

SUPP-408-3

TRANSPORT AND WORKS ACT 1992

TRANSPORT AND WORKS (INQUIRIES PROCEDURE) RULES 2004

**THE NETWORK RAIL (EAST WEST RAIL BICESTER TO BEDFORD
IMPROVEMENTS) ORDER**

SUMMARY PROOF OF EVIDENCE

OF

MARTIN TUGWELL

EAST WEST RAIL CONSORTIUM



1 Personal details

- 1.1 My name is Martin Tugwell. I am the Programme Director of England's Economic Heartlands (EEH) and also lead officer working on behalf of the East West Rail Consortium. I am a Chartered Engineer with a B.Sc (Hons) in Civil Engineering. I am a Fellow of the Chartered Institution of Highways and Transportation and a Member of the Institution of Civil Engineers.
- 1.2 I have over 20 years of experience working at senior level on strategic transport and infrastructure planning, having worked at the regional and national level for both government and regional authorities. I have been personally directly involved with the East West Rail project since 2000.
- 1.3 I will provide evidence on behalf of the East West Rail Consortium that will underpin and support the Statement of Case submitted by the applicant Network Rail.
- 1.4 My proof of evidence demonstrates:
 - How local government and local enterprise partnerships have worked collaboratively to identify that East West Rail Phase 2 is an essential piece of strategic infrastructure;
 - Our strong and united belief that delivery of the scheme is fundamental to the realisation of significant economic growth, as well as acting as a catalyst for the provision of new employment opportunities and housing growth;
 - The necessity for the scheme to expand to Cambridge and beyond

2 Strategic Context

- 2.1 Section 2 of my evidence discusses the strategic context for East West Rail – notably the national importance which Government has placed on the Oxford-Milton Keynes-Cambridge growth corridor following the publication of the National Infrastructure Commission's report into the economic potential of the region (Partnering for Prosperity: A new deal for the Cambridge-Milton Keynes-Oxford Arc).
- 2.2 The National Infrastructure Commission identified the need to improve connectivity across the region as being central to realising its economic potential. It identified the delivery of a 'multi-modal spine', including an east-west rail link, as being a 'once-in-a-generation' opportunity to deliver that improved connectivity. It recommended that delivery of East West Rail should be prioritised by Government in order to support the overarching ambition for the region
- 2.3 In its formal response to the Commission's report (October 2018), the Government endorsed the principle of accelerating delivery of the western section of the East West Rail.

3 England's Economic Heartland

3.1 Section 3 of my evidence discusses the role of England's Economic Heartland (EEH), the Sub-national Transport Body for the region. East West Rail is a strategic priority for EEH and will be central to its overarching Transport Strategy.

4 East West Rail Consortium

4.1 Section 4 of my evidence discusses the role of the East West Rail Consortium, which was formed in 1995, with the objective of promoting and securing a strategic railway connecting East Anglia with Central, Southern and Western England, including a spur to Aylesbury.

4.2 The Consortium brings together local authorities and local enterprise partnerships, as well as Network Rail and the Department for Transport, in a collaborative partnership.

4.3 The Consortium supports the Transport and Works Act Order submission made by Network Rail that is being considered by this Inquiry.

4.4 Throughout the development (and delivery) of the project the Consortium has been pivotal in ensuring a close and strong working relationship between local partners, the Department for Transport and Network Rail. The effectiveness of the working relationship is reflected in the level of support for East West Rail across the wider community.

4.5 The Consortium has commissioned work that over time established the initial basis for the Order scheme and on which subsequent work has built (see 4.12-4.16). It has also commissioned work to support the case for development of the Central and Eastern Sections.

5 Position Statement

5.1 Section 5 of my evidence discusses the East West Rail Consortium's strong support and commitment to enable the successful delivery of the Order scheme.

5.2 Whilst individual Consortium members may make representations on matters of local detail separately where that is necessary, the East West Rail Consortium as a whole is strongly supportive of the overall strategic case underpinning the Order scheme and the principle of the proposal submitted under the Transport and Works Act.

5.3 The Consortium's (and England's Economic Heartland's) support is however conditional upon the Order scheme delivering on a number of key issues that it has previously been identified as needing to be integral elements of the Order scheme. These issues should be considered as a package, with support conditional on all of them being addressed.

5.4 In section 5.5 of my evidence I provide details for these conditions. In summary they are:

- a) A commitment to the inclusion of a new station entrance at Bletchley Station - the Eastern Entrance - within the works for the Order scheme.
- b) Continued inclusion of the improvements proposed for the section of the route between Bletchley and Bedford (Marston Vale Line) as an integral element of the works for the Order scheme.
- c) A continued commitment to deliver improvements to the Claydon Junction to Aylesbury section of the route as an integral element of the Order scheme.
- d) A commitment to ensure that train services operating over the Order scheme support the strategic objective of developing, on the opening of HS2, through services on the Northampton – Milton Keynes – Bletchley – Aylesbury – High Wycombe – Old Oak Common axis
- e) A commitment to ensure that train services operating over the Order scheme support the strategic objective of East West Rail services continuing through Oxford Station and onto Didcot Parkway.
- f) A commitment to require that the Order scheme makes adequate provision for additional freight services.

5.5 In section 5.6 of my evidence I discuss how Local Plans across the Western Section, are already in place, or being prepared in expectation of the Order scheme being delivered.

5.6 In Sections 5.7 and 5.8 of my evidence I discuss how East West Rail provides an attractive, viable alternative to the car. Such an outcome is consistent with the recommendations of the National Infrastructure Commission for whom realising the economic potential of the corridor in ways that enable an overall 'net betterment' to the corridor as a whole was key.

6 Future Expansion of East West Rail

6.1 In Sections 6 and 7 of my evidence I discuss the Consortium's approach to the Central and Eastern Sections.

6.2 The Consortium is fully supportive of the Secretary of State's commitment to accelerate the development and delivery of the Central Section.

6.3 Investment in both the Order scheme and Central Section is further complemented by realising opportunities to improve services to/from east of Cambridge (the Eastern Section).

6.4 It is therefore essential that consideration of the Order scheme takes into account the value of East West Rail as a whole being viewed as greater than the sum of its parts.

- 6.5 The East West Rail Consortium commissioned work to develop an initial Conditional Output Statement for the Central Section in compliance with Network Rail's approach adopted within the long-term planning process for new and enhanced railway schemes.
- 6.6 The Consortium also commissioned work to deliver an initial Conditional Output Statement for the Eastern Section.

7 Conclusion

- 7.1 The East West Rail Consortium has a long-established track-record with regard not just to the Order scheme but the East West Rail project as a whole.
- 7.2 The genesis of the Order scheme took place through strong and effective collaboration between the Consortium partners, Network Rail and the Department for Transport.
- 7.3 England's Economic Heartland Strategic Transport Forum, the Sub-national Transport Body for the region, has identified East West Rail as a strategic priority, one that will form a key building block for the development of the overarching Transport Strategy.
- 7.4 Consideration of the Order scheme (the Western Section) must be viewed in the context of the wider East West Rail project, the objective of which is to secure a strategic railway connecting East Anglia with Central, Southern and Western England, including a spur to Aylesbury.
- 7.5 Both the East West Rail Consortium and England's Economic Heartland are strongly supportive of the overall strategic case underpinning the Order scheme and the principle of the proposal submitted under the Transport and Works Act.
- 7.6 However, their support is conditional upon the Order scheme delivering on the key issues set out in this evidence to the Inquiry. Both the East West Rail Consortium and England's Economic Heartland consider these issues as needing resolution, as a package, if the full potential of the Order scheme is to be realised.
- 7.7 The basis on which the Order scheme has been developed – through a strategic collaborative partnership between local partners, Network Rail and the Department for Transport – means that the Order scheme enjoys considerable, if not unprecedented, levels of support for a scheme of this scale.
- 7.8 Ensuring the issues identified by the Consortium are addressed will help ensure that support is retained.