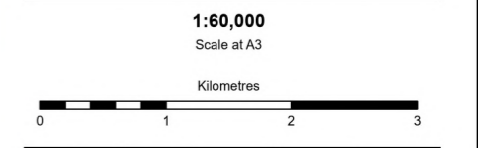


Drawing notes:

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.

- Station in construction by Network Rail
- 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.
- 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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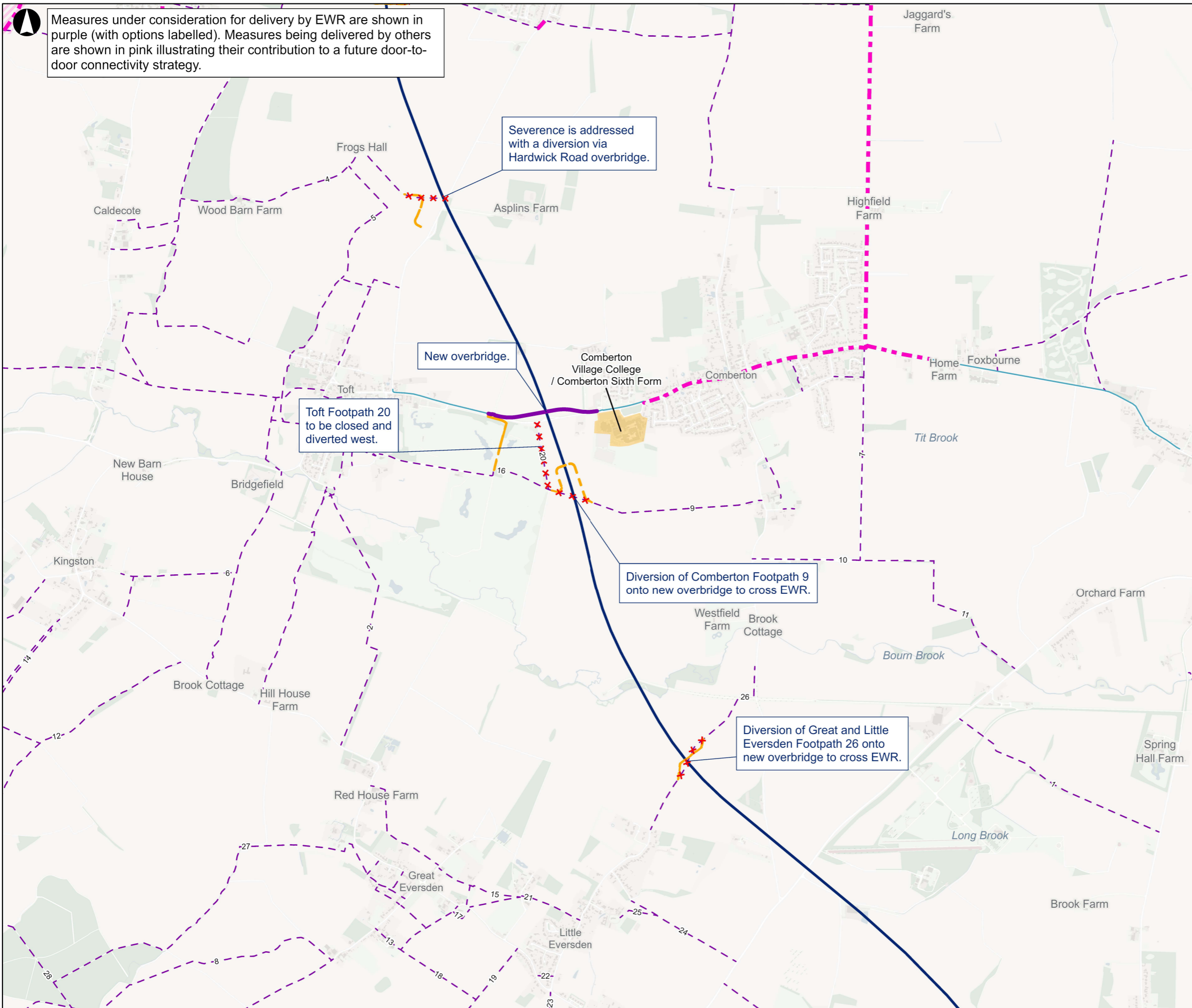


Route Section 7: Comberton to Shelford

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.

Severance is addressed with a diversion via Hardwick Road overbridge.

New overbridge.

Toft Footpath 20 to be closed and diverted west.

Diversion of Comberton Footpath 9 onto new overbridge to cross EWR.

Diversion of Great and Little Eversden Footpath 26 onto new overbridge to cross 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
- x x Stopped up Public Right of Way
- Key location**
- Destination
- Development

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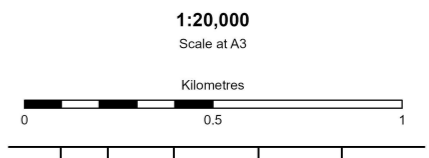
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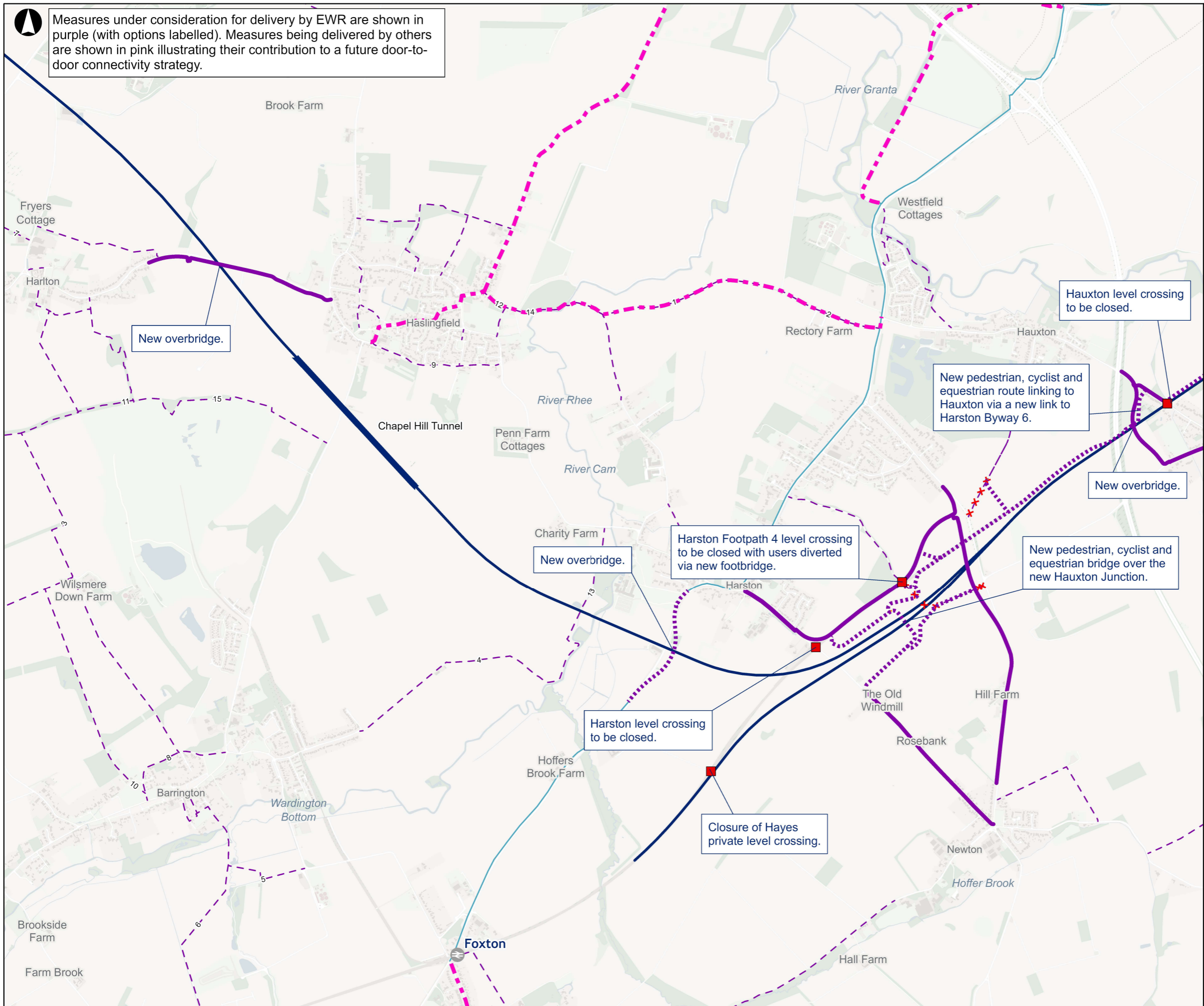
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Non-Motorised User Network - existing and planned Core East
Sheet 22 of 27

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
- Proposed tunnel
- Level Crossing status**
- Closed
- 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
- Stopped up Public Right of Way

New overbridge.

Hauxton level crossing to be closed.

New pedestrian, cyclist and equestrian route linking to Hauxton via a new link to Harston Byway 6.

New overbridge.

Harston Footpath 4 level crossing to be closed with users diverted via new footbridge.

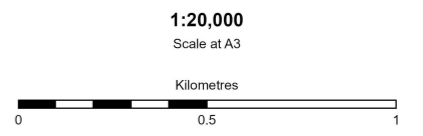
New pedestrian, cyclist and equestrian bridge over the new Hauxton Junction.

New overbridge.

Harston level crossing to be closed.

Closure of Hayes private level crossing.

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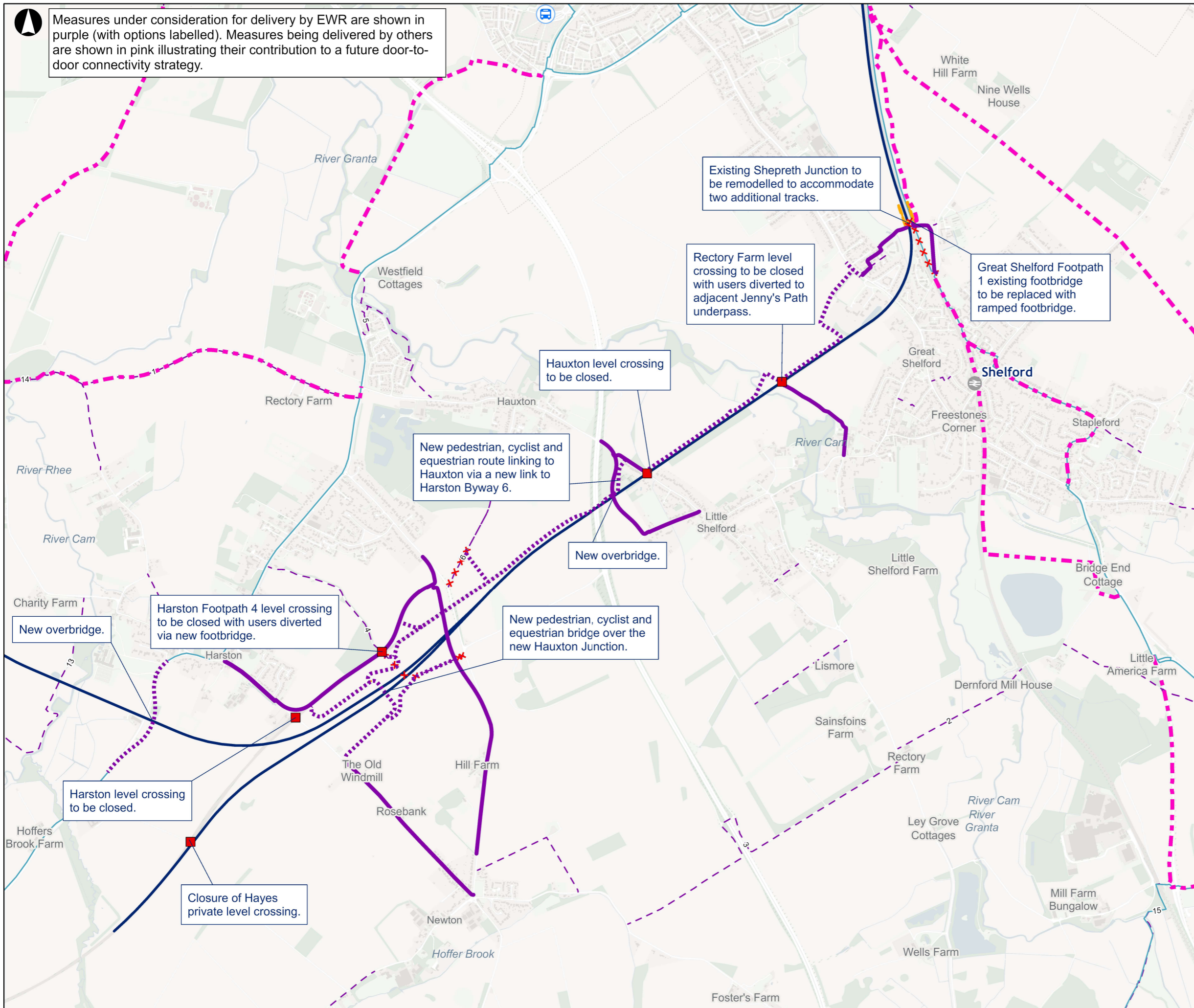


Non-Motorised User Network - existing and planned Cambridge
Sheet 23 of 27

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
- Level Crossing status**
- Closed
- 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
- Stopped up Public Right of Way
- Key location**
- Park and Ride

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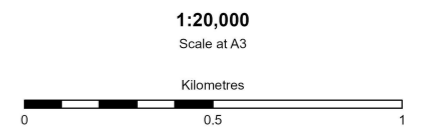
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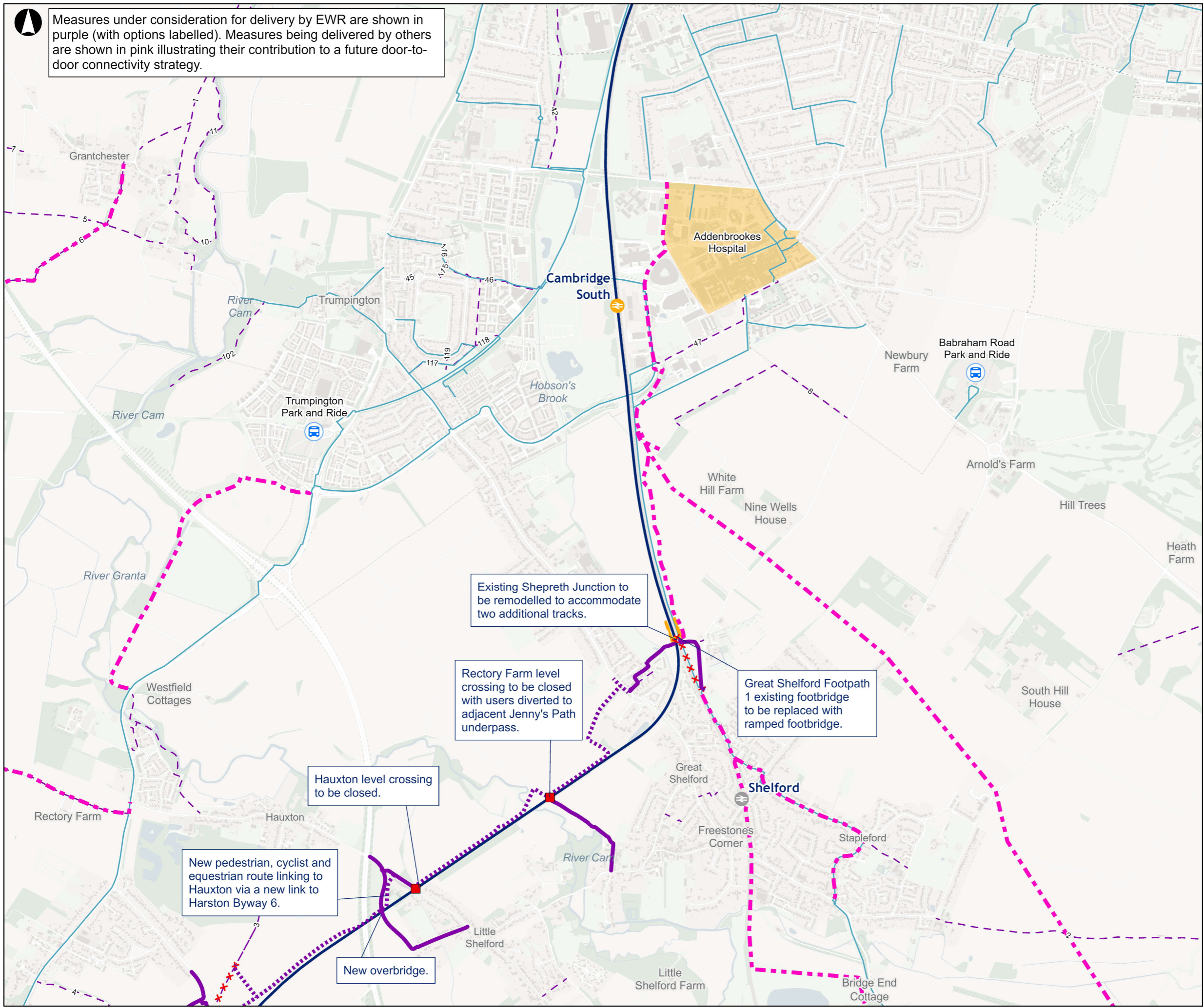
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Rev	Stat	Date	By	Chkd	Appd



Non-Motorised User Network - existing and planned Cambridge
Sheet 24 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
- Station in construction by Network Rail
- 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
- 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**
- Park and Ride
- Destination

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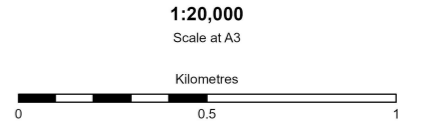
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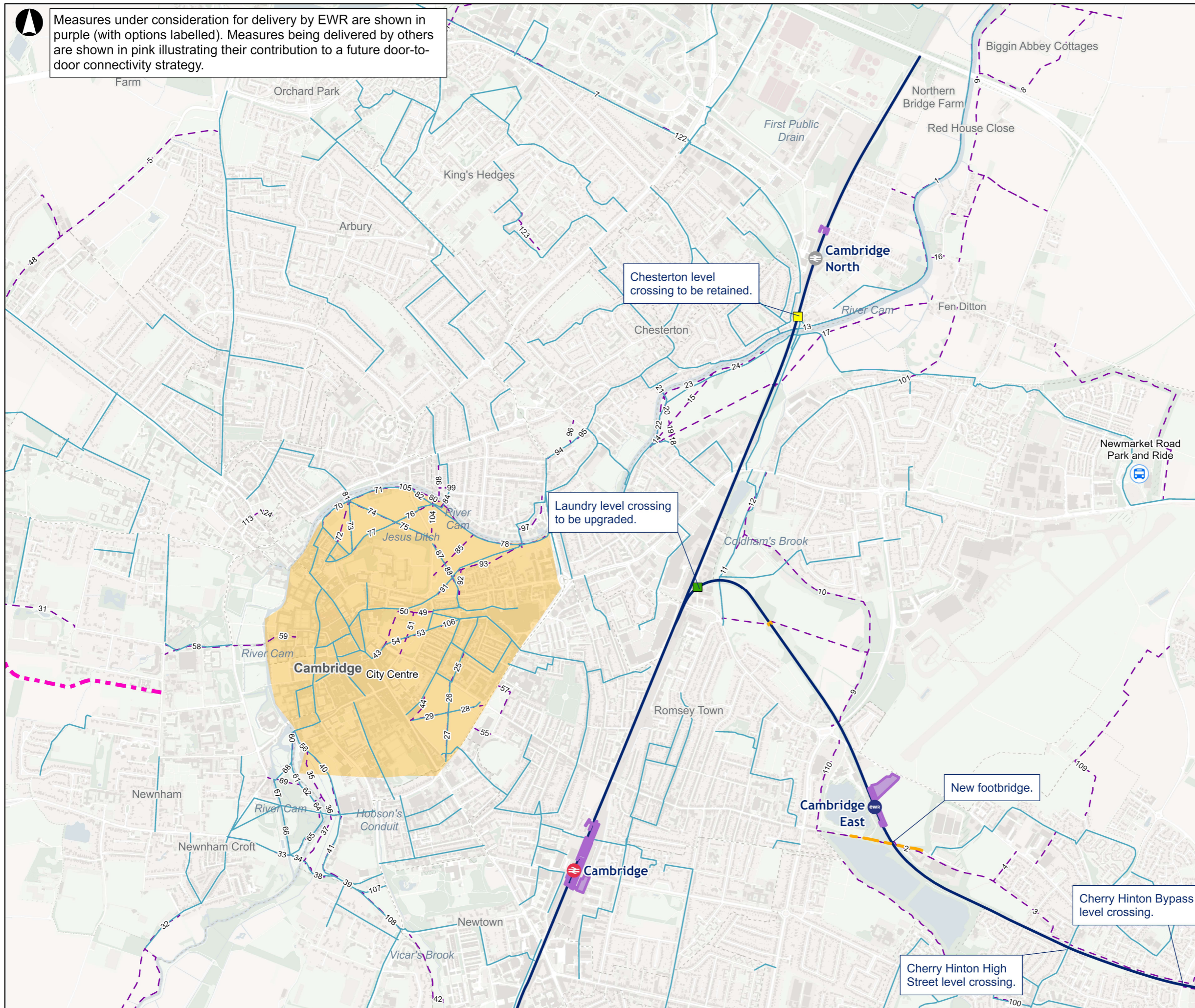


Non-Motorised User Network - existing and planned Cambridge Sheet 25 of 27

133735-MWJ-Z0-DRG-GIS-000115
Routewise - 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
- New EWR station
- EWR route
- Station footprint
- Level Crossing status**
- Retained
- Modified
- NMU infrastructure**
- Existing walking, wheeling and cycling route
- Existing Public Right of Way
- Planned route by others
- Changes to the Public Right of Way network by EWR**
- Public Right of Way change
- Key location**
- Park and Ride
- Destination

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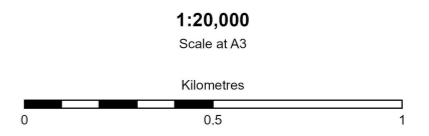
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Non-Motorised User Network - existing and planned Cambridge
Sheet 26 of 27

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