



Transition
BUXTON

BUXTON MATLOCK RAIL INQUIRY

WEDNESDAY 25th MAY 2011
THE RAILWAY HOTEL, BUXTON

REPORT OF THE PROCEEDINGS

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1. GENERAL INTRODUCTION

The idea of holding this inquiry was prompted by the recent extending of the Monsal Trail along the disused railway track as far as Blackwell Mill, for use by cyclists, horse riders, walkers and wheelchair users. Additionally there are developments being proposed in Buxton, particularly the re-development of the Buxton Water site near the railway station, which might prejudice future options for using the line.

It was soon realised that there was no single, simple proposal that could be put forward, and that what people might consider the best use of the line would depend to some extent on their own personal priorities. It also appeared that there was a lot of confusion, and some misinformation, about the basic facts surrounding the issue. Transition Buxton therefore decided to conduct a 'citizens' inquiry', bringing together a panel of experts who between them would cover every aspect of the debate.

The aim of the evening was not to promote any particular outcome, rather it was to present the audience, and subsequently readers of this report, with the relevant facts. To ensure all aspects were covered as efficiently as possible, the first part of the proceedings consisted of structured questions to the panel. In the second part the audience were invited to put their supplementary questions, or comments, to the panel.

This report includes a more or less verbatim record of the panel's responses to the structured questions (Section 3), a briefer record of their responses to questions from the audience (Section 4) and a summary of the key findings (Section 5).

2. INTRODUCTION TO THE PANEL

Bill Preece (Leading the Inquiry)

Director and Chairman of Otter Controls Ltd

Otter Controls is a group of engineering companies based in Buxton but operating in Holland, Hungary, China and the UK. Bill is also Director of Buxton Civic Association and Chairman of Blythe House Hospice, and a past Chairman of Vision Buxton. He has lived in Buxton since 1970.

Brian Taylor

Policy Planning Manager, Peak District National Park Authority

Brian has taken a lead role on developing the Peak District National Park Local Development Framework, with the principle document being the Core Strategy. The Authority hopes to receive the final report in July 2011 and to adopt the plan shortly after, and establish the new spatial strategy for the next 15 years. Brian also helped develop the current National Park Management Plan, the overarching strategy document for the National Park, focusing on delivery of statutory National Park purposes via underpinning principles of partnership and sustainable development. Plus he has a lead role in producing supplementary planning guidance covering issues such as design guidance, affordable housing, farm buildings, sustainable buildings and renewables.

Jim Froggatt

Campaign for Better Transport (Previously Transport 2000)

Jim has been interested in railways for as long as he can remember. Pre-retirement he was an environmental chemist with British Coal and successor companies (so claims to have more

sympathy with messy extractive industries than most CBT members!). He joined Transport 2000 in 1982 and the Derbyshire group in 1989, of which he has been Chair since 2005. He has also been involved in the organisation at East Midlands regional level.

Jim Seymour

Transport Strategy Manager, Derbyshire County Council

Jim is responsible for leading teams dealing with transport planning, data collection and analysis and road safety. This involves the assessment of any major transport scheme being investigated by the County Council, including the work done some years ago into the case for reopening the railway, but also the development of strategic cycling networks.

Martin Smith

High Peak and Hope Valley Community Rail Partnership

Pre-retirement Martin was Project Officer for the High Peak and Hope Valley Community Rail Partnership, which covers the Buxton, Glossop and Hope Valley lines. Prior to that he was team leader of Derbyshire County Council's Local Transport Plan team, after 30 years as senior transport planner for the Peak District National Park. He was involved with the Peak Rail proposals to reopen the railway and with the later proposal to reopen the line as an integral part of the national network. He is currently working for the CRP in a voluntary capacity, looking at among other things the prospect of a rail shuttle from Buxton to Blackwell Mill to link with the cycle trail.

Martin Wragg

Peak Cycle Links

Martin is managing partner of Pricketts solicitors, and head of their commercial/corporate department, dealing with commercial contracts, business acquisition, property, employment, partnership, company formation and constitutions. As well as being secretary of Peak Cycle Links, he is also director and secretary of Vision Buxton and Buxton Civic Association, and Hon. Solicitor to the British Mountaineering Council (the national representative body for Climbers). He describes himself as an outdoor activist: mountaineering, rock climbing, walking and cycling.

Mike Garratt

MDS Transmodal

Mike has a first degree in economics and a masters degree in Transport Design. He worked initially as a local government transport planner, subsequently as a researcher then lecturer at the Universities of Leicester and Liverpool. In 1983 he founded the transport consultancy MDS Transmodal, and specialises in shortsea shipping, ports and railfreight. He has conducted numerous studies for government, local authorities and the private sector, and is also a board member of the Rail Freight Group. He is involved with freight forecasting for the Department for Transport, Network Rail and the rail freight industry, and is regarded as one of the most informed observers of the rail, shipping and ports industries in the UK.

Paul Tomlinson

Peak Rail

Paul's background is in Environmental Health, his last post prior to early retirement in 1998 was with Derby City Council as Renewal Strategy Manager, running private sector housing improvement schemes. He was involved in Peak Rail at the very start, being a founder of the Peak Railway Society in 1975, and was the first chairman of Peak Rail plc when it was formed a few years later. Following a break, he has recently been persuaded to come back as their Development Director.

3. PROCEEDINGS PART 1 - STRUCTURED QUESTIONS

3.1 LEADER'S INTRODUCTION: Bill Preece

I did a bit of research this afternoon, because I was interested to know when the railways came to Buxton. I found that in 1849 the Midland Rail opened to Rowsley from Ambergate - there was in fact a daily coach service from the George Hotel in Buxton to Rowsley, called the Peak Guide. It was a bit later, in 1863, that both London North Western and Midland Rail opened their stations in Buxton, as you know they were side by side just along the road. Sir Joseph Paxton, a well known name in Buxton, had lobbied for years to achieve that result. This very building, the Railway Hotel, was opened a year later in 1864 - I don't think it's changed a bit.

3.2 HISTORY: Martin Smith

I want to try and lay three myths, three misconceptions about this line. The first thing is that Dr Beeching proposed the closure of the line from Chinley down to Matlock and from Buxton to Matlock - well he didn't. What he actually suggested was closing the local service, but he was going to retain the line for freight and express passenger services.

The second myth, that it was just a branch line. No it wasn't, it was a main line, it carried express services from London through to Manchester, and right to the bitter end there were something like eight express services a day from London to Manchester via this route. Admittedly they didn't come to Buxton, they went round the curve at Blackwell Mill and up through Chinley. They did the journey from Matlock to Manchester in just over an hour - an hour and 2 minutes - you try doing that now. You certainly try doing it by public transport now, you'd have a job doing it by car. So it was a main line, it carried express passenger services.

It also carried a local service that called at places like Rowsley, Bakewell, Hassop, Great Longstone, Monsal Dale, Miller's Dale - and then there was this funny little station called Blackwell Mill which never appeared in the railway timetable, that was between Miller's Dale and Buxton. It simply served those cottages at Blackwell Mill, all of which were railway service cottages. There was one train, on a Saturday only, which called at Blackwell Mill, and I have to confess that I closed Blackwell Mill station. At the time I was at Manchester University and we got wind that this train still operated, and two of us came up to Buxton, we went to the railway station and we said 'We want a single to Blackwell Mill', and the ticket chap said 'It's the same fare as Miller's Dale - 1 shilling and 6d', and they gave us a single to Miller's Dale. I said 'No, I don't want a single to Miller's Dale, I want a single to Blackwell Mill'. He said 'Well, we haven't got any', I said 'Well write one out', and so he wrote one out. And then he said 'You'll have to go over to the Midland side and you'll have to arrange with the inspector to stop the train, because they've not stopped there for years'. So we arranged with the inspector to stop the train and he was livid, he said 'Oh no, you'll have to go to Miller's Dale', but we said 'No, we've got tickets to Blackwell Mill'. So they stopped the train at Blackwell Mill and we got off and walked to Miller's Dale. The very next Saturday half the Manchester University Railway Society turned up at the London & North West railway station wanting tickets to Blackwell Mill, and were told 'It's closed - as of last week'. So I'm afraid I closed Blackwell Mill station.

The third misconception is that the Peak District National Park have always opposed the idea of reopening this railway line. Well that's rubbish, because they've had it in their structure plan as a policy to reopen the line, and actively pursued the reopening of the line, they even gave Peak Rail planning consent to reopen the line. The fact that Peak Rail couldn't achieve that is no issue of the Peak Park. They've not been adamantly opposed to reopening the railway line.

Why did the railway close? It was a combination of factors. Under Beeching, the other Buxton line was proposed to close, so too was the Hope Valley line through Edale, but Barbara Castle decided that she would reprieve the other Buxton line, and that she'd also reprieve part at least of the

Hope Valley line. The net result being that British Rail were then faced with keeping the Buxton North Western line and with keeping the Hope Valley line open, and were then looking around for something else, because they could obviously divert the express services from London to Manchester via the Hope Valley. So instead of just getting rid of the local services they got rid of the whole lot. That's how it came to close.

Given the money and the political will could it reopen? Well of course it could. Nobody's got rid of all the tunnels and nobody's got rid of all the viaducts. The Peak Park actually bought the track bed with the express intention of keeping the whole track bed there for future transport use. The fact that they've now converted it into a cycle route - I suppose you could argue that that is future transport use. But it's still there, and apart from 2 or 3 bridges at the Matlock end, it's still intact. So it could reopen as a local service, it could reopen in the same form as it was previously. Do you want it reopening as a local service? That's a different issue. Do you want it reopening as an express passenger service? That's a different issue. Do you want it to form part of the national network? That too is a different issue. Given the money, given the political will, yes it could be reopened.

3.3 PEAK RAIL PROGRESS IN REOPENING THE LINE: Paul Tomlinson

The questions I've been set are, to begin with, the history of Peak Rail. The society was founded by me actually, in 1975. It was set up to achieve the total reopening between Matlock and Buxton, as a private railway, but with three objectives. To begin with, at weekends, to run steam trains for the benefit of tourists visiting the area. When those were not operating, for the remainder of the year, to run a daily community railway service, using diesels, between Matlock and Buxton, to restore the link between what was left of British Rail services into Matlock and Buxton stations. Thirdly, we also indicated from the start that were there a demand for freight traffic to use the line, then paths for freight trains could be provided within this mix of other users. These were the main planks of Peak Rail's strategy, those objectives have never changed, they remain in place.

It's been a chequered period since 1975. For quite a long time after the establishment of Peak Rail, much of the time was spent in negotiations, discussions, arguments, with interested parties, particularly the local authorities. Peak Rail fought at times quite a bitter battle with local authorities who perhaps reasonably were sceptical about Peak Rail's ability to see through the plan, and in other cases were outright antagonistic. Some authorities had other ideas about how they saw the railway and the land associated with it being used in the future. A great deal of talking, persuasion and so on took place for a number of years after the formation of the company. The first place Peak Rail raised its flag was here in Buxton at the former Midland station site, where it was obtained by the company, it was converted into a railway centre, and the land was all applied by Peak Rail. It was around that time that I left the company. Thereafter the decision was taken to press ahead with development at the southern end, from Matlock northwards to Rowsley, and as part of that the site here was closed down and small parts of it were sold off to supplement the finance they needed to complete that task.

It's struggled on since then, progressively getting bigger, it's now a 4 mile long light railway, it operates to Light Railway standards, which means it operates to a maximum speed of 25mph, it's a single track with passing loops to enable more than one train to be operated. But its maintenance and care for the structures is carried out to full main line standards. Anything we have put in and renewed is done to the same standards as Network Rail would do it themselves, there's no lessening of standards there.

In response to what we bring to the local economy - today we operate 123 days a year and we carry 30-40,000 passengers a year, but this summer we'll see at long last, after many years of struggle, Peak Rail trains getting into Matlock station proper. That will have a profound effect on the finances of the company, and on the usage of the railway, because of easily connecting with existing services, and because we'll be in a prominent position in the town.

But benefits to the local economy are seen in more ways than just having the railway. Our existing turnover is just over £300,000 a year, it's expected to rise sharply with the entry in to Matlock. The Heritage Railway Association have done some research into how much carry-over there is of heritage railway passengers into the local economy, how much do people spend, because they don't spend that day totally on the railway, they visit other places. A rough yardstick that has been found to apply is that usually between £1 and £3 equivalent of what is spent on the heritage railway is spent in the local area in shops, restaurants, hotels and so forth, so as you can see Peak Rail are making a significant contribution to the local economy. On top of that we employ 6 full time staff, all work is not carried out by volunteers, although volunteers have a major role in what we do.

In terms of the full extent of what we could provide to the local economy, the question is what would happen if we were operating right through from Matlock to Buxton. The best comparison is with the North Yorkshire Moors Railway, which as with Peak Rail operates through a National Park, it operates in an area of outstanding beauty, and in an area of established holiday resorts, with their trains operating through to Whitby. They are now carrying in excess of 250,000 passengers a year, their turnover is in excess of £2 million, which suggests that their contribution to the local economy is massive. Notwithstanding that, they employ 60 full time staff, all of them locally based people, who have been brought in to work on the railway, and that goes back into the local economy too. So you can see that somewhere in the band of £2-6 million going back into the local economy from a heritage railway like North Yorkshire Moors is pretty significant. People within the Heritage Railway movement who I've talked to are all of the opinion that although North Yorkshire Moors are, shall we say, the Manchester United of heritage railways, a fully established Peak Rail operating from Matlock to Buxton has the potential to do far more, and exceed the figures of North Yorkshire Moors. That is the potential benefit that Peak Rail could bring to the local community.

Supplementary Question: In relation to the possible development of the Buxton Water site, by Tesco or by anybody else - how might such a development affect the feasibility of your coming back into Buxton?

Basically the Buxton site, as far as Peak Rail is concerned, has been dormant for 20 years now, wrongly in my opinion, but I can glibly say that because I wasn't a director at the time when these decisions were taken. The fact is that because of the potential development of the site by Tesco, Buxton suddenly has become a live issue within Peak Rail's agenda. It gives us the spur to do something, firstly to tidy up the site, which is in a strategic position in relation to the town, and in relation to any possible development. It also opens up the possibility of us talking to Tesco about areas of common interest, a degree perhaps of rationalisation of our existing boundaries, because some of what was sold off in the past was sold off without deep thought about what might be done in the future, and some land has been retained which perhaps was not necessary. So the potential exists for some tidying up of our boundaries to make a more conveniently shaped site, and to make some railway use of the site. That might potentially mean starting something at this end to complement what we're doing at the southern end. Effectively to go back to the plan originally drawn up 30 years ago, which was a pincer movement, of approaching the railway from both ends and meeting somewhere in the middle. I'm not making any wild promises, I'm just saying it's on our agenda.

3.4 DERBYSHIRE COUNTY COUNCIL STUDIES INTO REOPENING THE LINE: Jim Seymour

It's probably worth a few words of introduction before I get into the specifics of what the County Council was doing a few years ago, not least to explain my own ignorance on rail issues. The County Council is not a rail authority, it's a highways and transport authority, and the bulk of its work on highways and transport is involved in issues around the highway. Maintaining it, supporting the

public transport services that use it, and the objectives around that are quite varied. They are around road safety, trying to improve accessibility for people to access services, of trying to deal with issues around traffic congestion, air quality, noise etc - quite a package of different things that the authority is involved in. Where it tends to get involved in rail, is on the basis of whether rail can offer some kind of a solution to those issues. Obviously some of those issues continue to change, and in some respects worsen, over time, particularly those around traffic congestion. With the County Council being the highway authority covering the largest part of the Peak District National Park, it clearly has interests of whether there are potential solutions out there that would help get to grips with some of the problems the authority is charged with dealing with.

In 2002 the authority reached the point of thinking that it was worth actually getting involved in dealing with some of those questions Martin was addressing earlier, about the railway. Could it be reopened, if so in what form? What would the case be for doing that, what impacts would it have, what benefits would it have? Is it worth the cost that would be involved?

In doing some work around this, the county was only one of quite a number of different bodies involved. A number of public sector bodies contributed to the work both financially and in helping out with the project management, the Strategic Rail Authority was involved, there was some private sector involvement too. A fairly major piece of work was commissioned in 2002 through to 2004, which was carried out by Scott Wilson Rail. The County Council does a lot of work with Scott Wilson on its highways and transport work, but this particular piece of work was commissioned separately through a competitive process. I'm not going into a huge amount of technical detail on that, because thankfully although it concluded some years ago in 2004, all the key materials from that work are still readily accessible in the public domain, and relatively easy to find via the County Council's website.

The study looked at a number of options for reopening the rail. The clue into those is contained in the word reopening to some extent, because clearly we're dealing with something that was there before, and the options for where the track would go are constrained by that. Although a range of different options were examined, looking at routes straight into Buxton, or north via Chinley. A number of different service patterns were examined along those routes, from what was called a low specification passenger only service, with a relatively low speed of 50mph, one train per hour, to a higher specification service of two trains per hour, options around higher line speeds (75mph), and also options involving freight. Quite a package of different options were looked at.

One of the questions that I was posed in advance of this evening was whether there were any showstoppers in engineering terms. The answer to that is no, it would be perfectly feasible in engineering terms to re-introduce rail, at a cost. There are some quite tricky elements in terms of station locations and platforms, related to curves on the line, but nothing that couldn't be overcome.

The findings in terms of what that reopening would achieve are quite interesting. Coincidentally the modelling process that looked at what sort of patronage might be attracted by the route, used this year, 2011, as one of the benchmarks, which is useful, but also went forward as far as 2041. The sort of numbers the line was forecast to attract sound encouraging. The twice hourly service via Chinley, would, on the basis of the modelling that was done, have attracted 2.2 million passengers this year, rising to 4.4 million by 2041. Where the outcomes start to get more difficult is that by no means all those passengers are new to the railway, in fact for that particular option, the twice hourly service via Chinley, just under half of those would be new to the railway, the remainder would have been people who are already out there, on the railway but on different routes, transferring onto this one. What that means in terms of what the railway would actually be achieving starts to become a much less robust case. The calculation of what that would mean in terms of taking traffic off the roads, which from the County Council's point of view would be what the thing would be primarily about, were not very encouraging - that was calculated to have been 2% of what's out there.

The costs involved in achieving that were calculated in 2003 prices, there's inflation to be taken into account, but the range at that time was between £84 and £124million. Fairly big numbers to any of us as individuals, but not beyond the bounds of possibility, there are certainly public highway and rail projects with numbers bigger than that, that do go ahead. The critical thing is whether the proposal has a robust business case. The study reached recommendations that there wasn't a strong business case; in terms of the economic calculations that would be involved in attracting government funding, all of the options were actually negative, in other words they were costing more than the calculated benefits that they were bringing in.

On that basis, in 2004, the County Council concluded that it had had a good look at the issues, but for the foreseeable future it just wasn't worth revisiting this. The way it looked at that time, it was going to be 20 years before this was worth looking at again. In the meantime the County Council resolved that the route should certainly be protected as a transport corridor, south of Rowsley for rail use, by Peak Rail, north of Rowsley for use as a multi-user trail. That at the moment is where the authority stands on the question - it's not actively involved in looking at the railway, and there's no sign that's likely to happen, but that doesn't stop others getting involved. Going back to where I started, the County Council isn't a rail authority, it's a highways and transport authority with interests in a number of issues where rail might provide a solution. At the moment the authority isn't involved in looking actively at this issue.

3.5 IMPLICATIONS FOR THE LOCAL COMMUNITY IF THE RAILWAY REOPENED: Brian Taylor

From the National Park Authority's perspective, there's been a strong position to support public transport for local community benefit, going back to the 1990s structure plan and before that. Looking at the way that strategic policy for the National Park has moved, the replacement for the structure plan, called the core strategies, could be adopted later this year. One of the changes we've seen is a move away from safeguarding for road schemes, that have come through and been reflected for instance by the county council, transport policy programmes, replacements - we've basically put road schemes into the plan for the national park. That included things like the Mottram Tintwistle by-pass that there's been an inquiry on in recent times, and a relief road for Bakewell. The National Park membership have been quite strong in recent times, not to be as supportive of road schemes, but to continue the support for rail, and the safeguardings continue for the Buxton Matlock line and the Woodhead line. On the off-chance that at some point in the future that could still be a possibility.

What safeguarding means is, it's not an in principle planning permission, all it means is that it protects the route, that nothing can happen on it that would undermine the development of it in future. As for the cycle project, the feeling is that's a benign project, that still protects the route and allows other activity in the meantime.

So in terms of having a principle that rail could occur, we've got to look at the detailed implications. The policies have continued to say that despite the safeguarding, there's lots of interests, lots of users, lots of competing demands, not least from the primary objectives of the national park to conserve the natural beauty, the wildlife of the area, and also to promote opportunities for enjoyment and understanding of that landscape, by visitors and by the community as well. In pursuing those objectives, there's a duty there to look after the social and economic needs of communities, and the economy of the area. So every time we find ways in which the landscape can be conserved, we should find opportunities for the communities that live in that area as well, as a living area. You can find, actually, ideas about a railway that support those objectives, it encourages more people to visit the area, it also potentially provides improved access for people living in the park to neighbouring towns for local services, and vice versa, it allows people to come in and visit the park. Obviously at the same time reducing traffic volumes and some of the pollutants that go with that.

So very complex sets of issues go into balancing some of these big major development projects in the national park. With the principle of a line already being there, we're one step further already, the principle is there to a large extent. What happens over time though, whether it's a disused quarry that's been colonised by a new type of wildlife or a disused railway line that's now been colonised by cyclists and walkers - now that's becoming established use and a very popular use at that. The official opening for the tunnels happened today, so it's very timely.

We're now facing, in strategic terms, some interesting dilemmas for policy. What our policies do say is that we very much support the ability for people to access the park in sustainable ways by cycling, or walking, that they can come into the park and use it in safe places. They can now go right through the Wye valley in a safe environment and enjoy that landscape in a new way. Obviously the implications if the railway project came back would be to look at that as a balance, a balance of objectives for the national park.

3.6 WIDER IMPLICATIONS IF THE RAILWAY REOPENED

3.6.1 FREIGHT: Mike Garratt

I'd better introduce, not so much me personally, as what I do, to explain why I'm here. I'm a Freight Consultant, my company deals with all modes of transport, amongst other things what we've been doing for the last few years, has been national freight forecasting for government, ports and rail and road, and I'll show you some of that in a second. We generally work in the private sector, and we're therefore not so much looking for solutions to problems, as looking for commercial opportunities. I think that's quite important in this respect.

What we heard from Derbyshire County Council was a description of how the state evaluates rail schemes - it talks about how many people would be new to rail and it adds up the revenue that would come from that. That isn't the sort of arithmetic that say North Yorkshire Moors Railway would have used - you simply work out if you can make something viable, and go for it. That is how the national railway network was built in the 19th century, and that tends to generate more activity than playing numbers games.

The average length of rail freight haul in the UK is 200km, so it's impossible to discuss an issue like this in a local sense. I accept that there's passenger activity that is going to be local, but the rail freight we'll be considering is going far away. I'm going to give you an insight into how that's playing out at the moment, and then come back to the local issue, and how rail freight would see this opportunity.

Slide 1: Since privatisation eighteen years ago rail freight in the UK has grown from 13.8 billion tonne kilometres (tkm) to 22 billion tkm by 2006-7. It's been quite a success. It was regarded by British Rail as a bit of a basket case, but once a competitive environment was able to take over it turned around quite sharply. Several traction suppliers are vying for business and making profits. It has fallen a little since then, partly because of the recession, but mainly because of the decline in coal consumption in power stations. You can see those statistics, they give you a pretty fair impression about what's been going on. Privatisation in 1993, 4 billion tkm of coal, 10 of other, total of 14 billion tkm. Ten years later coal's gone up to 6, other up to 13, total of 19 billion tkm. In 2006-7 coal had gone up to 9, other 13, total 22 billion tkm. You'll notice what's happened most recently is that coal burn has decreased, which is no surprise, there's 4 or 5 coal fired power stations going to be closed quite shortly, because they've not been meeting Sulphur regulations. The other traffic has remained the same. What has grown is the intermodal traffic, that is things in containers. That's growing very quickly, up by 56% between 2003 and 2010. There was mention of Tesco a few moments ago - ten days ago I was at the opening of an 800,000 square foot Tesco warehouse in Daventry, which has railway tracks right next to it, its own private intermodal terminal, handling up to 8 trains a day. The retailers are getting into rail, it is remarkably encouraging. So that's the national context.

Slide 2: This is trends over the last few years in different commodities. The commodity which is of interest here is construction materials, aggregates and to a degree cement.

Slide 3: To give you some context about that container traffic, that growth is very much linked to land use policy, to the development of warehousing schemes next to the railway lines. There's a lot of hope for that, and the forecasts we have made are the basis of what is known as the 'strategic railfreight network'; government are spending £200 million upgrading certain routes for freight, and this government has carried this on, it hasn't got lost in changes after the election. That growth has to be catered for in some way. It essentially vastly increases the amount of traffic moving in a north-south orientation. When there was coal from local pits to the local power station, lots of tonnes didn't move very far. What we'll see in the future is a complete transition.

Slide 4: This is an assignment of rail freight traffic now, hold that in your mind ...

Slide 5: What you see here is 20 years ahead, the forecast is a huge intensification, particularly that red line in a north-south direction, between Crewe and Warrington. There's going to be a great deal of extra demand, more than the existing network can carry on that orientation. This we've heard was a main line route, which Beeching didn't plan to close, his vision (if vision is the right word) was for long distance passengers and long distance freight.

Slide 6: Back to local traffic. There's a little over 100 million tonnes of rail freight in the UK each year. About 6 million tonnes of that is local to this area. There's about 1 million in the Hope cement works, leaving about 5 million here from Dowlow, Tunstead, Peak Forest, places like that - and that stuff has to get out. It's grown - that 6 million tonnes was 5.3 million in 2004. You can see it's still growing, it's dealt with the recession extremely well, despite the fact that national construction plummeted during the recession. About 30% of that freight goes south. That is, it goes north, and then it goes south. So there's a bunch of traffic, there's your opportunity, something approaching 2 million tonnes a year now, and we're looking at growth, which is going the wrong way. My interest is entirely commercial, looking at whether things would make money. Every loaded train kilometre costs about £20, so every extra kilometre of loaded train going in the wrong direction is money down the drain. I'm not pretending to do the sums tonight, you need a lot of tkm to justify £85 to £110 million, but that gives you some context to how freight might play a role. There's a lot of rail freight in this area.

Slide 7: This is a mapping of that freight. You can see that is the rail network in northern England, right in the middle of that is where we are now, with the trains having to go north, then working their way down south.

Slide 8: Just summarising this: the most severe pressure on the national railway network is in the north-south direction, particularly I would say, in the long term, between Crewe and Warrington, on the West Coast Main Line. Lots of freight trains all fighting their way. It has been said that High Speed 2 (HS2) may resolve this - that is, if HS2 happens, then if it happens as far as Manchester, and it isn't going to get to Manchester until 2031 at the earliest. So that isn't going to be relieving the main line quickly, those forecasts we saw were for 2030. In the long term, in the Peak District area, despatches by road are likely to increase, and increase towards the south. The super quarries, such as here in the Peak area, because they're rail connected, are winning market share. It is a question of relative cost - what is the cost of creating more capacity through the Peak, as compared to the cost of creating more rail capacity north-south on other routes? It's relatively cheap to replace tracks, it's bloody expensive trying to add capacity to an existing, working railway. Lastly, there may be a need for complementary works in the Manchester area as you see, to get some of this traffic round the network.

Supplementary Question: You were contrasting the way that the Scott Wilson survey was done, in looking at passenger games. Can you imagine a different study being done with freight?

The way government regards freight is entirely as a private sector activity - if it makes money that's good, otherwise not so good. The McNulty report, which came out last week, was very critical of

the way the DfT (Department for Transport) had micro-managed the passenger business, but very complimentary about rail freight, simply because rail freight unit costs have come down in the last decade, and passenger costs have gone up. But the rules of the game which we just heard about, about only counting traffic which is new to rail, still apply, in so far as the way the DfT see things. The private sector might see things differently, maybe we'll see a new way of evaluating these things. Remember that in a legal sense, the European Commission directives define the rail industry as private sector, as in a competitive environment, that's why there are open access train operators on the national network.

3.6.2 PASSENGERS: Jim Froggatt

The first bit links to what Mike was saying; the main advantage from an emissions point of view of reopening the railway for freight is that it's down hill. If you're going round by the Hope Valley, over to the Rother Valley and down the Erewash valley - it's bad enough for passenger trains, I hate to think how much extra fuel a stone train uses going up hill and down dale, whereas basically it could take the brakes off and just roll into Derby.

Going to the passenger side, while passenger rail costs have been increasing, that is not really relevant to a new route that might not have these old constraints. What is relevant is the fact that passenger use in the rest of the country has been increasing rapidly. It's difficult to get an accurate figure for a particular route, but we think that the figure in the East Midlands over the last ten years has been in the order of 5-6% year on year.

What is published is the number of tickets sold to and from an individual station. I've looked at a random example over the period since 2003-04, which is when the study was completed, up to the latest available figures which were 2009-10. An increase of 5% per annum comes to 34% over that period, and rather to my surprise the number of passengers using Buxton station, and using Chinley station, have both gone up by exactly that amount. Derby has gone up by 19%, but Matlock, where the train service was improved considerably in middle of that period, has gone up by 70%. The Manchester stations, the stations in central Manchester as a whole, by 50-60% - it's difficult to get an exact figure, where a lot of people are using season tickets. I think we can say that 5% per annum is a fair average.

In contrast to that, Scott Wilson appear to have taken a very small increase over the period from 2003 to 2011, so we're already starting with something like 30% more passengers than they were expecting in 2011, and their rate of increase was 3% per annum up to 2020, and 2% up to 2030. While I don't want to look too far into the future, the current trends are showing that the rate of increase would be larger than that, so if the model was run again, the numbers for passengers would be much higher than they were.

There haven't been many rail openings in England, but there have been a couple in other parts of the country recently. The one between Alloa and Stirling was forecast to carry about 150,000 passengers a year; Alloa station numbers for the 2009-10 period were 390,000. The Ebbw Vale line in South Wales, which I think opened in 2007-08, which has only got one route operating to Cardiff, when it was meant to have two trains an hour, with the other one going to Newport. That was forecast at half a million passengers per year with the two trains an hour, and has got half a million a year already, as far as I can estimate.

I'm not sure every line has been successful, and the conditions that we have in the Peak are very different to lines serving run down coalmining areas, where the aim is to regenerate the area by being able to get people in and out. There's already a lot of people coming into the Peak and at times we wouldn't want too many more. So the situation isn't quite the same, but I'd still have thought we were looking at much higher numbers than were used in the Scott Wilson report, if only to be in line with the rest of the network.

The other point is on the network. Slide 9: This shows the intercity routes out of Manchester, because this used to be a main line. Every route marked here has a more than hourly service - in

the case of Birmingham it's 2 trains an hour, in the case of London it's 3 an hour, in the case of Leeds it's 4 an hour, but they then split to four different destinations. To Sheffield it's 2 trains an hour, one to Cleethorpes and one to Nottingham and East Anglia. If you live in Derby there ain't a through service to Manchester, you have to either go via Sheffield or via Stoke. And the service to Stoke is a single unit that runs at about 35mph on average. The Manchester to Nottingham service is the one with the least number of seats per hour; it's also the slowest - the average speed is 40mph, the average on every other line, even to North Wales and South Wales, is more like 50mph or more, and of course in the case of London it's 90mph, after several £ million had been spent on improving the line. So this line would fill a gap in the network. It's not just for local traffic, it's to provide an intercity quality service from the East Midlands to the North-West. The only reason anyone travels by train at the moment, round via Stoke or round via Sheffield on a slow service, is that the road network also sends you round via Stoke or via the M62, it's very slow whichever way you go. It isn't really a 21st century service, it's far too slow by comparison to every other route. Putting a 75mph railway through the Peak would cut the journey time considerably between Derby and Manchester. Also, if we ran it as an extension of the London to Derby service (which has now gone through to Sheffield where it's only getting in the way), running through to Manchester it would provide a direct service from the south part of the East Midlands; at the moment it's very difficult to get from there to anywhere in the North West.

So if the service was run suitably, the traffic forecast for local services would be more than in the report, and the forecast for long distance traffic would be higher than was considered in the report. Because the service would be better than the existing services, it would attract new long distance traffic, it would attract more than exists at the moment, in our opinion.

One of the reasons we consider the usage figures going up is of course oil price, and fuel price. If you look at the history of oil prices, I found a graph on the net, which says that in 2008 prices, the price of oil was around \$20 a barrel from 1973, then it went up to about \$80, then it dropped down again to about \$20 or \$30, then in 2008 it shot up again, and currently it is about \$120 a barrel. It's gone up by a factor of about 5 since 2000. Whether it will stay that high is anyone's guess, but the general trend is to increase.

If you look at petrol prices - in April 2004, the month the report was signed off, the price of petrol was 78p a litre. The national average is now 136p a litre, which is a 74% increase, compared with a 27% increase in the Retail Price Index over the same period. So petrol price, and oil price as a whole, is far outstripping inflation. I don't think many people expect it to go back down. The model that was used in the report looked at charging for road access to the Peak. It didn't look at higher oil prices, but the high oil prices are pretty much bringing the equivalent costs to the charges they looked at, and that model shows a much higher level of use on the railway. It makes sense, even if rail fares are increasing, if the cost of oil is going to drive people away from using cars, to look for alternatives. Even though I can't see this railway being operated by other than diesel, the mix of fuels across the railway as a whole is such that there isn't such a demand for oil based fuels from it.

Supplementary Question: Are there comparable situations in terms of closed railways being considered for reopening, for passengers and freight, or either, elsewhere in the country?

Mike Garratt: I'm familiar with railways being considered for reopening for freight, to access sites. Two that I'm particularly familiar with, both have cycle tracks, and there are developers/ port operators wanting to reopen, or extend the tracks over those cycle ways. So this is not unique.

Jim Froggatt: I don't know of any passenger ones being considered at the moment. The ones that there are tend to be relatively short, compared with this one.

Supplementary Question: In terms of the Scott Wilson report and the numbers identified for the likely capital investment - if a feasibility study was done today, would it be any different?

Mike Garratt: The cost of good quality second hand track, laid, on a private industrial network, is £500 a metre. It's about 19 miles, lets call it 30 km. If this was one long siding to carry heavy trains, that would be £15 million on track and ballast. Add on the signalling, add on whatever formation, infrastructure repairs have to be done ... it depends what sort of railway it is. That would only be a light railway in terms of 25 mph maximum operating speed. I don't know how that compares with the report, I don't know what went into it. Once you start introducing sophisticated signalling systems, though, the price tends to go through the roof.

Supplementary Question: What do you imagine the railway being?

Jim Froggatt: We originally imagined it being a mixture, of having a semi-fast train probably stopping at Matlock and Miller's Dale, going through Chinley, pretty well what it was before. We had a fast service from the East Midlands to the North West, and a stopping service that could possibly be just an extension of the existing service that runs between Nottingham and Matlock.

3.7 IMPLICATIONS FOR OTHER USERS IF THE RAILWAY REOPENED

3.7.1 THE PEAK CYCLE TRAIL: Martin Wragg

I am involved with Peak Cycle Links, so I can tell you a little bit about how this project came to be, what it involves and what the role of that organisation is. Its gestation was in the Derwent Valley between Matlock and Bakewell, when a local cycling organisation was looking for an alternative to cycling down the A6. We all know what the A6 is like through this area, and it's not much different down there, it's a nightmare. They were talking to various Local Authorities including the council about the possibility of constructing a cycle trail, and they made contact with an individual who was for a long time, but no longer, chairman of Sustrans - that's the sustainable transport charity that has built many cycle trails around Britain. He got interested, and conjured up a much larger scheme than was originally proposed, which would link Buxton station with Matlock station, using on the east side the Monsal Trail. The proposal was to run down Woodale through Wyedale, through the Monsal tunnels, and then on new track down from Bakewell to Matlock, in part using the railway line down at the southern end, and of course through Wyedale using the railway track for a short section. On the west side it would make use of the High Peak trail with connections from Matlock at the southern end and at the northern end from Parsley Hey over Staker Hill, Harpur Hill and into Buxton.

The project involves about 50 miles of trail. It's called a cycle trail because the originators of the first part of the idea were cyclists, and because this government and its predecessor have made a pot of money available for sustainable transport initiatives. The consultant was able to facilitate access to some of that money for the Peak Park, who have used the fund that was secured to rebuild the trail through the Monsal tunnels, and the official opening of that was this morning. That of course is across land which is owned by the Peak Park. The remainder of the trail is still an idea, it is dependant on funding, but there's a possibility that funding might become available, and the county is bidding for it. If successful, that would enable the construction work necessary to complete the trail. The opportunity to bid for that money is dependant on the various legal and planning elements all being in place. It was necessary to demonstrate that this was a viable project rather than just a hopeful wish. At the time the county was not primarily involved, the Park was driving it, because of opening the Monsal tunnels, and their strategy remit did not extend to land outside the park.

To facilitate the project, a number of interested organisations and individuals formed a limited company, which then secured charitable registration, and that is Peak Cycle Links. It's a small organisation, it doesn't have very much cash, it's open to donations from supporters. What it has done in the almost 12 months of its existence, is to negotiate land agreements with the local landowners around Buxton, linking the Monsal Trail with the High Peak Trail. Those contracts, the leases and licences, are very largely in place. The planning applications have been submitted, High

Peak Borough Council have granted consent for the section from Parsley Hey to Harpur Hill, the other applications are still being processed. There are all sorts of issues which need to be addressed, not least environmental concerns. We'll have to wait and see if those applications succeed, and if money becomes available for construction. If it does there's an expectation that some work might be undertaken on Staker Hill in the autumn this year, and that money might be available next year to complete that section of the trail.

If those plans come to fruition what it will mean is that there is a substantial dedicated route available for recreational use. It's not limited to cycling, it's to enable walkers as well, the design of the trail is however driven by cycling needs because it's much easier to walk over rough ground than it is to cycle over it. The intention is that this facility should be accessible to the public at large, to families, to children and to people with disabilities. Much of the route will not be available for equestrian use. That is something that comes from the requirements of landowners and also the limitations of the route in terms of its width, for example it's thought impossible to provide use through Wyedale for people with horses, as well as cyclists and walkers. Also the Health and Safety Executive are not enthusiastic about the prospect of their explosions startling the horses and taking their security people away from their current duties, to round up escaped horses.

The Tissington trail and the High Peak trail are presently very well used. Go out there on a spring or summer weekend and you will find a lot of people walking and cycling along those trails. This proposal would disperse the concentrations that presently exist, and more particularly would overcome the current issue of people using cars in order to access walking and cycling facilities, because at the moment everybody drives to Parsley Hey or one of the other stops. The expectation would be that it would encourage very much greater use by local residents, and that it would also be a draw to people from outside the area. The reason that we focussed on the two stations is the sustainable transport initiative, and the hope that some people will come by train rather than drive. In terms of the attraction of this trail - the consultant has been responsible for many dozens of cycle trails around Britain, and he regards this proposal as the most interesting and exciting one he has ever worked on. He thinks that the scenery it passes through will make it the most popular trail in Britain. He anticipates hundreds of thousands of users. Many of those people will come to Buxton or to Bakewell or wherever, somewhere in the High Peak, and will be looking for accommodation, and they'll be going to local restaurants, spending their money in the community. So there is a very general forecast, drawn from his experience in the use of other trails around the country and what has happened there, and he thinks it would be a benefit to the local economy, as well as a recreational resource.

3.7.2 OTHER ISSUES

Question: Can you imagine an operating railway and the cycle trail co-existing?

Paul Tomlinson: Oh yes, we've already had talks with Peak Cycle Links and we've got a great mutual interest in what we want to do, there is a theory we can all work together and that the thing can be made to work as a joint venture.

Question: If the line was reopened for freight, or as a part of the network, would that change it?

Paul Tomlinson: Yes. A reinstated main line railway, along the lines discussed in the previous feasibility study, would to all intents and purposes wipe Peak Rail out. And the cycle track most definitely.

Question: Because it would be double track?

Paul Tomlinson: Because it would be a main line, it would not be a light railway, the standards and everything else that we would be expected to meet, over that length of railway, mixed in with high speed trains, would be a problem. Freight wouldn't be a problem, simply because freight can operate at varying levels of speed. For us to be mixed up operating within a main line, I think would be an impossibility, unless we became ambitious and decided to operate open access to St Pancras.

To be realistic, there's been a lot of debate, there was at the time of the feasibility study, about where Peak Rail would fit in with this. I think the truth is it's very difficult to fit in.

Question: If an extension to the network did occur, are there alternatives for the cycle trail?

Martin Wragg: No. The geography is such that, although there are alternative routes in certain areas, if you are going to achieve a route that is accessible to everybody as I described, you need a maximum gradient of 15 degrees, and that can't be achieved elsewhere in the High Peak.

Martin Smith: The Derbyshire County Council study, with the idea of a double track, actually envisaged recreating a brand new cycle route, somewhere else, between Matlock and Buxton. Quite how it was going to be done I don't think was really explored, but one part of the capital costs was for the replacement of the Monsal Trail.

Question: There is a suggestion of establishing a shuttle service from Buxton to Blackwell Mill.

Martin Smith: The link between Buxton and the end of the Monsal Trail at the moment is more or less non-existent. The route that is actually proposed by Peak Cycle Links is not in the same sort of category as the Monsal Trail, it really is up hill and down dale, you've only to walk up Woodale, over Fairfield and down to Buxton railway station to realise that. A possible option, that's belatedly been suggested by John Grimshaw, the former chairman of Sustrans, is that perhaps you could have a rail link from Buxton station down to Blackwell Mill, where of course the railway line still exists. There is a similar sort of operation going on at Okehampton, in Dartmoor, where from Okehampton down to Meldon Quarry, which is where the cycle trail starts, they've got just such a link. It basically consists of a small diesel shunting locomotive, a trailer car from a diesel multiple unit and a baggage car, and that's it. It's a single coach, a single van and a locomotive, it just shuttles backwards and forwards, it takes cycles and people on a ride. You could very easily do that, and relatively cheaply do that, from Buxton station down to a halt that you'd have to construct at Blackwell Mill, and we know just such a halt ...

Paul Tomlinson: Peak Rail have actually got one which will be going begging, just as soon as they manage to get into Matlock station.

Question: What about implications for other things like SSSIs, and other users, like birdwatchers?

Brian Taylor: Slide 10: This is an extract from the National Park development proposals map. The blue wash is general open countryside, yellow hatching relates to underlying designations such as SSSIs, special areas of conservation. You'll make out the route - Little Longstone, which is the Monsal Head, the viaduct, follow that through by Cressbrook, Litton Mill, Miller's Dale, Cheedale and along to Blackwell Mill at the western end. Pretty much all of that line in those dales is designated as underlying special area of conservation - the Peak District Dales Special Area of Conservation and SSSI - for its range of diversity, habitats and wildlife.

So you can see some of the challenges of the place from a planning perspective. Obviously the extent of those kind of designations in the Peak District was one of the reasons the whole place was designated a national park in the first place. You inevitably get a range of people coming out to enjoy those qualities. Even with the Peak Cycle Links proposal, the route that is being proposed runs up Woodale and Wyedale, which have underlying landscape qualities to them. That will be the nub of the decision that the national park are going to have to take, balancing a cheap transport and recreational objective versus some of the highest designations in the landscape.

In the development plan those areas are actually given an additional term, which is represented by the yellow, as natural zone, which basically means those areas that are the least developed, the most natural and that best represent the remoteness qualities that often people particularly enjoy about going into national parks. As a result the tests for new development are particularly high, they are about major development that will only normally be acceptable in the national public interest. The demonstration tests that projects are having to go through are to really talk about the

potential national benefit, the importance that a route like that could have, that might potentially outweigh the landscape designation. That is a tremendously difficult decision the national park is going to have to take for that section, to complete the link.

As you can see though, right the way through, those designations exist anyway. John Ruskin had his own impression of that area originally, history is where it is and we have a fantastic resource available. It's one of those balances, as I mentioned earlier.

3.8 LEADER'S SUMMING UP

To sum up, it seems clear that if we want to have a railway from Buxton to Matlock, it is within the objectives of Peak Rail to achieve it, and that objective is not at all in contradiction with the cycle trail as well. A much larger step is the question of whether there's a freight railway, or a low definition passenger railway or a high definition passenger railway, as part of the network - that's a much bigger question. We heard that Derbyshire County Council are not likely to reopen that study in the foreseeable future. Whether some private enterprise organisation will push for a freight line is an open question, and whether there's enough pressure from passengers to have a railway going south is another matter still.

4. PROCEEDINGS PART 2 - QUESTIONS AND COMMENTS FROM THE AUDIENCE

Question 1: It is ridiculous to object to reopening the line on the basis of the cycle trail- you could equally insist on closing operating railways in order to turn them into cycleways and SSSIs.

Brian Taylor: It's a planning issue, and the cycle way exists and has to be taken into account.

Question 2: When Derbyshire County Council did their economic assessment, did they consider the benefits to small businesses of making travel easier? It's not just about tourism.

Jim Seymour: Traditional transport modelling makes assumptions, and all schemes are looked at in the same way. The methodology of being able to capture the wider economic effects is developing quickly and is now much better understood. If the study was done now, it would better capture these effects.

Question 3: What about the need for a new bridge over the A6 at Rowsley?

Jim Seymour: The County Council don't have a stance on this, they are totally neutral.

Paul Tomlinson: We do have a plan, the civil engineers have just finished the design, the drawings are on my kitchen table right now, and we intend to use them. The design is to the top standard, it will be able to take stone trains.

Martin Smith: The council did grant planning consent for the bridge when they gave consent for the whole of the line.

Question 4: Why is this inquiry happening now? In what way is this linked to Tesco?

Bill Preece: Interest was re-awakened by the cycle trail project, hence Transition Buxton's decision to gather a panel of experts to clarify the issues. There's no connection to Tesco, other than whether development of the Buxton Water site might affect the ability to reopen the railway in the future.

Paul Tomlinson: Redevelopment of the site could have a positive effect as I said earlier. Something has to be done with the site, you wouldn't want to see it become an island between rails. So Peak Rail have to decide what to do, it gives us that impetus, to see if we could do a deal with Tesco, or with any other developer of that site.

Question 5: What about the Haddon Estate?

Paul Tomlinson: There have always been problems there, even a certain level of hostility. The Haddon Estate are still not enthusiastic about Peak Rail, but they have mellowed.

Martin Wragg: We have had discussions with them and they are quite positive about the cycle route, and about allowing it to cross their land.

Comment: They may be pro-cycle because there's only Haddon Hall can sell anything to anyone along the track - it won't bring business to anyone else along the route.

Martin Wragg: Haddon Hall may be influenced by that, but the expectation is that people will cycle the whole route, and you would have to be very fit to do it in one day, so they will stay overnight somewhere in the Peak District.

Question 6: Would a Heritage Railway bring more benefit to the community, compared with a line that was part of the national network?

Martin Smith: When you start looking at a 75mph line with two tracks, and diverting container traffic, that's where I part company. It is government policy that long distance routes should avoid National Parks, so we shouldn't be trying to make that happen.

Mike Garratt: But someone or something has to pay for it, and if you divert 1 or 2 million tonnes of freight onto the line, you have that financial contribution.

Martin Smith: It would be for government to decide, it's not a decision that would be made locally.

Question 7: Is there any data on how important a Heritage Railway would be to the local economy?

Paul Tomlinson: The Peak District National Park is the only national park in the country where there is no heritage railway accessing the park, and getting traffic off the roads as a result. We could replicate here what there is in North Yorkshire and other places.

Question: Can a heritage railway go forward alongside other rail use?

Mike Garratt: There's no problem between freight and a heritage railway. Once you have fast passenger trains though, you get pathing issues. Yes the passenger traffic inhibits freight, but it is only a short distance and you save a lot of mileage - traffic from here has to go via Manchester to get to the West Midlands. So there are savings there that you can turn into revenue. But mixing fast passengers and slow passengers and freight - no. It's not just scheduling, there are different operating standards as well. It could be sorted out though, look at the Settle Carlisle line, it's a main line but they run steam trains at weekends. As for the cycle route - move it somewhere else.

Question: One of the viaducts at Miller's Dale is still owned by British Rail?

Paul Tomlinson: It is, because it's in poor condition. They have been trying to persuade Peak Rail to take it over, and are even offering a pot of money for renovations, but it isn't enough to cover the necessary work, and we are reluctant.

Question: Can the Council find out what public opinion is on reopening the railway?

Jim Seymour: The Council responds to what people want in various ways. It has just adopted a new local transport plan, which hasn't incorporated anything on this, though there has been a consultation about changes to bus services. There are considerable resources involved in these consultation exercises, it's hard to know if the justification is there.

Paul Tomlinson: We can be critical of Peak Rail, for procrastination in the past, but a lot of that has been the effect of these feasibility studies. Railtrack or whoever come up with proposals and every time Peak Rail is blighted and gets stuck. The last thing they want is more consultation, they want to just get on and build the railway. If it hadn't been for all these studies it would have opened years ago as a community railway.

5. KEY FINDINGS

5.1 Before it closed the route was a main line, not just a branch line, taking just over an hour to travel between Manchester and Matlock.

5.2 The line was not closed as a result of the Beeching Inquiry, which recommended that the line be retained for freight and express passenger services; only the local services were supposed to go.

5.3 Peak Rail's objectives have always been threefold - to run steam trains at weekends for tourists, to operate a community railway between Buxton and Matlock at other times, and to provide paths for freight if the demand is there.

5.4 Peak Rail will make the link into Matlock station proper this year, and expect a surge in passenger numbers as a result. They still own land at Buxton and see the redevelopment of the Buxton Water site as an opportunity to rationalise their boundaries through land swaps.

5.5 A fully established heritage/community railway between Buxton and Matlock could bring significant benefits to the local economy. For comparison, the North Yorkshire Moors Railway is believed to contribute £2-6million a year, Peak Rail is believed to have the potential to do more.

5.6 The line is largely intact, and there are no fundamental obstacles to it reopening. The Scott Wilson report concluded in 2004 that it could be reopened for between £84 and £124 million (2003 prices), but that there was not a strong enough business case to justify it.

5.7 The study only considered revenue from passengers who would be 'new to rail'; a private railway would look at the total passenger numbers.

5.8 Passenger numbers in the East Midlands are around 30% higher than Scott Wilson assumed would be the case in 2011, and are increasing at 5-6% per year, as opposed to the 2-3% used in the study. There have also been developments in modelling to take better account of wider economic benefits. If repeated the study might come to a different conclusion.

5.9 There is some 5 million tonnes of freight generated locally, around a third of which has to travel north first to reach its destination to the south; the savings from being able to use a more direct route could be turned into revenue for a private railway.

5.10 Increases in freight carried by rail mean that there will be a serious lack of north-south capacity, particularly between Crewe and Warrington, within 20 years. The proposed High Speed line from London to Manchester will not help because it will not be built until 2031 at the earliest.

5.11 Derbyshire County Council have no plans to re-examine the case for reopening the railway in the foreseeable future.

5.12 A single track heritage/community railway could co-exist with the multi-user trail, even if it also carried freight. If the line reopened as part of the national network, however, with high speed passenger trains, the multi-user trail, and probably also Peak Rail, would be forced out.

5.13 The Scott Wilson cost estimates for reopening the railway included an amount for a new multi-user trail to replace the Monsal Trail, although the route it might take was not established.

5.14 Peak District National Park policy has always been to safeguard the route for 'future transport use'. This is not an in principle planning consent, any planning application would be decided by balancing all considerations against the Park's objectives.

6. DIAGRAMS AND PRESENTATION SLIDES

DIAGRAM 1: MAP OF THE ROUTE, BUXTON TO GREAT LONGSTONE

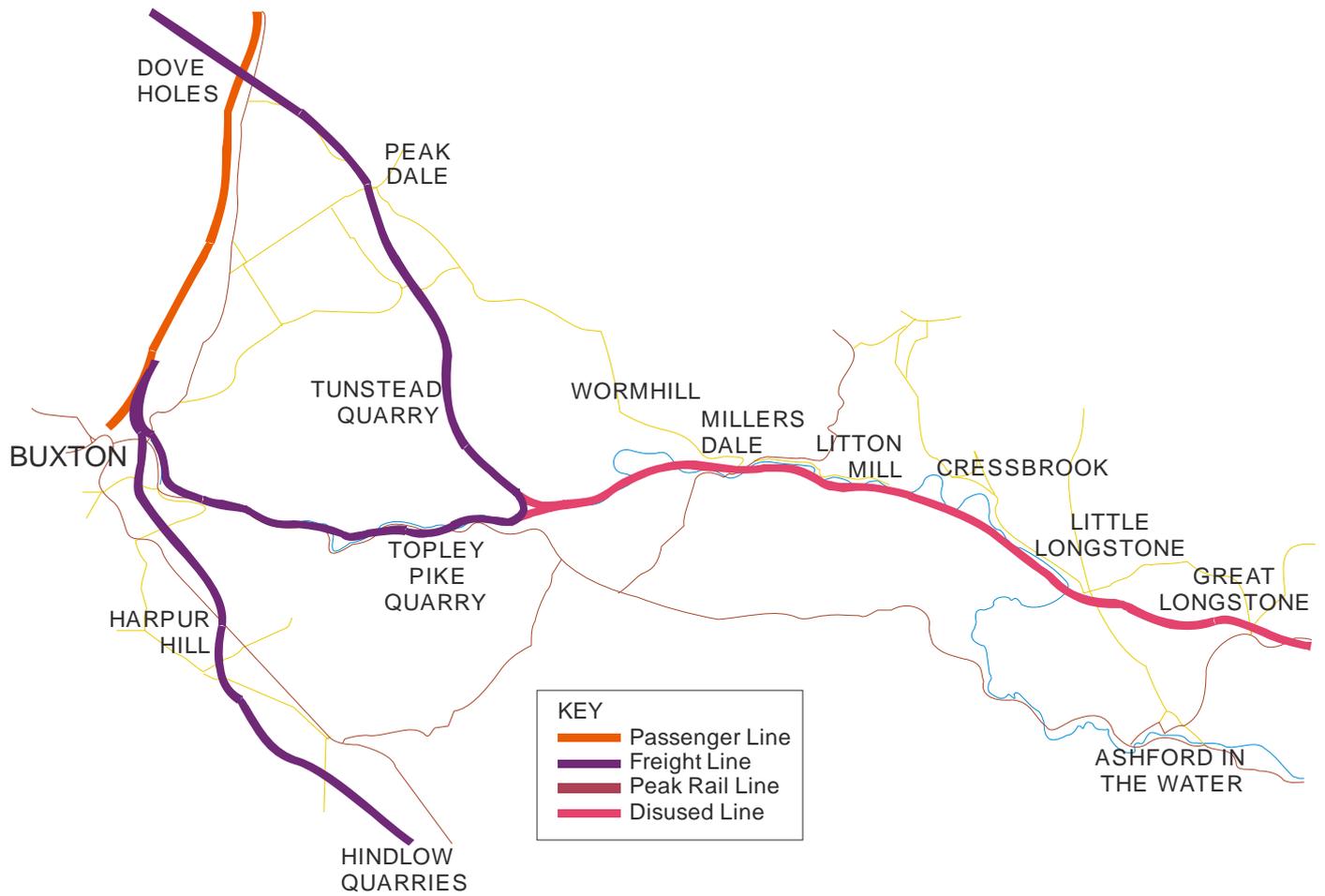


DIAGRAM 2: MAP OF THE ROUTE, MILLER'S DALE TO MATLOCK

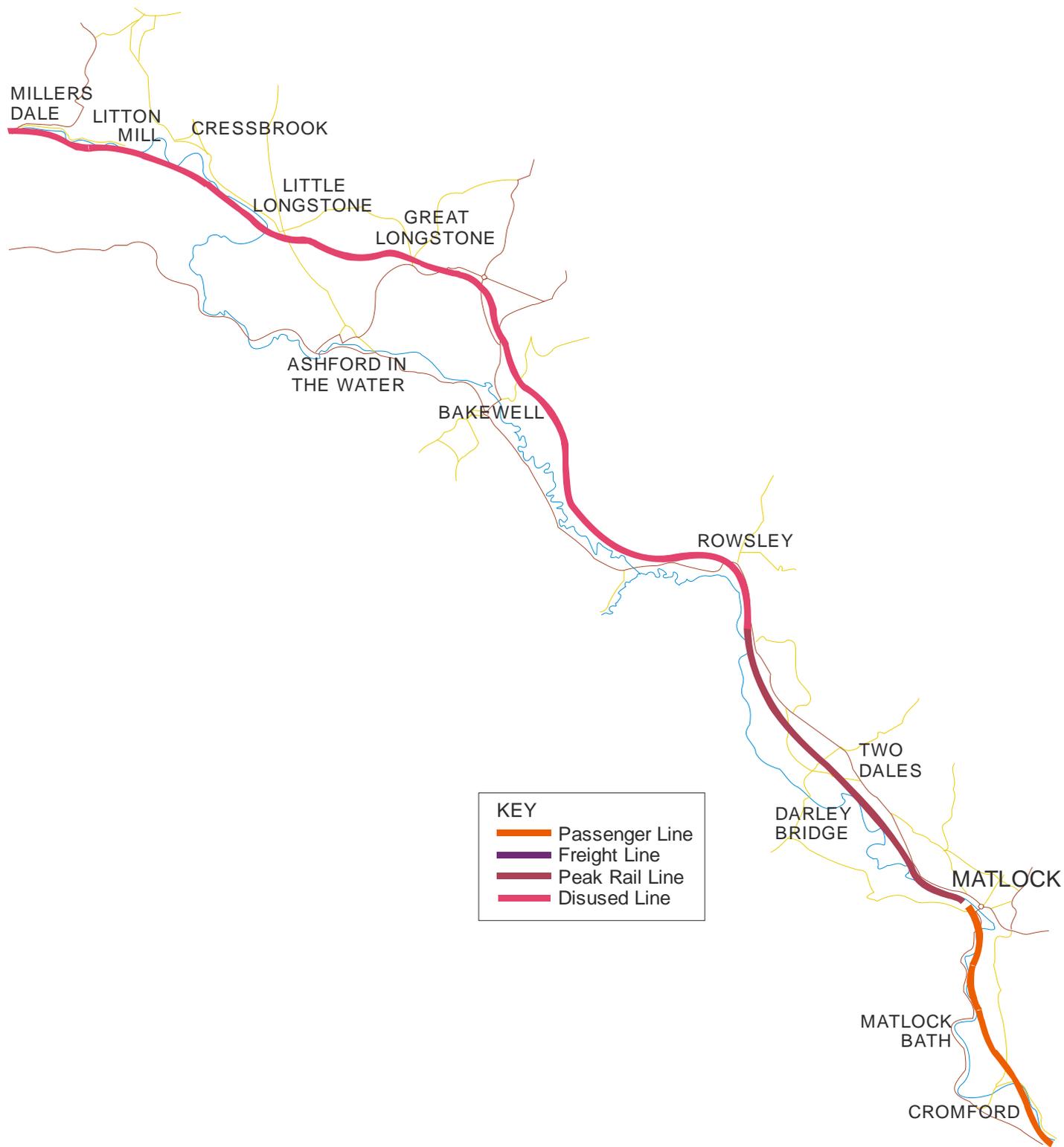


DIAGRAM 3: DETAIL OF RAIL LINES AROUND BUXTON STATION

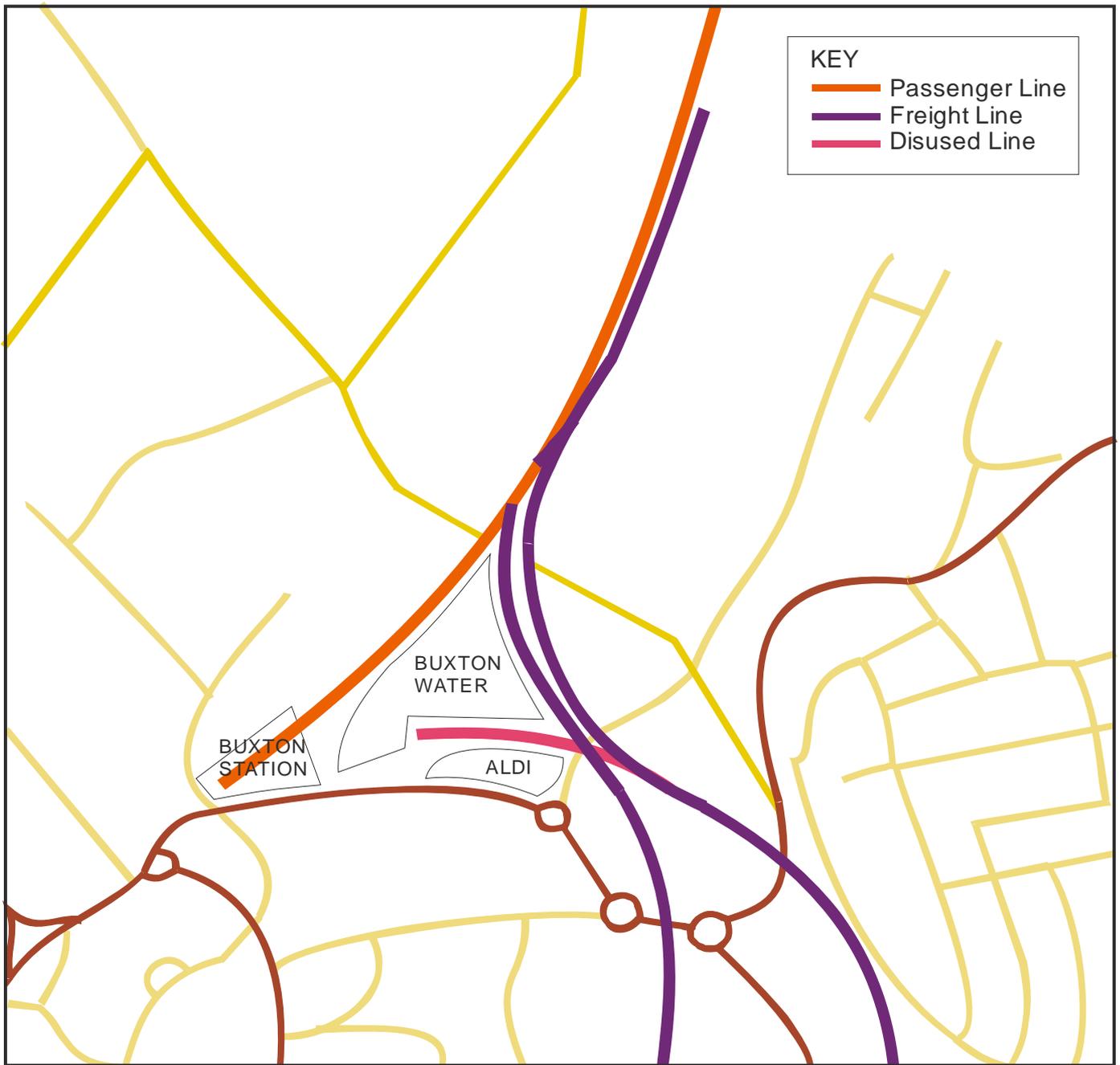
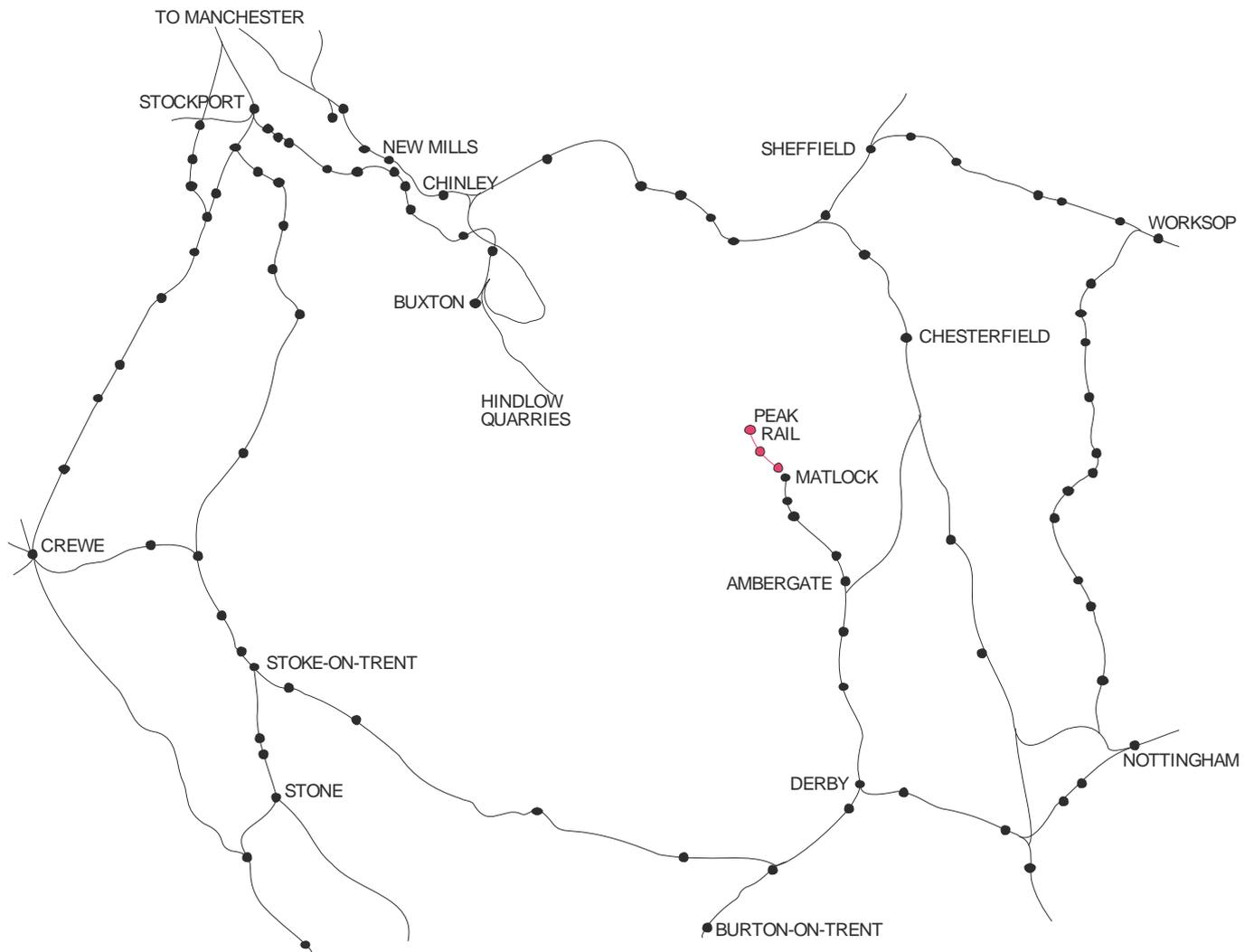


DIAGRAM 4: MAP OF THE RAIL NETWORK IN THE HIGH PEAK AREA



SLIDE 1: RAIL FREIGHT NATIONAL TREND

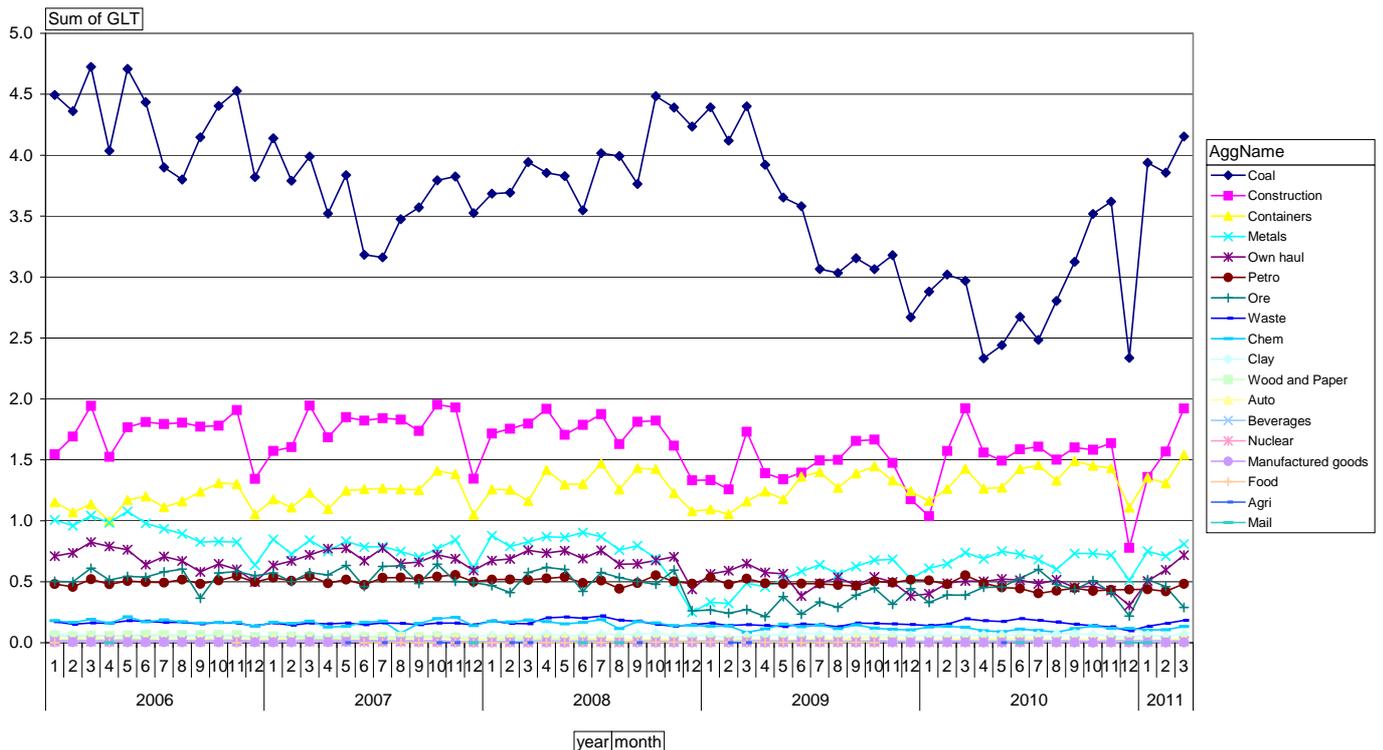
- Rail freight tonne kms grew from 14 billion net tonne kms at privatisation to 22 billion in 2006/7
- Subsequent fall due to reduced coal burn

	billion tonne kms			
	Coal	Other	Total	of which intermodal
1993/4	4	10	14	n.a.
2003/4	6	13	19	4
2006/7	9	13	22	5
2009/10	6	13	19	6

- intermodal up 56% in 7 years
- but coal now falling

SLIDE 2: RAIL FREIGHT TONNAGE BY COMMODITY

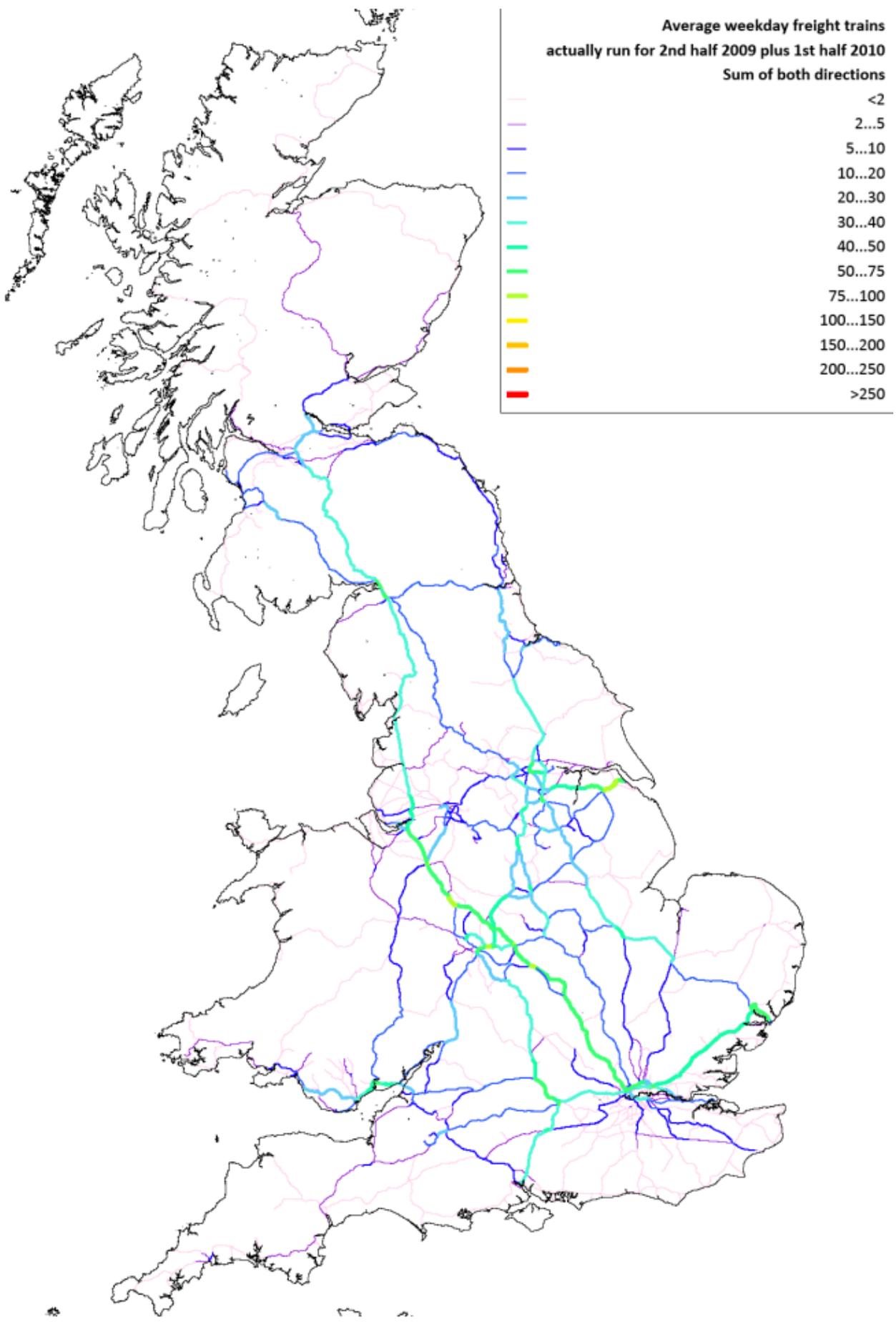
Rail net tonnes by month and commodity (million tonnes).



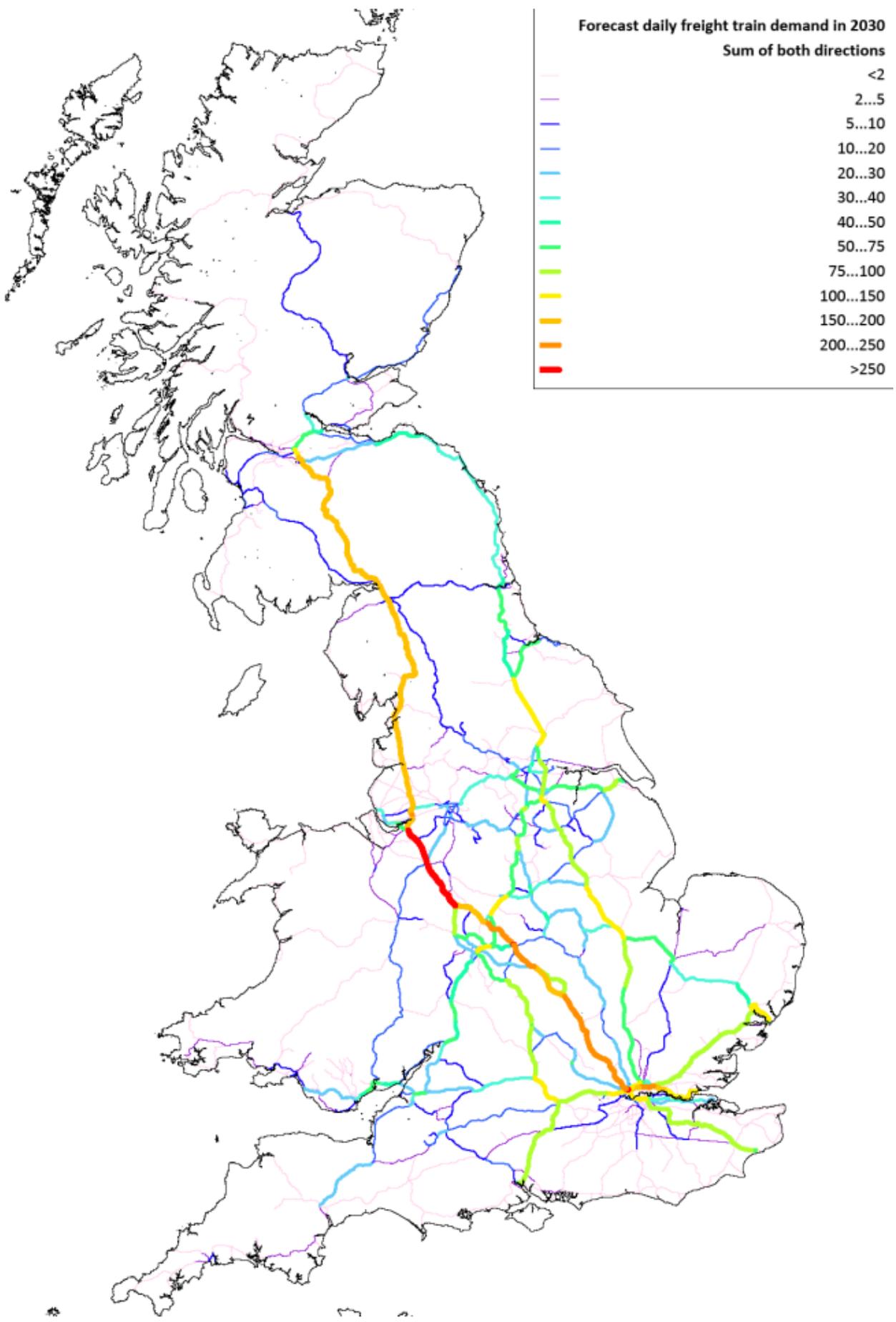
Intermodal principal growth sector

- **Intermodal growth linked to land use policy for rail linked warehousing**
 - adds considerably to demand for north – south capacity
 - forecasts show change from present to 2030
 - present investment on Strategic Freight Network predicated on these forecasts

SLIDE 4: FREIGHT MOVEMENTS 2009/10



SLIDE 5: FORECAST FREIGHT DEMAND 2030

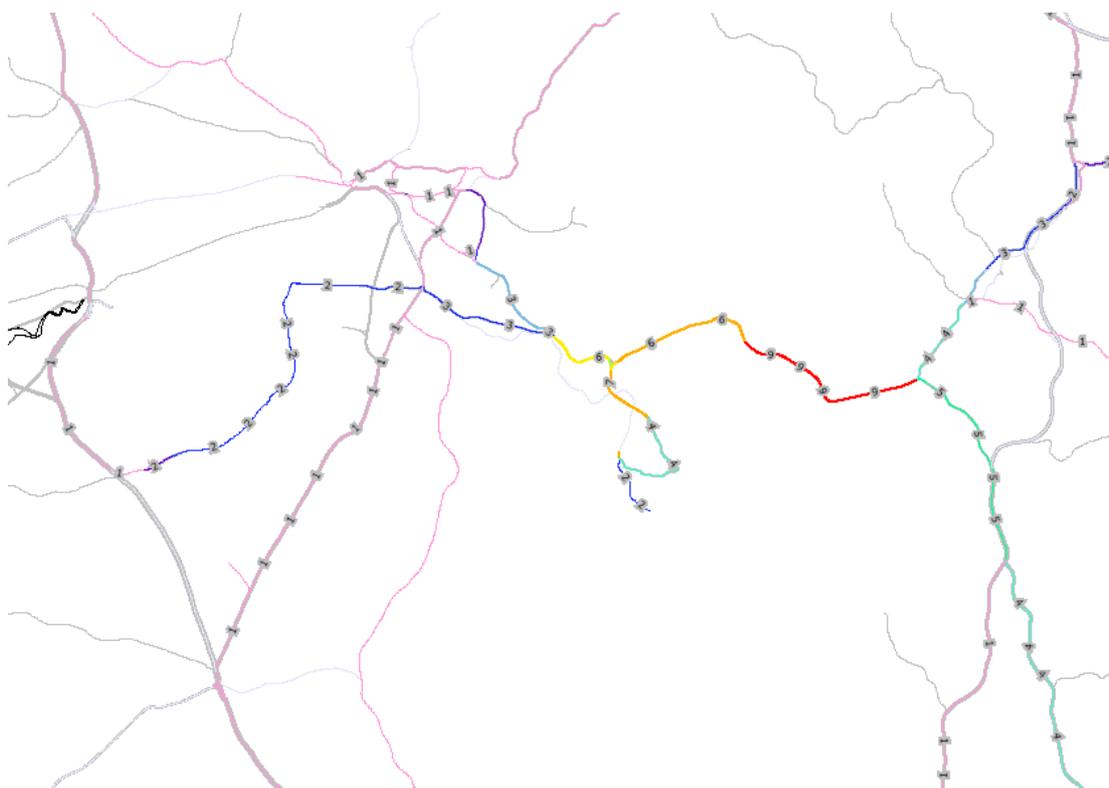


SLIDE 6: CONSTRUCTION TRAFFIC

Construction sector Rail Freight ex Peak District

- **Volumes peaked at 6.0m tonnes outbound in 2007**
 - recovered to 5.9m tonnes in 2010 DESPITE national downturn in construction
 - rail market share growing nationally as more aggregates are from 'superquarries' (normally rail linked)
- **Rail linkages face north**
 - but 31% of destinations in 2010 were south of Cheshire/Nottinghamshire
 - Lack of southbound link therefore adds to rail distances covered at cost of around £20 per loaded train kilometre

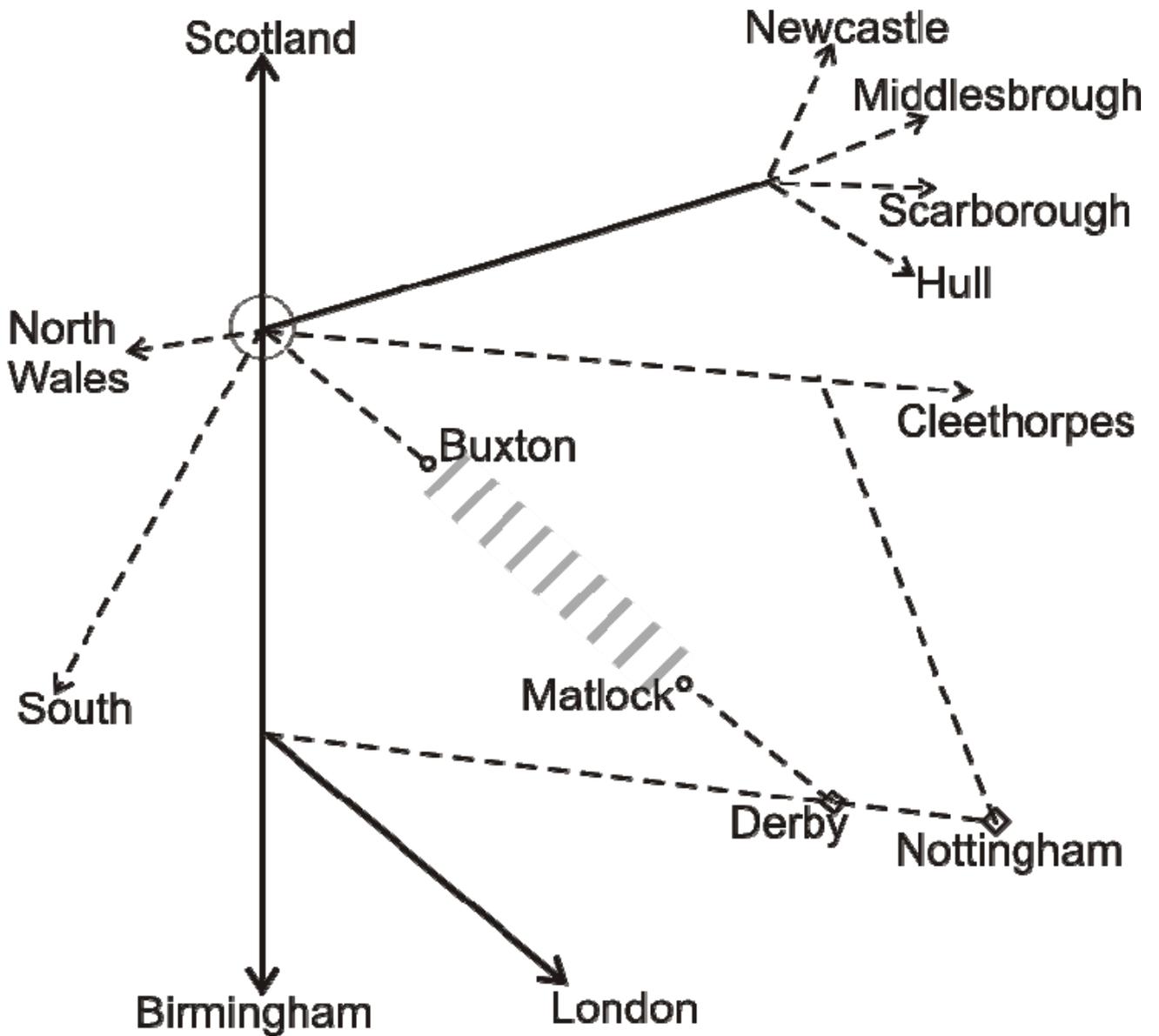
SLIDE 7: MEAN DAILY LOADED TRAINS EX PEAK AREA



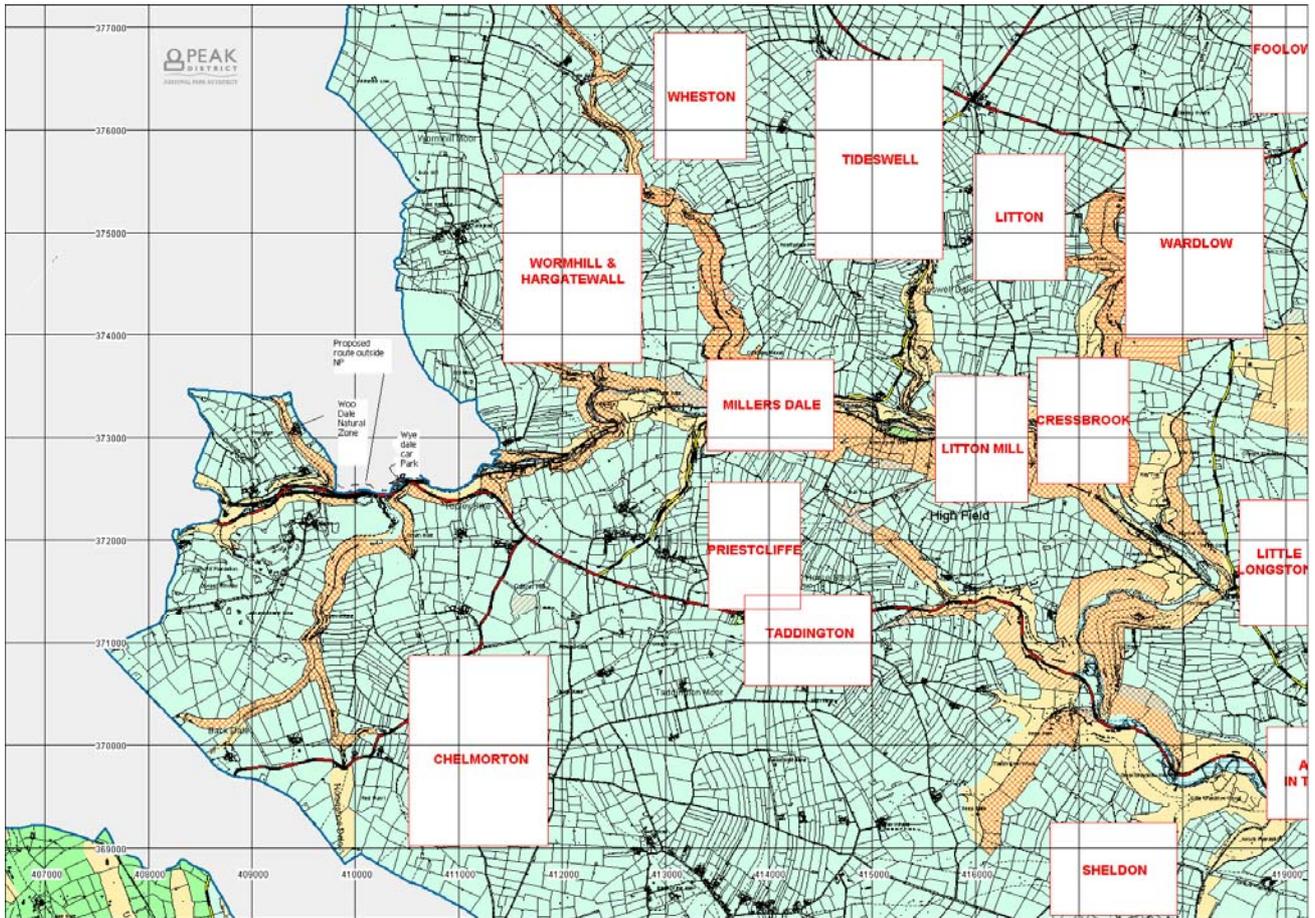
SLIDE 8: THE ARGUMENT FOR RAILFREIGHT CAPACITY THROUGH PEAK DISTRICT

- **Most severe pressure on long term national rail freight capacity probably Crewe – Warrington**
 - **Case for additional parallel capacity**
 - **HS2 extension to North West uncertain and at least 20 years away**
- **Long term Peak District area dispatches by rail likely to increase to the south**
 - **To keep traffic off roads**
 - **A benefit of direct access to Derby and thence West Midlands/South East would reduce operating costs**
- **A question of relative cost**
 - **Of creating new capacity on other routes**
 - **Of the extra rail traction distances imposed by link not being available**
- **There would be a requirement for complementary rail investment/restoration to the west of Manchester**

SLIDE 9: SCHEMATIC DIAGRAM OF THE RAIL NETWORK IN NORTHERN ENGLAND



SLIDE 10: MAP SHOWING LANDSCAPE DESIGNATIONS ON OR NEAR THE ROUTE



SLIDE 11: EXTRACTS FROM PEAK DISTRICT NATIONAL PARK PLANNING POLICIES

Emerging Peak District National Park Core Strategy (part of Local Development Framework, aiming for adoption September 2011)

T5: Managing the demand for rail, and reuse of former railway routes

A. Land, tunnels and bridges will be safeguarded for future rail use (including heavy rail, light rail and guided bus) for the following schemes:

- I. Enhancement of the Hope Valley line;
- II. **Re-instatement of the former Woodhead and Matlock – Buxton railways.**

B. Irrespective of the safeguarding of land for schemes, none are accepted in principle. All proposals will be assessed on their merits and will be subject of rigorous examination including the continuity of the Trans Pennine Trail and Monsal Trail as required by policy T6.

T6: Routes for walking, cycling and horse riding, and waterways

A. The Rights of Way network will be safeguarded from development, and wherever appropriate enhanced to improve connectivity, accessibility and access to transport interchanges. This may include facilitating attractive safe pedestrian and cycle routes between new residential or industrial developments and the centre of settlements. Where a development proposal affects a Right of Way, every effort will be made to accommodate the definitive route or provide an equally good or better alternative.

B. The Manifold, Tissington and High Peak Trails, and other long distance routes, will be protected from development that conflicts with their purpose. **The continuity of the Trans Pennine Trail and the Monsal Trail will be retained, irrespective of any future rail use, by realignment if required.**

C. Wherever appropriate, disused railway lines will be used for walking, cycling and equestrian use until such time as a railway scheme is granted.

D. The Huddersfield Narrow Canal will be protected as an inland waterway.

Existing Adopted Peak District National Park Local Plan (2001)

Policy LT3: Cross-Park traffic: road and rail

- (a) **Cross-Park transport infrastructure projects will be opposed unless there is a net environmental benefit to the National Park and wherever practicable they also provide economic benefits and meet local transport needs.**
- (b) **Land required for the following schemes will be safeguarded**
 - (i) **reinstatement of the Matlock to Buxton railway;**
 - (ii) reinstatement of the Woodhead railway including the tunnels;
 - (iii) an additional loop to enhance track capacity on the Hope Valley line.

7. USEFUL LINKS

Scott Wilson Report: http://www.derbyshire.gov.uk/images/derby-mancester-rail_main_report_full_tcm9-21359.pdf

Report Summary: http://www.derbyshire.gov.uk/images/main_report_exec_summary_final_tcm9-21800.pdf

Oil Price History: <http://thegulfblog.com/2009/12/03/the-history-of-the-price-of-oil/>

Peak Rail: <http://www.peakrail.co.uk/index2.html>

Peak Cycle Links:

Peak District Cycling Information: <http://www.peakdistrict.gov.uk/index/visiting/cycle/>

Transition Buxton: <http://www.transitionbuxton.co.uk>

Vision Buxton Report: <http://www.visionbuxton.co.uk/DidYouKnow/notes-from-transition-buxton-meeting.html>

John Ruskin quote: http://www.makingthemodernworld.org.uk/stories/the_age_of_the_engineer/01.ST.04/?scene=12

8. ACKNOWLEDGEMENTS

Transition Buxton would like to thank:

Bill Preece, for agreeing to act as Leader of the Inquiry

All the panellists, for their expert contributions

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The numerous other people - friends, supporters and members of Transition Buxton - who helped us to plan and organise the event and prepare this report.

JCMM

23June 11