

- Existing station
- Other station not served by EWR
- EWR Alignment
- 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.
- 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

**1:135,000**  
 Scale at A3  
 Kilometres  
 0 2.5 5 7.5

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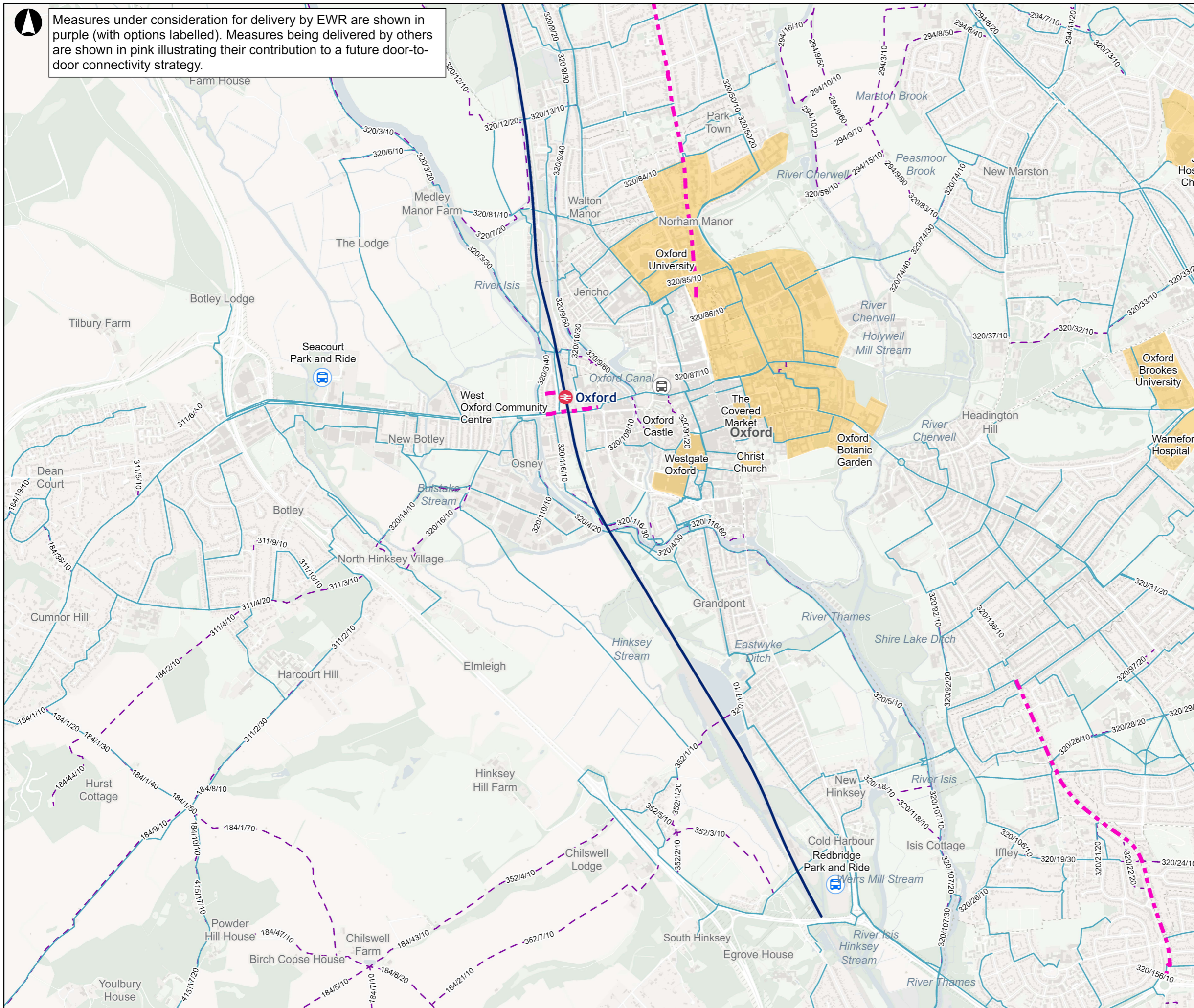


**Route Section 1: Oxford to Bletchley**  
**Construction Heavy Goods Vehicle Routes**  
 133735-MWJ-Z0-DRG-GIS-000116  
 Routewide - Traffic - HGV Routes

- 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.



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.



- Existing station
- EWR route
- NMU infrastructure**
- Existing walking, wheeling and cycling route
- Existing Public Right of Way
- Planned route by others
- Key location**
- Bus station
- Park and Ride
- Destination

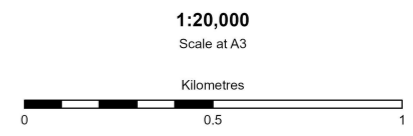
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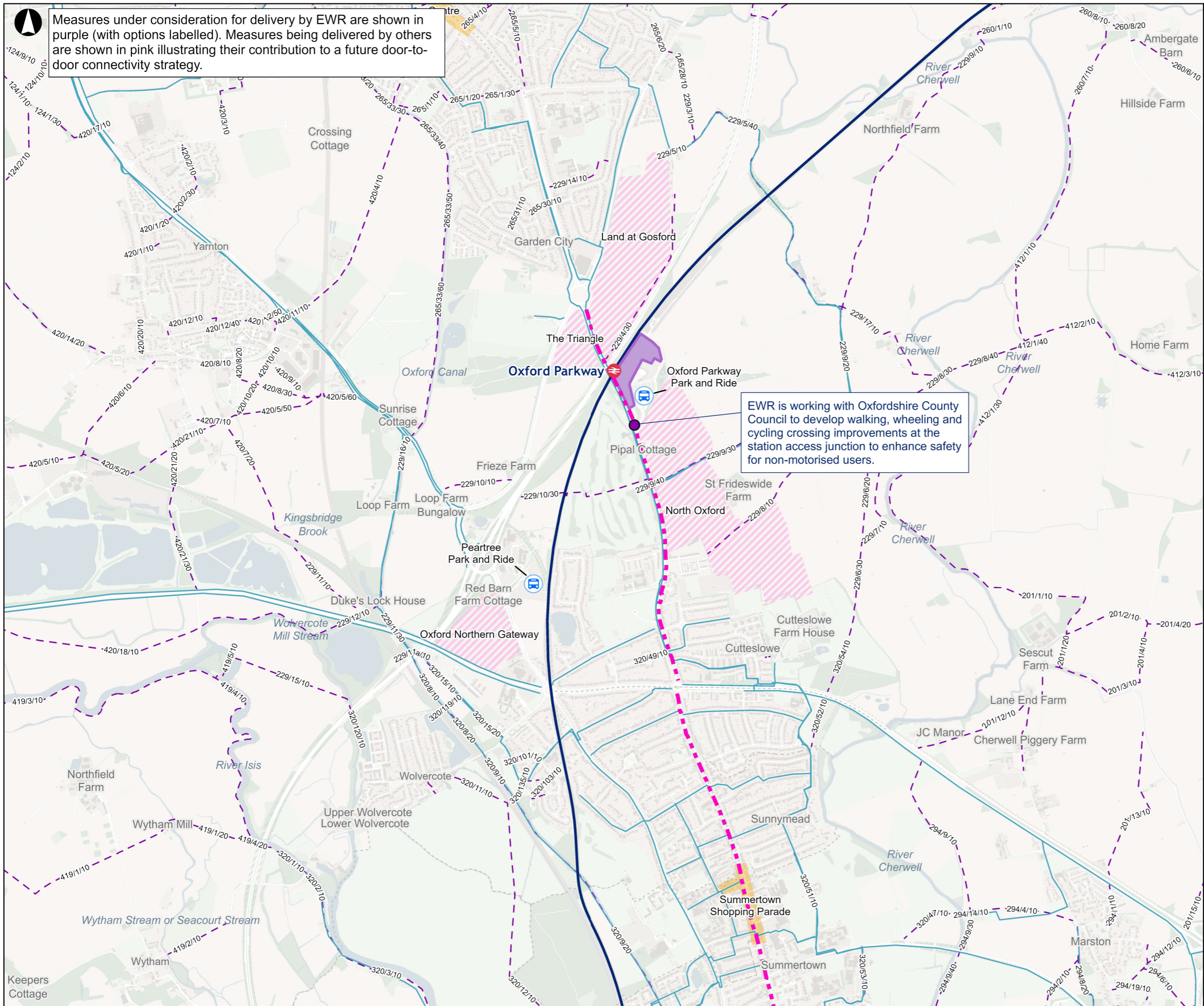


**Non-Motorised User Network - existing and planned Oxford to Bletchley Sheet 1 of 27**

133735-MWJ-Z0-DRG-GIS-000115  
Routewide - Traffic - NMU Networks



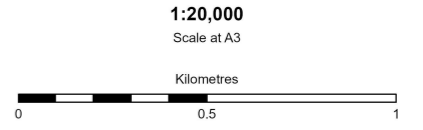
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EWR is working with Oxfordshire County Council to develop walking, wheeling and cycling crossing improvements at the station access junction to enhance safety for non-motorised users.

- Existing 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
- Planned route by others
- Key location**
- Park and Ride
- Destination
- Development

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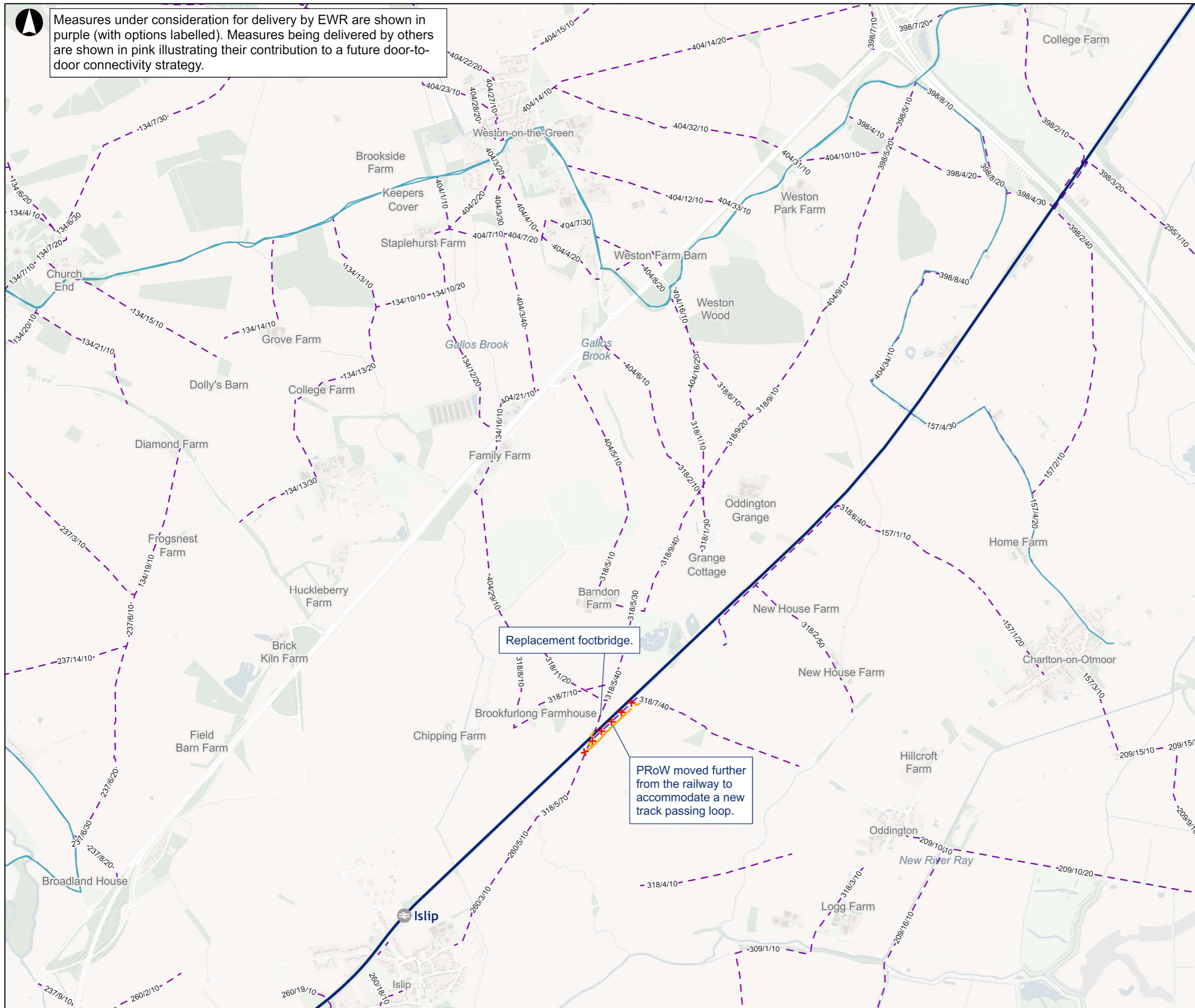


**Non-Motorised User Network - existing and planned Oxford to Bletchley Sheet 2 of 27**

133735-MWJ-Z0-DRG-GIS-000115  
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.



- Other station not served by EWR
- EWR route
- NMU infrastructure**
  - Existing walking, wheeling and cycling route
  - Existing Public Right of Way
- Changes to the Public Right of Way network by EWR**
  - Public Right of Way change
  - Stopped up Public Right of Way

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**1:20,000**  
Scale at A3

Kilometres

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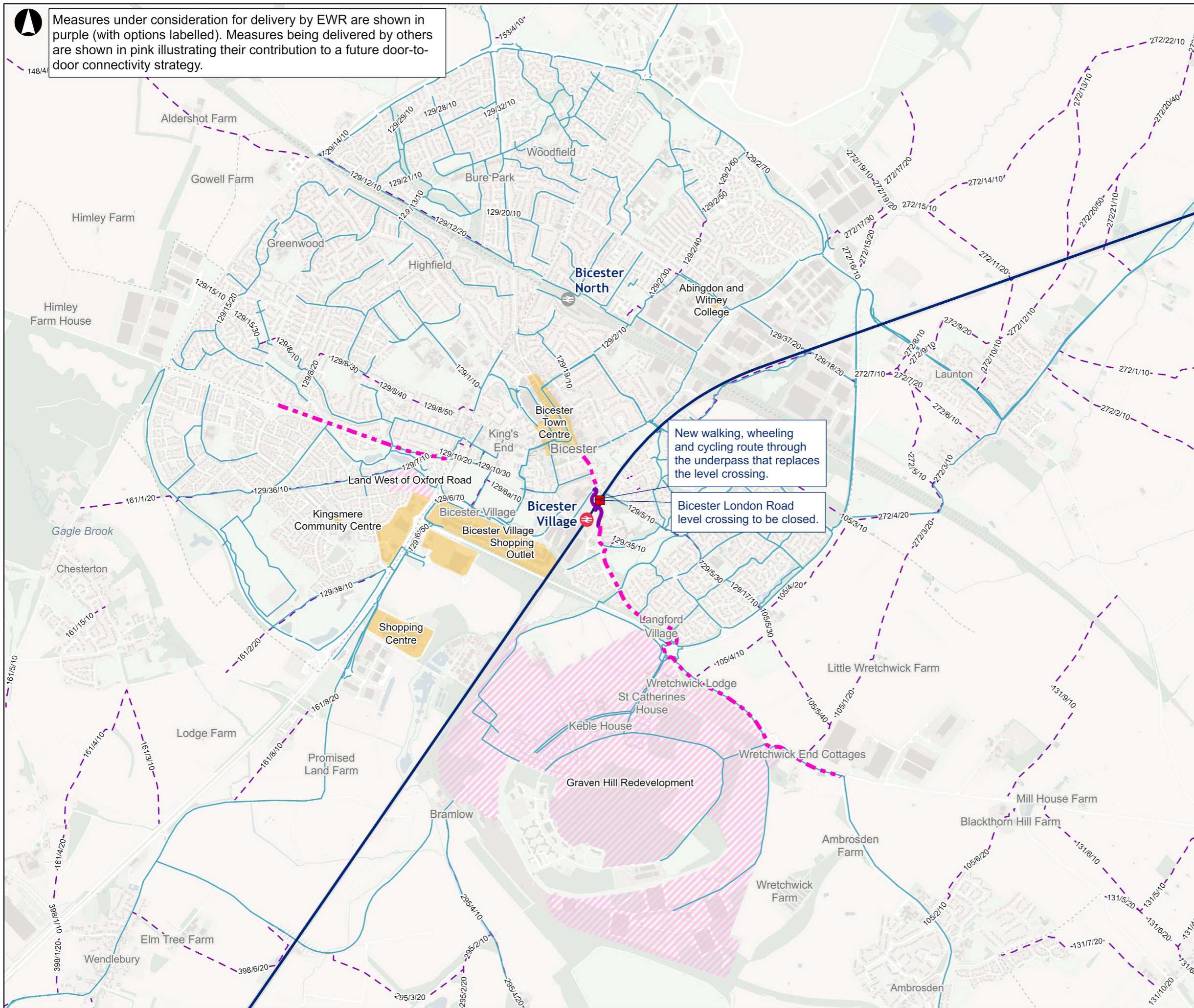


**Non-Motorised User Network - existing and planned Oxford to Bletchley Sheet 3 of 27**

133735-MWJ-Z0-DRG-GIS-000115  
 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.



- Existing station
- Other station not served by EWR
- EWR route
- Level Crossing status**
- Closed
- NMU infrastructure**
- Existing walking, wheeling and cycling route
- Existing Public Right of Way
- EWR planned walking, wheeling and cycling route
- Planned route by others
- Key location**
- Destination
- Development

New walking, wheeling and cycling route through the underpass that replaces the level crossing.

Bicester London Road level crossing to be closed.

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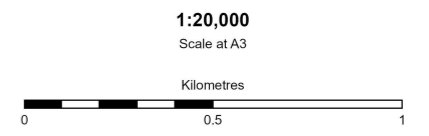
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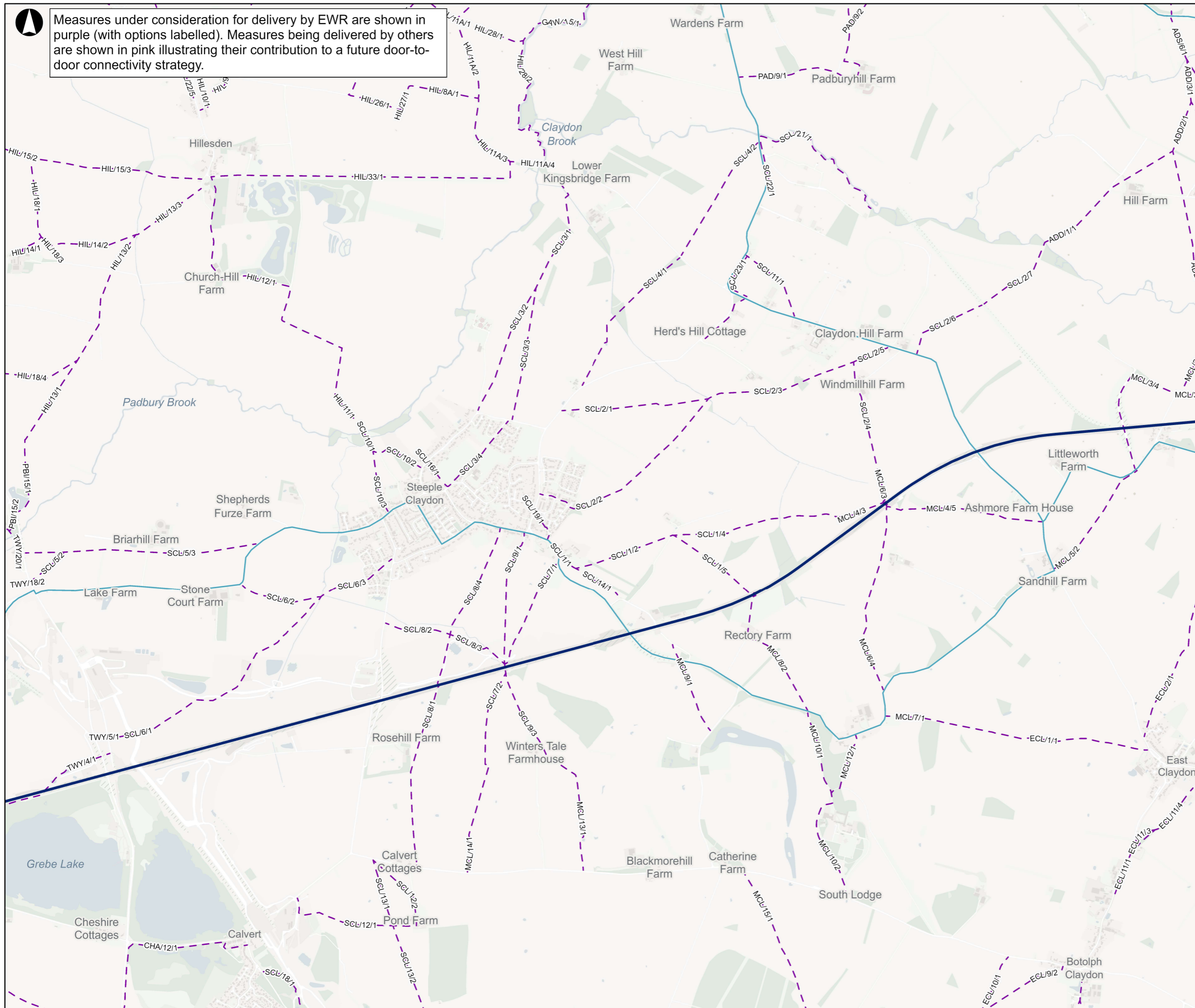
**Non-Motorised User Network - existing and planned Oxford to Bletchley Sheet 4 of 27**

133735-MWJ-Z0-DRG-GIS-000115  
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.



- EWR route
- NMU infrastructure**
- Existing walking, wheeling and cycling route
- Existing Public Right of Way

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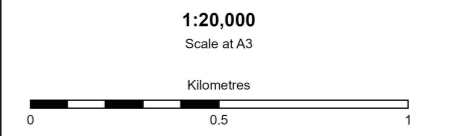
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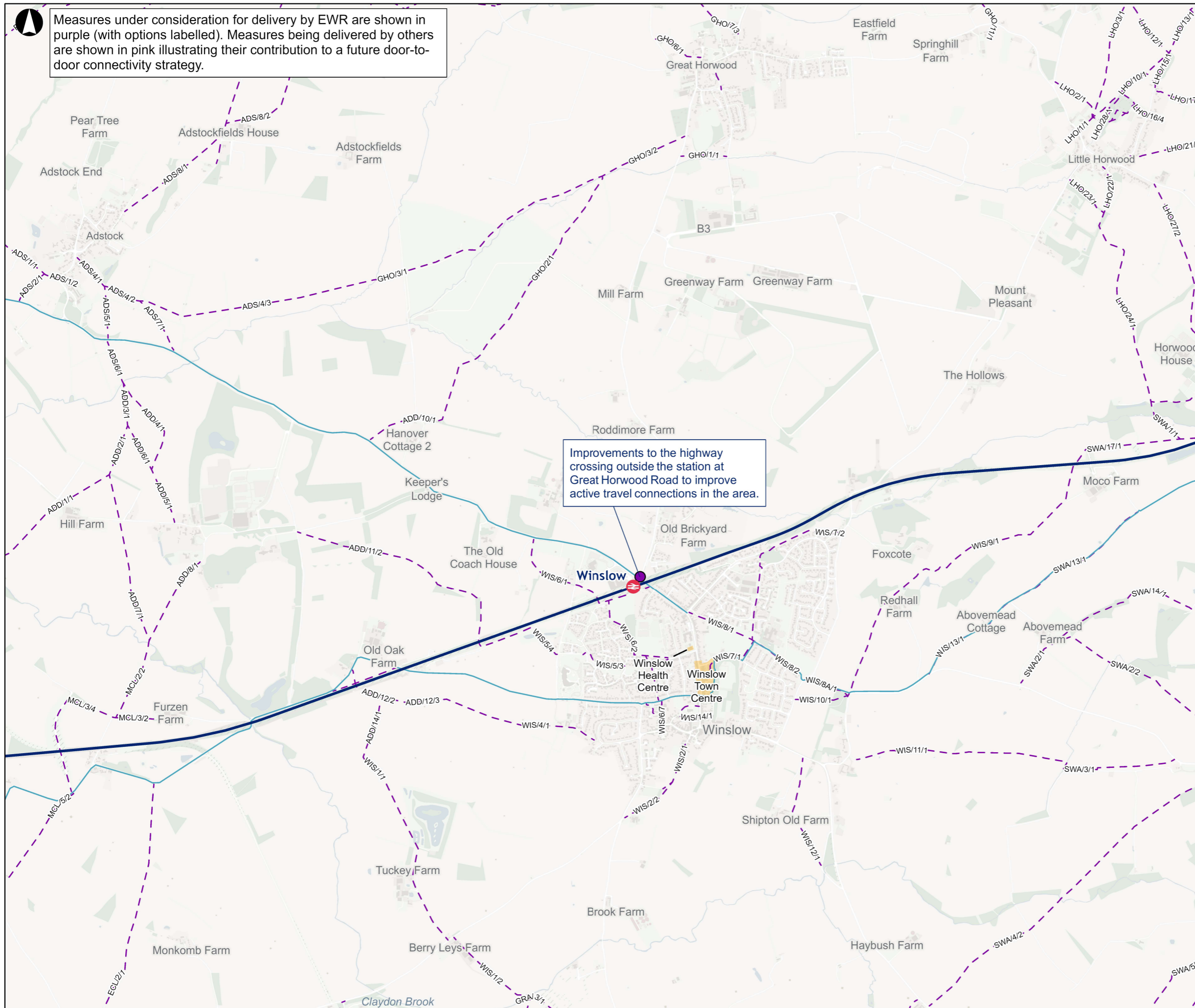


**Non-Motorised User Network - existing and planned Oxford to Bletchley Sheet 6 of 27**

133735-MWJ-Z0-DRG-GIS-000115  
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.



Improvements to the highway crossing outside the station at Great Horwood Road to improve active travel connections in the area.

- Existing station
- EWR route
- NMU infrastructure**
- Existing walking, wheeling and cycling route
- Existing Public Right of Way
- EWR planned walking, wheeling and cycling crossing
- Key location**
- Destination

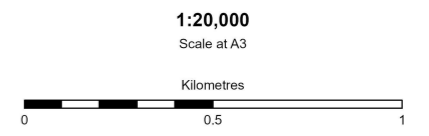
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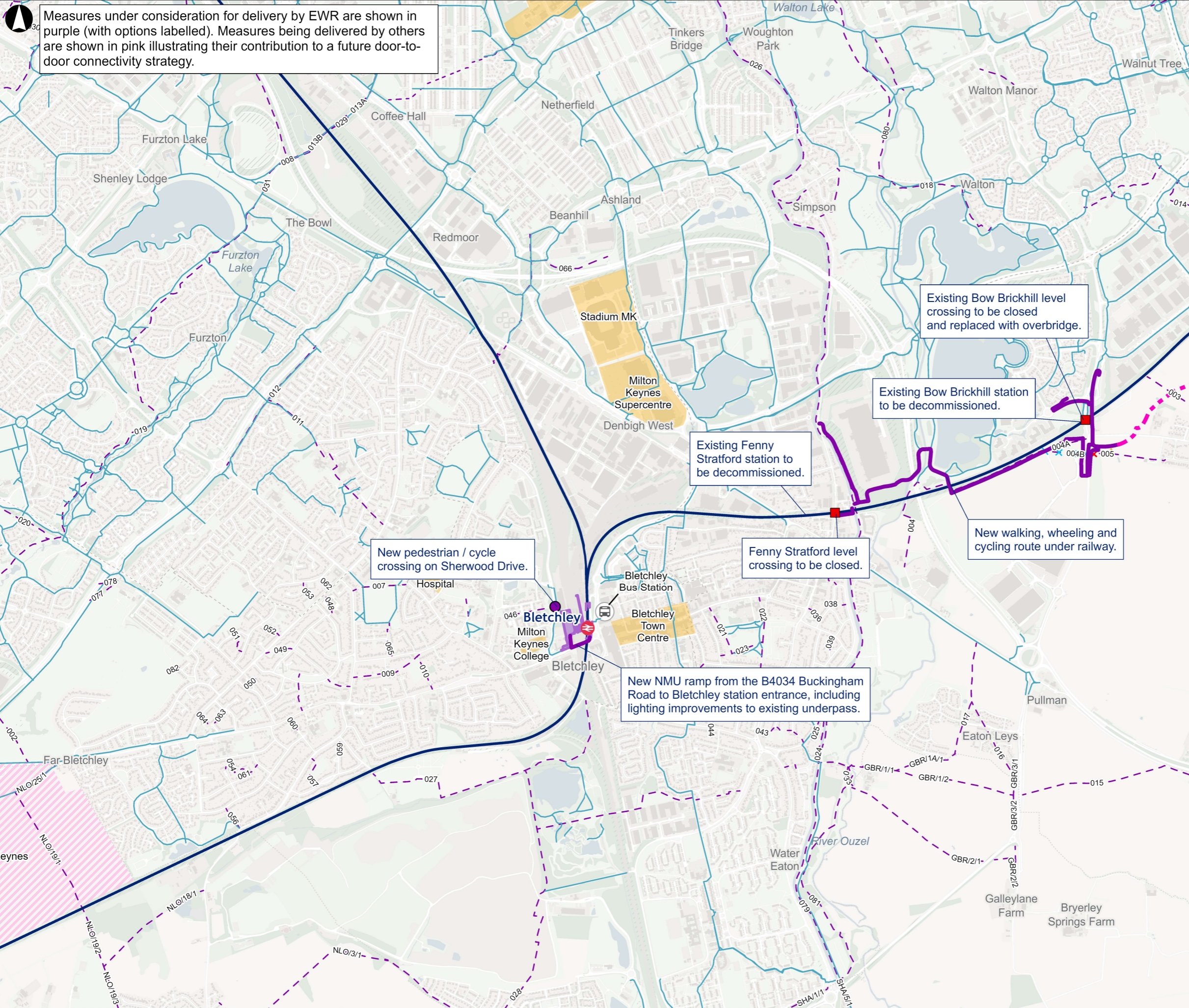
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Rev	Stat	Date	By	Chkd	Appd



**Non-Motorised User Network - existing and planned Oxford to Bletchley Sheet 7 of 27**

133735-MWJ-Z0-DRG-GIS-000115  
Routewide - Traffic - NMU Networks





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- Existing station
- EWR route
- Station footprint
- Level Crossing status**
- Closed
- NMU infrastructure**
- Existing walking, wheeling and cycling route
- Existing Public Right of Way
- EWR planned walking, wheeling and cycling crossing
- 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**
- Stopped up Public Right of Way
- Key location**
- Bus station
- Destination
- Development

Existing Bow Brickhill level crossing to be closed and replaced with overbridge.

Existing Bow Brickhill station to be decommissioned.

Existing Fenny Stratford station to be decommissioned.

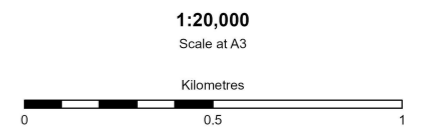
Fenny Stratford level crossing to be closed.

New walking, wheeling and cycling route under railway.

New pedestrian / cycle crossing on Sherwood Drive.

New NMU ramp from the B4034 Buckingham Road to Bletchley station entrance, including lighting improvements to existing underpass.

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**Non-Motorised User Network - existing and planned Oxford to Bletchley Sheet 9 of 27**

133735-MWJ-Z0-DRG-GIS-000115  
Routewide - Traffic - NMU Networks