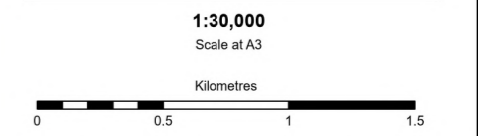


- New EWR station
- Existing station
- EWR Alignment
- Primary EWR construction traffic route along public road (more than 10 HGVs/day in each direction)
- Secondary EWR construction traffic route along public road (up to 10 HGVs/day in each direction)
- Primary EWR construction traffic route along future 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



Rev	Stat	Date	By	Chkd	Appd
P01	S2	08/04/26	AC	IRT	PW

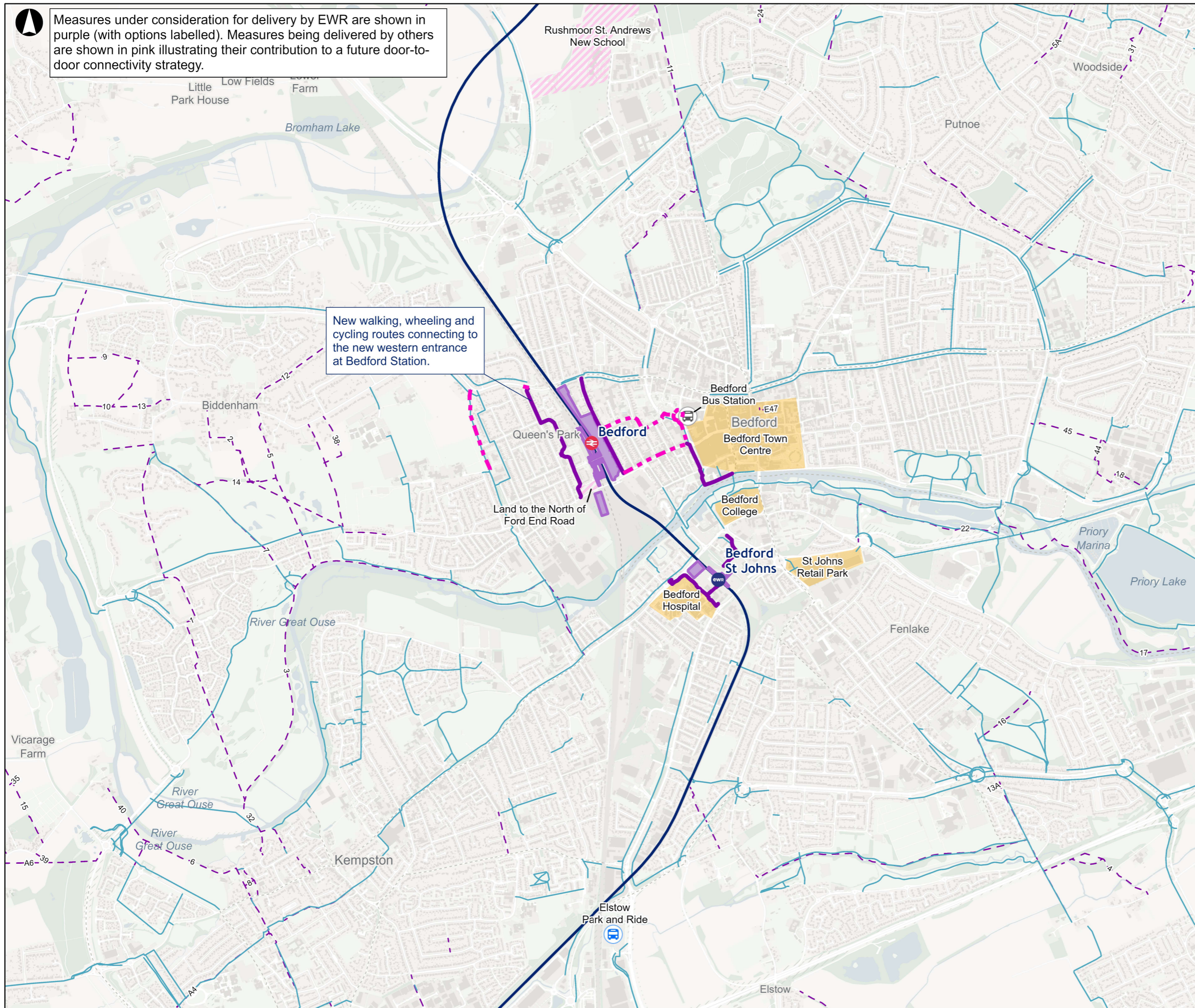
- Drawing notes:**
- Construction routes and rail alignment are indicative and will be subject to further evaluation as stakeholder engagement progresses.
 - All assessed routes link construction compounds with the National Highways Strategic Road Network (SRN). Construction HGV traffic is assumed to use the SRN to/from their ultimate origins and destinations.
 - Construction HGVs will be mandated to use the identified construction routes between the SRN and EWR compounds.
 - 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.
 - 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.
 - 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.
 - 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.
 - 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.



Route Section 3: Bedford
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.



New walking, wheeling and cycling routes connecting to the new western entrance at Bedford Station.

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

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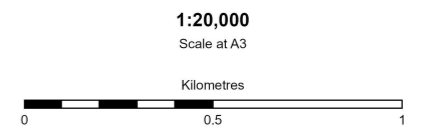
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Data sources: EWR Design data: MWJV, 2026; National Cycle Network data: Sustrans, 2026; Public Rights of Way data: Local Authorities, 2026; Bedford Cycle Network data: Bedford Borough Council, 2026; Milton Keynes Redways data: Milton Keynes City Council website, 2026; Existing cycling infrastructure data: Google Maps, 2026; Oxford cycling infrastructure: Oxford Online Cycle Map (Cycling UK), 2026; Key location data: Google Maps, 2026.



P02	S0	07/04/26	MP	LM	PC
Rev	Stat	Date	By	Chkd	Appd



Non-Motorised User Network - existing and planned Bedford
Sheet 14 of 27

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