

**From:**

**Sent:** 04 October 2022 18:08

**To:** clerk <clerk@belpertowncouncil.gov.uk>

**Cc:** economy <economy@belpertowncouncil.gov.uk>;

**Subject:** Reinstating the Peaks and Dales line

FAO: Belper Town Councillors

**Briefing: The Reinstatement Campaign for the Peaks and Dales Line**

The former Midland Mainline route connecting Derby with Manchester closed in 1968, with the route severed between Matlock and Buxton. Only the single-track branch from Ambergate to Matlock remains. Yet no replacement infrastructure was provided, with the result that Derbyshire remains a poorly connected county, whether by road or rail, and the East Midlands is today only linked to Manchester and the North-West by the fragile Hope Valley line. MEMRAP's proposals for an integrated "rail plus trail" solution, herald a full reinstatement of the route, with the curtainraiser being our exciting, but sensitively designed routemap for an environmentally appropriate re-provisioning of the much-loved Monsal Trail, away from the railway track bed.

The Promoter and partner, Peaks and Dales Railway Ltd, lodged two well prepared bids to Restoring Your Railway during the 18 months of the DfT scheme. The RYR assessment panel rated the socio-economic case as "strong". However, Derbyshire CC and The Peak District National Park Authority expressed concern and wrote to the campaign, asking for our full consideration of all economic and environmental matters. We have now complied, with proposals re-shaped accordingly. Currently, we await a response to a July letter to the rail minister from the campaign's MP sponsor, Nigel Mills. We hope that this will open a fresh route for the campaign towards a study, keenly awaited by Network Rail and many other stakeholders.

These unique proposals deliver the potential for modal shift on a significant scale, environmental "net gain" and an approach to Net Zero, appropriate for a railway crossing a National Park and central Derbyshire. Specifically, for Belper, the current difficulty of travelling northbound by rail, will be transformed by the hourly semi-fast (proposed with Transport for the North) towards Manchester\*\*, together with an hourly stopping service, including dedicated bike carriage, into the National Park and onwards to Manchester via Chinley. This campaign now calls for the support of Belper Town Council in calling for a feasibility study for this transformational infrastructure project. A more comprehensive write up of MEMRAP's proposals may be found here:

<https://www.railstaff.co.uk/2021/12/22/reinstating-the-peaks-and-dales-line/>

\*\* Manchester congestion may require a Stockport turnback initially.

Kind regards,

*Stephen*

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**Let's [#GetPeaksAndDalesRailwayDone!](#)**

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