Restoring Your Railway Fund

Programme Update

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Overview of the Restoring Your Railway Fund

In January 2020, the Government pledged £500million for the Restoring Your Railway (RYR) Fund, to deliver on its manifesto commitment and start reopening lines and stations as part of the levelling-up agenda.

Two years on, this update provides an overview of all the schemes in the programme, their progress, and the approaches being taken to develop rail schemes and reconnect communities. It includes all the schemes funded through Restoring Your Railway, including the 9 schemes announced as receiving further funding in June 2022. Schemes are listed by their stage in the programme as follows – Schemes Developing to SOBC; Schemes Progressing Past SOBC; Schemes Being Delivered; Schemes Not Progressing to Delivery Under RYR; Unsuccessful Bids to the Ideas Fund (Appendix B).

More than 50 years since the railways were radically reshaped during the infamous Beeching cuts of the 1960s, when thousands of miles of both track and stations were closed, Restoring Your Railway is kick-starting and boosting development on projects that have the potential to reinvigorate local economies and level up opportunity across the country. Towns and communities across England and Wales, left isolated when their railways were closed, are closer to having their connections restored, improving access to jobs, homes, and education.

Innovative approaches

Projects supported through the fund are using innovative approaches to drive down the cost and time taken to deliver rail enhancements through initiatives such as Better Value Rail (BVR) and Rail SPEED. BVR checks that the right projects are started, whilst Rail SPEED promotes efficiency through identifying cost and schedule saving opportunities. These two initiatives are complementary to make sure rail infrastructure is delivered as efficiently as possible whilst addressing any possible issues early on.

Better Value Rail is a set of tools hosted on the www.BetterValueRail.uk site which helps people make good decisions and ask the right questions early on in potential rail projects. It helps people across the industry to turn good ideas into great schemes, and take forward the right solution (which may not necessarily be rail).

Rail SPEED (Swift, Pragmatic and Efficient Enhancement Delivery) was jointly developed by the Department for Transport and Network Rail in early 2020 and has an ambitious vision to 'significantly reduce the time and cost' of delivering improvements to the railway, safely.

Rail SPEED has developed cross-cutting themes to make project delivery quicker, with this innovative way of working and simplification of processes being rolled out across all rail upgrades.

The delivery of the Dartmoor Line, a SPEED project, has been accelerated by almost two years against its original project schedule, with a 'one team culture' developed between the Department for Transport, Network Rail and Great Western Railway.

The Restoring Your Railway Fund

The Department for Transport (DfT) invited MPs, local councils and community groups across England and Wales to propose how they could use funding to reinstate axed local services and restore closed stations.

Funding was split into three categories to support projects at different phases of development. The categories are:

- The Ideas Fund – which provides development funding for early-stage ideas to explore options to restore lost rail connections to communities.

- Advanced Proposals – supporting lines and stations already being considered for restoration and those submitted to the fund that were beyond early development.

- The New Stations Fund (Round 3) – support for proposals for new stations and the restoration of old station sites.

The Ideas Fund

Through the Ideas Fund, we are supporting the development of projects to restore lost rail connections to communities.

DfT is funding 75% of costs, up to a maximum contribution of £50,000, to help successful projects carry out transport and economic studies to create a business case. Future funding to develop projects is subject to the strength of the business case.

Applications to the Ideas Fund were sponsored by one or more Members of Parliament whose constituencies would benefit from the scheme, and promoted by a variety of groups that included:

- local government

- community groups

- heritage railways

- local enterprise partnerships

Across three Ideas Fund rounds, 141 unique bids were received, with some schemes re-submitted to multiple rounds following feedback. A total of 199 bids were received, including re-bids.

- The first round accepted bids from January to March 2020. 59 bids were received. The 10 successful bids were announced in May 2020.

- The second round accepted bids from April to June 2020. 51 bids were received. The 15 successful bids were announced in November 2020 in the National Infrastructure Strategy.

- The third round accepted bids from January to March 2021. 89 bids were received. The 13 successful bids were announced in October 2021 in the Budget.

Recommendations for decisions for funding were made by the Ideas Fund expert panel, which was comprised of:

- The Rt Hon Chris Heaton-Harris MP – then Rail Minister, DfT (Chair)

- The Rt Hon Simon Clarke MP (rounds 1 and 2) – then Minister for Regional Growth and Local Government, Ministry of Housing, Communities and Local Government (MHCLG)

- Luke Hall MP (round 3) – then Minister for Regional Growth and Local Government, MHCLG

- Sir Peter Hendy – Chair, Network Rail

- Jackie Sadek – Chief Operating Officer, UK Regeneration

- Isabel Dedring – former Deputy Mayor of London for Transport

The assessment of Ideas Fund bids focussed on identifying schemes that would bring significant socio-economic benefits and had a clear narrative around the proposed services and infrastructure requirements. The strongest schemes made a clear case for how they would reconnect and level up communities.

The Ideas Fund is supporting successful proposals to conduct feasibility studies and reach the Strategic Outline Business Case stage of project development. The focus of this stage is to define the transport problem, set out the objectives of the scheme, and explore the options for intervention.

As part of producing a Strategic Outline Business Case, promoters have been advised to consider the costs, benefits, disbenefits, and value for money of their schemes. They have also been asked to consider whether another transport mode, for instance bus, or light rail, would better meet their community's needs.

Department for Transport and Network Rail teams work closely with scheme promoters to develop the business case and provide ongoing guidance to promoters, ensuring they make the best case possible.

Business cases submitted to the Department are assessed and decisions are taken by ministers on which to develop further. In total, nine Ideas Fund schemes have now been granted funding to carry out further development work.

The Ideas Fund is also supporting development in the East Midlands through expansion of the Network Rail Lincolnshire Rail Study, including exploration of the potential to reinstate the Firsby to Louth Line, with links to a new station at Mablethorpe.

Advanced Proposals

Funding has also been made available to accelerate the development and delivery of schemes with strong existing business cases and other schemes that already have supporting analysis and are seeking a larger sum to progress further.

Two of the schemes in this category, the Dartmoor Line, and the Northumberland Line, are the most advanced schemes in the programme.

On 20 November 2021, the Dartmoor Line between Okehampton and Exeter officially reopened for year-round services for the first time in nearly 50 years, marking the first restoration under the programme. This was made possible thanks to over £40 million of Restoring Your Railway investment.

The route connects Exeter, Crediton and Okehampton, providing a launchpad for visitors to explore Dartmoor and regional links for local commuters. The reopening of the route is expected to boost local businesses, the tourism sector, and provide greater access to education and work for thousands of people who live locally.

The line was transformed from a mothballed former freight railway with occasional summer Sunday services to a full 7 days a week passenger operation in a mere 9 months following confirmation of funding, coming in more than £10 million under budget. Services on the Dartmoor Line were increased from two-hourly to hourly from 15 May 2022. This followed further infrastructure work that has also delivered an improved journey time of around 35 minutes between Okehampton and Exeter St Davids. All daytime services now start and end at Exeter Central, providing closer access to the city centre.

In January 2021, £34m of funding was announced to progress plans to reopen the Northumberland line to passenger services between Newcastle-upon-Tyne and Ashington operating 2 trains per hour, with six new stations, including two serving the Blyth area and one connecting to the Newcastle Metro service by the end of 2023.

This funding has allowed preparatory works to begin - including land acquisition, detailed design work and early site works. Restoring services along the line would improve connectivity between deprived communities in south east Northumberland

and job opportunities in Tyne and Wear. A Full Business Case was received from Northumberland County Council in November 2021 and is being reviewed through the agreed governance process.

Other high potential schemes funded through the Advanced Proposals category are being supported to reach the next appropriate stage of rail project development, through the usual process for rail enhancements within England and Wales.

The New Stations Fund

The third part of Restoring Your Railway is the New Stations Fund (NSF).

The NSF is an open competition and calls for bids from Local Authorities and other interested third parties. The fund has the aim of opening new and restored stations across England and Wales that reconnect communities, contributing to local economic regeneration and improving access to jobs, homes and education and supporting greener travel choices. The programme aims link closely to those of the Government's levelling up and Build Back Better agenda.

The NSF began in 2014 and invested £40 million over two rounds for the delivery of ten stations across England and Wales. It provides up to 75% of the cost of building new stations at option selection and above and helps to give local communities improved access to rail. The NSF has already delivered eight new stations across England and Wales. The final two stations from the second round of the NSF, Reading Green Park and Portway Parkway, are due to be completed by the end of this year.

As part of the November 2020 Spending Review, £32m was announced for NSF3 (part of the overall Restoring your Railway funding package) to be used to part-fund six new stations for full delivery and progress two stations to the development stage, all to be completed by March 2024.

Schemes Developing to SOBC ⬤

A Strategic Outline Business Case (SOBC) is one of the earliest stages in considering a transport intervention. The focus of this stage is to define the transport problem, set out the objectives of the scheme, and explore the options for intervention.

Locations of schemes are shown on the map in Appendix A, as referenced by the colour above and by number in the below table.

Map No.	Name	Region	Route into RYR
1	Reopened lines and new passenger services, Bolton-Radcliffe / Bolton-Bury	North West	Ideas Fund 2
2	Reopened lines and new passenger services, Consett-Newcastle	North East	Ideas Fund 2
3	Reopened lines and new passenger services, Gainsborough - Barton	Yorkshire and Humberside	Ideas Fund 2
4	New Station at Langport and Somerton, Castle Cary - Taunton	South West	Ideas Fund 2
5	Reopened lines and new passenger services, Wareham - Swanage	South West	Ideas Fund 2
6	New station at Beeston Castle and Tarporley, Crewe - Chester	North West	Ideas Fund 2
7	Enhanced existing passenger services, Preston - Blackpool South	North West	Ideas Fund 2
8	New Station at St Anne's Park, Bristol Temple Meads - Bath Spa	South West	Ideas Fund 2
9	New Station at Waverley, Sheffield - Chesterfield	Yorkshire and Humberside	Ideas Fund 2
10	Reopen the Gaerwen – Amlwch line, Anglesey to passenger services	Wales	Ideas Fund 3
11	Reopen the Ashton - Stockport line to passenger services	North West	Ideas Fund 3
12	Reopen the Askern Branch line	Yorkshire and Humberside	Ideas Fund 3
13	Reinstate the Beverley - York line	Yorkshire and Humberside	Ideas Fund 3
14	Reopen Corsham Station	South West	Ideas Fund 3
15	Reopen the Darlington - Weardale line to passenger services	North East	Ideas Fund 3
16	Reopen the Middlewich line to passenger services	North West	Ideas Fund 3
17	Reopen the Oswestry - Gobowen line	West Midlands	Ideas Fund 3
18	Reopen the Rawtenstall - Buckley Wells line to passenger services	North West	Ideas Fund 3

19	Reopen the Don Valley line to passenger services	Yorkshire and Humberside	Ideas Fund 3
20	Reopen the Stoke – Leek line	West Midlands	Ideas Fund 3
21	Reopen Stonehouse Bristol Road station	South West	Ideas Fund 3
22	Reopen the Tavistock to Plymouth line	South West	Ideas Fund 3
23	Mablethorpe and Firsby	East Midlands	Ideas Fund 3

Business cases have also been submitted for the Borders Railway Extension and the Abertillery Rail Scheme. Work is ongoing between the Department for Transport and the Devolved Administrations to determine their suitability for inclusion in the Restoring Your Railway programme.

Bedlington Station in its current state, one of the six stations proposed to be reopened along the Northumberland line between Newcastle-upon-Tyne and Ashington

Schemes Progressing Past SOBC ●━●

Schemes that have already developed an SOBC, either with funding from RYR or prior to the programme's inception, are being supported to develop further.

Locations of schemes are shown on the map in Appendix A, as referenced by the colour above and by number in the below table.

Map No.	Name	Region	Route into RYR
24	Aldridge Line Upgrade	West Midlands	Advanced Proposal
25	Portishead (Metrowest 1b)[1]	South West	Advanced Proposal
26	To reinstate the Fleetwood Railway Line	North West	Pre-Ideas Fund
27	To reintroduce passenger services on the Barrow Hill line between Sheffield and Chesterfield	Yorkshire and Humberside	Ideas Fund 1
28	To reintroduce passenger services on the Leicester to Burton (Ivanhoe) line	East Midlands	Ideas Fund 1
29	To re-open the Meir station between Stoke-On-Trent and North Staffordshire	West Midlands	Ideas Fund 1
30	To introduce passenger services on the Waterside line (between Totton and Hythe)	South East	Ideas Fund 1
31	To re-open Wellington and Cullompton stations	South West	Ideas Fund 1
32	To reinstate rail access to Devizes via a new station at Lydeway	South West	Ideas Fund 1
33	New Station at Ferryhill, Ferryhill - Stockton-on-Tees	North East	Ideas Fund 2
34	Mid Cornwall Metro (Restoring direct services between Newquay, St. Austell, Truro and Falmouth)	South West	Ideas Fund 2 / Advanced Proposal
35	Deeside Station	Wales	New Stations Fund 3
36	Haxby Station	Yorkshire and Humberside	New Stations Fund 3

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[1] Restoring Your Railway funding for Portishead (Metrowest 1b) has not yet been provided and is contingent on a decision to progress the scheme.

Schemes Being Delivered ▬●

The most developed schemes in the programme are progressing at pace to reconnect communities as soon as possible. One, the Dartmoor Line, is already providing a restored 7 days a week passenger service, giving passengers the chance to choose rail over the road and travel from Exeter to Okehampton on greener, cleaner modes of transport.

Locations of schemes are shown on the map in Appendix A, as referenced by the colour above and by number in the below table.

Map No.	Name	Region	Route into RYR	Notes
37	Dartmoor Line	South West	Advanced Proposal	Delivered November 2021. Enhanced service introduced May 2022
38	Northumberland Line	North East	Advanced Proposal	Delivery by December 2023
39	Marsh Barton Station	South West	New Stations Fund 3	Currently in construction, delivery in 2023
40	Thorpe Park Station	Yorkshire and Humberside	New Stations Fund 3	Delivery by March 2024
41	Thanet Parkway Station	South East	New Stations Fund 3	Currently in construction, delivery in 2023
42	Edginswell Station	South West	New Stations Fund 3	Delivery by March 2024
43	St Clears Station	Wales	New Stations Fund 3	Delivery by March 2024
44	White Rose Station	Yorkshire and Humberside	New Stations Fund 3	Currently in construction, delivery in 2023

Forward Look

The Department for Transport and Network Rail are now focussed on developing and delivering the benefits of the schemes within the Restoring Your Railway programme. By reconnecting communities these lines and stations will help level up the country, reinvigorating high streets and boosting access to jobs, homes, and educational opportunities.

Schemes will continue to develop, and the strongest taken forward. Further announcements on the next steps for schemes will be made regularly.

For the latest information on the programme check the Restoring Your Railway GOV.UK web pages:

https://www.gov.uk/government/collections/restoring-your-railway-fund

Regular passenger services return to Okehampton Station, November 2021

Appendix A: Geographic spread of RYR schemes

Map of England and Wales showing the location of all schemes that have received funding from the RYR Fund (see **MAP KEY**; colours/numbers referenced in previous tables).
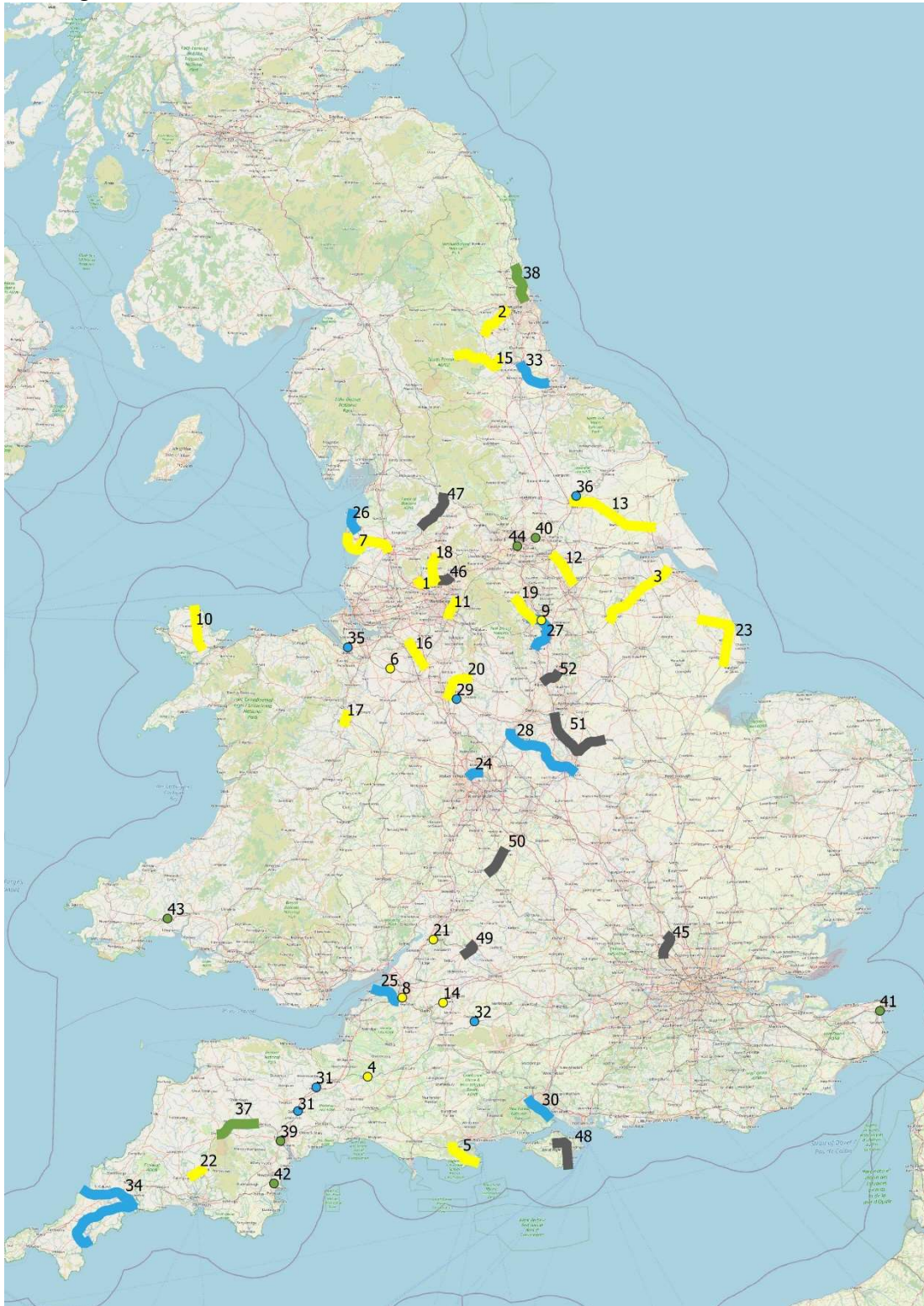
MAP KEY

Programme Stage	Line Colour	Map Numbers
Schemes Developing to SOBC		1-23
Schemes Progressing Past SOBC		24-36
Schemes Being Delivered		37-44
Schemes Developed to SOBC, Not Progressing to Delivery Under RYR		45-52

Appendix B: Schemes not progressing to delivery under RYR ━━●

Not all schemes supported as part of Restoring Your Railway will proceed to delivery. In some cases, obstacles will have been identified to further development. In others, given limited funding, they may not have been assessed as the priority schemes to proceed at this time. For some schemes, other routes for further progression have been identified and shared with promoters.

Funding schemes to develop an SOBC through the Ideas Fund is valuable, even if the scheme does not progress to delivery now. The process of developing a business case deepens the understanding of both the transport problem and possible interventions to address it, supporting communities to improve their transport links effectively and efficiently. Detailed feedback is provided to every scheme that submits an SOBC through the Ideas Fund, including recommended next steps and potential alternative routes for consideration as appropriate.

Locations of schemes are shown on the map in Appendix A, as referenced by the colour above and by number in the below table.

Map No.	Name	Region	Route into RYR
45	To reinstate the passing loop between St Albans Abbey and Watford Junction (Abbey Line)	East of England	Ideas Fund 1
46	To reinstate the Bury-Heywood-Rochdale lines	North West	Ideas Fund 1
47	To reintroduce passenger services between Clitheroe and Hellifield and explore freight options	North West	Ideas Fund 1
48	To reinstate branch lines on the Isle of Wight	South East	Ideas Fund 1
49	Reopened lines and new passenger services, Kemble - Cirencester	South West	Ideas Fund 2
50	Reopened lines and new passenger services, Stratford Upon Avon - Honeybourne - Worcester/Oxford	West Midlands	Ideas Fund 2
51	Reopened lines and new passenger services, Melton Mowbray - Nottingham	East Midlands	Ideas Fund 2
52	Reopened lines and new passenger services, Alfreton – Ashfield (Maid Marian Line)	East Midlands	Ideas Fund 2

More advanced schemes were assessed for their suitability to be developed within the Advanced Proposals category. The following more developed schemes were considered for funding through the programme, but not found to be suitable for RYR funding at this time:

Name	Region	Route into RYR
Brentford to Southall rail scheme	London	Advanced Proposal
West London Orbital Line (Dudding Hill Line)	London	Advanced Proposal
Hooton to Helsby	North West	Advanced Proposal
Chinnor Railway Resilience and Sustainability	South East	Advanced Proposal
Thames Gateway Tramlink	South East	Advanced Proposal
Magor and Undy station	Wales	Advanced Proposal
Pontrilas Station	West Midlands	Advanced Proposal
North Cotswold Line	West Midlands	Advanced Proposal

Appendix C: Unsuccessful bids to the Ideas Fund

Restoring Your Railway, and in particular the Ideas Fund, generates a very high level of interest. The following schemes submitted applications to the Ideas Fund and were not selected for funding at this time. Feedback was provided for every scheme, and where appropriate alternative sources of potential funding were signposted.

Name	Region	Ideas Fund Round
Newcastle - Berwick-upon-Tweed	North East	Ideas Fund 1 & 3
Gilsland Station	North East	Ideas Fund 1 & 3
To open a new station to serve the village of Belford-Northumberland	North East	Ideas Fund 1 & 3
Reinstatement of Bensham Curve	North East	Ideas Fund 1 & 3
Reinstatement of Leamside line (Local Services)	North East	Ideas Fund 1 & 3
Reinstatement of Nexus Metro Expansion – Cobalt Business Park Line	North East	Ideas Fund 1 & 3
To reconnect stations in the Rossendale Valley area	North West	Ideas Fund 1
To repurpose the Warrington to Stockport line	North West	Ideas Fund 1
To re-double from Oldham Mumps to Grotton Greenfield	North West	Ideas Fund 1
To re-double the Mid Cheshire Line between Stockport and Altrincham and associated station reopenings	North West	Ideas Fund 1 & 2
To reinstate passenger services between Glazebrook Junction and Skelton Junction	North West	Ideas Fund 1 & 2
Reintroduce Burscough Curves	North West	Ideas Fund 1 & 3
East Didsbury to Stockport	North West	Ideas Fund 2 & 3
To reinstate the Keswick to Penrith Railway	North West	Ideas Fund 1 & 3
To reinstate the Walkden to Bolton line	North West	Ideas Fund 1
To open a two platform railway station at Kenyon Junction station	North West	Ideas Fund 2 & 3
To re-open Midge Hall Station	North West	Ideas Fund 2 & 3
To re-open Golborne Railway Station	North West	Ideas Fund 2

Lakes Line	North West	Ideas Fund 3
Ledsham Station	North West	Ideas Fund 3
New station in Coppull	North West	Ideas Fund 3
Pendle	North West	Ideas Fund 3
Reinstating Carlisle to Silloth railway	North West	Ideas Fund 3
UK Light Rail Tram Tracker	North West	Ideas Fund 3
To operate Connected and Autonomous Vehicles (CAVs) along former rail alignment	South East	Ideas Fund 1
To re-open the Lewes to Uckfield & Tunbridge Wells to Eridge/Ashurst - Brighton Main Line	South East	Ideas Fund 1 & 3
Hayling Branch Line	South East	Ideas Fund 1 & 3
Grove Station	South East	Ideas Fund 2 & 3
To reinstate the dismantled railway between Oakley and the former Aston Rowant station	South East	Ideas Fund 2
To restore the rail connection between Horsham to Worthing with a chord approximately 1km in length	South East	Ideas Fund 2
To unlock capacity and services through Bramley (Hants)	South East	Ideas Fund 2
Building a better-connected West Oxfordshire - a transformational project for the wider Oxford economic region	South East	Ideas Fund 3
Ludgershall Link	South East	Ideas Fund 3
Reconfigure the Ascot-Ash Vale	South East	Ideas Fund 3
To double-track majority of Thingly Junction to Bradford Junction	South West	Ideas Fund 1
Barnstaple Branch Line "Taw Link"	South West	Ideas Fund 1, 2 & 3
Fowey to Lostwithiel	South West	Ideas Fund 1 & 3
To introduce a Westbury Station Hub	South West	Ideas Fund 1
Re-instate the Helston Railway Link connecting Helston to the main South West rail line	South West	Ideas Fund 1 & 3
Gravity Site - Bristol to Exeter Mainline Railway	South West	Ideas Fund 1 & 3
Sharpness Branch Line	South West	Ideas Fund 1 & 3

To restore the Newton Abbot to Heathfield railway link	South West	Ideas Fund 1
To enhance Bristol West capacity	South West	Ideas Fund 2
Pilning Station Enhancements	South West	Ideas Fund 2 & 3
To increase service provision from Bodmin General to Bodmin Parkway	South West	Ideas Fund 2
Shepton Mallet to Somerset	South West	Ideas Fund 2 & 3
To open Charfield Station	South West	Ideas Fund 2
To reinstate Bodmin to Wadebridge railway and associated work	South West	Ideas Fund 2
To reinstate the Ashburton and Buckfastleigh Junction Railway	South West	Ideas Fund 2 & 3
To reinstate the Radstock railway	South West	Ideas Fund 2 & 3
To re-open the Goodrington and Churston Stations	South West	Ideas Fund 2 & 3
To re-open the Primrose Line	South West	Ideas Fund 2
Bude Okehampton	South West	Ideas Fund 3
Carn Brea Station	South West	Ideas Fund 3
Lynton - Barnstaple Railway	South West	Ideas Fund 3
Marazion Railway Station	South West	Ideas Fund 3
New station south of Gloucester	South West	Ideas Fund 3
New train service to Bishops Lydeard on the West Somerset Railway.	South West	Ideas Fund 3
Reopening Brent Station	South West	Ideas Fund 3
Saltford Station (Bath & North Somerset)	South West	Ideas Fund 3
Tavistock - Okehampton	South West	Ideas Fund 3
Wilton Junction Station	South West	Ideas Fund 3
Bangor - Afonwen Railway	Wales	Ideas Fund 3
Galley Common/Stockingford Station (Nuneaton to Birmingham)	West Midlands	Ideas Fund 1 & 3
Castle Bromwich - Fort Parkway	West Midlands	Ideas Fund 1 & 3
To open new stations at Foleshill, Coundon Road & Biley/Willenhall	West Midlands	Ideas Fund 1
To reinstate Etruria station	West Midlands	Ideas Fund 1 & 3

The Stourbridge Dasher - Stourbridge – Brierley	West Midlands	Ideas Fund 1 & 3
To Lichfield - Burton on Trent / Derby	West Midlands	Ideas Fund 1 & 3
To reinstate the rail sidings at the former Ironbridge Power Station	West Midlands	Ideas Fund 1 & 3
To re-open a Tettenhall area station	West Midlands	Ideas Fund 1 & 3
To re-open Pontrilas station	West Midlands	Ideas Fund 1
To re-open stations on the Sutton Park line	West Midlands	Ideas Fund 1
Coventry area stations study	West Midlands	Ideas Fund 3
Newcastle-under-Lyme	West Midlands	Ideas Fund 3
Reinstatement of rail sidings at the former Ironbridge Power Station	West Midlands	Ideas Fund 3
Sutton Park Line	West Midlands	Ideas Fund 3
To introduce passenger services between Sheffield and Stocksbridge on freight route	Yorkshire and Humberside	Ideas Fund 1
Reinstatement of the North Midland Line between Barnsley to Wakefield via Royston	Yorkshire and Humberside	Ideas Fund 1 & 3
To reinstate the Wortley Curve	Yorkshire and Humberside	Ideas Fund 1
To reinstate the South Yorkshire Joint Railway	Yorkshire and Humberside	Ideas Fund 2 & 3
Upper Wensleydale Railway	Yorkshire and Humberside	Ideas Fund 2 & 3
To restore a daily train service on the Keighley and Worth Valley Railway	Yorkshire and Humberside	Ideas Fund 2
Sheaf Valley New Stations and Station Improvements	Yorkshire and Humberside	Ideas Fund 2 & 3
(Leeds) Cross Gates-Wetherby-Harrogate-Ripon-Northallerton	Yorkshire and Humberside	Ideas Fund 3
Boulby Branch Line/Saltburn Line	Yorkshire and Humberside	Ideas Fund 3
East Ardsley Station	Yorkshire and Humberside	Ideas Fund 3
Peaks and Dales Line	East Midlands	Ideas Fund 1 & 3
To increase stopping services at Radcliffe-on-Trent and Bottesford stations on the Poacher line between Grantham and Nottingham	East Midlands	Ideas Fund 2
Cosby to Lutterworth	East Midlands	Ideas Fund 3

Reconnecting Ruddington	East Midlands	Ideas Fund 3
Reinstatement of the line between Bedford and Northampton	East Midlands	Ideas Fund 3
Welland Valley Rail (Kettering-Peterborough-Wisbech)	East Midlands	Ideas Fund 3
Reinstatement of Maldon to Witham Line	East of England	Ideas Fund 1 & 3
To reinstate the King's Lynn to Hunstanton Railway	East of England	Ideas Fund 2 & 3
To re-open the Wymondham-Dereham line	East of England	Ideas Fund 2 & 3
Haverhill	East of England	Ideas Fund 3
Re-opening Harston station	East of England	Ideas Fund 3
Re-opening Sawston Station	East of England	Ideas Fund 3
To introduce step free access at the Carshalton Beeches	London	Ideas Fund 2
To re-open Camberwell Station	London	Ideas Fund 2