

Extracts on the Historic Rail Estate (HRE) taken from CEO Reports, CFO Reports, Strategic Engagement Reports and Board minutes for financial year 2020-21

NB: There were no specific HRE papers tabled at any of the board meetings held between April 2020 and March 2021.

Extract from the CEO Report: 31 March 2021

"Communications and Media

The Times, Highways Magazine and Steam Railway Magazine asked for a comment in response to the HRE Group's latest press release criticising Historic Railway Estate's plans to infill or demolish more than 100 structures over the next five years. We explained in our statement our focus is on safety, but our preferred option in all cases is to transfer ownership to the local authority together with a contribution to future maintenance. In many cases we have worked with councils and local groups to find alternative access for pedestrians and cyclists or transfer ownership for future use.

In February we supported the Department for Transport in responding to [REDACTED] parliamentary questions, including [REDACTED] 3 on the Historic Railway Estate, as well as [REDACTED] items of ministerial correspondence and four briefing requests."

Extract from the Board meeting minutes: 31 March 2021

"3.1.2 The CEO also provided a verbal update on the approach to the Historic Railway Estate.

3.1.3 Members were supportive of the [REDACTED] and the approach being used in respect of the Historic Railway Estates. They were keen for the Company to promote positive communications on both, [REDACTED]

Extract from the Strategic Engagement Report: 24 February 2021

"Historic Railway Estate (HRE): We received several queries following an HRE release about our plans to infill or demolish structures over the next five years for which there is no future use. We provided an overarching statement to trade and local publications which stressed the safety need for our work, clarified that we engage with all local authorities about plans and if they have future use for the structures this is taken into account before any plans are progressed."

Extract from Board meeting minutes: 24 February 2021

"4.3.2 Other media items highlighted included [REDACTED] [REDACTED] media queries on the Historic Railways Estate following the release of plans to infill or demolish structures over the next five-years; [REDACTED]

Extract from the CFO Report: 31 October 2020

"Update on the Comprehensive Spending Review

We further expect the Department will propose that we absorb the cost of [REDACTED] [REDACTED] and the cost of managing the Historical Rail Estate (an average of £24million a year), [REDACTED] which we have always maintained need to be funded outside the RIS [REDACTED]

[REDACTED] Our position on the Historical Rail Estate is that funding rail expenditure from the Roads Fund is wrong in principle."

Extract from the CEO Report: 29 July 2020

“Operations

We began work on the Queensbury Tunnel (part of the Historic Rail Estate) to plug the base of shaft 3 with a series of concrete filled socks on 29 June. This section is flooded to over 4 metres and the installation of a safe system for contractors and getting equipment and materials safely to shaft 3, will start in mid-July. The future of the tunnel is still the subject of a ministerial review, but our works are safety critical and so are continuing.”

Extract from Board meeting minutes: 30 June 2020

“CFO Report

He [the CFO] outlined the plans to make the Queensbury Tunnel safe which was part of the Historic Railways Estate, and confirmed that the Secretary of State had written to the City of Bradford Metropolitan District Council in respect of the work to be undertaken. Members noted that the Company was acting on behalf of the Department for Transport (DfT) and Secretary of State.”