

# Our approach to traffic and transport

East West Rail will provide the opportunity to travel in a convenient new way across the region, helping encourage more sustainable journeys. During both the construction and operation of the railway there will be some effects on current transport routes and travel patterns. Understanding these effects helps us put in place a plan to ensure the new railway integrates smoothly with local roads, walking and cycling routes, and public transport.

## Our assessment approach

Since our previous consultation, we've continued refining our assessments using updated modelling, survey data and through ongoing engagement with National Highways and local highway authorities.

We are considering how local and strategic roads operate, how people will access each station, and any potential safety effects for all road users. This work helps us identify where improvements or mitigation may be required during both construction and operation.

A full Transport Assessment will be submitted as part of our Development Consent Order (DCO) application which will consider how the proposed railway may influence daily travel across the area, including walking, wheeling, cycling, bus use and car trips.

Our assessment approach includes consideration of the following elements:

**Engagement with stakeholders** - We're undertaking regular engagement with key stakeholders, including local highways authorities, National Highways, Network Rail, Active Travel England and regional transport bodies. Their insight helps ensure our modelling and assumptions reflect local issues and proposals for planned growth.

**Highway transport modelling** - Our detailed highway model draws on extensive traffic surveys to represent current conditions and inform forecasts of how traffic may change. It tests scenarios for both the construction and operational phases, taking into account planned developments such as new housing, employment sites and transport schemes. Through this modelling we identify potential congestion points, understand the effect of travel to and from stations, and develop options for managing or mitigating impacts where required, including assessing how much car parking is needed.

**Modelling at stations** - We are also assessing how people move through station spaces including entrances, platforms, bridges and ticket gates. This ensures each station is designed for expected passenger demand, including future growth from planned developments. This work supports the design of safe and convenient access by foot, cycle, bus and car.

## Construction traffic impacts

Throughout construction, EWR will manage the travel behaviour and traffic patterns of deliveries and our workforce. This will be set out in our Code of Construction Practice. The project aims to manage workforce and deliveries to minimise impact on local transport networks by:

- Undertaking traffic modelling to assess the impact of deliveries and workforce movements on the operation of local roads.
- Provision of a construction hub on the East Coast Main Line to reduce road transport for some construction material.
- Planning construction site locations to support access for the workforce by foot, bike or public transport where possible. Site locations will provide alternative routes where they affect public rights of way or roads.

## Operational traffic impacts

Once operational, EWR will influence travel behaviour and traffic patterns including how passengers travel to and from EWR stations. Our traffic modelling will assess how passenger demand for new stations and services would affect the operation of local roads. Our approach to reducing the impact of traffic includes:

- **Mode shift:** The project aims to encourage the use of more sustainable transport options for both long and short distance trips.
- **Station access planning:** New and upgraded stations will be designed so that people can safely and easily arrive on foot, by bike, by bus or by car.

## Mitigation strategy

Our mitigation strategy focuses on addressing traffic and transport impacts created by EWR, rather than existing or historical road issues. Where our modelling shows the railway would lead to additional traffic, we will identify appropriate measures such as changes to junctions or road layouts, improvements to walking and cycling routes, or steps to reduce car dependency for station access. We continue working with National Highways and local councils to ensure EWR does not constrain their future plans for the wider transport network.

Details of location-specific mitigation will be provided within the individual route section chapters in the Environmental Statement (ES) and Transport Assessment (TA) documents submitted as part of the DCO.

## Next steps


This consultation sets out our developing approach and the work we've done so far. Further detail will be provided in the ES, TA and associated monitoring and management plans submitted with the DCO. These will describe the full assessment, modelling results, proposed mitigation measures, and how we plan to monitor and manage impacts over time. Engagement with local authorities and other stakeholders will continue as this work is finalised.

### Get in touch

If you have any questions, please get in touch using the details below:

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