

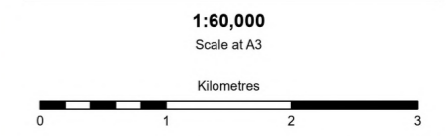
Drawing notes:

1. Construction routes and rail alignment are indicative and will be subject to further evaluation as stakeholder engagement progresses.
2. All assessed routes link construction compounds with the National Highways Strategic Road Network (SRN). Construction HGV traffic is assumed to use the SRN to/from their ultimate origins and destinations.
3. Construction HGVs will be mandated to use the identified construction routes between the SRN and EWR compounds.
4. Construction routes shown in this map include both on-road sections and temporary construction roads. Sections along temporary construction roads are indicative only and under development.
5. Where construction routes are shown using roads that have weight restrictions or other constraints, additional engagement will be required with local stakeholders to confirm their suitability and potential mitigation.
6. Construction traffic routes are shown using the existing or committed future road network that will be in place when EWR is expected to commence construction. Temporary and permanent changes to the road network that are planned as part of the EWR project are not shown.
7. It is possible that additional temporary and permanent changes to the local road network will be required to accommodate construction HGVs and these will be considered as further design continues.
8. Construction workforce travelling to work by car will be able to use any public road, but measures will be in place to reduce the number of such workforce car journeys.

- New EWR station
- Other station not served by EWR
- EWR Alignment
- Mined tunnel
- Primary EWR construction traffic route along public road (more than 10 HGVs/day in each direction)
- Secondary EWR construction traffic route along public road (up to 10 HGVs/day in each direction)
- Primary EWR construction traffic route along future or temporary construction road (more than 10 HGVs/day in each direction). Indicative only.
- Secondary EWR construction traffic route along future or temporary construction road (up to 10 HGVs/day in each direction). Indicative only.
- A421 (under construction by National Highways)
- National Highways Strategic Road Network
- Temporary EWR construction service roads
- Main Compound
- Satellite Compound

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 Data sources: Alignment, Design and CTR - MWJV, 2026; SRN - National Highways, 2026



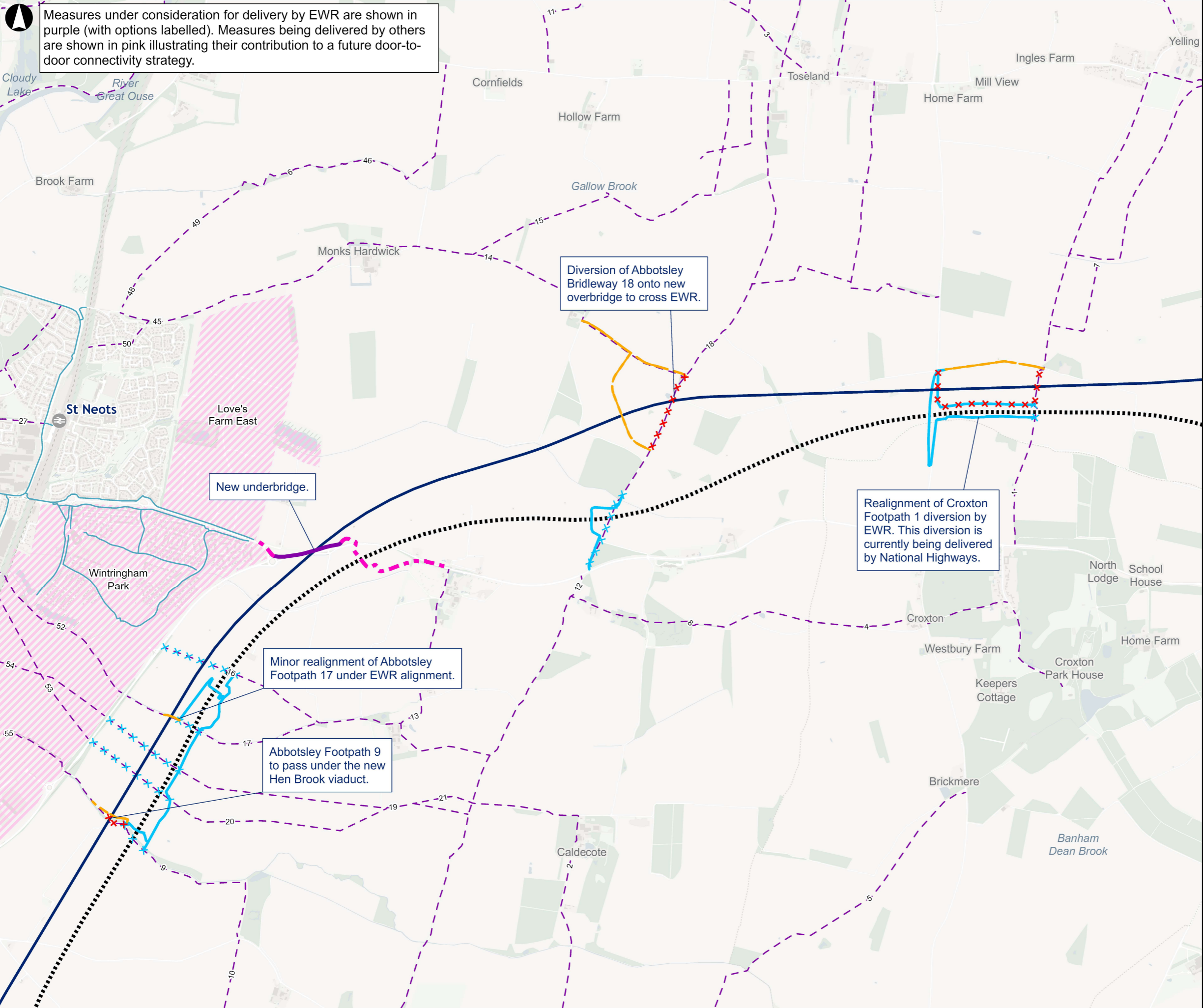
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P01	S2	08/04/26	AC	IRT	PW



Route Section 6: Croxton to Toft
Construction Heavy Goods Vehicle Routes

133735-MWJ-Z0-DRG-GIS-000116
 Routewide - Traffic - HGV Routes

Measures under consideration for delivery by EWR are shown in purple (with options labelled). Measures being delivered by others are shown in pink illustrating their contribution to a future door-to-door connectivity strategy.



Diversion of Abbotsley Bridleway 18 onto new overbridge to cross EWR.

New underbridge.

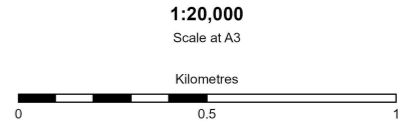
Realignment of Croxton Footpath 1 diversion by EWR. This diversion is currently being delivered by National Highways.

Minor realignment of Abbotsley Footpath 17 under EWR alignment.

Abbotsley Footpath 9 to pass under the new Hen Brook viaduct.

- Other station not served by EWR
- EWR route
- NMU infrastructure**
- Existing walking, wheeling and cycling route
- Existing Public Right of Way
- EWR planned walking, wheeling and cycling route
- Planned route by others
- Changes to the Public Right of Way network by EWR**
- Public Right of Way change
- Stopped up Public Right of Way
- Changes to the Public Right of Way network by others**
- Public Right of Way change
- Stopped up Public Right of Way
- Key location**
- Development
- New A421 dual carriageway

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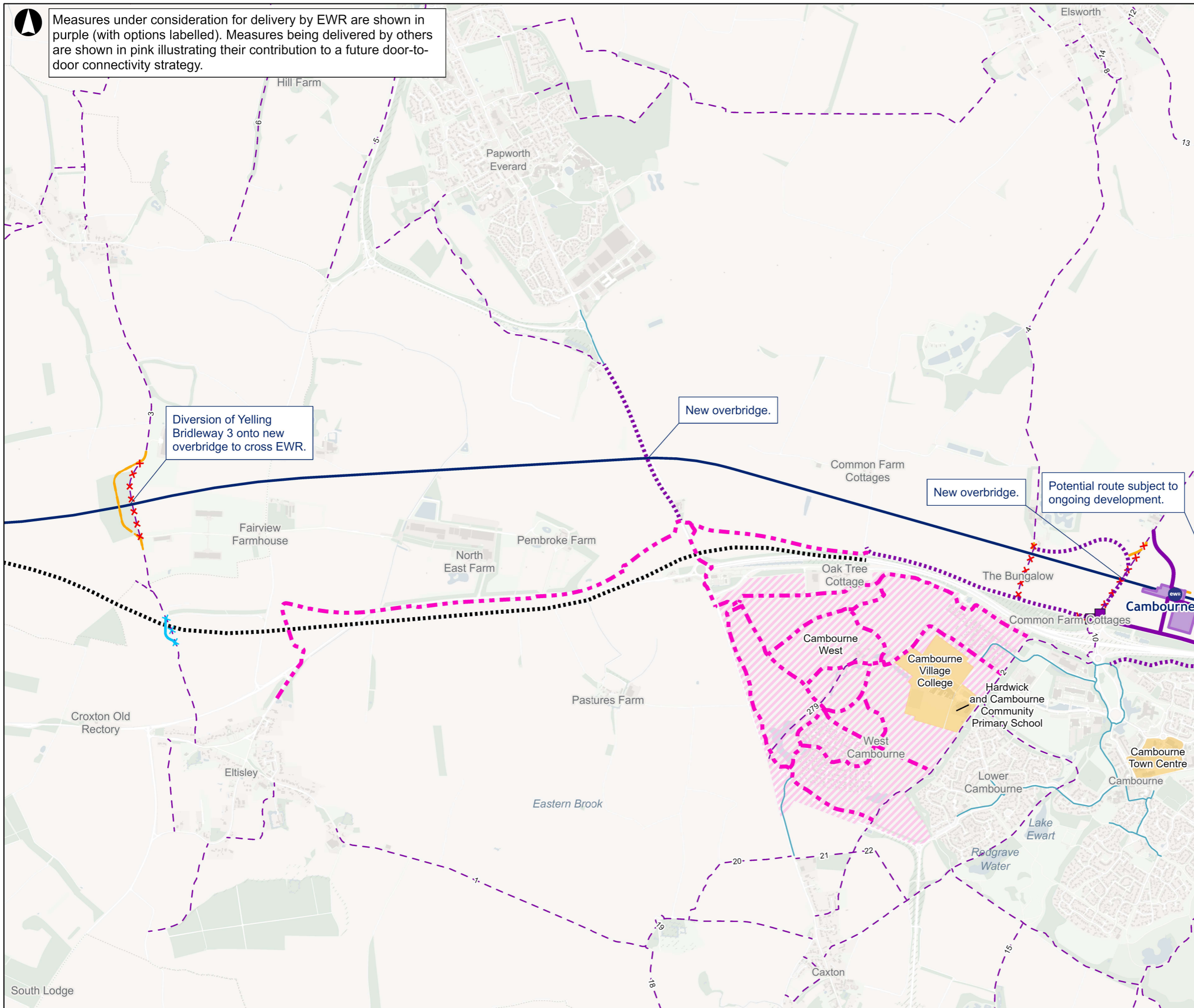


Non-Motorised User Network - existing and planned Core East
Sheet 18 of 27

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Routewide - Traffic - NMU Networks



Measures under consideration for delivery by EWR are shown in purple (with options labelled). Measures being delivered by others are shown in pink illustrating their contribution to a future door-to-door connectivity strategy.



- New EWR station
- EWR route
- Station footprint
- NMU infrastructure**
- Existing walking, wheeling and cycling route
- Existing Public Right of Way
- EWR planned walking, wheeling and cycling crossing (suitable for equestrians)
- EWR planned walking, wheeling and cycling route
- EWR planned walking, wheeling and cycling route (suitable for equestrians)
- Planned route by others
- Changes to the Public Right of Way network by EWR**
- Public Right of Way change
- Stopped up Public Right of Way
- Changes to the Public Right of Way network by others**
- Public Right of Way change
- Stopped up Public Right of Way
- Key location**
- Destination
- Development
- New A421 dual carriageway

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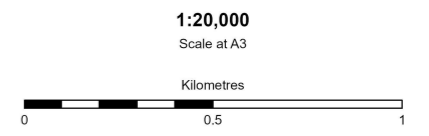
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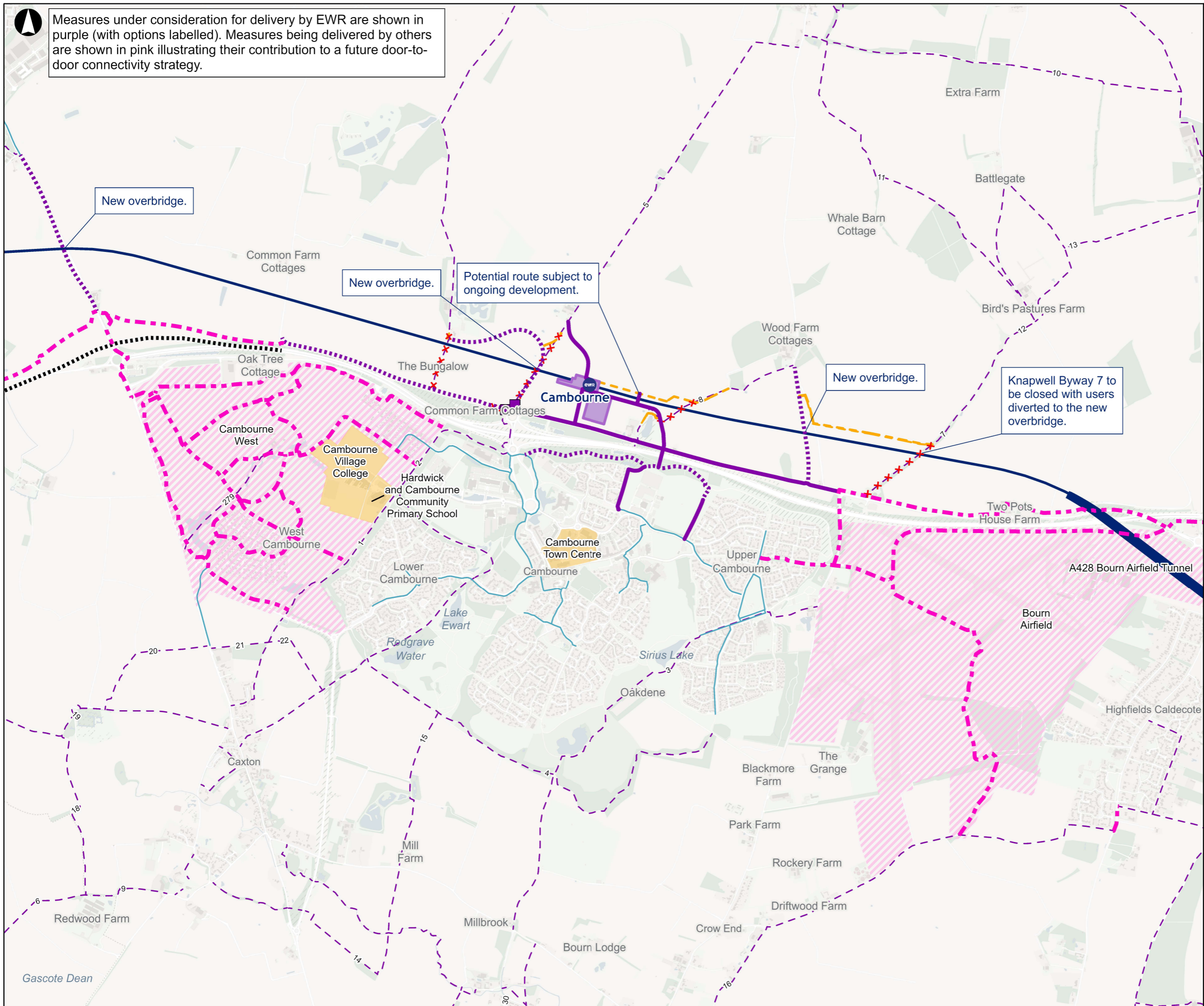
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Non-Motorised User Network - existing and planned Core East
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Routewide - Traffic - NMU Networks

Measures under consideration for delivery by EWR are shown in purple (with options labelled). Measures being delivered by others are shown in pink illustrating their contribution to a future door-to-door connectivity strategy.



- New EWR station
- EWR route
- Station footprint
- Proposed tunnel
- NMU infrastructure**
- Existing walking, wheeling and cycling route
- Existing Public Right of Way
- EWR planned walking, wheeling and cycling crossing (suitable for equestrians)
- EWR planned walking, wheeling and cycling route
- EWR planned walking, wheeling and cycling route (suitable for equestrians)
- Planned route by others
- Changes to the Public Right of Way network by EWR**
- Public Right of Way change
- Stopped up Public Right of Way
- Key location**
- Destination
- Development
- New A421 dual carriageway

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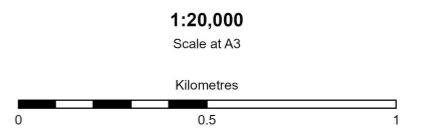
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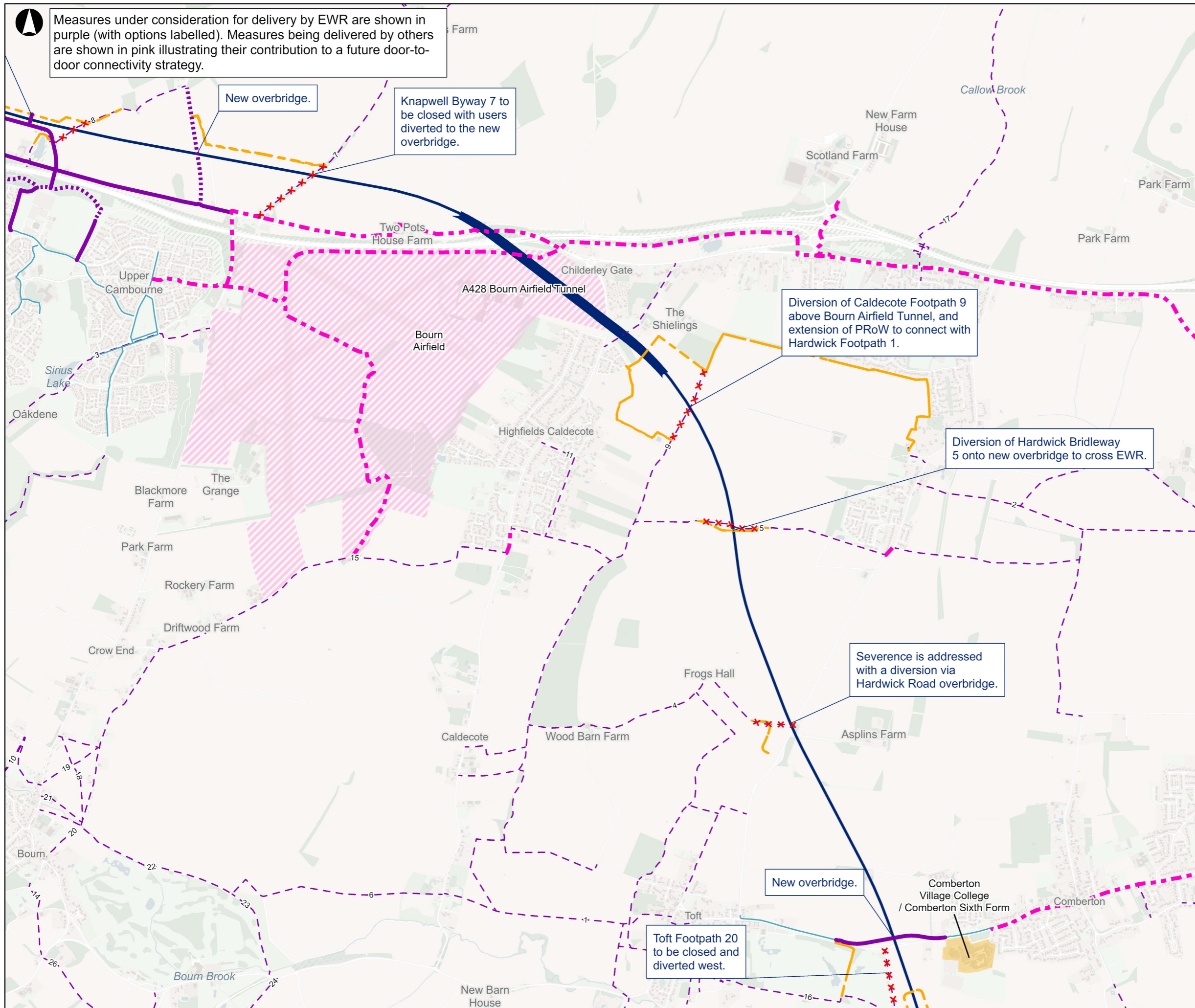


Non-Motorised User Network - existing and planned Core East
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Routewide - Traffic - NMU Networks



Measures under consideration for delivery by EWR are shown in purple (with options labelled). Measures being delivered by others are shown in pink illustrating their contribution to a future door-to-door connectivity strategy.



New overbridge.

Knapwell Byway 7 to be closed with users diverted to the new overbridge.

Diversion of Caldecote Footpath 9 above Bourn Airfield Tunnel, and extension of PRoW to connect with Hardwick Footpath 1.

Diversion of Hardwick Bridleway 5 onto new overbridge to cross EWR.

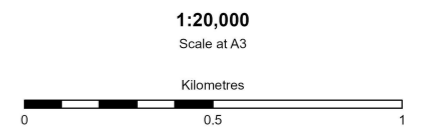
Severence is addressed with a diversion via Hardwick Road overbridge.

New overbridge.

Toft Footpath 20 to be closed and diverted west.

- EWR route
- Proposed tunnel
- NMU infrastructure**
- Existing walking, wheeling and cycling route
- Existing Public Right of Way
- EWR planned walking, wheeling and cycling route
- EWR planned walking, wheeling and cycling route (suitable for equestrians)
- Planned route by others
- Changes to the Public Right of Way network by EWR**
- Public Right of Way change
- x Stopped up Public Right of Way
- Key location**
- Destination
- Development

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Non-Motorised User Network - existing and planned
Core East
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Routewide - Traffic - NMU Networks