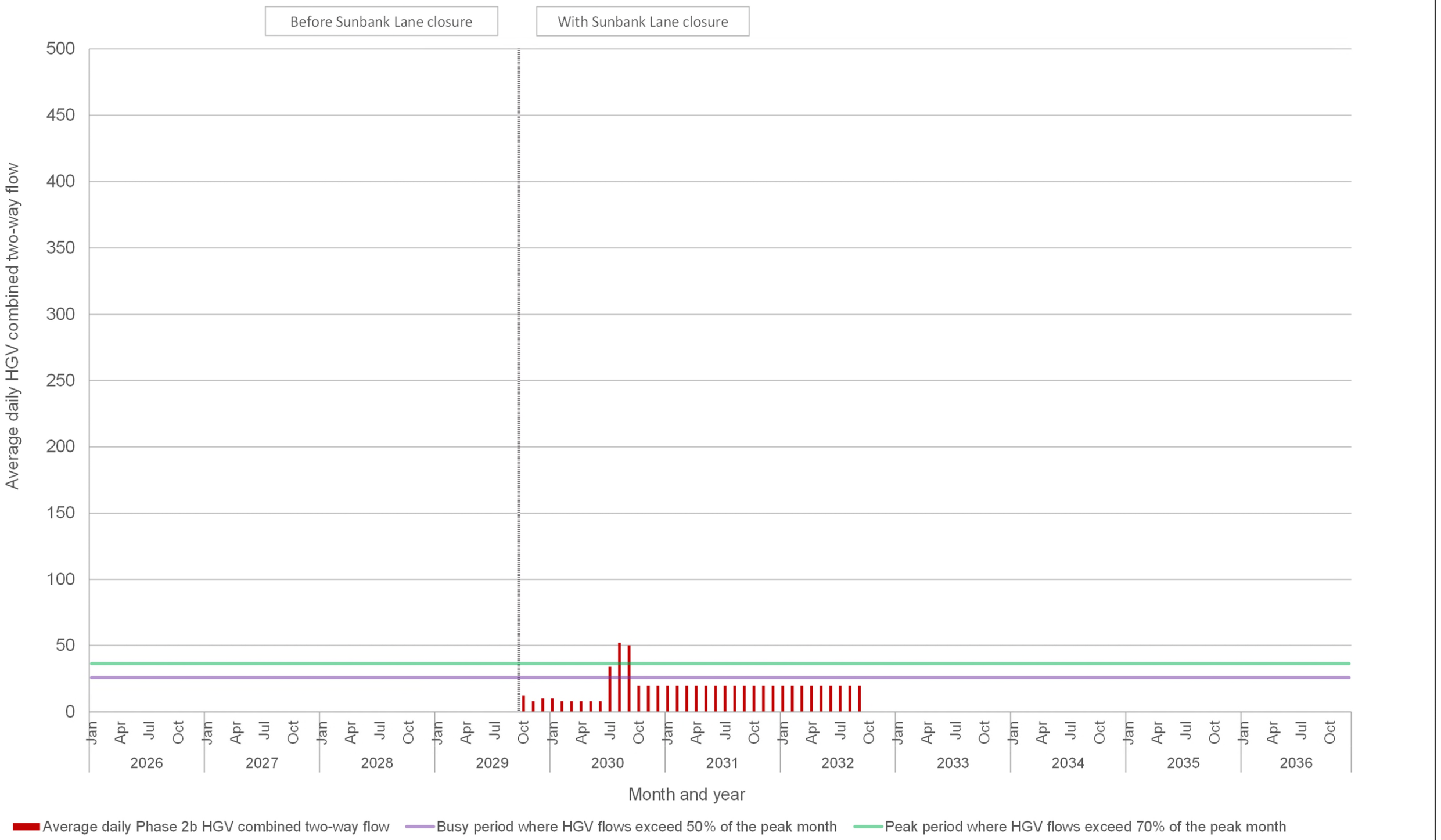


P25(71)

Construction Traffic Histogram 32: High Elm Road - between Greengate and A538 Hale Road (MA06)
Location E on Traffic Flow Maps 10a, 10b & 10c (Manchester Airport)

HS2

The AP2 Revised Scheme

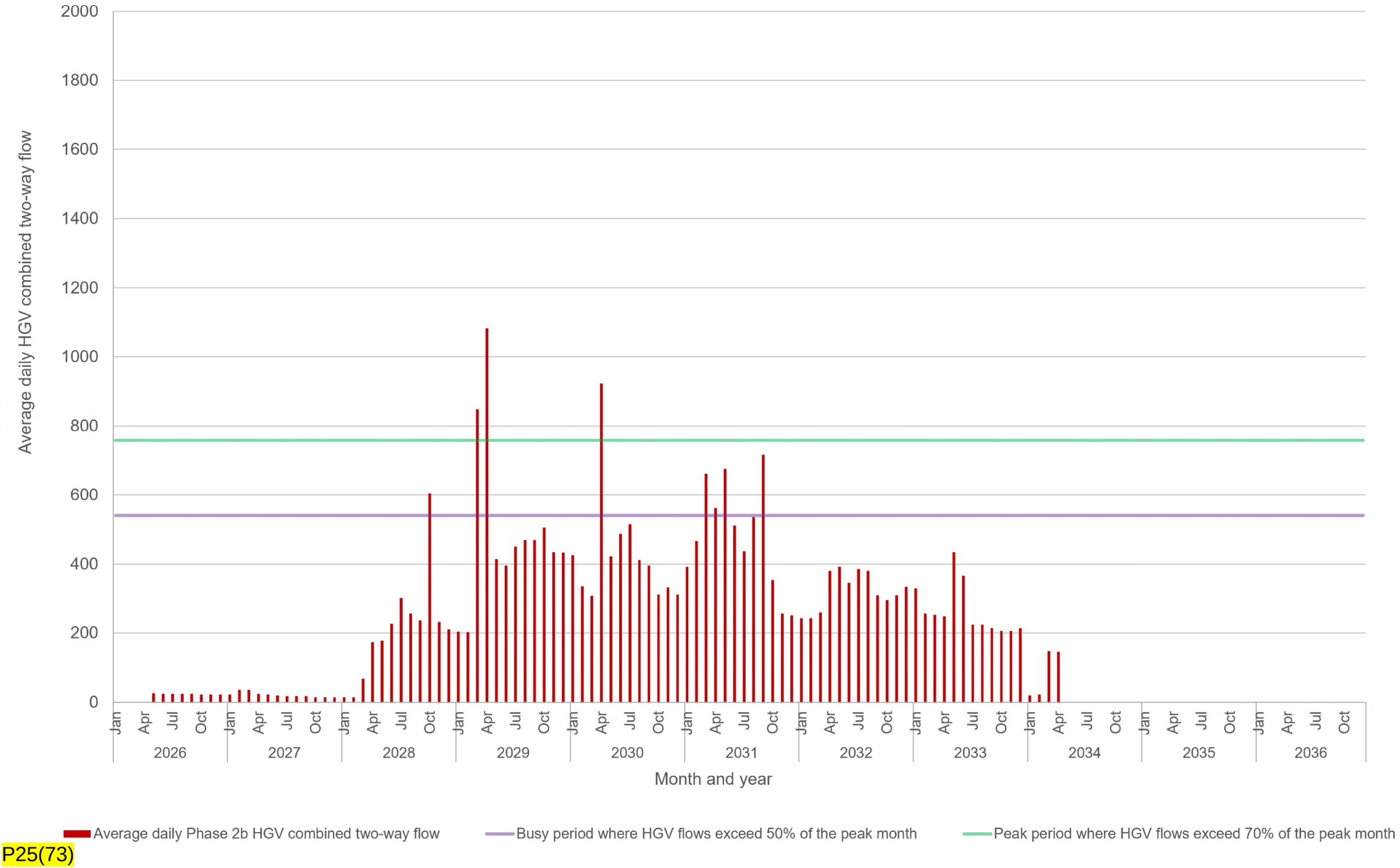


P25(72)

Construction Traffic Histogram 33: A538 Hale Road - between Hasty Lane and Hale Four Seasons Roundabout (MA06)
Location F on Traffic Flow Maps 10a, 10b & 10c (Manchester Airport)

HS2

The AP2 Revised Scheme

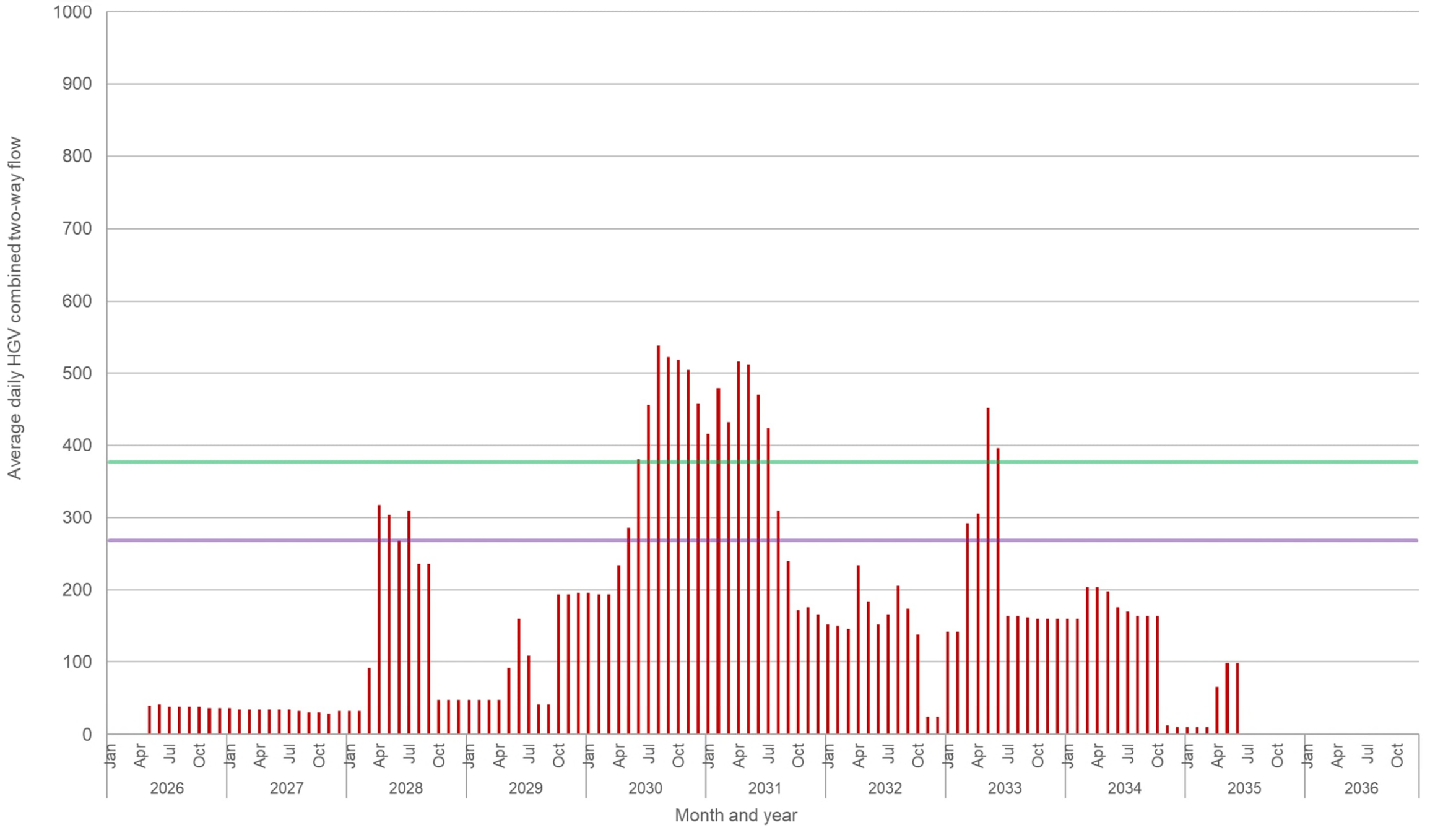


P25(73)

Construction Traffic Histogram 34: Runger Lane (MA06)
Location G on Traffic Flow Maps 10a, 10b & 10c (Manchester Airport)

HS2

The AP2 Revised Scheme

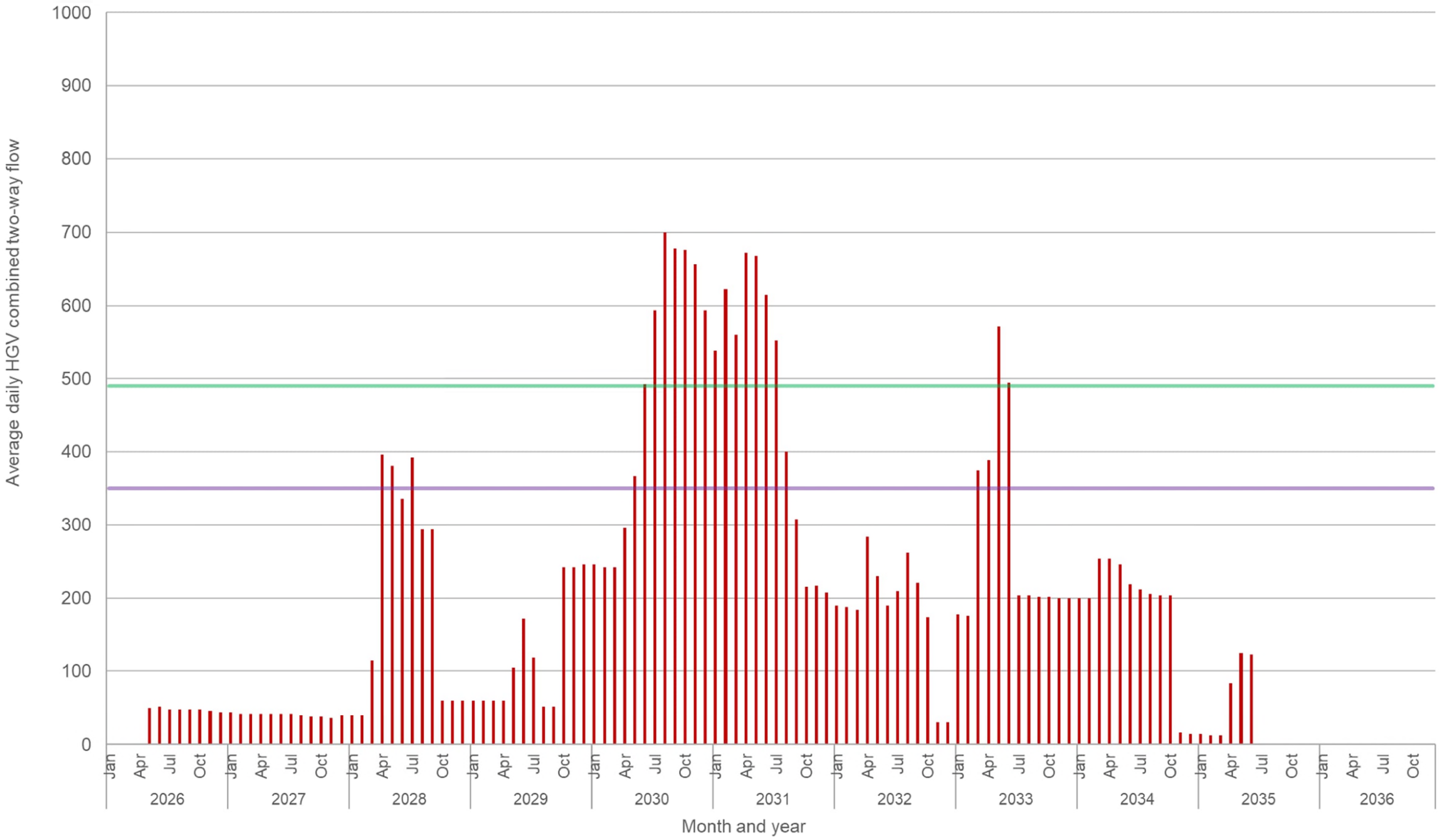


P25(74)

Construction Traffic Histogram 35: Thorley Lane - between Tunnel South Portal Compound Access and Runger Lane (MA06)
Location H on Traffic Flow Maps 10a, 10b & 10c (Manchester Airport)

HS2

The AP2 Revised Scheme

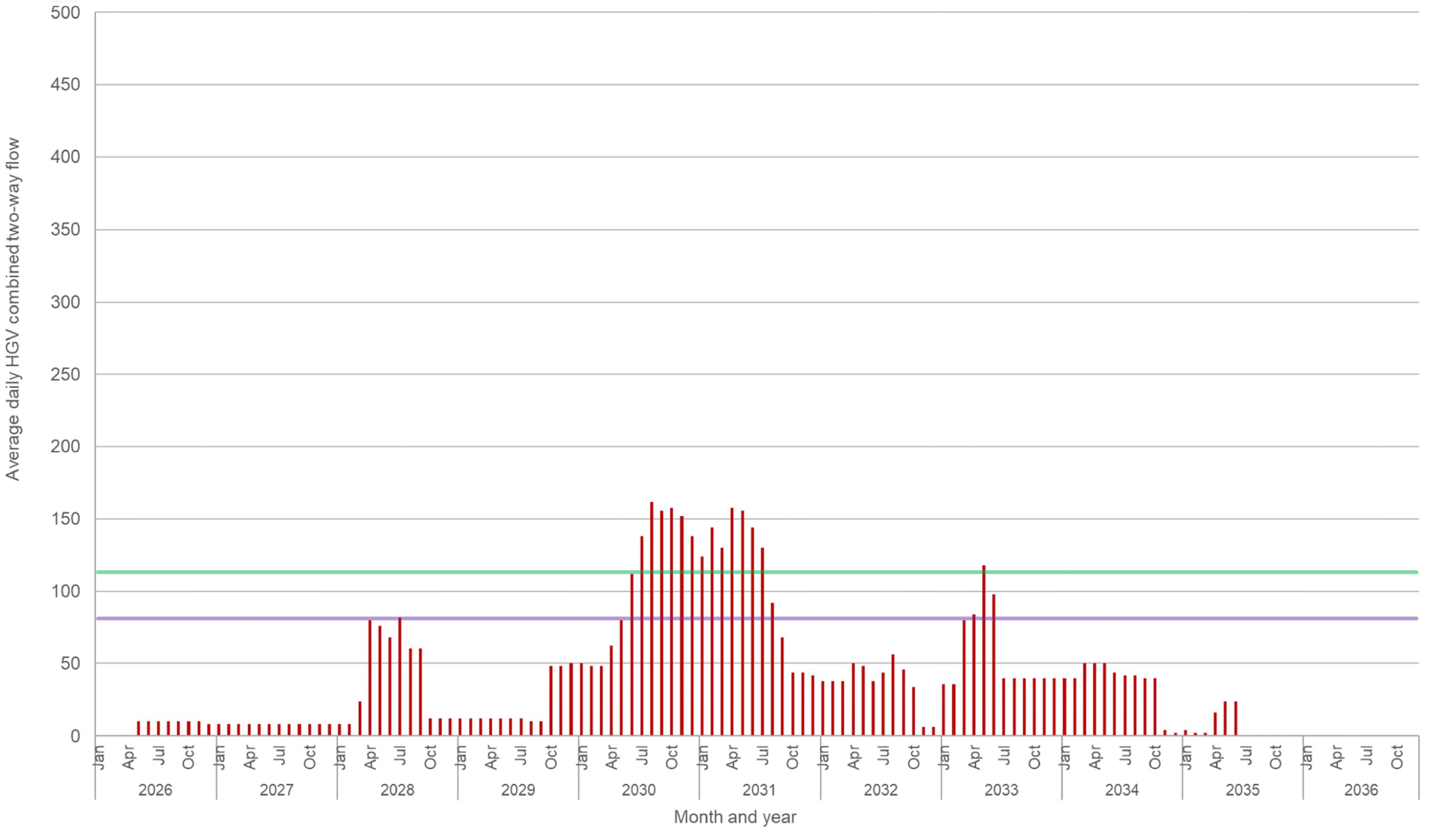


P25(75)

Construction Traffic Histogram 36: Thorley Lane - between Jet Parks 1 and Etrop Grange Hotel access (MA06)
Location I on Traffic Flow Maps 10a, 10b & 10c (Manchester Airport)

HS2

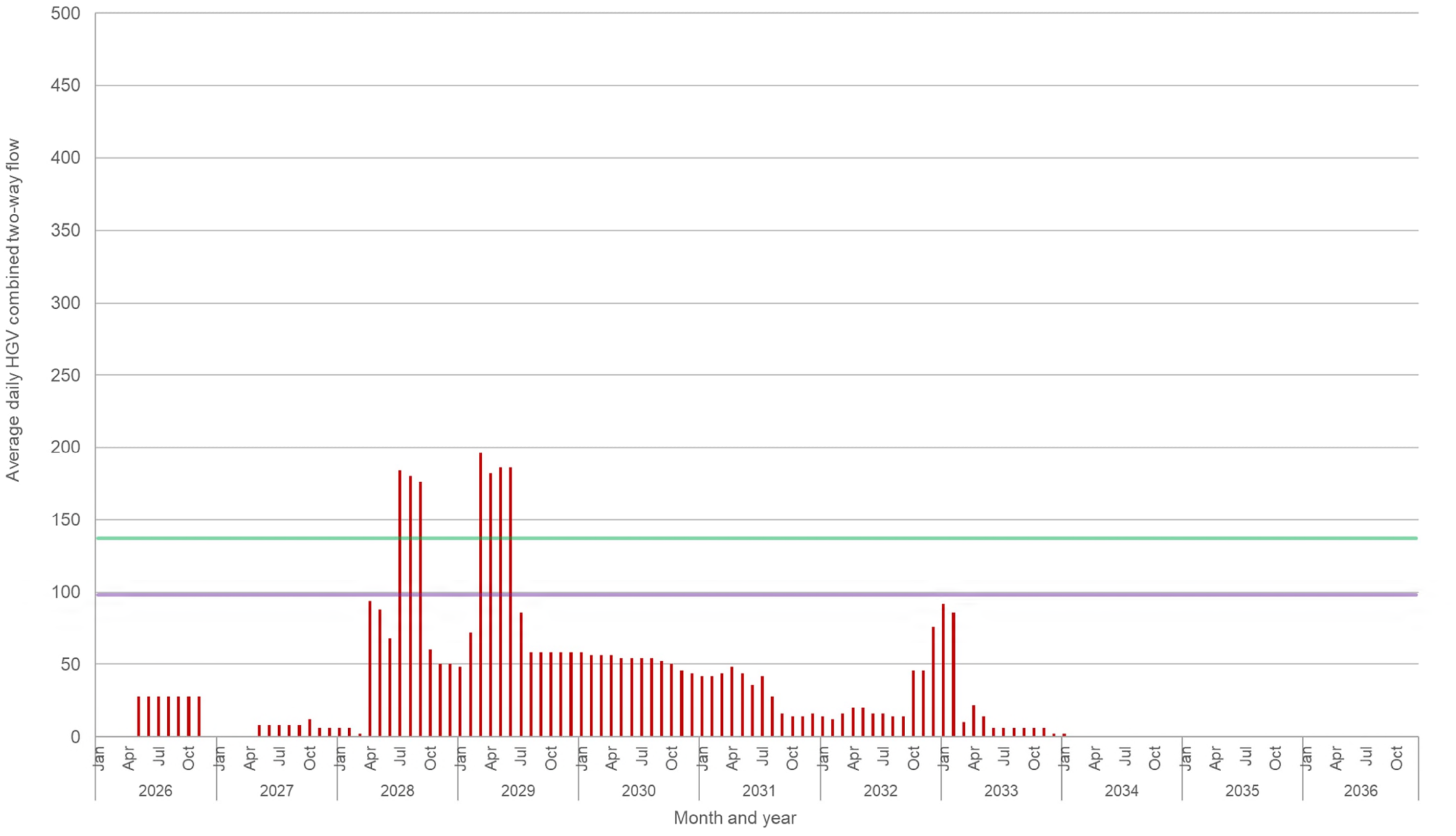
The AP2 Revised Scheme



Construction Traffic Histogram 37: A5145 Barlow Moor Road (MA07)
Location shown on Construction Route Map I (South Manchester)

HS2

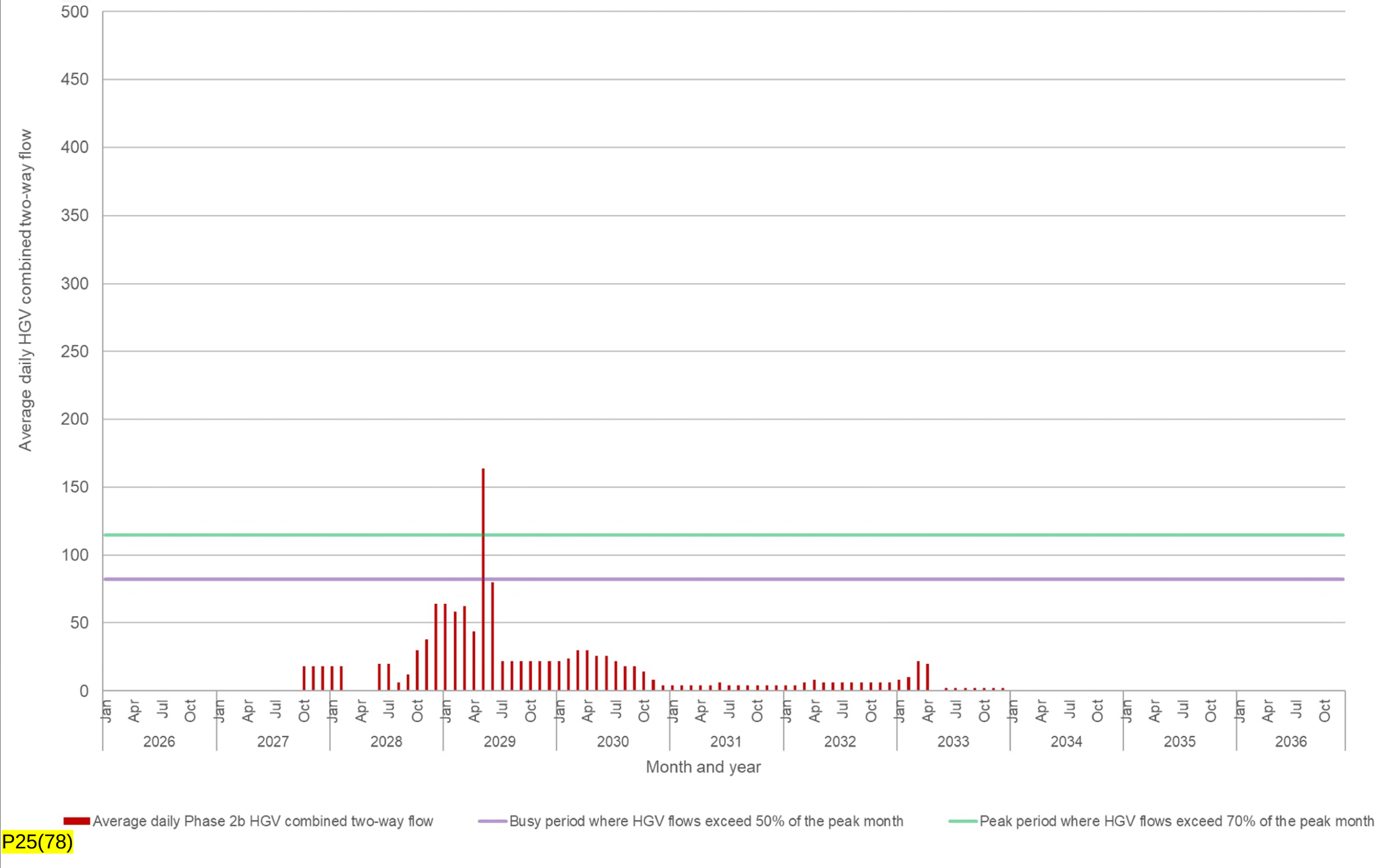
The AP2 Revised Scheme



Construction Traffic Histogram 38: A34 Kingsway - between Green End Road and Mauldeth Road (MA07)
Location shown on Construction Route Map I (South Manchester)

HS2

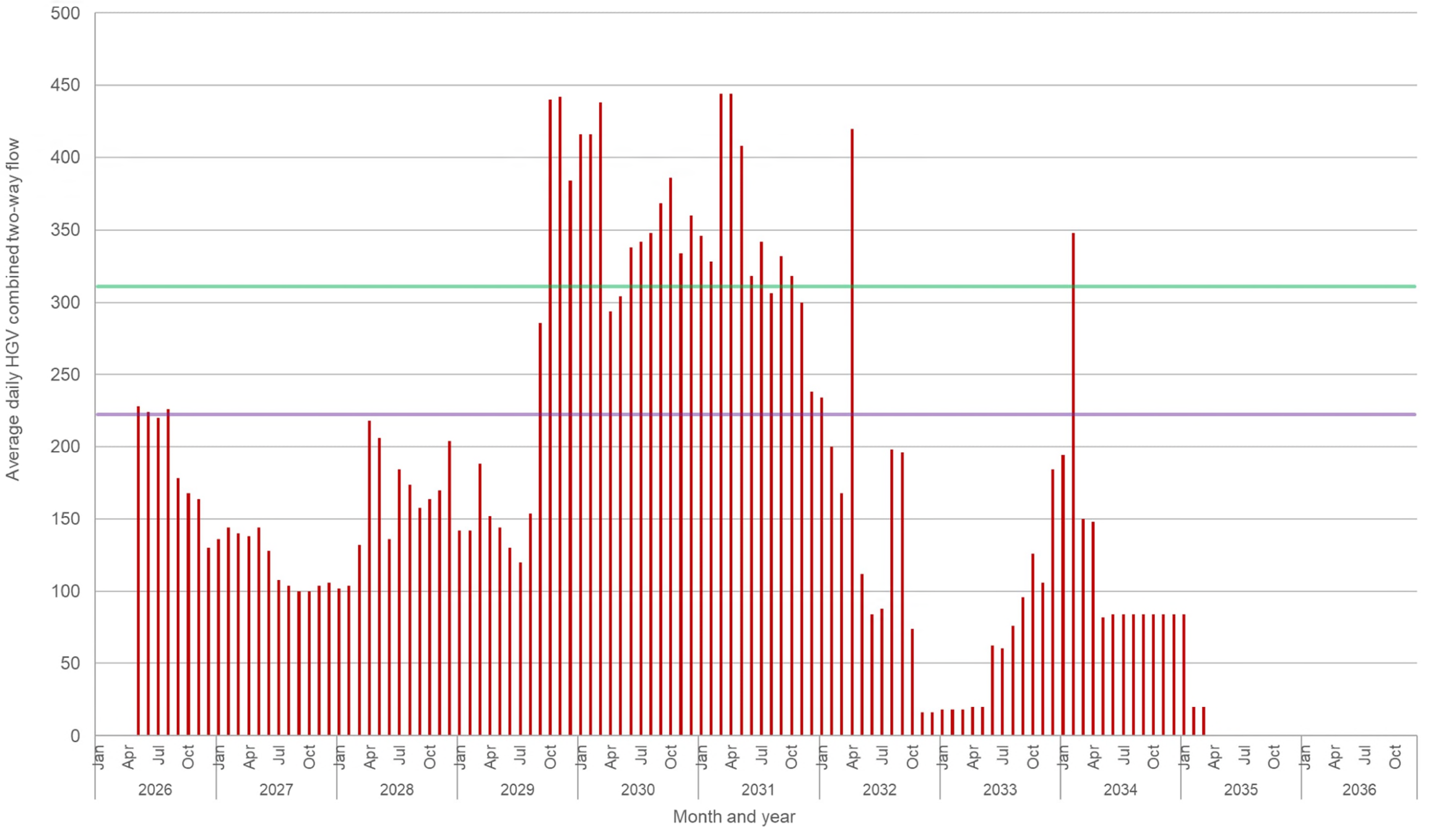
The AP2 Revised Scheme



Construction Traffic Histogram 39: A635 Ashton Old Road - between A665 Midland Street and Gable Street (MA07)
Location N on Traffic Flow Maps 11a, 11b & 11c (Ardwick and Manchester Piccadilly)

HS2

The AP2 Revised Scheme

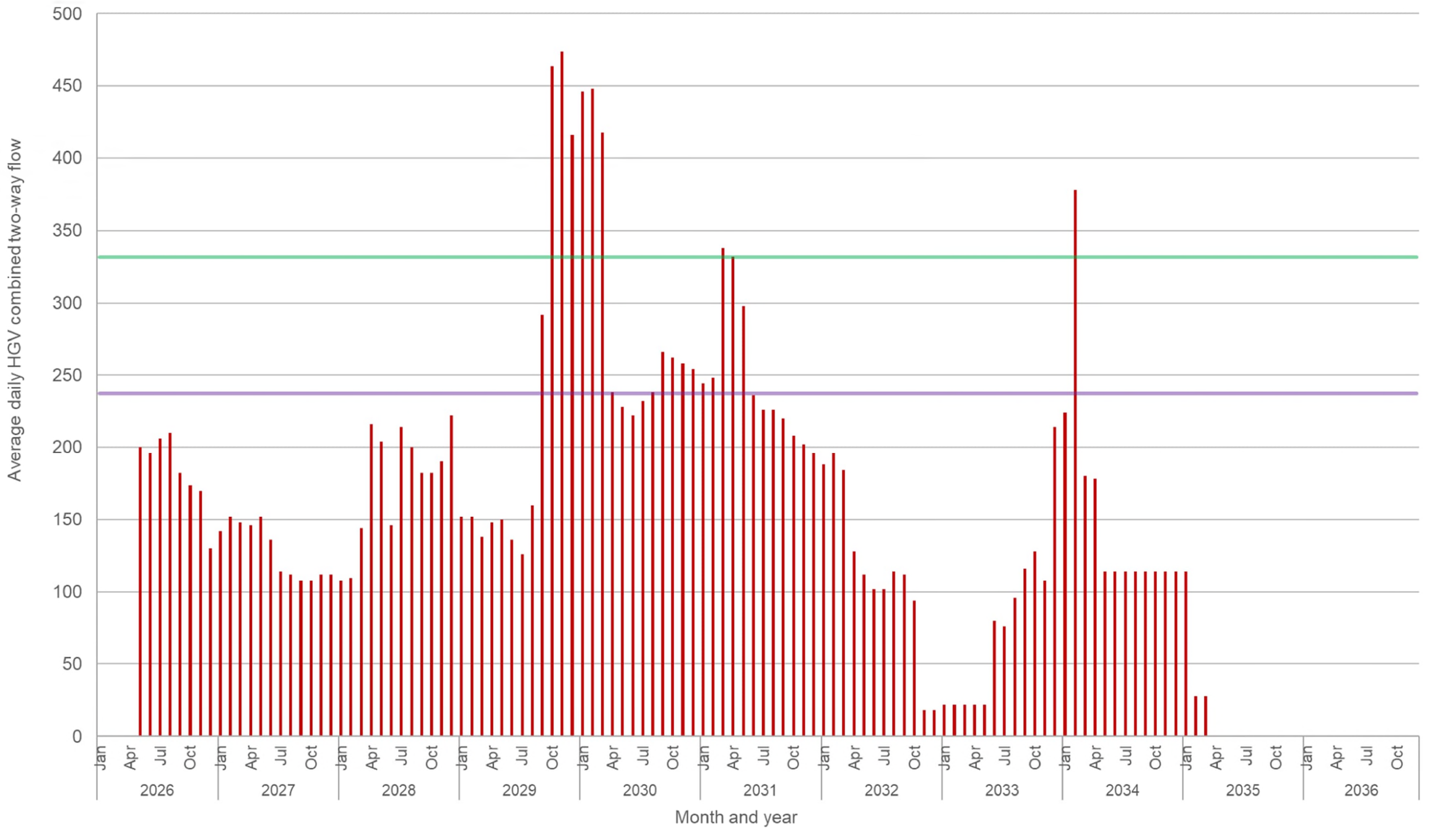


P25(79)

Construction Traffic Histogram 40: A635 Ashton Old Road - between Compass Street and Dakley Street (MA07)
Location shown on Construction Route Map J (Central Manchester)

HS2

The AP2 Revised Scheme

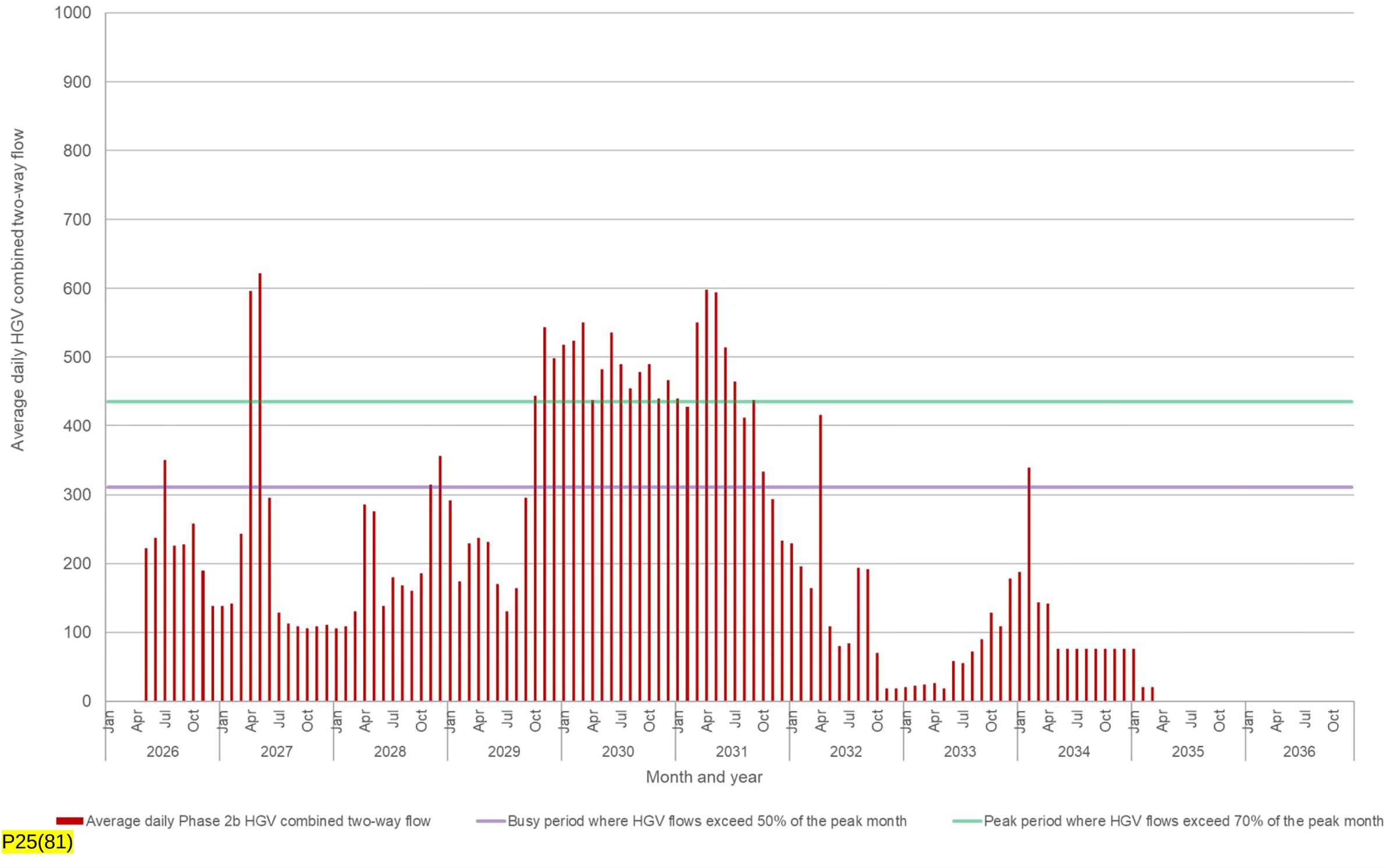


P25(80)

Construction Traffic Histogram 41: A57 Regent Road (MA08)
Location shown on Construction Route Map J (Central Manchester)

HS2

The AP2 Revised Scheme

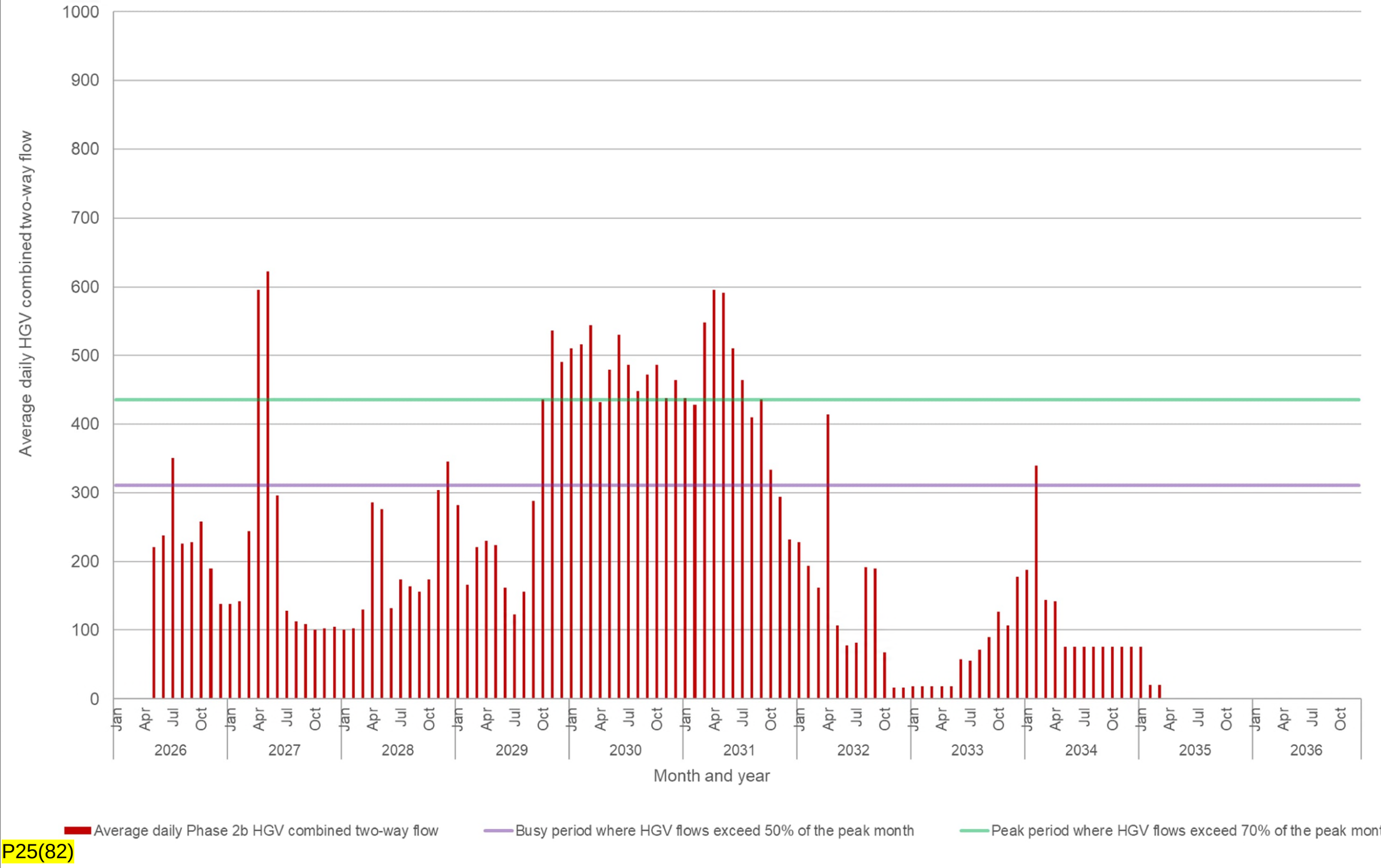


P25(81)

Construction Traffic Histogram 42: A57(M) Mancunian Way - between A34 Brook Street and A6 Downing Street (MA08)
Location C on Traffic Flow Maps 11a, 11b & 11c (Ardwick and Manchester Piccadilly)

HS2

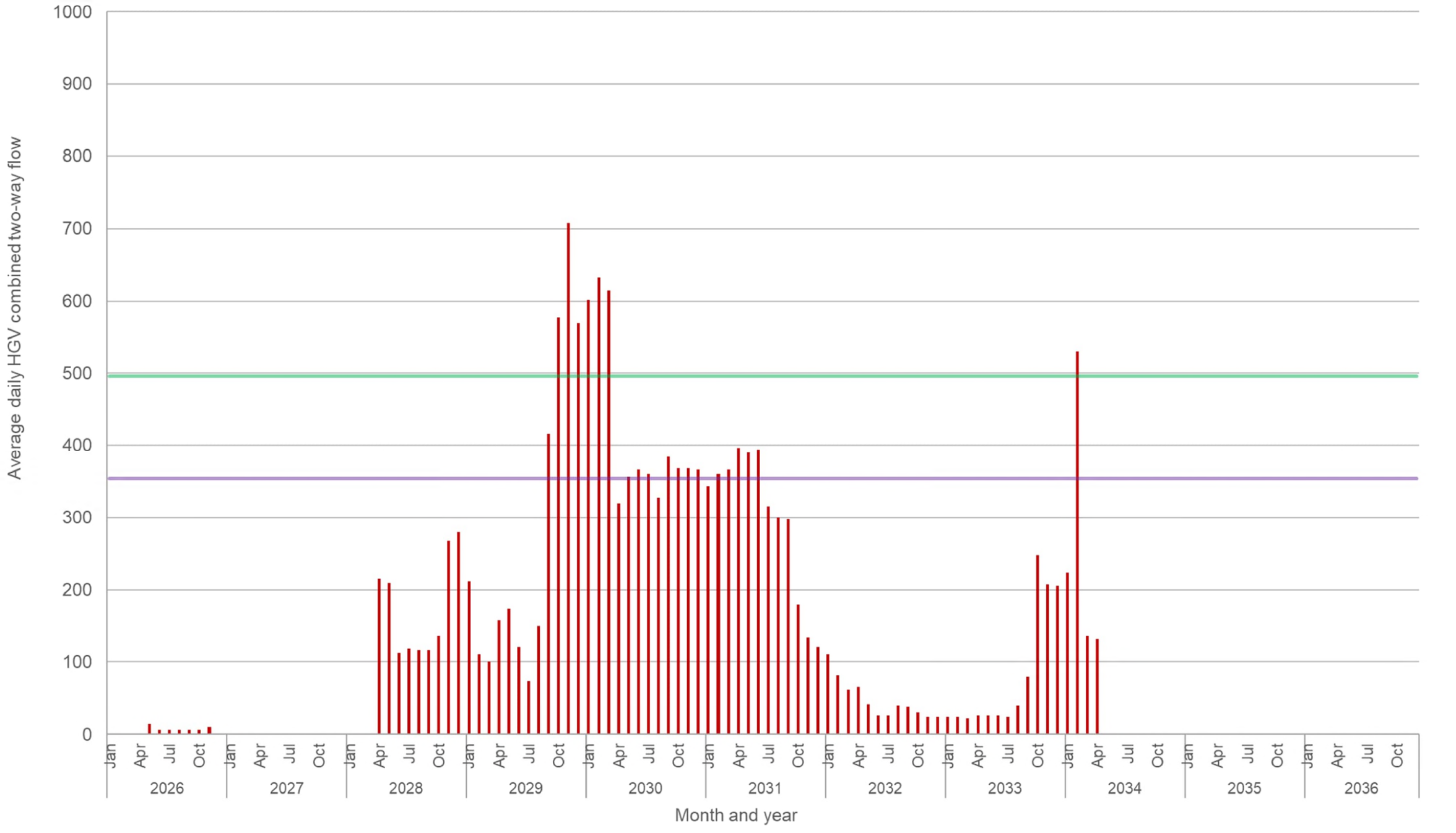
The AP2 Revised Scheme



Construction Traffic Histogram 43: A665 Great Ancoats Street - between Helmet Street and Every Street (MA08)
Location L on Traffic Flow Maps 11a, 11b & 11c (Ardwick and Manchester Piccadilly)

HS2

The AP2 Revised Scheme

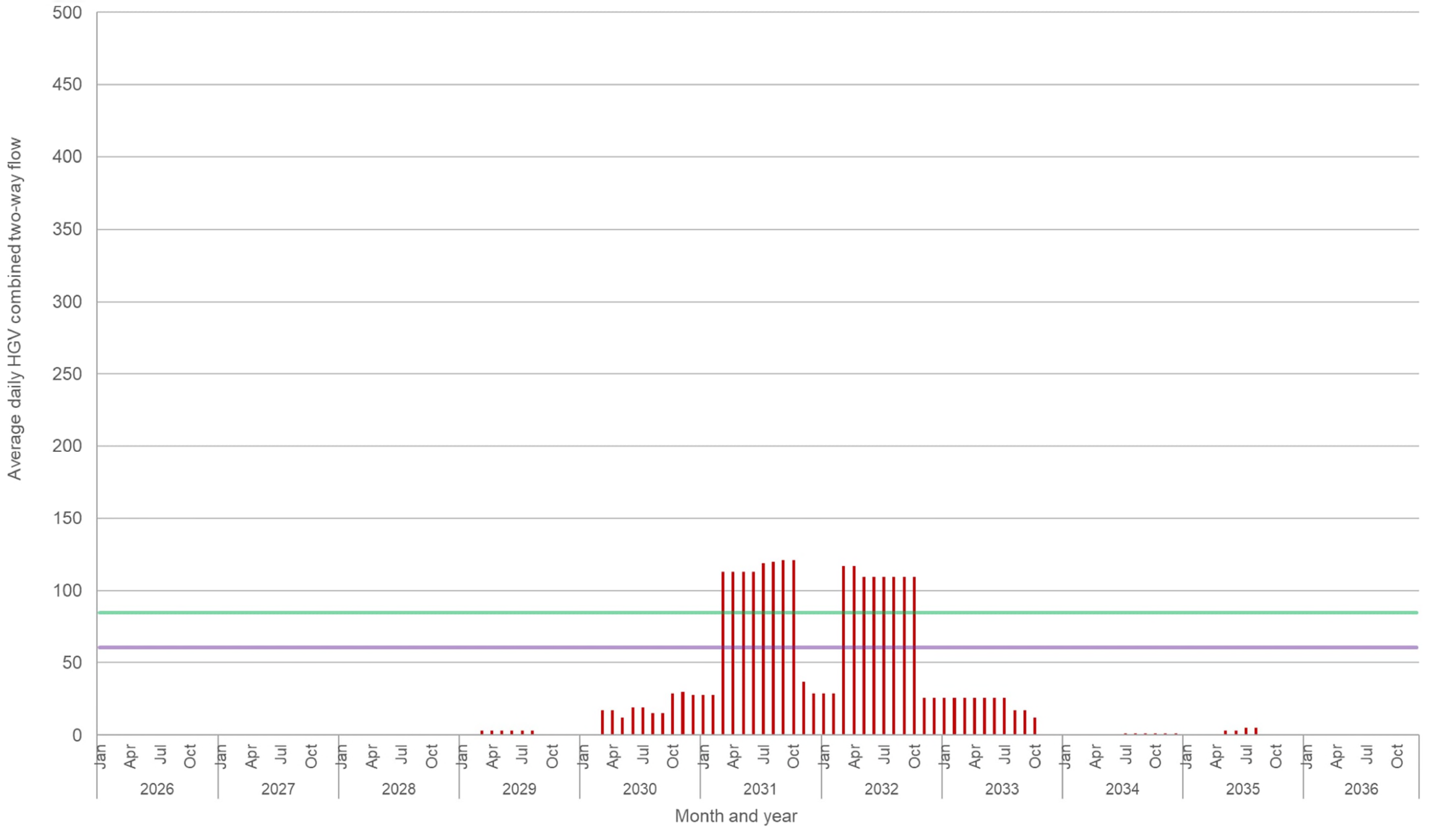


P25(83)

Construction Traffic Histogram 44: B7076 - adjacent to Mill Forge (Annandale)
Location shown on Construction Route Map K (Annandale)

HS2

The AP2 Revised Scheme



Construction Traffic Histogram 45: B7076 - between depot site access and A74(M) junction 21 south-facing slip roads (Annandale)
Location shown on Construction Route Map K (Annandale)

HS2

The AP2 Revised Scheme