

**Economic & City Development Overview & Scrutiny Committee**24<sup>th</sup> July 2012**Potential Scrutiny Topic – Reinstating the York to Beverley Rail Link**

1. Since the closure of the York to Beverley railway line on 27 November 1965, there has been a campaign (The Minsters' Rail Campaign) to reinstate the line. Although much of the former trackbed of the line remains, some key parts of the route have been built over.
2. In December 2004 the 'Hull to Beverley to York Rail Corridor Study' undertaken by consultant Carl Bro for East Riding of Yorkshire Council, estimated the scheme cost at £239 million, with a benefit to cost ratio (BCR) of between 1.26 and 2.06. The latter BCR value is the value more likely to be achieved if the line is run as a Community Rail project, due to reduced running costs. The service will also require ongoing financial support.
3. The Department for Transport's 'The Yorkshire and the Humber Regional Planning Assessment for the railway', published in June 2007 stated that *'There are a number of proposals by third parties within Yorkshire and the Humber for new rail alignments and new stations to increase access to the rail network. These proposals will need to be more fully worked up, including demonstrating how they meet regional objectives, affordability, deliverability and value for money for the taxpayer, before government support for implementation is considered. Consideration also needs to be given as to whether the transport objectives can be met through other non-rail modes.'* The York-Beverley line was not explicitly mentioned in this document.
4. The Yorkshire and Humber Route Utilisation Strategy, published by Network Rail, in July 2009, did not include any reference to the reinstatement of the York-Beverley line.
5. East Riding had looked to safeguard land but is reconsidering this.
6. Due to the highly unlikely chances of getting funding for this and the need to focus efforts on gaining major transport scheme funding for the outer ring road and city centre this would not be productive.

7. a) Funding, as above very unlikely, this is a very long term proposal
- b) Safeguarding the route – doesn't require a scrutiny.

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