



Department
for Transport

Great Minster House
33 Horseferry Road
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Gareth Clancy
Head of Access and Licensing
Office of Rail and Road
25 Cabot Square
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Dear Gareth,

During Spending Review 2025 (SR25) the government reaffirmed its commitment to delivering East West Rail (EWR), as a priority project for the Government's growth mission and a central element of the Oxford-Cambridge Growth Corridor. This commitment was underlined by the allocation of £2.5bn to progress the delivery of the scheme, which Government views as critical to unlocking economic growth and realising the potential of the region.

Against this backdrop, the Department for Transport (DfT) and East West Rail Company (EWR Co) are working to progress the EWR project and enable the benefits of EWR to be realised at the earliest possible opportunity. However, these benefits are contingent on the implementation of the EWR Train Service Specification (TSS).

DfT has instructed EWR Co to design and deliver the required railway infrastructure for a 5-train per hour passenger service between Oxford and Cambridge. The Track Access Option (TAO) that EWR Co is progressing will therefore safeguard the capacity required to operate EWR services. It is a vital step in protecting the value of taxpayer investment in the line – and has the full support of the DfT.

In parallel to this correspondence and ahead of the final TAO application, I understand that EWR Co has written to you separately to outline the track access requirements necessary to support the future phases of East West Rail.

The DfT also recognises the changes that will need to be made to the TSSs of its publicly funded Train Operator Companies (TOCs) because of the proposed EWR TAO. Where necessary, these TOCs will be instructed to make the appropriate adjustments to services and Track Access Contracts to ensure capacity along the new EWR line is fully optimised and aligned with the TAO.



Jodie Lofthouse

Acting SRO, East West Rail