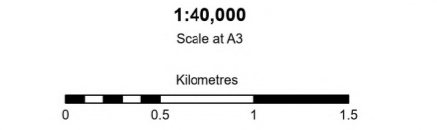


Drawing notes:

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
- 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.
- 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 4: Clapham to Colesden

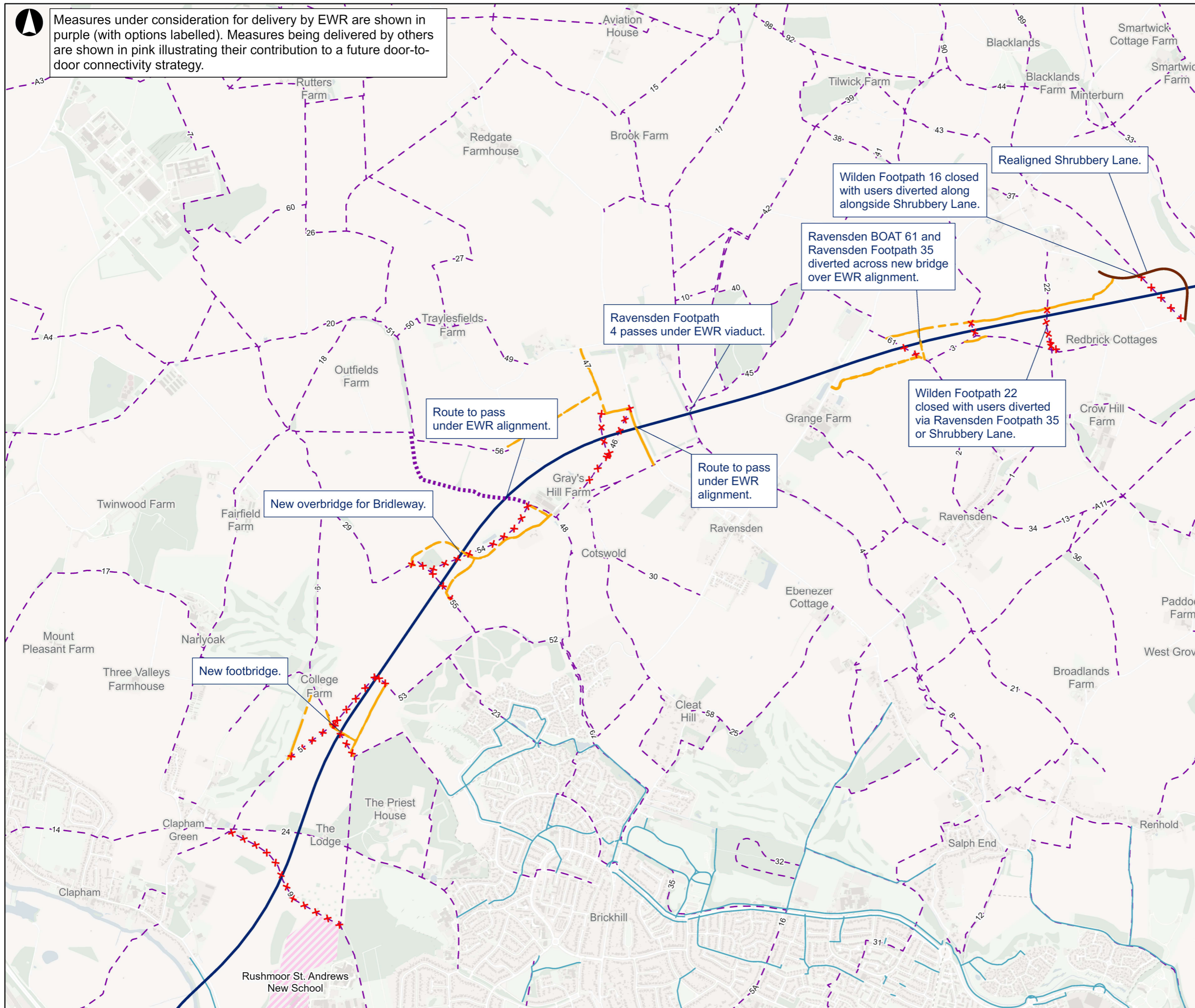
Construction Heavy Goods Vehicle Routes

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.



- EWR route
- Highway design
- NMU infrastructure**
- Existing walking, wheeling and cycling route
- - - Existing Public Right of Way
- - - EWR planned walking, wheeling and cycling route (suitable for equestrians)
- 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**
- / / / Development

Wilden Footpath 16 closed with users diverted along alongside Shrubbery Lane.

Ravensden BOAT 61 and Ravensden Footpath 35 diverted across new bridge over EWR alignment.

Ravensden Footpath 4 passes under EWR viaduct.

Wilden Footpath 22 closed with users diverted via Ravensden Footpath 35 or Shrubbery Lane.

Route to pass under EWR alignment.

Route to pass under EWR alignment.

New overbridge for Bridleway.

New footbridge.

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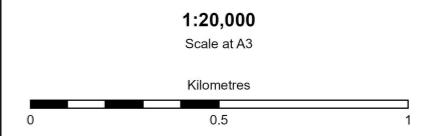
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Data sources: EWR Design data: MWJV, 2026; National Cycle Network data: Sustrans, 2026; Public Rights of Way data: Local Authorities, 2026; Bedford Cycle Network data: Bedford Borough Council, 2026; Milton Keynes Redways data: Milton Keynes City Council 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.



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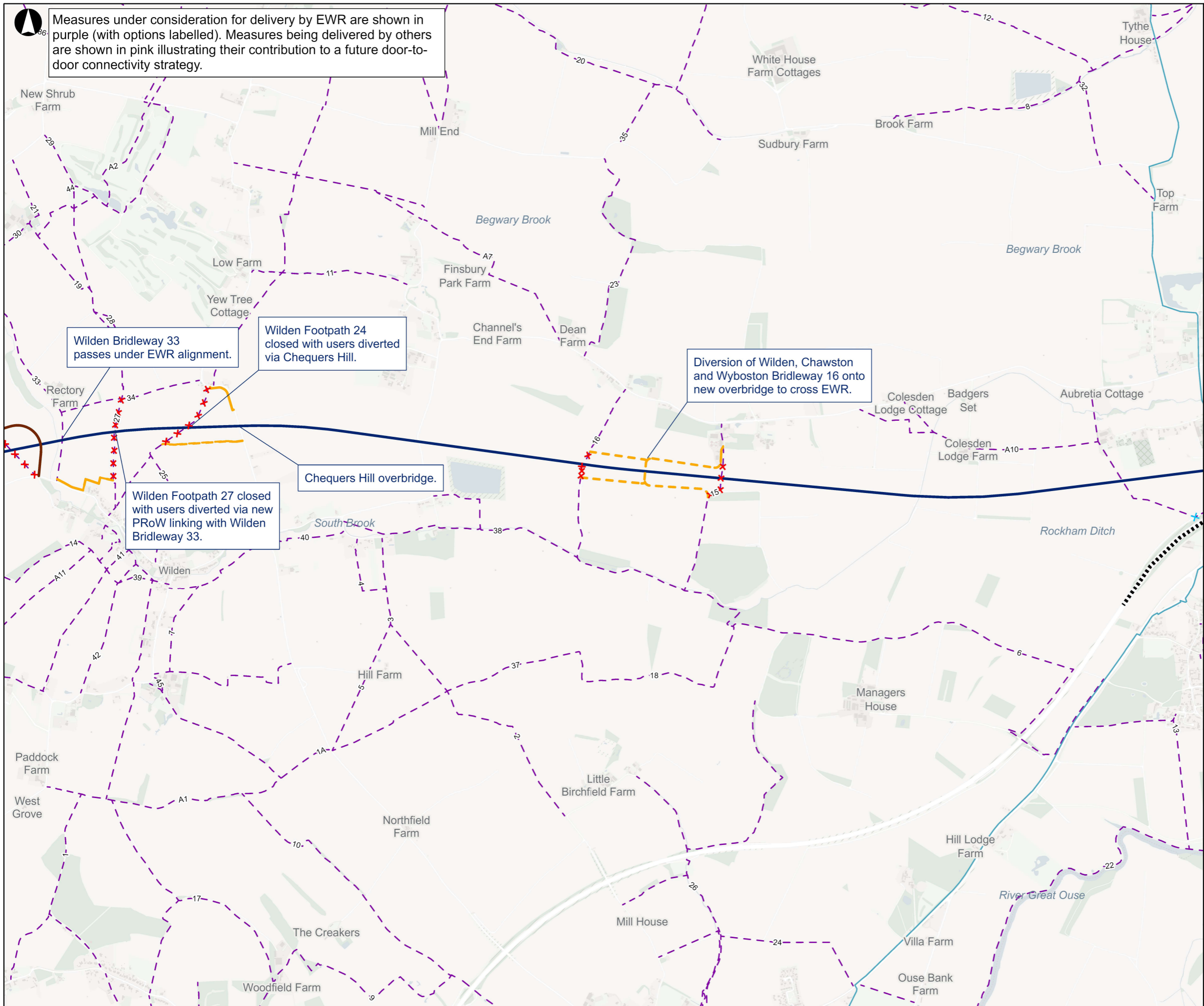


Non-Motorised User Network - existing and planned Core West
Sheet 15 of 27

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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.



- EWR route
- Highway design
- 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
- x x Stopped up Public Right of Way
- Changes to the Public Right of Way network by others**
- x x Stopped up Public Right of Way
- - - - New A421 dual carriageway

Wilden Bridleway 33 passes under EWR alignment.

Wilden Footpath 24 closed with users diverted via Chequers Hill.

Diversion of Wilden, Chawston and Wyboston Bridleway 16 onto new overbridge to cross EWR.

Wilden Footpath 27 closed with users diverted via new PRoW linking with Wilden Bridleway 33.

Chequers Hill overbridge.

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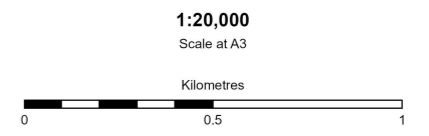
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P02	S0	07/04/26	MP	LM	PC
Rev	Stat	Date	By	Chkd	Appd



Non-Motorised User Network - existing and planned Core West Sheet 16 of 27

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Routewide - Traffic - NMU Networks