

Rt Hon. Chris Grayling MP  
Secretary of State for Transport  
Department for Transport  
Great Minster House  
33 Horseferry Road  
London SW1P 4DR

18 October 2017

Dear Chris

### **Investment in rail enhancements during CP6**

I'm writing following your recent announcement of dedicated funding for enhancement projects in Control Period 6. Campaign for Better Transport is very pleased to support this initiative and looks forward to helping make it a success.

As you know, we recently worked with the Department on a report, *Expanding the Railways*. This aimed to guide those with potential rail projects - new or reopened lines and stations - from an initial idea right through to delivery. We were keen to do this because we know there is demand out there - we regularly hear from local authorities, developers and communities with proposals for new or reinstated rail connections. While some of these proposals are based on nostalgia, many have strong business cases. New rail connections can unlock plans for new housing and other development, give communities better access to employment, education and reduce pressure on the roads.

However, to this point there has been no clear funding stream for projects to expand the network. There have been two rounds of the New Stations Fund, but this is separate from the main railway funding settlement and is not a designated fund within it. There are also no clear processes for dealing with such projects - many third parties have complained to us about high costs and slow progress, regardless of how well supported and strategically beneficial a proposal is.

We are therefore asking you to designate part of the enhancement fund to support projects that would extend the rail network. This "network development fund" could pay for project development, and those proposals for new and reopened stations and lines which reach an agreed standard could join a pool of national projects to be taken to full development and implemented. This would need to be supported by a new approvals process with a streamlined version of GRIP based on an agreed set of outcomes. Such outcomes are likely to include support for national objectives such as housing and jobs growth.

We see a network development fund as fitting well with the recent push towards greater devolution within Network Rail. We know some of the new route directors will be keen to use such funding to make progress with projects in their area. It will also help meet the objectives of the Hansford Review and Network Rail's subsequent commitment to encouraging third party funding.

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I know from our discussions that you are keen to make progress with some long discussed projects, starting with those involving passenger services on freight or mothballed lines such as Okehampton and Wisbech. We see funding to develop network expansion projects as a way to make these happen and to develop a pipeline of schemes.

I would be happy to discuss this proposal further and look forward to hearing from you.

Yours sincerely



Stephen Joseph  
**Chief Executive**