

As discussed, I appreciate that for rail related matters, you often seek John Porter's input. As John Weaver, chair of the Friends of the Derwent Valley Line, has provided his email address for me, I have copied him on this note. This will make it easier for the two of you to liaise on whether this note should go to other council members. However, as a similar note is going to various local councils, it seemed right to include Belper on the same basis - especially due to the unique opportunity for better northbound rail connectivity it offers for the town.

Re-instating the Matlock - Buxton/Chinley rail link

Thanks for your time yesterday and the opportunity to introduce this strategic rail re-instatement project. The campaign was initiated by the Manchester and East Midlands Rail Action Partnership - or MEMRAP. Today, there are two main entities involved:

- MEMRAP: leading the reinstatement campaign - <https://www.memrap.org/>
- Peaks and Dales Railway Ltd - the promoter of the scheme <https://www.peaksanddalesrailway.com/> with the aim of leading the practical development work till "shovel ready" and then the build phase.

My purpose in writing today is to:

- introduce the project to you,
- offer a brief slide based summary for presentation to council members,
- answers any questions that you may have beyond the FAQs on the websites,
- seek written support for this transformational project from your council - which could open by 2029.

As evidence of growing interest, I was recently interviewed by the BBC, with MEMRAP's Consents Manager colleague, Pete Broomhead. He has much experience of environmental and ecological aspects at the heart of such rail projects. Here is the "Look North" clip:

https://www.youtube.com/watch?v=X3FwTW_WfQw&feature=youtu.be

BACKGROUND

Active from January 2019, MEMRAP members are based mainly around Matlock and Buxton, with directors in Derby and Langley Mill. Our corporate backer, The Goodshelter Group joined us this year, complementing MEMRAP's local presence and stakeholder management with consulting "know-how", coupled to a "done it before" record in rail. After government announcement of the "Restoring your Railways" initiative in January 2020, this led to bids for Department for Transport (DfT), National Infrastructure Commission, Transport for the North and Midlands Connect.

Much depends on re-provisioning of the Monsal Trail - a source of objection from Derbyshire County Council (DCC). To address this challenge, our experienced associates from the Buxton Town Team (BTT) are today presenting to the Peak District National Park Authority (PDNPA) comprehensive proposals that would give the Monsal Trail a new and permanent home, away from the rail trackbed. For while the Department for Transport has recognised in its response the strength of our socio-economic and environmental case, a future for this much loved trail must also be secured.

This project is a low carbon initiative, allowing commuting, business and leisure users a rail choice to and through central Derbyshire. PDNPA last autumn published its commitment to net zero carbon emissions, but with >90% of visitors arriving by car, the aim is unattainable, even with

electric traction. The PDNPA chair, Andrew McCloy has commented on this unsustainability in his blog. After COVID subsidies, we fully expect climate change and the need to rebalance future car usage to re-emerge as a leading issue - rail will again be a priority.

Midlands Connect is now considering the reinstatement for inclusion in its 2021 Strategy Refresh. We are scheduled to work with them and Transport for the North to secure inclusion and also in the National Infrastructure Commission's forthcoming "Integrated Rail Plan". Transport for the East Midlands sees this route, with its inter-regional connectivity to the North West, as complementing existing Midlands Hub proposals (linking to West Midlands) and HS2 Phase 2b proposals (linking to the North East). Peaks and Dales Railway thus helps to transform public transport in Derbyshire and the East Midlands, reversing a declining trend of many decades.

PROJECT BENEFITS from the PEAKS AND DALES RAILWAY REINSTATEMENT

Our aim is to see Derby and Matlock reconnected to Buxton with through services via Chinley towards Manchester - opening up direct access to the Peak District National Park, without today's near obligatory need for a car. New and enhanced connectivity would include:

- a full public service, both local and inter-regional - ultimately linking Derby to Manchester, though probably with a turnback, most likely at Stockport from day 1, whilst TfN eases Manchester hub congestion;
- all stations services would gain an extra coach converted for cycles - taking up to 20 bikes - integrating the "Active Transport" concept, with secure cycle hubs at stations, cycle carriages and increased availability of cycle hire locally;
- freight services are included - originating from the Peak Forest and Buxton quarries - substantially reducing emissions over the current Hope Valley routing, due to easier gradients and the shorter distance via Matlock;
- opportunities for substantial modal shift for freight and passengers off less well suited Derwent Valley and National Park roads. Nottingham University stands ready to validate and extend the 2019 work on emissions effects done by University of Derby: <http://railusergroups.net/MEMRAP/resources/DerbyUniEmissionsStudy0319.pdf> ;
- reprovisioning of the Monsal Trail - to at least equivalent standards and with a focus on accessibility;
- the aim is to offer extended heritage provision over the new line - in line with Peak Rail aspirations;
- all of this opens a path towards a more sustainable, net zero carbon future for Derbyshire.

SPONSOR MPS

To have at least one sponsor MP is a government requirement, hence the lead Conservative sponsorship from Robert Langan (High Peak), supplemented by Nigel Mills (Amber Valley). Jane Hunt in Loughborough is also supportive. However, we are delighted that Labour is also actively represented by Lilian Greenwood (Nottingham South). We hope that more will follow in due course.

NEXT STEPS

- In addition to the Monsal Trail presentation, MEMRAP with Peaks and Dales Railway Ltd is responding to the DfT assessment questions, adding to the strong bid submitted in March - 3page extract attached here: foreword, exec summary and two schematics;

- A meeting is planned with the DfT to understand any other issues to complete prior to a study being called
- Nottingham University is now funded and ready to extend the initial University of Derby emissions study from last year to secure supporting data, including the potential for modal shift from road to rail available from freight and passenger traffic.

I look forward to receiving feedback, questions and hopefully support from you and / or John Porter, in due course,

Kind regards,

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CEO - Manchester and East Midlands Rail Action Partnership

Website: www.memrap.org

MEMRAP

Let's [#GetPeaksAndDalesRailwayDone!](https://twitter.com/GetPeaksAndDalesRailwayDone)

Making the case for reinstating the Peaks and Dales Railway

1. Foreword Robert Lorgan MP, Lead Sponsor

The reshaping of Britain's railways in the 1960s was, at best, most unfortunate - a period in which short-term concerns were allowed to predominate, and during which, as a nation we squandered some of the visionary achievements of the great railway pioneers of the 19th Century.

It is arguable that the politicians of the 1960s could not have foreseen the huge resurgence of demand for rail travel – for both passengers and goods – particularly as the decline in usage continued into the 1980s. However, the number of passenger journeys by rail today is more than double the equivalent figure from 1968 – the year in which the Peaks and Dales line was closed.

The Government's Beeching Reversal Fund is a very welcome move, that will hopefully see communities which have been isolated for over 50 years reconnected across the nation, helping to "level up" the whole country.

The **Peaks and Dales Railway** reinstatement is a great example of this levelling up, bringing inward investment to Derbyshire, and supporting the tourism industry on which so many local people rely. We have an opportunity to push regeneration - not only in my constituency, but across Derbyshire, the wider region and the whole country. This proposal could act as a catalyst to enable [#ModalShiftToRail](#) in Derbyshire and to support local government, organisations such as the Peak District National Park Authority, businesses and individuals to achieve their [#NetZero](#) targets. The reinstatement and full upgrade of the **Peaks and Dales Railway** is exactly the kind of project that the Government should be looking at closely.

But this is not just my view. It is a view supported by my parliamentary colleagues, Nigel Mills and Lilian Greenwood. It is the vision shared by over 13,800 people who have signed a petition calling for the reinstatement of the **Peaks and Dales Railway**. And it is the vision of Manchester and East Midlands Rail Action Partnership (MEMRAP) and RailFuture East Midlands – local organisations in the East Midlands who have volunteered their time to campaign for the reinstatement of the **Peaks and Dales Railway**.

I am delighted to sponsor this application to the Department for Transport Ideas Fund. I am most grateful to **Peaks and Dales Railway Limited** for its hard work in preparing such a stand-out Business Case, particularly within the constraints of the suitably ambitious timeframe set by the DfT, and for the work MEMRAP has done for over a year in developing the local foundations for these proposals. Crucially, the proposals include:

- the re-provisioning and improvement of the Monsal Trail;
- an efficient freight service, with sufficient capacity to relieve the pressure on the Hope Valley line;
- a long-term, sustainable future for Heritage services on the **Peaks and Dales Railway**, recognising the dedication of Peak Rail to preserve the line.



I am excited by the prospect of reinstating the **Peaks and Dales Railway** and I am very much looking forward to working alongside the scheme's Promoter and the Department for Transport to take these proposals to the next stage.



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In association with MEMRAP April 2020 Page | 1

Peaks and Dales Railway Ltd: Re-opening the Matlock to Buxton/Chinley Link Executive Summary: MP brief, from bid to Dept for Transport, 16 March 2020

With the support of the local campaigning organisation, Manchester and East Midlands Rail Action Partnership, [Peaks and Dales Railway Limited](#) is promoting the reinstatement of 34 miles of the former Midland Mainline railway which ran through the heart of Derbyshire and the Peak District. This would reconnect Derby and Manchester via the Peak District National Park and communities in Matlock, Darley Dale, Rowsley, Bakewell, Hassop, Millers Dale, Buxton, Chapel-en-le-Frith & Chinley. (*see fig. 1*)

The welcome announcement of the Department for Transport's 'Ideas Fund' for Beeching Reinstatements demonstrates the Government's commitment to rail and to infrastructure investment. It also highlights the growing acceptance that the Beeching Report and the ensuing swathe of railway closures in the 1960s were short-sighted, at best. Now, with the UK under increasing pressure to reduce carbon emissions, relieve congestion on both the roads and the existing railway network, and improve our public transport, this document sets out how the Promoter proposes to reinstate the vital [Peaks and Dales Railway](#). Described by the lead sponsor MP as 'stand-out', this proposal is to:

- ✓ reconnect / upgrade rail connectivity for more than 9 million people throughout the Northern Powerhouse and East Midlands regions (*see fig. 2*) including:
 - reconnecting Derby and the East Midlands with Manchester and the North West, directly by rail, and with the Peak District National Park for many of its 10 million annual visitors;
 - reconnecting 'left-behind' communities along the line, left isolated by Beeching-era cuts;
 - transporting more people more quickly and sustainably, notably between Derby, Nottingham, Sheffield and Manchester (including associated Hope Valley line benefits);
 - transporting more freight by rail, taking HGVs off the roads, including in the National Park;
- ✓ catalyse inward investment to Derbyshire and the wider region, not only directly through the delivery of this reinstatement, but also in respect of subsequent sustainable growth;
- ✓ relieve the rail freight burden on the Hope Valley line (thereby delivering valuable network benefits through rebalancing traffic between the two routes to permit far higher intensity usage of both) and support the existing needs and future growth of quarries along the route of the [Peaks and Dales Railway](#);
- ✓ relieve the congestion and freight traffic on local roads, particularly in the Peak District National Park through [#ModalShiftToRail](#) - a unique infrastructure opportunity for Derbyshire;

- ✓ provide for continued and sustainable Heritage Railway operations in support of this important tourist attraction within the National Park - recognising the hard work of Peak Rail over many years in securing the right of way, and reinstating and operating the heritage railway;
- ✓ re-provision the popular Monsal Trail - another valued tourist attraction within the Peak District National Park, which enables active/sustainable exploration of the Park;
- ✓ enable the Government and, in particular, recently-elected MPs to demonstrate their commitment to investing in the Northern Powerhouse and its infrastructure.

The Promoter has developed a proposition which they believe is capable of securing private-sector finance to meet the project's Main Funding requirements, drawing on the expertise, experience and contacts of The Goodshelter Group. Integral to this proposition is also a Quick Win proposal, capable of delivery before the next General Election - the doubling of the line from Derby to Matlock. With resignalling, this will provide a clear and tangible demonstration of the Government's commitment to invest in infrastructure, and thereby improve passenger services.

The next step, assuming that support can be secured from the 'Ideas Fund', is to develop the Strategic Outline Business Case for this proposition - with validated revenue projections, capital and operating costs and a clear, evidenced demonstration that this reinstatement is both supportable and investible.

Figure 1 Route Schematic for the 34 miles of Re-Instatement

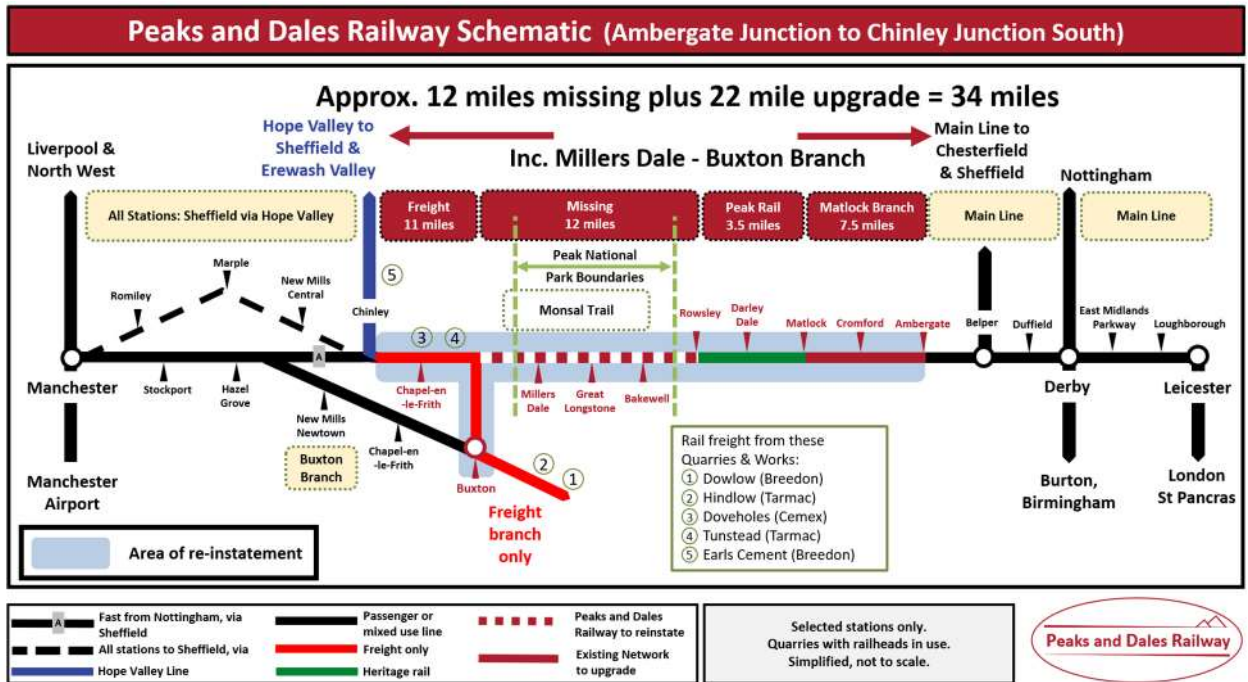


Figure 2: Inter-Regional Schematic, highlighting links to, integration with HS2

