

Peaks and Dales Railway

Railway Reinstatement Outline Business Case for Derbyshire Dales District Council 30th October 2020



Proposal: to reinstate 36 miles of double-track railway from Ambergate Junction, via Matlock and Bakewell, to Buxton and Chinley stations.

By reinstating this strategic rail link, communities within and visitors to the Derbyshire Dales District Council administration area will again be fully re-connected to the mainline rail network by means of a direct Derby to Manchester service, operated via the renewed Peaks and Dales line.

Supported by: **MEMRAP**

Outline Business Case for funding from Department for Transport ‘Ideas Fund’

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1. Executive Summary

Supported by the local campaigning organisation, Manchester and East Midlands Rail Action Partnership (MEMRAP), [Peaks and Dales Railway Limited](#) is promoting reinstatement of the former Midland Mainline railway's missing section that once ran through the heart of Derbyshire and the Peak District. This would reconnect Derby and Manchester directly, via the Peak District National Park - and also reconnect all the communities of Matlock, Darley Dale, Rowsley, Bakewell, Millers Dale, Buxton and Chapel-en-le-Frith.

In this way, **Derbyshire Dales District Council** (DDDC) residents could be among the greatest beneficiaries, with transformed economic, social and environmental prospects. Following on the heels of the recent adoption by DDDC of plans to move its own administration to zero carbon operation by 2030, this proposal represents another, and major, stepping-stone towards achievement of HMG's [#NetZero](#) target.

The welcome January announcement by the Department for Transport (DfT) of its 'Ideas Fund' for Beeching Reinstatements helps demonstrate the Government's commitment to rail and infrastructure investment. This highlights a growing acceptance that the Beeching Report and the ensuing swathe of 1960s railway closures was short-sighted, at best. Now, with the UK under increasing pressure to reduce carbon emissions, this document outlines the Promoter's proposal to reinstate this vital, low-carbon artery, the [Peaks and Dales Railway](#). Described by lead sponsor MP, Robert Langan as 'stand-out', this proposal will:

- ✓ reconnect / upgrade rail connectivity for a catchment of almost 9 million people, (including the Hope Valley line), between Northern Powerhouse and East Midlands regions:
 - reconnecting Derby and the East Midlands with Manchester and the North West, directly by rail, with better access to the Peak District National Park and consequently DDDC too;
 - reconnecting 'left-behind' communities along the line, left isolated by Beeching-era cuts;
 - transporting more people, more quickly and more sustainably, notably between the metro areas of Derby/Nottingham, Sheffield and Manchester;
 - sending more freight by rail, taking HGVs off the roads, especially in/through the National Park;
- ✓ create valuable network benefits by - in effect - combining the Peaks and Dales line with the Hope Valley as a four-track crossing of the South Pennines, permitting higher intensity usage of both routes;
- ✓ catalyse inward investment to Derbyshire and the wider region, not only directly through the delivery of this reinstatement, but for the long term, enabling subsequent sustainable growth;
- ✓ relieve the rail freight burden on the Hope Valley line, supporting the existing needs and future growth of the Buxton and Peak Forest quarries via the [Peaks and Dales Railway](#);
- ✓ identify opportunities to relieve both general congestion and freight traffic on DDDC roads, but particularly in the Peak District National Park by enabling and encouraging [#ModalShiftToRail](#);
- ✓ provide for continued, extended and sustainable Heritage Railway operations, an important tourist attraction for Derbyshire - this recognises the hard work of Peak Rail over many years in first securing the right of way, then reinstating and operating its own heritage railway;
- ✓ re-provision the popular Monsal Trail - a much-valued tourist attraction within the Peak District National Park, which enables active/sustainable enjoyment of the Park;
- ✓ enable the Government and, in particular, recently-elected MPs, to demonstrate their commitment to the North and the East Midlands by investing in their regional, and connecting infrastructures.

The Promoter believes this proposition is sufficiently persuasive to secure private-sector finance to meet the project's Main Funding requirements. Integral to the March submission to DfT was also a "Quick Wins" proposal, capable of delivery before the next General Election - the doubling of the line from Ambergate Junction to Matlock. With resignalling, this will provide a clear, tangible demonstration of the Government's commitment to invest in infrastructure, and thereby improve passenger services. Despite a delayed decision this year, the Promoter believes that this remains deliverable. Assuming that funding can be secured from the DfT 'Ideas Fund', the next step is to develop the Strategic Outline Business Case for this proposition - a clear, evidenced demonstration that this reinstatement is both supportable and investible.

2. The Promoter

Promoter: Peaks and Dales Railway Limited

Company registration: 12479623, (England and Wales)

www.peaksanddalesrailway.com

Supporter: Manchester and East Midlands Rail Action Partnership Limited (MEMRAP)

Company registration: 12221815, (England and Wales)

www.memrap.org

MPs:

Sponsor Robert Largan (High Peak) - Lead Sponsor; Nigel Mills (Amber Valley)

Supportive Jane Hunt (Loughborough); Lilian Greenwood (Nottingham South)

3. The Project

Peaks and Dales Railway was incorporated during February 2020 in response to the Government's 'Restoring Your Railway' programme. As a Special Purpose Company, its objectives are to:

- promote to the DfT and stakeholders the upgrade / reinstatement of 36 miles of former railway from Ambergate Junction, via Matlock, to Buxton and Chinley, closed in 1968 in the Beeching-era;
- secure support including grant aid to cover the costs of undertaking the development work;
- lead the consultation process with a view to securing a Transport and Works Act Order and/or such other formal consents as are deemed necessary;
- lead the reinstatement programme on a design, finance, build, operate and maintain basis for a concession period sufficient for prospective investors to realise their required return.

The Promoter believes that, given previous experience, support from Government for the development phase, would enable the reinstatement of the **Peaks and Dales Railway** to attract Main Funding in the form of private sector inward investment, meaning the possibility of reduced costs to taxpayers.

The Project is to develop, promote, finance, design, build, operate and maintain a 21st century double-track commercially-viable passenger, freight and heritage railway through Derbyshire's Peaks and Dales. By reinstating 13 miles of disused Victorian-era railway and upgrading a further 23 miles of existing railway, communities - isolated for over 50 years - will be reconnected, enabling significant **#ModalShiftToRail** to be achieved for 'the greater good', and in pursuit of stated government policy. Support comes from:

- **Manchester and East Midlands Rail Action Partnership Ltd (MEMRAP):** this campaign group is the driving force locally and has been active since January 2019, delivering presentations to a wide range of stakeholders, for which the group has won praise - membership is based in Matlock, Buxton, Derby, elsewhere in Derbyshire, East Midlands and beyond;
- **Railfuture:** the national rail campaign body, with support from branches in three regions (East Midlands, the North West and Yorkshire), together with both its freight group and main board - the extent of this support reflects the local, inter-regional, and strategic significance nationally;
- **Buxton Town Team:** this associate organisation has developed the proposal for re-provisioning the Monsal Trail off the former railway track-bed - its outputs, already presented informally to the Peak District National Park Authority (PDNPA), remain confidential, but PDNPA policy is for the trail to be relocated, to similar standards, for railway reinstatement to be possible;
- **Independent Rail Professionals:** a team of consultants with current working knowledge of the rail industry have supported the project effort, especially to peer review documents;
- **General Public:** over 17,000 supporters have now signed the petition for this reinstatement and local MP Sarah Dines received over 16,000 responses to her February press coverage.

Restoring Your Railway: This proposal has been developed under HMG's programme to secure Beeching Reopenings. Using the original railway alignment and track-bed not only complies with National Park policy and requirements, but ensures costs remain competitive, set alongside other reinstatements, or indeed options. The aim is to minimise impact on local communities within the National Park, and beyond, from the reinstatement works. The Promoter is conscious of the need to demonstrate how the railway supports the efforts to achieve not only [#NetZero](#) emissions targets, but that the railway becomes both a conscientious and respectful neighbour and an enthusiastic collaborator in respect of conservation work.

Monsal Trail Re-Provisioning: Though PDNPA is still officially unsupportive, preferring bus/cycle access to the Park from Matlock and Buxton railheads in an attempt to generate modal shift away from cars (!), its recent letter to the project team states that it would favour a wider study of the options available, and indicates that it would partner the proposed study.

#NetZero: The project team's new collaboration with Nottingham University aims to create a ground-breaking methodology to quantify the modal shift needed to achieve the PDNPA target of net zero emissions (mostly transport) by 2050. Administrations with well-developed public transport systems perform better and reduce carbon footprint further, so restoring Derbyshire's infrastructure spine to provide both local and inter-regional rail connectivity would therefore be a significant step. This would enable a county and region-wide rebalancing of public versus private transport choice, aiding social mobility and creating opportunities for accelerated emissions reduction, given rail's inherently superior efficiency.

Proposed Services

Core Passenger Services - will include regular, initially hourly, timed services to include:

- **Semi-fasts:** London St Pancras to Manchester (via Chinley*), Leicester, Loughborough, Long Eaton, Derby, Belper, Matlock, Bakewell, Chapel-en-le-Frith, Chinley*, Stockport***
- **All-stations services:** (access to Nottingham and eventually HS2 via the Toton hub), between:
 - i. Buxton and Derby,
 - ii. Manchester** (via Chinley* and Buxton) and Derby,

* Chinley would act as an interchange onto existing Hope Valley line services;
** Services accessing Manchester Piccadilly from Day 1 do so only as extensions of existing pathing;
*** On Day 1, Manchester hub congestion requires any incremental pathing, i.e. the proposed semi-fast, to turnback short, possibly at Stockport.
- **Express services:** the Peaks and Dales line is proposed to serve only semi-fast and all stations traffic. Expresses would flight behind Sheffield-Manchester trains via Dore South, enabling the restoration of Leicester/Derby fast services to/from Manchester, once Dore and hub congestion is relieved.

Freight Services - likely to be allocated pathing of one train per hour:

- Parts of the line are already used by freight services, to continue over the upgraded line;
- **Peaks and Dales Railway** will accommodate up to 70% of existing freight traffic, rerouted from the congested Hope Valley line, releasing capacity for enhanced passenger services;
- New rail freight traffic, whether from quarries or other sources, will be encouraged in order to reduce the amount of road freight in the region and achieve [#ModalShiftToRail](#);
- These proposals are subject to engagement and agreement with the quarries and Network Rail;
- Reinstatement of the Ambergate north curve is an additional option, to re-route northbound freight away from the Dore – Meadowhall corridor and offer a new diversionary route.

Heritage Services

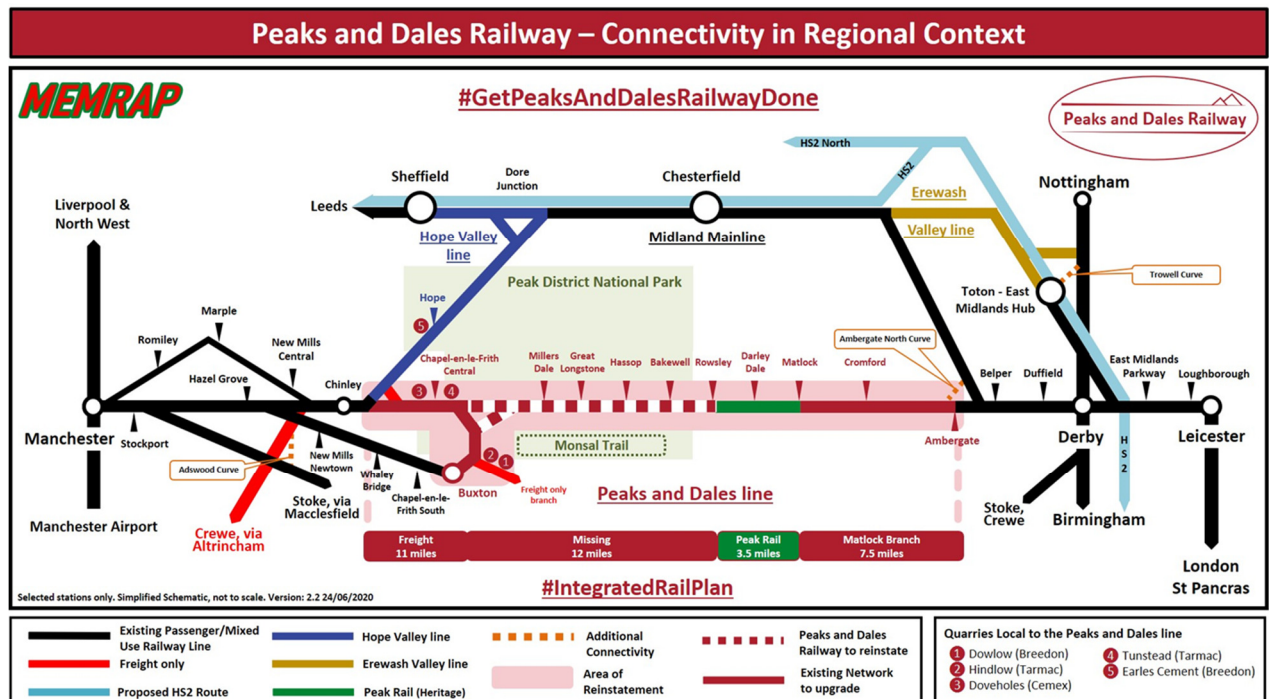
One of the Peak District's treasured tourist attractions, heritage services would initially continue on the same basis as currently whilst the development work and consultation is being undertaken.

The goal of expanding the heritage operation to provide the long-desired Matlock to Buxton service would be achieved once the reinstatement and upgrading has been completed. Both motive power and rolling stock would need to be upgraded and maintained to meet national standards, with staff suitably trained and certificated. Facilities for maintenance, displays, and off-the-mainline shunting and demonstration trains would also be accommodated. There is also an early opportunity for occasional excursion traffic to serve local attractions e.g. Chatsworth House. The Promoter is committed to enabling heritage operations to continue on a sustainable basis and will therefore engage further with the Peak Rail community as the project develops.

Infrastructure Requirements

The Boocock Report, last updated in 2017, provides an extensive assessment of the infrastructure works required. Work in the (funded) development phase will research/cost the following works, in more detail:

- Reinstating / upgrading (up to) 36 miles of double-track railway between Ambergate Junction, Buxton Station and Chinley Junction;
- Re-provisioning the Monsal Trail, away from the railway track-bed between Coomb Road viaduct near Bakewell and Blackwell Mill, extended to run between Buxton and Matlock, and enhanced;
- Providing switches & crossings to support the projected service levels, with access for the quarries, and approach tracks/loops to avoid delays to the service from quarry traffic/other freight trains;
- Signalling, power supplies, communications, ticketing equipment, signage & information systems;
- Improving the public realm - including cycle hubs and car parking at and around stations, plus integration with bus services and other links to major visitor attractions along the route;
- Consulting stakeholders to identify (further) existing neighbourhood plans, likely to be suitable for integration with rail proposals - for example, the Belper community bus pilot;
- Providing temporary and permanent maintenance access;
- Providing environmental and heritage mitigation as required following assessment;
- Integrating proposed services - to be confirmed - within existing Network Rail timetables.



Core Stations, shown in regional context, with Local and Active Transport Integration

Stations within project scope between Derby, Buxton and Chinley (blue = within DDDC area)

The potential for benefit from these proposals across the DDDC administrative area can be seen from the inclusion of four existing stations and a selection of presently-closed stations within project scope. Few other UK reinstatements, possibly only Borders Rail and Airdrie/Bathgate, have seen such widespread benefits:

- **Ten Existing Stations:** would benefit from transformed connectivity and services for: Derby, Duffield, Belper, Ambergate, Whatstandwell, [Cromford](#), [Matlock Bath](#), [Matlock](#), Buxton and Chinley;
- **Ten Closed Stations:** to be evaluated, the aim being to re-open six: [Rowsley](#), [Bakewell](#), [Hassop](#), [Great Longstone](#), [Monsal Dale](#), [Blackwell Mill](#), Millers Dale, Cheedale, Peak Forest and Chapel-en-le-Frith;
- **One Heritage Station:** upgrade of heritage [Darley Dale](#) station to network standards.

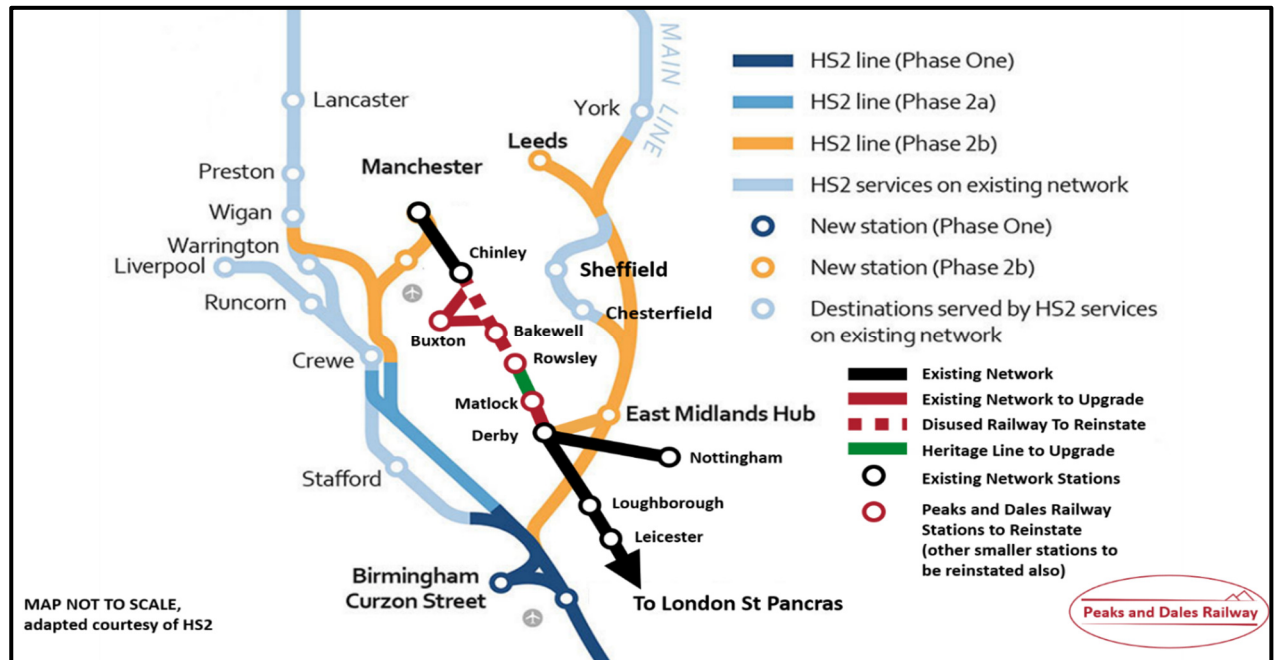
The above includes three termini/interchanges to be rebuilt/ upgraded: [Matlock](#), Chinley and Buxton. [Matlock](#) would be extended from two to three platforms, plus a run-round loop to enable efficient/reliable reversal of heritage services. Hope Valley line [DDDC stations](#) could benefit too, with an upgraded 'all stations' service at 30-minute frequency, superior to the current Transport for the North proposals.

Local Integration with Monsal Trail, Bus services, Local Plans and Active Transport

- Buxton Town Team has presented proposals informally to the PDNPA for the re-provisioned Monsal Trail, linking Matlock with Buxton - further details will be available in due course;
- Active transport connectivity with the Monsal Trail and other footpath and trail links across PDNP will be optimised - for example, linking to Hope Valley stations to popularise newly possible routes;
- Belper's community bus programme could become a pilot for other settlements to use along the route;
- Buxton and Chapel-en-le-Firth neighbourhood templates are understood to be ready to integrate;
- Secure cycle hubs would be provided at stations, with cycle carriages attached to all-stations trains.

Inter-regional - Peaks and Dales Railway connects with HS2/High Speed North

Peaks and Dales Railway will re-connect the Peak District National Park and the communities left isolated since the Beeching-era to both Manchester and the East Midlands – a catchment of c. 5.5m people linking Derby and Manchester. Based on current plans, the line will be integrated with the UK's new High-Speed Rail network at both ends of the line, which the Peaks and Dales Railway team will seek to optimise.



Re-opening the Peaks and Dales line

This enables [#ModalShiftToRail](#) for passenger and freight traffics across Derbyshire and beyond, whilst also catalysing the economy across Derbyshire, delivering new jobs and growth by:

- re-connecting communities across the Peak District National Park left isolated by the disastrous and short-sighted Beeching-era cuts;
- encouraging inward investment, including in house building - where appropriate;
- enabling more of the 13.25m annual visitors (source: PDNPA) to the Peak District National Park to travel by train, reducing environmental impact and boosting economic benefit;
- transporting more of the heavy stone traffic from the quarries of the Peaks & Dales by rail, taking HGVs off the heavily-used, narrow and winding roads of the Peak District;
- relieving pressures on the congested Hope Valley line, thereby also saving some of the likely capital costs of an otherwise very extensive and disruptive upgrading;
- providing Network Rail with network benefits, including:
 - one diversionary route option - during planned (and unplanned) disruption to existing routes;
 - a second option - if Ambergate north curve is also reinstated, mainly for freight, as is proposed.

4. The Case

Vision: To reinstate / upgrade the iconic and attractive route from Ambergate Junction via Matlock to Buxton and Chinley, to and through the PDNP. The world-class classic infrastructure of **Peaks and Dales Railway** will transform passenger, freight, excursion and heritage transport for Derbyshire and the East Midlands region, linking 2.55m people in Greater Manchester with 3.78m people from Derbyshire, Nottinghamshire and Leicestershire [Source: 2011 Census].

Case: Closure in 1968 caused many Peak District settlements along the route to become accessible only by road. Today, these roads are clogged by far more than the 13.25m “official” visitors (source: STEAM) to the PDNP each year. Yet visitor numbers are stagnating, partly due to congestion, leading to lack of visitor growth at, for example, Chatsworth House in recent years. Rail interchange at A6/Rowsley would ease congestion whilst aiding access to, and capacity of, low carbon links for the venue. The enhanced quality available from rail excursion traffic is prized by the Chatsworth customer experience team as part of its emerging post-COVID business model. This is just one of many benefits available to communities, businesses, attractions and their visitors, once the pandemic is behind us.

Benefits: This low-carbon, sustainable, north-south infrastructure “spine” for Derbyshire brings:

- a 21st Century integrated public transport network, re-connecting central Derbyshire residents;
- a new and permanent home for the re-provisioned, extended and enhanced Monsal Trail;
- [#ModalShiftToRail](#) for a greater proportion of 42m annual visitors (source: STEAM) of whom 13.25m come to the Peak District - and PDNPA’s 2014 survey suggests 24%+ of these would switch to rail;
- a commercial freight route, with the potential to reduce lorries volumes, emissions and congestion;
- environmentally-friendly business growth, supporting and enabling HMG’s and PDNPA’s stated policies of delivering [#NetZero](#) carbon emissions by 2050, aligned with DDDC’s own goals;
- a heritage service, similar in concept to the scenic Fort William to Mallaig line, building on decades of Peak Rail effort - a much-loved and valued Peak District visitor attraction.

The Case for Matlock: ONS data shows that 6% of working residents within reach of Matlock station use rail for their journey: to Derby (35 mins) or Nottingham (1 hour). Post-COVID patterns will change, but the proposed semi-fast train offers a journey time, initially to a Stockport turnback (day 1) and eventually to Manchester of approximately one hour. The effect locally will raise social and economic aspiration, as well as leisure opportunities, in a sustainable, low-carbon manner. Borders Rail experience shows that Galashiels (pop. 15k) benefits from its residents’ commutes to Edinburgh.

Outcomes: This project meets HMG objectives - improving the economy, public health and quality of life, and benefitting residents, businesses and visitors along the route, to and through Derbyshire and the Peak District National Park. However, the railway transcends a “local” focus, offering strategic (and scarce) Trans-Pennine connectivity, of regional and national importance. The associated economic value, environmental value and social value are significant, and material to the Benefit:Cost Ratio calculation.

The reinstated railway will enable tourists and local residents alike to travel not only to/from the National Park but also to reach core cities at each end of the route, conveniently, more quickly, yet with lower carbon emissions. This will enable the evolution of a (more) sustainable Derbyshire economy, supporting both National Park tourism and its [#NetZero](#) goal.

The linked, congested, **Hope Valley line** is in urgent need of relief. Substantial but costly upgrades are needed to support the existing but capacity-limited freight traffic. A substantial additional tonnage of freight is transported through the region by road each year - the least efficient / most polluting mode of freight transport - causing increased congestion on the roads and an expensive repair bill. Reinstatement of the **Peaks and Dales Railway** would enable:

- up to 70% of stone trains from the Hope Valley Line to be re-routed along the **Peaks and Dales Railway**, alleviating the burden on a congested Sheffield/Manchester corridor, delivering benefits including enabling improvements to the passenger services using that route and reducing the scale and costs of the already-vital Hope Valley line upgrades;
- the [#ModalShiftToRail](#) of a significant proportion of current road freight in the region (currently estimated to transport at least 33% of all stone traffic in the region) will be included within the proposed freight service pattern on the **Peaks and Dales Railway**.

5. Project Phases

The outline **Project Programme** for the development work entailed in reinstating the **Peaks and Dales Railway** as a double-track mainline railway from Ambergate to Buxton/Chinley is shown below. ‘Quick Wins’ before the *next* General Election (2024), include the potential in Network Rail’s ‘Control Period 6’ for:

Project 1: reinstating the double track railway between Ambergate Junction and Matlock, allowing increased service frequencies.

Project 2: developing other “quick win” opportunities for the public train service:

- exploring the possibilities for enhanced services to and from Buxton.
- exploring options to extend public services from Matlock towards Rowsley South, in consultation with Peak Rail and all stakeholders, catering for Chatsworth excursion traffic perhaps at Rowsley South;
- introducing rail shuttle services from Chinley via Chapel-en-le-Frith and Cheedale, offering direct rail access to the Park for walkers, without cars.

Project 3: securing a decision to proceed with full reinstatement of the Peaks and Dales line.

The full **Peaks and Dales Railway** re-opening is then considered deliverable before the General Election in 2029, followed by diversion of freight services away from the Hope Valley and the upgrade of that route too.

In addition, the district and borough councils of High Peak, Derbyshire Dales and Amber Valley would be enabled to make the step-change from the group of ‘low’ to the group of ‘high’ performing local authorities in terms of reducing their respective carbon footprints in relation to transport. Given local benefits for the economy, jobs, housing, improving air quality and quality of life AND helping HMG to achieve [#NetZero](#) by 2050, **Peaks and Dales Railway** is exploring every opportunity to accelerate this programme, and would welcome inputs from stakeholders and local as well as national government focused on how best to deliver that outcome.

Peaks and Dales Railway - Outline Project Programme: development phases

Management Plan Summary - The Route to "Shovel Ready" with Quick Wins						
Stages	2020	2021	2022	2023	2024	2025
1) Route to Feasibility - 3rd Round bid to DfT / RfR and decision - Customised Accelerated development - DfT / Network Rail Assessment						
2) "Quick Wins" - Select / determine Specifications - Delivery phase						
3) Peaks and Dales Railway - Environmental Assessment - TWAO - application process						
4) Monsal Trail - Develop Buxton Town Team proposals - Planning Consents						
5) Fundraising and Approvals - Development Capital - Main project funding to deal completion						
6) Other Main Workstreams - Land acquisition - Heritage proposals and development - Evaluation - Decision to reinstate: milestone - Shovel ready at General Election - Start reinstatement works						
Approximate Costings		£500 - £900k		£5 - £9 million		Build Budget

6. Report Phase

Having secured the necessary Development Capital (and preferably but not critically at this stage also with a contingent offer of Main Funding), Peaks and Dales Railway can progress to securing a signed Memorandum of Understanding with Key Stakeholders and move without delay to the Report Phase.

Commissioned by the Promoter through a reputable firm of consulting engineers, the Report Phase would focus on meeting all the requirements of the Promoter, sponsors and, critically, to ensure compliance with the requirements of the Transport and Works Act process, including:

1. identifying the precise coordinates of the **land required** to be acquired by Peaks and Dales Railway and all the land required to be leased to Peaks and Dales Railway or over which the Operating Company will need to be granted running rights (for the duration of the concession, if finite);
2. firming up the **financial model** - revenues, profitability and returns to investors/shareholders and including these, with a full economic/commercial analysis, in the Business Plan;
3. develop the project - from indicative concept, with preliminary cost estimates, to a **costed project at +0% / -20% tolerances**, with contingencies identified and built-in;
4. producing the necessary **engineering surveys and designs, plans, drawings and documents** to go to tender, with a clear route, mapped and designed from end-to-end, and fully costed;
5. delivering all the **documentation** to meet the proposer's and main funder's requirements for the Transport & Works Act / formal consents / approval phase;
6. **Involving, informing and consulting key stakeholders** - locally, regionally and nationally. [Note: lessons from HS2 in relation to strategic communications, information and consultation will be applied.]

Peaks and Dales Railway understands that effective and committed consultation / strategic communication with all stakeholder groups throughout the project is absolutely necessary and will prove hugely beneficial in the long-run. The Project will be subject to an Environmental Impact Assessment in accordance with the relevant regulations in order to produce an Environmental Statement that makes clear how the project will affect the environment, both positively and negatively, and what mitigations will be developed and implemented to reduce any adverse impacts. In addition to covering the core proposition e.g. route, services, benefits and costs, the various environmental and technical issues to be considered and resolved will be covered by topic plans including, for example:

- Air Quality Management;
- Ecology Management;
- Energy Management;
- Noise and Vibration Management;
- Resource Efficiency Management;
- Sustainable Travel;
- Water Management;
- Archaeology and Heritage / Listed Buildings Management;
- Traffic Management.

Requirements specific to the Peak District National Park Authority and the local authorities will be identified at an early stage and included within the above, where applicable, or as additional requirements, if necessary. Undertakings and commitments will be agreed and delivered upon to the satisfaction of parties involved as part of the discharge of the TWAO conditions.

7. Market Analysis

The need for the reinstatement of the [Peaks and Dales Railway](#) is greater than ever in the quest for environmentally-sustainable transport - public transport for local people and tourists, and for freight transport. There is ever-increasing pressure on government, business and individuals to deliver [#ModalShiftToRail](#).

Demand for Railway Passenger Services

- **Re-connecting central Derbyshire communities:** Despite the new Sheffield/Manchester X57 bus service, public rail and bus opportunities to and through the Peak District National Park are limited with the threat of further cuts rarely far away. From a local councillor's perspective, Bakewell residents cannot currently reach Manchester before 11am (!) by public transport - so there is little alternative but to travel by car for work, education and leisure.
- **Chinley to Matlock Case Study:** Residents in the north west of the county also complain about the near impossibility of a round trip to/from County Hall by public transport from Buxton / Chinley – data from Chinley and Buxworth Transport Group: Chinley to Matlock for 11am appointment: 1hr 50mins by High Peak Bus (change at Buxton) or 48 mins by car. **By semi-fast train on the Peaks and Dales line: 36 mins.** The project team appreciates that local “last mile” connectivity timing should be added for Bank Street.
- **Tourism:** Derbyshire receives over 40 million visitors each year. Local tourism contributes more than £2.15 billion to the local economy annually and employs over 28,000 people [Source: [Invest in Derbyshire](#)]. However, the majority of the 9.9 million annual ‘distance visitors’ to the National Park must rely on their cars. The PDNPA's [Visitor Survey 2014](#) reported that 83% of visitors came to the area by car, indicating no significant change from the 2005 survey (85%). They also calculated that c. 20m people live within one hour's journey of the Peak District National Park [Source: [PDNPA](#)], so numbers have increased during COVID, with less availability of air travel.

- Business Travel and Commuting:** Despite the current COVID-driven trend towards home-working, the **Peaks and Dales Railway** proposals will enable [#ModalShiftToRail](#) across the Peak District National Park and a wider region including traffic from the congested A50/M6 and M1/M62 corridors. **Peaks and Dales Railway** will enable much-improved rail connectivity, linking Derbyshire with the core cities of Greater Manchester (2.55 million) through the Peak District National Park, with Sheffield (1.57 million), metro Nottingham plus Derby (1.5 million) and Leicester (0.75 million)

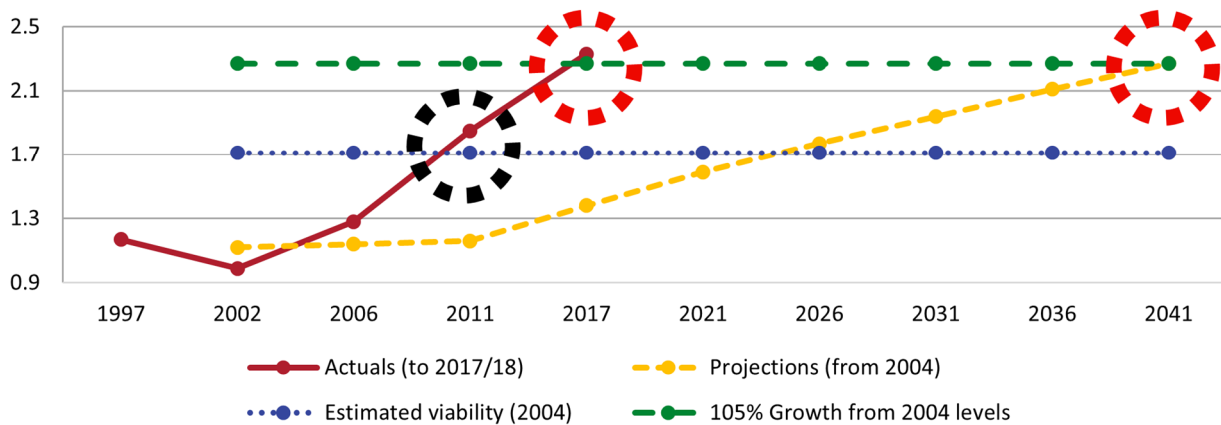
[Source: Population Data from ESPON survey, 2007, based on 2001 census].

Scott Wilson’s 2004 projections for rail traffic growth were realised 23 years early

Actual Journey Volumes compared to Scott-Wilson Projections

Sources: Scott-Wilson, 2004 and ORR time series

Units: millions of journeys



The above 23-year error is not uncommon in demand projections - here supports the case for a new study. Projections for growth in demand have often been a challenge in the past, hindering the case for investment. The experience amongst the leadership team of **Peaks and Dales Railway** is that the existence of the reinstated railway will encourage significant growth in use, simply because it is there. Indeed, this is supported by the 24% of respondents to the PDNPA’s Visitor Survey 2014 who indicated that they travelled by car only because there was no public transport alternative. The line also falls within the competitive Derbyshire Wayfarer ticket zone for rail and bus travel, which is likely to boost usage.

The demand for, and interest in, the **Peaks and Dales Railway** is also demonstrated by the [current petition](#) with over 17,000 signatures supporting reinstatement, and the response of over 16,000 people to local MP, Sarah Dines’ constituency consultation earlier in 2020.

Demand for Railway Freight Services

Abundant limestone resource in the Peak District has long supported quarrying, extraction and cement making in Derbyshire, with 21 active sites across the Peak District, contributing in excess of £2.1 billion per year in GVA towards the national economy. [Source: [Invest in Derbyshire](#)]. Some 8 million tonnes per annum of aggregates and cement is already moved via the Hope Valley.

Congestion and limited pathing caused Network Rail to transform a disused council tip at Buxton in 2019. The extra 430 metres of railway sidings enable longer freight trains to serve the local quarries. Such was the impact for freight providers in the region of this modest upgrade that Andrew Sumner, head of industrial sales for DB Cargo UK said "This is a significant development for rail freight in the Peak District and will go a long way to relieve some of the constraints we face in the area". Given the response to this small upgrade, the reinstatement of the **Peaks and Dales Railway** looks set to be transformational for local freight providers – a way to avoid more aggregates travelling by road.

“Investment in overcoming known local road congestion challenges will significantly help the sector to transport bulk minerals efficiently. Investment in rail infrastructure will help to unlock the market reach of minerals from High Peak and Derbyshire Dales.” Source: Vision 2030, D2N2

The demand for freight is set to grow significantly according to Rail Freight Group, particularly as the main aggregates product from the Peak District is an important requirement for infrastructure and house-building projects across the country. Demand for new housing in the UK rises every day, with an ever-increasing shortfall between supply and demand.

“You should consider the need to factor growth of up to 100% on current volumes.” Source: Julian Worth, Rail Freight Group

To achieve this using the Hope Valley line alone would need substantial upgrade, with likely local objection, beyond that planned for 2023. Costs involved to realise such an increase in capacity are high, even when set against the costs needed to fully reinstate and upgrade the Peaks and Dales line.

Environmental Factors

There is significant pressure on governments, businesses and individuals globally and in the UK to reduce carbon emissions. The reinstatement of the **Peaks and Dales Railway** will support the efforts of local government in Derbyshire, the Peak District National Park Authority, local businesses and individuals to meet Net Zero emissions targets, primarily from the transport sector. The call for [#ModalShiftToRail](#) promotes the transportation of people and goods by rail instead of by road, wherever possible. Network Rail states that each freight train takes 76 lorries off local roads, and that “every tonne of freight carried by rail cuts carbon emissions by 76%” [Source: [Infrastructure Intelligence](#)].

Network Rail’s 2019 siding upgrade (see above) has enabled freight trains run more economically and reduces the environmental impact per tonne transported. People can also choose to lower their personal carbon footprint, by means of the frequent services proposed as part of this reinstatement, to access major centres of employment, the National Park and other leisure destinations in the region. And choosing rail pollutes far less (46g CO₂/km) than an equivalent journey by car (185g CO₂/km) [Source: [Energy Saving Trust](#)].

MEMRAP received a desk study from the University of Derby in March 2019, quantifying the potential for emissions reduction. **Peaks and Dales Railway** believes these estimates of benefits from [#ModalShiftToRail](#) are actually understated. MEMRAP has also undertaken early-stage research into the Social Value of the project, with initial estimates suggesting the Social Value may reach 25% of the investment value [Source: [The Social Value Portal](#)]. Further environmental research is planned with Nottingham University for 2020/1.

The demand is clear for this vital railway reinstatement - for freight, for residents of and visitors to the National Park, the county and a wider regional or even sub-national catchment. This supports and helps to drive the economic agglomeration promoted by the transport sub-national bodies. A full Qualitative and Quantitative Market Research Study, a key input to a full Revenue Model, is planned to be undertaken as part of the development phase, given that this will need to be funded from the DfT grant of development capital for the project.

Market Segmentation

Work in developing the Strategic Outline Business Case will seek to quantify with as much granularity and robustness as possible the volume and value of traffic in each segment – passenger, freight, excursion and heritage services. Given Network Rail’s guidance, the Hope Valley line’s improvements are also within scope as part of the assessment of the benefits and costs of reinstating the Peaks and Dales line.

8. Market Analysis

The Promoter's PESTLE analysis informs the SWOT analysis and helps to define the Strategic Options.

Political

- the Government is promoting the reinstatement of Beeching Era railway closures, making public funds available to support the development of such projects through the 'Restoring Your Railway' Fund;
- **Peaks and Dales Railway** has secured sponsors in Robert Largan MP (High Peak) and Nigel Mills MP (Amber Valley) and support from Lillian Greenwood MP (Nottingham South);
- Sarah Dines MP (Derbyshire Dales) is briefed and looking forward to reviewing proposals as they develop;
- Derbyshire County Council is currently unsupportive of the reinstatement, but has not offered any evidence in support of its position and for the environmental damage cited as its concern.

Economic

- this is a reinstatement 'in demand' - the Scott Wilson projections (2004) for rail traffic growth were vastly understated, with actual traffic volumes for 2017 already exceeding levels projected for 2041;
- the project has the potential to create jobs and deliver Inward Investment from the private sector - including the potential Main Funding, hence this commercially-focused proposal;
- provision of freight paths on the **Peaks and Dales Railway** will ensure that existing quarry traffic is well accommodated, with room for expansion and, in addition, the **Peaks and Dales Railway** should also be able to accommodate a significant proportion (as high as 80%) of the freight traffic currently routed along the heavily-congested Hope Valley Line, thereby delivering valuable Network Benefits too.

Social

- part of the vision for the **Peaks and Dales Railway** is to re-connect communities isolated by the short-sighted decisions of the Beeching Era and the railway closures which ensued;
- reinstating the **Peaks and Dales Railway** will deliver Social Value (as per Public Services (Social Value) Act 2012), including providing vital connectivity for the communities along the route, not only to each other and to/from the Peak District National Park, but to major work and leisure hubs in both Derby/Nottingham and Manchester, and further afield, to London;
- tourism is a premier industry for Derbyshire with 42 million visitors annually of which 13.25 million come to the Peak District National Park.
- a future-proofed railway using the existing track-bed, with stations at some of the National Park's most high-profile locations, such as Millers Dale, Bakewell and Rowsley (for Chatsworth), will ease pressure on local roads and improve accessibility to the National Park, connecting it better to the country's railway network;
- re-provisioning the popular Monsal Trail is recognised as a vital part of the reinstatement project - ensuring that businesses along the trail can continue to operate, and, indeed, are likely to see greater numbers of visitors to the trail once the railway has been reinstated;
- the proposal includes the retention of heritage railway services and indeed their expansion to encourage more visitors to the Peak District National Park, as well as providing inspiration for younger generations to once again pursue careers in "STEAM" / tourism related industries as the effects of COVID recede.

Technological

- the **Peaks and Dales Railway** will be future-proofed to ensure capacity is available to match post COVID changes in travel demand, with growing appetite for passenger and freight traffic, using the most modern materials and techniques available, wherever possible - local sourcing will be used, wherever appropriate.

Legal

- reinstatement of the railway is likely to require a Transport & Works Act Order/other formal consents;
- re-provisioning the Monsal Trail is also likely to require formal consents;
- land will need to be acquired for the project - wherever possible by negotiation - if some land needs to be compulsorily purchased, Government support/authorisation will be needed.

Environmental

- the reinstatement of the **Peaks and Dales Railway** will support the efforts to reduce carbon emissions in Derbyshire, and particularly in the Peak District National Park to **#Net Zero**, by providing a sustainable means of reducing reliance on cars and HGVs by (1) enabling and (2) encouraging [#ModalShiftToRail](#).

9. Strategic Analysis & Options

SWOT Analysis

Peaks and Dales Railway has undertaken an initial SWOT analysis for the project, summarised here. Mending a 52-year breakage in county-wide and inter-regional infrastructure offers many benefits.

Strengths

- reconnects communities left isolated for over 50 years - with DfT funding available specifically for [#BeechingReopenings](#) (Restoring Your Railway);
- reinstates a key strategic rail link - the 'missing' double-track section of former Midland Mainline;
- delivers huge capacity and connectivity benefits to/through a congested region and surrounding core cities;
- relieves the congested Hope Valley line leading to more efficient / higher intensity use of both routes – a “two-for-one project”, to quote Network Rail;
- upgrades connectivity for surrounding core cities: Derby/Nottingham metro area, Sheffield & Manchester;
- supports efforts in the region to reduce carbon emissions by enabling [#ModalShiftToRail](#);
- delivers 'Quick Wins' before the General Election in 2024.

Weaknesses

- is still - currently - an unfunded campaign/project, reliant on DfT / others for Development Capital;
- maintaining momentum - even allocating *any* professional resource time - is challenging, given the delays in decision-making already, and this situation will get worse until the project is funded;
- entails consultation with a large group of key stakeholders in order to secure agreements/ consents;
- complying with PDNPA policy and Natural England requirements might raise the capital costs (of a project aimed at delivering sustainable low emissions travel);
- needs land acquisitions and formal consents/permissions to be secured;
- completing the full project before 2029 will be challenging, in part due to delays in decision-making and in part due to the time required to meet regulatory requirements.

Opportunities

- creates, when combined with the Hope Valley upgrade (in effect) a four-track strategic crossing of the South Pennines, optimising use of the classic rail network;
- offers interchanges with HS2 at both ends of the reinstated line, improving connectivity across the region;
- highlights the importance of integrating Peaks and Dales Railway with Midlands Hub as part of Midlands Connect's 2020/21 Strategy Refresh;
- shows how, by including the project in the National Infrastructure Commission's Integrated Rail Plan, the East Midlands and the North West can be re-connected directly by rail once again;
- improves accessibility and connectivity for the Peak District National Park to help increase visitor numbers sustainably, and deliver new post-COVID jobs in the National Park and beyond;
- offers a Replicable Model for Railway Reinstatements to be deployed elsewhere in the UK.

Threats

- the biggest single threat currently to the reinstatement of this railway is the increasingly pressing need to secure funding for the development phase so that the development work can be resourced and resumed, at pace, in order for the project team to be able to engage effectively with stakeholders, locally, regionally and nationally;
- previous attempts to reinstate part of the route for an unrealistic limited/restricted use were unsuccessful - and as a consequence there are some underlying misconceptions (for example, regulatory approval will not be given to run both railway and trail through any existing tunnel);
- railway reinstatement is not (yet) included within the strategies of the County Council and National Park Authority, despite stated commitments to public transport, reducing emissions, and achieving [#NetZero](#).

Overall, the proposal is considered as a heavy-rail inter-regional 'spine', which is consistent with and which indeed delivers HMG policy on multiple fronts.

Six Strategic Options – Heavy Rail Based

The DfT/RJR assessment panel sought an assessment of other options. Both Bus and Light Rail are discarded as they can neither accommodate freight nor enable the required modal shift away from roads for longer-distance routes. This leaves a high-level review of **Six Strategic Options, based on heavy rail**, shown below.

Option 1 is believed to offer the best long-term solution, with the greatest benefits for the greatest number of people. With sufficient future-proofing designed-in from the outset, it would accommodate increased post-COVID demand for passengers and additional freight traffic arising due to [#ModalShiftToRail](#) and diversion of most freight traffic away from the heavily-congested Hope Valley line.

Option 1: Full Reinstatement (favoured by Peaks and Dales Railway supported by MEMRAP & Railfuture)
The full vision, reversing the Beeching-era closure, securing [#ModalShiftToRail](#) and providing better public transport and connectivity for Derbyshire, including some ‘Quick Wins’, whilst also reducing carbon emissions.

- ✓ provides local, all-station, and semi-fast passenger services - taking cars off the roads of PDNP, Derbyshire and the region, and minimising disruption / cost by undertaking the work before the line reopens to traffic;
- ✓ delivers sufficient freight capacity to meet all existing demand, and support growth in freight traffic by rail - taking HGVs off the roads of the Peak Park, Derbyshire and the region;
- ✓ provides a sustainable future for heritage services on the line.

Option 2: Development of Matlock and Buxton, with bus distribution (currently favoured by PDNPA)

The PDNPA solution proposes “status quo” for rail, augmented by improved services and a complementary bus distribution network deployed from Matlock, Buxton and possibly Hope Valley. Experience with bus services locally and elsewhere shows that this is not an appealing format either for residents or visitors, offering extended journey times as standard. There are also complaints from NW Derbyshire residents about the inaccessibility of County Hall in Matlock, not addressed by this option. The need to meet PDNPA’s own commitment to Net Zero is also not addressed.

Option 3: Phased Reinstatement & Development (traditional Network Rail Approach)

A less-ambitious vision than option 1, delivered in phases, and over a longer period. This reinstatement and development plan would begin with the reinstatement of future-proofed infrastructure to handle local services, freight, heritage, and, later, regional services. Later phases may be made conditional upon the performance of the first phase, which could be viewed as a risk or a benefit, depending on individual perspective and objectives.

Option 4: Incremental Reinstatement

Very limited vision and delivering the minimum of initial reinstatement (but therefore at the lowest immediate capital cost), just focusing on local, existing markets. Provides a limited local passenger service, some freight and a peak-season heritage service. The option would still exist to develop the railway in line with demand. However, there would be a higher total cost for this option if/when it was decided to meet increased future demand.

Option 5: Consortium Reinstatement (led by Peak Rail)

The proposals developed some while ago by the Peak Rail & Tarmac Consortium offer a minimal, limited scope reinstatement which would only see quarry traffic and heritage railway services running. Lacking provision for a timetabled full public passenger service, this option could not, by definition, meet the Government’s policy objectives to ‘reconnect cut-off communities’, ‘level-up’, ‘deliver for the people of The North’ and aid [#ModalShiftToRail](#).

Option 6: Do Nothing

The option to ‘do nothing’ may initially be of interest to some. However, meeting carbon emissions targets without [#ModalShiftToRail](#) is likely to prove, at best, incredibly challenging. Similarly, the option to ‘do nothing’ would not meet the Government objectives to ‘reconnect cut-off communities’, ‘level-up’, and ‘deliver for the people of The North’, nor would ‘doing nothing’ meet the needs of local communities and businesses seeking to grow and develop over the next 100 years or more. This option misses the opportunity to improve sustainable transport to/from the National Park and fails to support the expected doubling of quarry freight traffic by 2030.

Assessment Criteria

In summary, this proposal:

- corrects - albeit 52 years on - the inter-regional and national infrastructure shortcomings about which nothing has been done since this section of railway was closed so short-sightedly in 1968;
- reinstates an important strategic linkage in the national railway network, integrating the regions of the North West / Manchester and South Yorkshire more closely with the East Midlands;
- creates much-needed extra capacity, both for passenger and freight traffics, along the A6 corridor, which runs, broadly, along the same axis;
- reconnects communities along and close to the line, left isolated since closure, with the UK rail network.

Further development work for this project will include a more detailed analysis of the options, reviewing clearly quantified trade-offs between costs, benefits, services, future-proofing, and the achievement of local, regional and national objectives, by mode, over defined timescales.

Once development funding is awarded, a comparative evaluation of the options will be undertaken. Assessment of each option will likely be by reference to criteria, such as the following:

- HMG's declared commitment to achieving [#NetZero](#) by 2050 - which means that it needs to plan for and deliver substantial [#ModalShiftToRail](#);
- Network Rail's and others' identified needs for a solution to the Hope Valley Line capacity issues, which re-opening Peaks and Dales provides – as well as a useful diversionary route;
- Peak District National Park Authority's sustainable transport hierarchy and public commitment to achieving a [#NetZero](#) carbon National Park by 2050;
- Local people's views – especially around improving transport and quality of life, and reducing traffic volumes, noise and air pollution - especially from HGVs and congested traffic on local roads;
- Derbyshire County Council's declared need to deliver much more housing and create jobs, for which sustainable transport will be required – and which the [Peaks and Dales Railway](#) re-opening would help to meet in a high-profile and effective way.

10. Risk & Viability Assessment

Peaks and Dales Railway undertook an early risk assessment, based on various criteria including:

- Probability of occurrence;
- Severity of impact;
- Visibility of risk;
- Score;
- Mitigation Strategy.

This work has been shared with the DfT. Further progress now depends on approval from the DfT to fund this project through the development phase, to the point at which a Transport and Works Act Order and/or any other formal consents deemed necessary are granted.

The Promoter has assessed at just a high level, to date, the likely viability of this railway once reinstated. However, the conclusion so far is that, given trends in passenger demand since the Scott Wilson Report and the changes to the scope of the reinstatement proposed here, compared with the Boocock Report, the project should be investible. Development of projected revenues and capital and operating costs will enable this preliminary conclusion to be validated. [Peaks and Dales Railway's](#) priority is to secure the development capital required in order to continue to develop the project at the pace consistent with the clearly-stated political aspirations.

In order to progress the project, whether or not private sector funding remains an option, securing support and funding from the DfT 'Ideas Fund' is clearly the essential first next step.

11. Strategic Partners

Peaks and Dales Railway is pleased that the following organisations are partnering on this project, bringing their exceptional capabilities and experience to help deliver this vital [#BeechingReopening](#):

The Goodshelter Group

The Goodshelter Group is a business consultancy built on over 30 years' experience of delivering business planning, financial modelling, business strategy, strategic communications, management consultancy and project management in the transport, infrastructure, property development, energy and retail sectors. The Goodshelter Group is the project's Commercial Sponsor and is invested in the success of the project having supported the work of MEMRAP extensively since December 2019, including setting up the Special Purpose Company and Promoting the reinstatement project to the Department for Transport.

CPMS

CPMS is working successfully with clients from across the rail industry to deliver a number of projects, from concept to completion. From the £500m re-electrification of the Great Eastern Mainline, through to stabling facilities for Abellio's new fleet, CPMS has undertaken a range of design, feasibility, management, commercial and construction activities.

Having completed the Strategic Outline Business Case, CPMS are currently working closely with the London Borough of Enfield, the DfT and Network Rail to develop the next stage of the project to increase the frequency of trains stopping at the new Meridian Water station. The in-depth rail domain knowledge that CPMS has, coupled with the company's passion for developing meaningful and cost-efficient rail solutions was pivotal in the London Borough of Enfield securing the £156m of HIF funding.

NTTX

NTTX has been providing professional consulting services for over 20 years to clients throughout the UK and beyond. NTTX works with its clients to create customised action and delivery plans; delivering a comprehensive suite of business consultancy services. In the Rail & Transport Sector, NTTX offers a broad range of safety services - from provision of competent Health & Safety advisory, information and training support, through to advising management boards and teams on their approach to achieving and benefiting from ROGS and CSM-RA regulatory compliance. NTTX provides support to client projects and programmes around risk profiling and management, and has collaborated on many industry-leading innovations and enhancements including the Digital Transformation of the rail network and the Crossrail, HS1 and HS2 projects.

Broomhead Environmental Services

With over 15 years of experience in successful delivery of consents, environment and sustainability management on large and complex rail infrastructure projects across the UK, Broomhead works from project conception through to delivery, and from boardroom to construction site. Broomhead Environmental Services has Chartered Environmentalist status and is keen to deploy and demonstrate the wide range of specialist skills and services at its disposal in helping Peaks and Dales Railway reinstate to the highest/most appropriate standards this iconic section of railway through a National Park.

In addition to the above, Peaks and Dales Railway will draw on selected independent and experienced railway operations and engineering consultants to join the team as and when required, particularly during the Study phases of the project. The main engineering professional services firm contracted by Peaks and Dales Railway is intended to be a known name, although no decisions have yet been taken.

12. Leadership Team

The **Peaks and Dales Railway** leadership team, in collaboration with the Strategic Partners, will act as the knowledgeable and experienced client / client representative who will specify the scope of work in conjunction with key stakeholders (not least with the DfT), assess bids, help conclude the negotiations, and contribute selected key deliverables too.

Chairman - Ian Derbyshire

Ian is the Chairman of The Goodshelter Group, a founding partner of **Peaks and Dales Railway**. It is from The Goodshelter Group's extensive network of railway, infrastructure and strategic communications professionals that a number of key members of the team have been drawn. A rolling stock engineer by profession, with an honours degree in mechanical engineering, Ian was London Underground's youngest-ever Line General Manager. He developed the visionary East London Line Extensions project and was instrumental in lobbying for the £1bn investment that is now delivering, as part of London Overground, at least £10 billion in benefit to London (according to the then Mayor of London). Having run a railway, and led a major change leadership programme for London Underground, Ian has since run a management consultancy for c.25 years, specialising in leading major projects, often in the field of transportation. With previous high-profile clients such as British Telecom, Deloitte, EasyJet, Eurotunnel, Virgin Atlantic, DP World and Go Ahead, he has the proven ability to manage complex projects to time, cost and specification, both in the public and private sectors. He is acknowledged for his skill in leading major change programmes, improving business performance and developing sustainable commercial partnerships. Ian is a Fellow of the Royal Society for the encouragement of the Arts, Manufactures and Commerce.

Founding Director - James Derbyshire

James is the Managing Director of The Goodshelter Group and has been heavily involved, from the outset, in **Peaks and Dales Railway**. James specialises in Business Planning and Financial Modelling for clients seeking to secure private project investment from a range of investors including UHNWIs and HNWIIs. His experience includes producing Business Plans and Investment Proposals for multi-million-pound property development portfolios in the UK and Asia, multi-billion-dollar international infrastructure projects, multi-million-pound retail acquisitions, with many incorporating renewable energy solutions. James also has a strong understanding of the importance of good strategic communications through his work for a Public Affairs consultancy, during which he lobbied a Secretary of State on an airport apron. James is also passionate about reinstating railways and has volunteered on a heritage railway which closed in the Beeching era. Having also run a rural village pub (with the support of a local brewery), for which Asset of Community Value status was granted during his tenure, James believes firmly in Corporate Social Responsibility and the value that businesses can and should create for their local communities.

Director, MEMRAP - Stephen Chaytow

A member of the Railfuture East Midlands Branch and ex-KPMG, Stephen is a freelance business consultant, specialising in support for small and medium businesses. He also worked as interim Finance Director for a variety of charitable and not-for-profit enterprises and accumulated extensive experience supporting turnarounds and business start-ups. At KPMG, Stephen delivered a variety of consultancy projects for UK and multi-national corporates. On moving to Derbyshire, Stephen joined Railfuture (EM branch) and swiftly became a leading influence in this reinstatement campaign, aimed at reversing at least a little of the damage inflicted on the nation's rail infrastructure over 50 years ago.

Director, MEMRAP - John W Harpur

A member of the Railfuture East Midlands Branch, John was an industrial electronics engineer and a specialist in computer control systems, especially for maintenance management. He was Senior Electrical Officer on the then largest refrigerated container ship and oversaw maintenance for all the computer systems at Sainsbury's. He has created and implemented workshop and field maintenance for new organisations. John has a lifelong interest in railways and tramways, being a life member and shareholder of both Peak Rail and Ecclesbourne Valley Railway, and a member and officer of the Tramway Museum Society for over 50 years. John was also a Director and Chairman of a noted local traction engine rally, through which he raised funds for charity. With his keen life-long interest in the development of sustainable rail travel, reinstating the Peaks and Dales line would be the culmination of a lifetime's work.

Safety Director (Designate) - Julian Lindfield

As a Board level safety, health and regulatory compliance consultant, Julian advises corporate boards and executive teams on the development of risk-based safety strategies and on the improvement of health & wellbeing in the workforce. His railway experience includes more than six years with Network Rail at Director level; most recently, he has worked with the HS2 leadership team in developing a framework for H&S risk, and in establishing a 'baseline' in terms of readiness for management of Health & Safety risk in the design of the future railway. As Director of Health & Safety for The London Organising Committee of the Olympic Games 2012, Julian developed practical and pragmatic guidance for an international workforce which grew from a small core team to one approaching 200,000 people. Julian is now a director of Julian Lindfield Consulting and undertakes interim director roles, which have included, amongst others, that of Health & Safety Director for Glasgow's 2014 Commonwealth Games.

Programme Director (Designate) - Graham Lawrence

Graham is a Company Director and a Chartered Member of the Institute of Logistics and Transport with over 30 years' experience in the rail industry. Experienced in the implementation of large and small railway signalling and control system projects, he has been involved in the majority of signalling and control systems upgrade programmes on the London Underground in numerous delivery and contract management roles. Graham possesses first-rate programme management and communication skills and is effective operating at all levels within both client and contractor organisations. He is also experienced in all stages of the project lifecycle, from feasibility, to handover, to maintenance – and his ability to get things done to time, cost and quality *diplomatically* is highly valued.

Operating, engineering, commercial, passenger and freight specialists are also already involved and their appointments will be confirmed once the project is funded.

13. Conclusions

1. Current government policy, manifested through the Department for Transport's Restoring Your Railway 'Ideas Fund', provides an exceptional opportunity to restore British railway lines which should never have been lost. The **Peaks and Dales Railway** is a prime example.
2. The case for this reinstatement is strengthened by the fact that the alignment and the majority of the track bed, tunnels and bridges have been preserved for over 50 years. Peak Rail, the Peak District National Park Authority and local councils have all played their parts in safe-guarding and securing the track-bed / linear right of way for future railway reinstatement.
3. Reinstating the **Peaks and Dales Railway** will reconnect communities which have been isolated for over 50 years. The local economy will benefit from the inward investment in the region. Town centres will be rejuvenated and Derbyshire's foremost industry – tourism – will benefit from the increase in the number of visitors made possible by the reinstatement of the railway.
4. The freight capacity increase in the region created by this reinstatement will provide much-needed relief to Hope Valley line congestion. This will not only enable more efficient haulage of quarry materials from the Peak District quarries to markets and construction projects across the country but also enable much-needed passenger service enhancements on the Hope Valley line.
5. Easy and sustainable access to the Peak District National Park will be possible from major cities such as Manchester, as well as direct from London, by rail. Local residents will see [#ModalShiftToRail](#) reducing the numbers of cars and lorries on local roads, and reducing congestion on the roads during the peak tourist season.
6. Reinstatement of the **Peaks and Dales Railway** delivers these benefits whilst supporting the efforts of local authorities and the Peak District National Park Authority to meet their stated [#NetZero](#) emissions targets, with local procurement where quality, cost and availability permits.
7. The proposed reinstatement and upgrading of the **Peaks and Dales Railway** will provide a lasting and future-proofed legacy for Derbyshire, with the potential to deliver a game-changing and replicable model for Inward Investment in Britain's railways, post-Brexit and post COVID too - similar in concept to that which has been used on Britain's roads, such as the M6 Toll Road.

14. Recommendations

Peaks and Dales Railway recommends that Derbyshire Dales District Council supports this proposal and looks forward to working with the local authority once the project has been funded.

For ease of reference, Peaks and Dales Railway has recommended that the Department for Transport:

1. funds Peaks and Dales Railway to deliver the Strategic Outline Business Case (SOBC) for the reinstatement/upgrading of the former Midland Mainline between Ambergate and Chinley;
2. supports formal engagement/consultation with local authorities, businesses and residents;
3. then funds Peaks and Dales Railway, assuming that the SOBC is satisfactory, to deliver all the development work required to secure the necessary formal consents;
4. streamlines the consent process, with the support of other departments and Number 10, such that the Quick Wins and the full reinstatement can be delivered within as short a timeframe as possible - to secure the maximum positive benefits the soonest (including for the MPs and local politicians, integral to the project's success).

15. Next Steps

1. Peaks and Dales Railway looks forward to re-presenting its proposals to DfT in the 3rd round;
2. Assuming this process then results in funding being granted by the DfT, the next step is the development and delivery of the Strategic Outline Business Case - during the development of which, early consultation and engagement with local authorities, businesses and residents will be a priority;
3. The Strategic Outline Business Case is expected to make the case for the necessary further development capital from the DfT. This would fund the remaining Development Work needed to secure the formal consents for the reinstatement of the Peaks and Dales Railway.

Appendix 1 - Stakeholder Engagement

A considerable number of presentations have been given to a wide variety of key and other stakeholder groups. The programme is expected to resume in due course, via virtual meeting rooms. Some 18 months of stakeholder engagement by MEMRAP have included:

- ✓ **LEPs and Combined Authorities:** D2N2, Sheffield City Region and GM Combined Authority;
- ✓ **Current Local MPs:** Robert Lorgan, Sarah Dines, Nigel Mills, Lilian Greenwood, Dame Margaret Beckett, Mayor Dan Jarvis and Jake Berry;
- ✓ **Former Local MPs:** Sir Patrick McLoughlin, Ruth George and Baroness Morgan of Cotes;
- ✓ **Councils:** Derbyshire CC, Leicester (City and County Councils), Amber Valley, High Peak and Derbyshire Dales District Councils, Stockport Borough, Matlock and Bakewell Town Councils, Chinley, Chapel-en-le-Frith and membership body, Peak Park Parish Forum;
- ✓ **National Parks and Tourist Bodies:** Peak District National Park Authority, Marketing Peak District and Derbyshire, Derbyshire Culture Heritage and Tourism Board;
- ✓ **Local Businesses:** Peak Rail, Tarmac, Cemex, Breedon, Costain, Nestle / Buxton Water, Rhomberg-Sersa, Riding Sunbeams, East Midlands Chamber, and Erewash Business Partnership;
- ✓ **Specialist Rail & Infrastructure Organisations:** Network Rail, East Midlands Railway, Skipton & East Lancashire Rail Action Partnership, Friends of the Derwent Valley Line, Derwent Valley Trust, Campaign for Better Transport, Rail Forum Midlands, Midlands Development Conference, Railfuture – 3 regions and board directors, Railfuture Freight Group, and the Director General of Rail Freight Group;
- ✓ **Environmental Groups:** Sustrans, Campaign to Protect Rural England, and Hope Valley Climate Action;
- ✓ **Media:** BBC Radio Derby, BBC East Midlands and BBC Look North;
- ✓ **Experts:** Professor David Simon (Royal Holloway College), Nick Gallop, Jonathan Cooper;
- ✓ **Consultants:** Mott MacDonald, Atkins, The Goodshelter Group, Broomhead Environmental Services, Genecon, MDS Transmodal, Mazars, FCP;
- ✓ **Universities:** Nottingham, Southampton, Derby, Grantham Institute, and the Institute of Transport Studies at Leeds University;
- ✓ **Rotary Clubs:** Chesterfield, Dore, Ripley, Bakewell, Matlock, Buxton, Derby, and Clay Cross.

Whilst not all stakeholders are (yet) in favour, and some need to remain neutral, the majority are supportive. Indeed, as noted elsewhere, the petition for reinstatement on [change.org](https://www.change.org) has now secured more than 17,000 signatures, and the consultation by Sarah Dines MP in February 2020 resulted in more than 16,000 responses. **Peaks and Dales Railway**, working with MEMRAP, is committed to engaging with stakeholders as the programme progresses.

Other Documents produced by **Peaks and Dales Railway** and MEMRAP

This Outline Business Case is based on - and a continuation of - the growing collection of documents and presentations produced by this group over the last eighteen months, for example:

- **University of Derby:** Emissions Study (Mar 2019), Built Environment Conference - paper (May 2019);
- **Department for Transport:** Registration Document (Feb 2020) and Outline Business Plan (Mar 2020);
- **National Infrastructure Commission:** First Submission (May 2020) and Second Submission (Aug 2020);
- **Transport for the North (TfN):** presentations on proposals, now integrated with Midlands Connect;
- **Midlands Connect (MC):** Peaks and Dales line reinstatement integrated with its 2021 “strategy refresh” with a “cross-boundary” workstream incorporating both TfN and Peaks and Dales Railway.
- **Derbyshire County Council/Peak District National Park Authority:** Benefits Case submission (Jul 2020);
- **Media activity:** websites, social media plus radio & television appearances, such as this BBC Interview: https://www.youtube.com/watch?v=X3FwTW_WfQw&feature=youtu.be

Appendix 2 - Selected Support and Testimonials

James Wyatt, Smalley 8th February 2020

A potential scheme to restore some of the county's long-lost railways is being explored by a local MP, Derbyshire Live can exclusively reveal. Sarah Dines, the new MP for Derbyshire Dales, has met with the Secretary of State for Transport Grant Shapps to discuss the possibility of reconnecting towns and cities with rail links that vanished in the 1960s. Derbyshire Live can exclusively reveal that at the top of Mrs Dines' priority list would be the Matlock to Buxton Line, which was shut down in 1968 by the Labour Minister for Transport Barbara Castle.

Transport for the North, Director:
"The work that you are doing is incredibly helpful"
(Feb 2020)

High Peak MP, Robert Lorgan,
"Well researched, well presented and suitably ambitious" (Jan 2020)

Steve Jones, Railfuture, East Midlands 27th February 2020

"For Railfuture's East Midlands Branch, the Peaks & Dales Railway is one of our leading aspirations for line re-openings, and one that has been on our agenda for many years. The rapid progress made by MEMRAP over the past year, especially in its work with the various stakeholders, is extraordinary. It gives us the exciting prospect of a realistic and viable scheme to plug this major gap in the nation's rail network. The benefits for passengers and freight over a very wide area are enormous; indeed, it is amazing that so much can be gained from the reinstatement of only 13 miles of track and the upgrading of only 23 miles more! The document is superb!"

"Many people in Nottingham would love to be able to get out into the Peak National Park but without a car it can be very difficult. Reopening the Peaks and Dales rail line would bring my constituents closer to some of the UK's most beautiful countryside and provide better public transport links to Manchester and the North West. I am pleased to support MEMRAP's bid to explore how this project can move forward."

Lillian Greenwood MP (Nottingham South) 12th March 2020

Paul Dowding

"About time. I have lived in Great Longstone all my life, and was a teenager when Beeching closed this line, and cut off many village communities. This rail link opened again, would be a god-send, for everyone. Just to get the HGVs off the road, better for everyone, including the environment."

Appendix 3 - Last words

Post-COVID assessment: The Peaks and Dales line was a key strategic link in the nation’s railway network. The case has been made here, in outline, for its full reinstatement. The team’s assessment of a potential post-COVID reduction in business and commuting, is matched with a likely increase in demand from lower mileage and ‘reduced carbon footprint’ tourism. This leaves huge potential for (and from) this project. Its prospects are not diminished by the current pandemic.

The **Peaks and Dales Railway** would once again be the shortest and most direct main line linking the Northern Powerhouse (Manchester conurbation) and Midlands Engine (East Midlands cities). High quality modern trains between the two would serve the Peak District National Park, re-connect the communities left isolated by the cuts of the Beeching era, and offer train services through fantastic scenery and offering much quicker journey times than can currently be achieved - legally - by any form of land transport.

Reinstating the Peaks and Dales line would also relieve capacity pressures on other busy rail routes, in particular the Hope Valley line (Manchester – Sheffield). It is proposed to divert, to the more direct Peaks and Dales line, the aggregates trains from Buxton and Peak Forest quarries which serve the Midlands, South of England and Yorkshire. These diversions would benefit the freight train operators, the quarries and their customers – and use of both routes will enable Hope Valley traffic to be rationalised, leading to more efficient utilisation of both routes. This approach would also help to make possible the Northern Powerhouse’s strategy for inter-connectivity and positive economic agglomeration between its main cities - especially its intention to operate much faster, more frequent services between Sheffield and Manchester along the Hope Valley line. These Network Benefits will be quantified and taken fully into account in the preparation of the Strategic Outline Business Case. Developing validated revenue and modal shift projections, with credible estimates of the capital and operating costs of the reinstated line, will be a key focus of the next phase.

Network Rail’s Freight and National Passenger Operators Route Strategic Plan (2018) includes the provision of reinstatement/upgrades for Matlock – Buxton and Peak Forest. However, currently, no development work is proposed until Control Period 7 (see table below), by the end of which - 2030 - the freight volumes in the region are expected to have doubled from 8 million tonnes to 16 million tonnes per annum. **Peaks and Dales Railway** is proposing action now, in Control Period 6, to ensure that the capacity upgrades needed in the region are delivered as soon as possible, recognising the race to provide sufficient capacity has already begun.

Peaks and Dales Railway - reconnecting isolated communities, earlier rather than later			
	2019 - 2024	2024 - 2029	2029 - 2034
Control Period >>	CP6	CP7	CP8
For Matlock - Buxton and Peak Forest reinstatement and upgrades, Network Rail’s FNPO shows a long wait to re-opening of a Beeching-era closure...	No action currently planned	Development	Delivery
Peaks and Dales Railway is seeking each key activity being brought forwards by one Control Period...	Development + Quick Win	Delivery	
General Elections			

Source: Network Rail, Freight and National Passenger Operators Route Strategic Plan, February 2018

The Promoter, **Peaks and Dales Railway Ltd.**, supported by the locally-based campaigning organisation Manchester and East Midlands Rail Action Partnership (MEMRAP) and kindly sponsored by Robert Largan MP and Nigel Mills MP, and supported by Lilian Greenwood MP, and Jane Hunt MP, now seeks funding under the Restoring Your Railway 'Ideas Fund' to develop these proposals with Department for Transport and other key stakeholders including all relevant Local Authorities.



Peaks and Dales Railway is proposing to return freight as well as passenger services to this iconic railway, taking HGVs of the congested, narrow and winding roads of the Peak District National Park.

[Photo: Colin Boocock, C.Eng., F.I.Mech.E.]