

| "Restoring Your Railway" fund potential candidates | | | | | | | | | | | |
|---|--|--|------------|--|----------------|---------------------------|---|--|--|--|--|
| Scheme | Type of project | Proposition headlines | DFT status | Source | Status | Potential Completion? | Population | Demography, benefits | Notes | | |
| Accelerating existing proposals, Ideas fund, New or restored stations | | | | | | | | | | | |
| EAST | | | | | | | | | | | |
| Greater Cambridge rail schemes | New/improved rail corridors, more stations | Greater Cambridge becoming major jobs cluster, needs more rail capacity for services, more stns eg Cambridge South | A | Cabs & P'boro CA, local campaign, Railfuture | Active project | 2024 / 2029 | All of western Anglia zone | Road congestion relief, assist high density high worth job clusters, growing populations | Metro service intensity needed on Ely-Cambridge South, also allow for East-West Rail | | |
| Wisbech-March | Reopen mothballed line to passengers | Isolated Wisbech linked to main job centres Cambridge and Peterborough, for economic gains and social inclusion | A | Cabs & P'boro CA, local campaign, Railfuture, S.Barclay MP, CfBT | Active project | 2024 | Wisbech, better March area connectivity | Deprived and poorly linked growing town needing fast link to jobs within 1 hour travel | Requires main line corridor upgrade for through trains to work, not a shuttle to March | | |
| Soham | New/reopened stations | Growing Anglian town, scope for service to Cambridge job clusters | N | Railfuture | Proposed | 2024 | Soham and locality | Poorly linked growing town | Initial phase of connections for Mildenhall redevelopment zone | | |
| Mildenhall Line | New rail corridor, mostly existing rail | Link Mildenhall airbase redevelopment with Greater Cambridge zone | I | Railfuture | Proposed | 2029 | Mildenhall catchment | Large-scale redevelopment foreseen in poorly served area | Continuation stage from Soham scheme, new chord bypasses Ely | | |
| Newmarket West curve | Reopened rail corridor | To serve Newmarket from Ely/Cambridge North direction | I | Railfuture | Proposed | 2029 | Newmarket catchment | Ties Newmarket into future Metro service volume on Ely-Cambridge corridor | Also enables travel to Peterborough | | |
| Cambridge-Haverhill | Reopened rail corridor | To serve 30,000 town at Haverhill, and intermediate communities | I | Local campaign, Railfuture, CfBT | Proposed | 2029 | Communities along corridor | Expanding town in growth zone, commuting problems | Later link might connect to GEML | | |
| Kings Lynn-Hunstanton | Reopened rail corridor | 14 mile dismantled line, serving many centres, incl Sandringham, Dersingham, Snettisham, Heacham and Hunstanton | I | Local campaign, Railfuture | Proposed | 2029 | Communities along corridor | Deprived coastal towns, rail to revive N.Norfolk economy, service to Cambridge jobs | Hunstanton can also be railhead for 15 mile coastal community catchment | | |
| Dussindale | New/reopened stations | Norwich suburban station on Bittern Line, to serve expanding population | N | Railfuture | Proposed | 2024 | Suburban community | One-stop service to central Norwich, road traffic relief | May help justify more frequent service, benefiting all users | | |
| EAST & WEST MIDLANDS | | | | | | | | | | | |
| Northern Powerhouse Rail | All schemes excluded, within 'High Speed North' HS2 review, including MML and other electrification | | A | | | | | | | | |
| Leicester-Burton Ivanhoe / New Forest Line | Reopen freight only line to passengers | Passenger services on existing railfreight corridor, serving places incl. Coalville, Ashby-de-la-Zouch, Swadlincote (part) | I | Leics CC other CC/DCs, local campaign, Railfuture, CfBT | Proposed | 2024 / 2029 | Communities along corridor | Existing freight line, supports inter-regional connectivity, Leics city growth, job clusters | Likely phased sequence, as direct line into Leicester needs reinstatement or alternative | | |
| Leicester-Coventry | Join up existing lines | Two existing lines (Leicester-Nuneaton, Nuneaton-Coventry), new links needed at Nuneaton, more stations planned | I | Railfuture | Proposed | 2029 | Spine line for new conurbation | Allows start of frequent urban rail in M69/A46 corridor, eventually to Leamington | Long term rail scope to match urbanisation of corridor, relief of lines via Birmingham | | |
| Whitacre Link | Reopened rail corridor | Alternative option for Leicester-Coventry corridor | I | Local campaigns, Railfuture | Proposed | 2029 | Spine line for new conurbation | Alternative route, less urban but still serves Nuneaton | Could support HS2 access at Birmingham Interchange | | |
| Honeybourne-Long Marston-Stratford | Reopened rail corridor | Reconnecting to extended West Midland hinterland, direct Evesham-Birmingham | I | Railfuture, CfBT | Proposed | Stages to 2029 | Evesham and local railheads | Partly existing depot line, reopen through Stratford | Housing nr Long Marston, scope to link with GWSR heritage line | | |
| Midlands Connect | Large city regions' package of schemes | Multiple transport proposals boosting rail relevance for economic growth and to tackle deprivation and connectivity | A | Midlands Connect, TfWM, MPs, CfBT, local authorities, Railfuture | Active project | Stages to 2029 and beyond | Urban areas of East and West Midlands | Economic growth, congestion relief, connectivity, counter deprivation, extra rail capacity | Schemes by 2024 can include Birmingham New St relief (Moor St chords, also I/change for HS2) | | |
| Wolverhampton-Walsall | Reopen freight only line to passengers | Local service with new stations at Willenhall, Darlaston, first stage of line reopening to East Midlands via Lichfield | A | Midlands Connect, TfWM, MPs, CfBT, local authorities, Railfuture | Active project | Before 2024 | Communities along corridor, crowding relief | New rail corridor relieves Birmingham New St, opens up deprived parts of West Mids | Part of Midlands Connect package, planning advanced | | |
| Tettenhall | New/reopened stations | New commuter station on Shrewsbury-Wolverhampton line | N | Local authority, local campaign, Railfuture | Active project | 2024 | Railhead catchment | Growing suburb west of Wolverhampton, road relief | Part of Midlands Connect | | |
| Sutton Park Line | Reopen freight only line to passengers | New orbital rail corridor in North Birmingham/Walsall, 7 new stations | A | Local authority, CfBT, campaigns, Railfuture | Active project | Stages to 2029 | Communities along corridor | Assists non-radial travel in polycentric West Midlands | Part of Midlands Connect | | |
| Dudley Road | New/reopened stations | Extra local station on Birmingham-Wolverhampton line | N | Local authority, local campaign, Railfuture | Active project | 2029 | Railhead catchment | Serves deprived area of inner Birmingham | Part of Midlands Connect, depends on main line capacity | | |

| SOUTH EAST (OUTER) | | | | | | | | | |
|----------------------------------|---|--|---|--|----------------|------------------------|-------------------------------------|--|---|
| Waterside Line | Reopen freight only line to passengers | Southampton-Totton-Marchwood-Hythe-Fawley, reopen for growing communities | I | Railfuture, CfBT | Proposed | 2024 | Fawley Line corridor | Growing commuter communities on Southampton Water, needing direct rail | Line capacity solution needed for Totton-Southampton |
| South Hants Rapid Transit | Improved rapid transit corridor | Former Fareham-Gosport-(Portsmouth) corridor needing further improvement | I | Railfuture | Proposed | 2024 | Fareham-Gosport corridor | Continuing housing growth on Gosport peninsula, better public transport needed | Access to Portsmouth depends on quality of ferry link |
| Swanage-Wareham | Link heritage line to rail interchange | Swanage Railway has reopened, now needs own platform at Wareham main line to allow more frequent services | I | Swanage Railway, Dorset CC, Railfuture | Active project | 2024 | Swanage, Corfe etc | To increase frequency of heritage/main line service connections at Wareham | SWR already runs occasional trains onto Swanage line, this allows more SR connections |
| Ringwood-Brockenhurst | Line reopening | Ringwood now large Hants town, re-connect to Brockenhurst for Wessex line | I | ATOC 2009, Railfuture | Proposed | 2029 | Ringwood and intermediate | Reconnect rapidly growing town to national rail network | Supports additional housing growth |
| Welborne | New/reopened stations | Private sector new station to support new garden community N of Fareham | N | Private sector, Fareham BC, Railfuture | Active project | 2024 | New housing catchment | Road congestion relief and fast access to South Coast cities | Simple station as on short single-track section of railway |
| Hundred of Hoo | Reopen freight only line to passengers | Major housing growth in proximity to Medway, new passenger rail | A | Medway, Gravesham DC, Kent CC, Railfuture | Active project | 2024 | Growth and new communities | Reopen Isle of Grain line, trains to London and Medway | Line upgrade and new Medway chord needed, partly funded |
| Oxford-Cowley | Reopen freight only line to passengers | Relieves Oxford station operating problems, serves Oxford science route | I | Local authorities, CfBT, campaigns, Railfuture | Active project | 2024 | Wide jobs catchment | Access to deprived Oxford estates, job cluster growth | Allows trains from north of Oxford to terminate at Cowley |
| Wantage & Grove Parkway | New/reopened stations | New Intercity station to serve new town on Didcot-Swindon line | N | Oxfordshire CC, campaigns, Railfuture | Proposed | 2024 | New housing catchment | NR reluctant but housing needs require fast rail | Rail industry to respond to housing needs, not ignore them |
| High Speed to Hastings | Accelerated services | Works at Ashford for through HS1 to Marshlink, express to Hastings/Bexhill | A | Kent & East Sussex CCs, campaigns, Railfuture | Active project | Stages to 2029 | Whole corridor to Eastbourne | High deprivation towns, fast London/Thames Gateway link | Stage 1 HS1-MarshLink junction, stage 2 MarshLink upgrade |
| Lewes-Uckfield | Reopened rail corridor | Reconnect Weald to Brighton jobs cluster, through trains also as BML relief | I | East Sussex CC, campaigns, Railfuture | Active project | 2029 | Wider Weald catchments | Congestion relief, access to Lewes, Brighton, new housing | Several route options, will enable new housing growth |
| Medway-Maidstone-Gatwick | New rail corridor, mostly existing rail | 250k+ Medway popn plus N.Kent corridor, direct trains for Gatwick via Maidstone-Tonbridge then Redhill | I | Kent CC, campaigns, Railfuture | Active project | Stages to 2029 | Totalling over 500k | Medway-Maidstone relief of congestion, connectivity, later extend to Redhill and Gatwick | Major gap in Gatwick access catchment, and Kent Sussex connectivity avoiding M25 |
| Ludgershall-Andover | Reopen freight only line to passengers | Reconnect Ludgershall, Weyhill to national network | I | Railfuture | Proposed | 2024 | Community catchments | Deprived garrison towns, extra housing construction/planned | Shuttle to Andover, later scope for Tidworth extension |
| Newport IoW | Reopen to IoW 'capital' town | Extend preserved line from Wootton to Newport (principal IoW town) | I | Railfuture | Proposed | 2029 | Ryde-Newport corridor | Links main IoW towns, public train service | This and Ventnor reopening are main prospects for IoW Transit |
| SOUTH WEST | | | | | | | | | |
| Plymouth-Penzance | Rail spine project | Line upgrading, half hourly spine service | A | NR CP5 Strategic Plan | Active project | Before 2024 | Most of Cornwall | Peninsula exc. North Cornwall | Cornwall main line |
| Bodmin Parkway-Bodmin-Wadebridge | Branch restoration and public service | Public service, line extension to Wadebridge | I | Cornwall Council | Proposed | 2029 | Bodmin, Wadebridge, later Padstow | Bodmin, Wadebridge towns All-year and tourism benefits, later extension to Padstow | Current heritage railway, CC owns freehold |
| Newquay-St Austell | New housing railway | Reopen line or new line through china clay lands to St Austell, to serve proposed garden town | I | Cornwall Council, lmerys | Proposed | 2029 | Newquay, St Dennis, new garden town | New garden town, fast railway to Newquay, scope for A30 railhead for Newquay tourism | Scope to replace slow Newquay-Par line, can be basis for Cross-Cornwall (below) |
| Newquay-Truro-Falmouth | Cross-Cornwall line | Use improved Newquay access (above) for direct service to Truro (county city) and Falmouth | I | Cornwall Council | Proposed | 2029 | Newquay-Truro-Falmouth | Further regional service. building on Newquay-St Austell scheme above | Adds connectivity benefits to scheme above |
| Exeter-Okehampton | Line reopening | Existing line, currently Summer Sundays only, convert to full public service | A | Devon CC, GWR | Proposed | December 2020 possible | Okehampton, growth sites | Exeter commuting, later scope for Okehampton East Parkway | Start of coast bypass 'dry route' to Plymouth/Cornwall |
| Bere Alston-Tavistock | Line reopening | Reopen safeguarded line, new Tavistock station, later extension to Exeter | A | Devon CC, Railfuture, CfBT | Proposed | 2024 | Tavistock, new housing | Existing scheme, new housing for Plymouth commuting | Next stage of coast bypass 'dry route' to Plymouth/Cornwall |
| Tavistock-Okehampton | Line reopening | Reopen safeguarded line, 14 mile North Dartmoor link, completes 'dry route' | I | Devon CC, Railfuture | Proposed | 2029 | Sourton Pkwy Plymouth, Cornwall | West Devon and North Cornwall connectivity and economic growth, A30 relief | Completes Dawlish bypass, regional railway available for Intercity diversion |
| Newton Abbot-Paignton | New/reopened stations | A new station at Edginswell, and a reopened station at Kingskerwell, are advocated locally for the early 2020s | N | Devon CC, Teignbridge | Proposed | 2024 | Edginswell, Kingskerwell | To serve new housing. 2017 New Station bid for Edginswell turned down as costs too high | Gains for Exeter city region and commuting scope |
| Devon Metro | New/reopened stations | Additional stations planned on Devon Metro network centred on Exeter | N | Devon CC | Active project | 2024 | Housing or business jobs | Next station expected is Marsh Barton (Exeter-Newton Abbot) | Gains for Exeter city region and commuting scope |

