

Option	Description		
Option 1A/2A	'Low Specification' Passenger Only via Buxton or Chinley		

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ENVIRONMENT	Noise	The daytime impact is described as 'low'. Introduction of trackside noise barriers recommended at properties in very close proximity to the railway (e.g. within approximately 10m of the track). Night time railway traffic not anticipated and thus no requirement for night-time noise mitigation. Few benefits in terms of reduced noise from road traffic due to modal shift.	N/A	Minor adverse
	Local Air Quality	Scheme would have a negligible impact on air quality at a large number of receptors of medium to high sensitivity. Only minor benefits in terms of reduced air emissions from road traffic due to modal shift.	N/A	Neutral
	Greenhouse Gases	Scheme would have a negligible impact in terms of greenhouse gas emissions. Little benefit in terms of reduced greenhouse gas emissions from road traffic due to modal shift.	N/A	Neutral
	Landscape	Potential for adverse impact on landscape from introduction of new structures, rail infrastructure and transient impacts from rail traffic. Impacts potentially greatest at Rowsley within wooded sidings area and proposed station location; and within the Limestone Dales character area in terms of introduction of rail traffic into this secluded and relatively undisturbed landscape. Potential adverse visual impacts for sensitive visual receptors including local residents and visitors to the Peak District.	N/A	Slight to moderate adverse
	Townscape	Limited potential impact on townscape character within Buxton and Matlock town centres due to existing railway infrastructure for Peak Rail and freight services at Matlock and Buxton respectively.	N/A	Slight to moderate adverse
	Heritage of Historic Resources	There would be a mix of beneficial and adverse impacts along the route. Several listed buildings, such as stations, tunnels and viaducts suffer moderate or slight beneficial impact as a result of restoration and/or refurbishment. However, other sites within the rail corridor may suffer slight adverse impact; this is largely the result of changes to the setting of listed buildings, some of which lie within a World Heritage Site and/or Conservation Areas. Slight adverse impacts upon ancient lead workings along the route could be mitigated.	N/A	Mix of beneficial and adverse impacts. Overall: Neutral

Option	Description		
Option 1A/2A	'Low Specification' Passenger Only via Buxton or Chinley		

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
	<b>Biodiversity</b>	Scheme would result in the loss of 8 linear km of vegetation contained on the trackbed between Monsal Head and Millers Dale, 7km of which is contained within the Wye Valley SSSI - includes species rich habitats of between regional to national value to nature conservation. This significant would require mitigation/off-site compensation actions. Integrity of Peak District Dales cSAC not anticipated to be significantly affected, although mitigation actions needed. Scheme operation would need to be strictly controlled in order to control potential impacts upon lineside ecological habitats.	N/A	Minor adverse
	<b>Water Environment</b>	Scheme operation would have the potential to impact upon water resources and as such specific actions needed – includes actions to control track drainage, the non-discharge of sewage effluents from trains and the implementation of appropriate track maintenance activities.	N/A	Minor adverse
	<b>Physical Fitness</b>	Provisions would be made to ensure existing footpath network maintained including the replacement of the Monsal Trail. Railway may encourage further visitors to the area to engage in physical activities, such as walking/cycling.	N/A	Neutral
	<b>Journey Ambience</b>	Scheme would reduce traveller stress and have a high level of interest along the route. Fear of potential accidents would be reduced for those using the railway.	N/A	Minor Beneficial
<b>SAFETY</b>	<b>Accidents</b>	Road traffic growth continues. The multi-modal modelling undertaken for the link indicates a small shift of traffic from road to rail system with associated small reduction in growth of accident numbers.		Neutral to Minor beneficial
	<b>Security</b>	No change		Neutral

Option	Description		
Option 1A/2A	'Low Specification' Passenger Only via Buxton or Chinley		

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ECONOMY	Transport Economic Efficiency	Financial and Economic efficiency worsened by introduction of new train services over the link.	NPV between minus £96m and minus £106m Benefit to Cost ratio approx 0.5	Minor Adverse
	Reliability	The introduction of the new link should not lead to any worsening of rail reliability and could substantially improve it as a result of the general increase in rail capacity (additional route and ability to use for planned and emergency service diversions).		Neutral to moderate beneficial
	Wider Economic Impacts	Economic benefits arise from journey time saving and additional tourism in corridor.	NPV of time savings £18m NPV of tourism benefits £16m	Moderate Beneficial
ACCESSIBILITY	Option values	Public consultation has identified significant overall support for re-introduction of rail services into the corridor from residents and visitors. There is also support from local businesses/employers and the higher education sector.		Strongly beneficial
	Severance	Provisions would be made to ensure existing footpath network maintained. Replacement of Monsal Trail. Provisions needed to maintain existing farm access across the railway.		Neutral
	Access to the Transport System	Accessibility for those without private transport greatly increased in the rail corridor. Increased travel choice generally.		Moderately beneficial

Option	Description		
<b>Option 1A/2A</b>	<b>‘Low Specification’ Passenger Only via Buxton or Chinley</b>		

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
<b>INTEGRATION</b>	<b>Transport Interchange</b>	Increases modal choice for residents and visitors. Increases ability to make journeys by public transport.		Strongly beneficial
	<b>Land-Use Policy</b>	Scheme supported in principle by planning policy at national, regional and local levels. However, small modal shift significantly weakens planning policy support.		Neutral
	<b>Other Government Policies</b>	Facilitates development of sustainable tourism strategies.		Moderately Beneficial

Option	Description		
Options 1B/2B	‘High Specification’ Passenger Only via Buxton or Chinley		

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ENVIRONMENT	Noise	The daytime impact is described as 'low'. Introduction of trackside noise barriers recommended at properties in close proximity to the railway (e.g. within approximately 25m of the track). Night time railway traffic not anticipated and thus no requirement for night-time noise mitigation. Few benefits in terms of reduced noise from road traffic due to modal shift.	N/A	Minor adverse
	Local Air Quality	Scheme would have a negligible impact on air quality at a large number of receptors of medium to high sensitivity. Only minor benefits in terms of reduced air emissions from road traffic due to modal shift.	N/A	Neutral
	Greenhouse Gases	Scheme would have a negligible impact in terms of greenhouse gas emissions. No benefit in terms of reduced greenhouse gas emissions from road traffic due to modal shift.	N/A	Neutral
	Landscape	Potential for adverse impact on landscape from introduction of new structures, rail infrastructure including double track layout throughout, and transient impacts from higher frequency of rail services. Impacts potentially greatest at Rowsley within wooded sidings area and proposed station location; potential impacts to woodland/plantation within the Haddon Estate; loss of existing regenerative woodland to embankments between Haddon Tunnel and Bakewell; and within the Limestone Dales character area in terms of introduction of rail traffic into this secluded and relatively undisturbed landscape. Potential adverse visual impacts for sensitive visual receptors including local residents and visitors to the Peak District.	N/A	Moderate adverse
	Townscape	Limited potential impact on townscape character within Buxton and Matlock town centres due to existing railway infrastructure for Peak Rail and freight services at Matlock and Buxton respectively.	N/A	Slight to moderate adverse

Option	Description		
Options 1B/2B	'High Specification' Passenger Only via Buxton or Chinley		

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
	<b>Heritage of Historic Resources</b>	There would be a mix of beneficial and adverse impacts along the route. Several listed buildings, such as stations, tunnels and viaducts suffer moderate or slight beneficial impact as a result of restoration and/or refurbishment. However, other sites within the rail corridor may suffer slight adverse impact; this is largely the result of changes to the setting of listed buildings, some of which lie within a World Heritage Site and/or Conservation Areas. Slight adverse impacts upon ancient lead workings along the route could be mitigated.	N/A	Mix of beneficial and adverse impacts. Overall score Neutral
	<b>Biodiversity</b>	Scheme would result in the loss of 8 linear km of vegetation contained on the trackbed between Monsal Head and Millers Dale, 7km of which is contained within the Wye Valley SSSI - includes species rich habitats of between regional to national value to nature conservation. This significant impact would require mitigation/off-site compensation actions. Integrity of Peak District Dales cSAC not anticipated to be significantly affected, although mitigation actions needed. Scheme operation would need to be strictly controlled in order to control potential impacts upon lineside ecological habitats.	N/A	Minor adverse
	<b>Water Environment</b>	Scheme operation would have the potential to impact upon water resources and as such specific actions needed –includes actions to control track drainage, the non-discharge of sewage effluents from trains and the implementation of appropriate track maintenance activities.	N/A	Minor adverse
	<b>Physical Fitness</b>	Provisions would be made to ensure existing footpath network maintained including the replacement of the Monsal Trail. Railway may encourage further visitors to the area to engage in physical activities, such as walking/cycling.	N/A	Neutral
	<b>Journey Ambience</b>	Scheme would reduce traveller stress and have a high level of interest along the route. Fear of potential accidents would be reduced for those using the railway.	N/A	Minor Beneficial
<b>SAFETY</b>	<b>Accidents</b>	Road traffic growth continues The multi-modal modelling undertaken for the link indicates a small shift of traffic from road to rail system with associated small reduction in growth of accident numbers.		Neutral to minor beneficial
	<b>Security</b>	No change		Neutral

Option	Description		
Options 1B/2B	'High Specification' Passenger Only via Buxton or Chinley		

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ECONOMY	Transport Economic Efficiency	Financial and Economic efficiency worsened by introduction of new train services over the link.	NPV of between minus £132m and minus £153m Benefit to Cost ratio less than 1	
	Reliability	The introduction of the new link should not lead to any worsening of rail reliability and could substantially improve it as a result of the general increase in rail capacity (additional route and ability to use for planned and emergency service diversions).		Neutral to moderate beneficial
	Wider Economic Impacts	Economic benefits arise from journey time saving and additional tourism in corridor.	NPV of time savings £36m NPV of tourism benefits £16m	Moderate Beneficial
ACCESSIBILITY	Option values	Public consultation has identified significant overall support for re-introduction of rail services into the corridor from residents and visitors. There is also support from local businesses/employers and the higher education sector		Strongly beneficial
	Severance	Provisions would be made to ensure existing footpath network maintained. Replacement of Monsal Trail. Provisions need to facilitate farm access across the railway.		Neutral
	Access to the Transport System	Accessibility to those without private transport greatly increased in the rail corridor. Increased travel choice generally.		Moderately beneficial

Option	Description		
Options 1B/2B	'High Specification' Passenger Only via Buxton or Chinley		

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
INTEGRATION	Transport Interchange	Increases modal choice for residents and visitors. Increases ability to make journeys by public transport.		Strongly beneficial
	Land-Use Policy	Scheme supported in principle by planning policy at national, regional and local levels. However, small modal shift significantly weakens planning policy support.		Neutral
	Other Government Policies	Facilitates development of sustainable tourism strategies.		Moderately Beneficial



Option	Description		
Option 1C/2C	'Low Specification' Passenger Options via Buxton or Chinley plus Freight		

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ENVIRONMENT	Noise	Trackside noise barriers recommended to property within 60m of the railway to protect against the 'medium' impact concluded for daytime operation. For night-time operation, for bedroom windows that cannot be protected by erection of barriers, provision of noise insulation to the requirements of the Noise Insulation Regulations may be required for property within approximately 70m of the railway. With trackside barriers erected, only properties very close to the railway (e.g. within 10m of the track) likely to qualify for noise insulation. Expected that vibration mitigation required to protect properties within 20m of the proposed railway to reduce likelihood of vibration-induced annoyance associated with freight trains. Little benefit in terms of reduced noise from road traffic due to modal shift.		Moderate adverse
	Local Air Quality	Scheme would have a negligible impact on air quality at a large number of receptors of medium to high sensitivity. Only minor benefits in terms of reduced air emissions from road traffic due to modal shift.		Neutral
	Greenhouse Gases	Scheme would have a negligible impact in terms of greenhouse gas emissions. Little benefit in terms of reduced greenhouse gas emissions from road traffic due to modal shift.		Neutral
	Landscape	Potential for adverse impact on landscape from introduction of new structures, rail infrastructure and transient impacts from rail traffic. Impacts potentially greatest at Rowsley within wooded sidings area and proposed station location; and within the Limestone Dales character area in terms of introduction of rail traffic into this secluded and relatively undisturbed landscape. Potential adverse visual impacts for sensitive visual receptors including local residents and visitors to the Peak District.		Slight to moderate adverse
	Townscape	Limited potential impact on townscape character within Buxton and Matlock town centres due to existing railway infrastructure for Peak Rail and freight services at Matlock and Buxton respectively.		Slight to moderate adverse

Option	Description		
Option 1C/2C	<b>‘Low Specification’ Passenger Options via Buxton or Chinley plus Freight</b>		

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
	<b>Heritage of Historic Resources</b>	There would be a mix of beneficial and adverse impacts along the route. Several listed buildings, such as stations, tunnels and viaducts suffer moderate or slight beneficial impact as a result of restoration and/or refurbishment. However, other sites within the rail corridor may suffer slight adverse impact; this is largely the result of changes to the setting of listed buildings, some of which lie within a World Heritage Site and/or Conservation Areas. Slight adverse impacts upon ancient lead workings along the route could be mitigated.		Mix of beneficial and adverse impacts. Overall: Neutral
	<b>Biodiversity</b>	Scheme would result in the loss of 8 linear km of vegetation contained on the trackbed between Monsal Head and Millers Dale, 7km of which is contained within the Wye Valley SSSI - includes species rich habitats of between regional to national value to nature conservation. This significant impact would require mitigation/off-site compensation actions. Integrity of Peak District Dales cSAC not anticipated to be significantly affected, although mitigation actions needed. Scheme operation would need to be strictly controlled in order to control potential impacts upon lineside ecological habitats.		Minor adverse
	<b>Water Environment</b>	Scheme operation would have the potential to impact upon water resources and as such specific actions needed – includes actions to control track drainage, the non-discharge of sewage effluents from trains and the implementation of appropriate track maintenance activities.		Minor adverse
	<b>Physical Fitness</b>	Provisions would be made to ensure existing footpath network maintained including the replacement of the Monsal Trail. Railway may stimulate visitors to the area and undertake physical activities.		Neutral
	<b>Journey Ambience</b>	Scheme would reduce traveller stress and have an high level of interest along the route. Fear of potential accidents would be reduced for those using the railway.		Minor Beneficial

Option	Description		
Option 1C/2C	<b>‘Low Specification’ Passenger Options via Buxton or Chinley plus Freight</b>		

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
SAFETY	Accidents	Road traffic growth continues. The multi-modal modelling undertaken for the link indicates a small shift of traffic from road to rail system with associated small reduction in growth of accident numbers.  The use of the link by freight is likely to reduce some long distance lorry movements from the study area to the S E England.		Neutral to minor beneficial
	Security	No change		Neutral
ECONOMY	Transport Economic Efficiency	The worsened financial and economic efficiency brought about by the introduction of new train services over the link is improved slightly through the addition of freight services.	NPV of between minus £107m and minus £117m Benefit to Cost ratio less than 1	Minor adverse
	Reliability	The introduction of the new link should not lead to any worsening of rail reliability and could substantially improve it as a result of the general increase in rail capacity (additional route and ability to use for planned and emergency service diversions).		Neutral to moderate beneficial
	Wider Economic Impacts	Economic benefits arise from journey time saving and additional tourism in corridor.	NPV of time savings £18m NPV of tourism benefits £16m	Moderate Beneficial

Option	Description		
Option 1C/2C	<b>‘Low Specification’ Passenger Options via Buxton or Chinley plus Freight</b>		

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ACCESSIBILITY	Option values	Public consultation has identified significant overall support for re-introduction of rail services into the corridor from residents and visitors. There is also support from local businesses/employers and the higher education sector		Strongly beneficial
	Severance	Provisions would be made to ensure existing footpath network maintained. Replacement of Monsal Trail. Provisions need to facilitate farm access across the railway.	N/A	Neutral
	Access to the Transport System	Accessibility to those without private transport greatly increased in the rail corridor. Increased travel choice generally.		Moderately beneficial
INTEGRATION	Transport Interchange	Increases modal choice for residents and visitors. Increases ability to make journeys by public transport.		Strongly beneficial
	Land-Use Policy	Scheme supported in principle by planning policy at national, regional and local levels. However, small modal shift significantly weakens planning policy support.		Neutral
	Other Government Policies	Facilitates development of sustainable tourism strategies.		Moderately Beneficial

Option	Description		
Option 1D/2D	'High Specification' Passenger Options plus Freight		

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ENVIRONMENT	Noise	Trackside noise barriers recommended to protect property within 140m of the railway to protect against the 'medium' impact concluded for daytime operation, and the 'high' impact concluded for property within 15m of the railway. Properties within 15m of the railway may qualify for noise insulation where it is not practicable to introduce trackside noise barriers. For bedroom windows that cannot be protected by the erection of barriers, provision of noise insulation to the requirements of the Noise Insulation Regulations may be required (for property within 90m of the railway). With trackside noise barriers erected, property within 20m of the railway may qualify for noise insulation. It is expected that vibration mitigation required to protect properties within 20m of the proposed railway to reduce the likelihood of vibration-induced annoyance associated with freight trains. Little benefit in terms of reduced noise from road traffic due to modal shift.		Moderate adverse
	Local Air Quality	Scheme would have a negligible/low impact on air quality at a large number of receptors of medium to high sensitivity. Only minor benefits in terms of reduced air emissions from road traffic due to modal shift.		Minor adverse to neutral
	Greenhouse Gases	Scheme would have a negligible impact in terms of greenhouse gas emissions. Little benefit in terms of reduced greenhouse gas emissions from road traffic due to modal shift.		Neutral

Option	Description		
Option 1D/2D	'High Specification' Passenger Options plus Freight		

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
	<b>Landscape</b>	Potential for adverse impact on landscape from introduction of new structures, rail infrastructure including double track layout throughout, and transient impacts from higher frequency of rail services. Impacts potentially greatest at Rowsley within wooded sidings area and proposed station location; potential impacts to woodland/plantation within the Haddon Estate; loss of existing regenerative woodland to embankments between Haddon Tunnel and Bakewell; and within the Limestone Dales character area in terms of introduction of rail traffic into this secluded and relatively undisturbed landscape. Potential adverse visual impacts for sensitive visual receptors including local residents and visitors to the Peak District.		Moderate adverse
	<b>Townscape</b>	Limited potential impact on townscape character within Buxton and Matlock town centres due to existing railway infrastructure for Peak Rail and freight services at Matlock and Buxton respectively.		Slight to moderate adverse
	<b>Heritage of Historic Resources</b>	There would be a mix of beneficial and adverse impacts along the route. Several listed buildings, such as stations, tunnels and viaducts suffer moderate or slight beneficial impact as a result of restoration and/or refurbishment. However, other sites within the rail corridor may suffer slight adverse impact; this is largely the result of changes to the setting of listed buildings, some of which lie within a World Heritage Site and/or Conservation Areas. Slight adverse impacts upon ancient lead workings along the route could be mitigated.		Mix of beneficial and adverse impacts. Overall: Neutral
	<b>Biodiversity</b>	Scheme would result in the loss of 8 linear km of vegetation contained on the trackbed between Monsal Head and Millers Dale, 7km of which is contained within the Wye Valley SSSI - includes species rich habitats of between regional to national value to nature conservation. This significant impact would require mitigation/off-site compensation actions. Integrity of Peak District Dales cSAC not anticipated to be significantly affected, although mitigation actions needed. Scheme operation would need to be strictly controlled in order to control potential impacts upon lineside ecological habitats.		Minor adverse

Option	Description		
Option 1D/2D	'High Specification' Passenger Options plus Freight		

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
	<b>Water Environment</b>	Scheme operation would have the potential to impact upon water resources and as such specific actions needed –includes actions to control track drainage, the non-discharge of sewage effluents from trains and the implementation of appropriate track maintenance activities.		Minor adverse
	<b>Physical Fitness</b>	Provisions would be made to ensure existing footpath network maintained including the replacement of the Monsal Trail. Railway may stimulate visitors to the area and undertake physical activities.		Neutral
	<b>Journey Ambience</b>	Scheme would reduce traveller stress and have a high level of interest along the route. Fear of potential accidents would be reduced for those using the railway.		Minor Beneficial
<b>SAFETY</b>	<b>Accidents</b>	Road traffic growth continues. The multi-modal modelling undertaken for the link indicates a small shift of traffic from road to rail system with associated small reduction in growth of accident numbers..  The use of the link by freight is likely to reduce some long distance lorry movements from the study area to the S E England.		Neutral to minor beneficial
	<b>Security</b>	No change		Neutral

Option	Description		
Option 1D/2D	'High Specification' Passenger Options plus Freight		

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ECONOMY	Transport Economic Efficiency	The worsened financial and economic efficiency brought about by the introduction of new train services over the link is improved slightly through the addition of freight services.	NPV of between minus £137m and minus £158m Benefit to Cost ratio less than 1	Minor adverse
	Reliability	The introduction of the new link should not lead to any worsening of rail reliability and could substantially improve it as a result of the general increase in rail capacity (additional route and ability to use for planned and emergency service diversions).		Neutral to moderate beneficial
	Wider Economic Impacts	Economic benefits arise from journey time saving and additional tourism in corridor.	NPV of time savings £36m NPV of tourism benefits £16m	Moderate Beneficial
ACCESSIBILITY	Option values	Public consultation has identified significant overall support for re-introduction of rail services into the corridor from residents and visitors. There is also support from local businesses/employers and the higher education sector		Strongly beneficial
	Severance	Provisions would be made to ensure existing footpath network maintained. Replacement of Monsal Trail. Provisions need to facilitate farm access across the railway.		Neutral
	Access to the Transport System	Accessibility to those without private transport greatly increased in the rail corridor. Increased travel choice generally.		Moderately beneficial



Option	Description		
Option 1D/2D	'High Specification' Passenger Options plus Freight		

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
INTEGRATION	Transport Interchange	Increases modal choice for residents and visitors. Increases ability to make journeys by public transport.		Strongly beneficial
	Land-Use Policy	Scheme supported in principle by planning policy at national, regional and local levels. However, small modal shift significantly weakens planning policy support.		Neutral
	Other Government Policies	Facilitates development of sustainable tourism strategies.		Moderately Beneficial

Option	Description		
<b>Option 3</b>	<b>Non-rail Option – based on bus frequency/ quality increase in corridor</b>		

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
<b>ENVIRONMENT</b>	<b>Noise</b>	No significant impact in terms of noise. No significant benefits in terms of reduced noise from road traffic due to modal shift.		Neutral
	<b>Local Air Quality</b>	No significant impact in terms of air quality. No significant benefits in terms of reduced air emissions from road traffic due to modal shift.		Neutral
	<b>Greenhouse Gases</b>	Little or no impact in terms of greenhouse gas emissions.		Neutral
	<b>Landscape</b>	Limited potential impact on landscape and visual receptors between Buxton and Matlock due to increase in bus services. Potential impacts likely to be similar to future baseline conditions. Use of existing Monsal Trail would remain unchanged, secluded character of the Limestone Dales retained and protected.		Neutral
	<b>Townscape</b>	Limited potential impact on townscape character within Buxton and Matlock town centres due to increase in bus services. Potential impacts likely to be similar to future baseline conditions.		Neutral
	<b>Heritage of Historic Resources</b>	Heritage features unaffected although condition of features associated with the former railway may degrade with time.		Neutral
	<b>Biodiversity</b>	No significant impact in terms of the biodiversity.		Neutral
	<b>Water Environment</b>	No significant impact in terms of the water environment.		Neutral
	<b>Physical Fitness</b>	No significant impact in terms of physical fitness.		Neutral
	<b>Journey Ambience</b>	Scheme would have little effect in terms of journey ambience.		Neutral
<b>SAFETY</b>	<b>Accidents</b>	No change		Neutral
	<b>Security</b>	No change		Neutral

Option	Description		
<b>Option 3</b>	<b>Non-rail Option – based on bus frequency/ quality increase in corridor</b>		

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
<b>ECONOMY</b>	<b>Transport Economic Efficiency</b>	Demand for bus services will be on a significantly smaller scale than for rail. This is a result of (a) buses being seen as less 'attractive' mode of travel (b) longer journey times for inter-regional journeys. Main demand therefore likely to be for local journeys. Support for operational costs required.		Minor adverse
	<b>Reliability</b>	No change – although reliability of bus services could be expected to decline as road traffic volumes increase.		Neutral
	<b>Wider Economic Impacts</b>	Scale and nature (local rather than inter-regional) of bus services will have no significant impact on economy of area.		Neutral
<b>ACCESSIBILITY</b>	<b>Option values</b>	No significant change		Neutral
	<b>Severance</b>	No impact in terms of severance.		Neutral
	<b>Access to the Transport System</b>	Slight enhancement of access arising from increased frequency of operation but on a very small scale (compared to rail scheme)		Neutral
<b>INTEGRATION</b>	<b>Transport Interchange</b>	No significant impact		Neutral
	<b>Land-Use Policy</b>	No impact in terms of planning policy.		Neutral
	<b>Other Government Policies</b>	No other Government policies are relevant to this Scheme.	-	Neutral