

# Manchester and East Midlands Rail Action Partnership (MEMRAP)

21<sup>st</sup> February, held in Matlock at RG's Home

Meeting No.2

**Attendees:** Roger Greenwood, Stephen Chaytow, Mike Hancocks, John Harpur, Derek Bodey

**Apologies:** Dave Shaw, Sid Navid, Ian Clark, Peter Stanton, Robin Lumb, Kirk Martin, Barnaby Temple, James Wyatt, John Gabbs

## 16 January 2019 Comments on Minutes and Actions Arising from Meeting No.1

### 1. Minutes and Actions Arising

- **Minutes:** It was agreed that SC should file a revised set of minutes, excluding the disputed, unclear points 13 and 14 from the earlier filed version.
- The meeting wished to minute MEMRAP thanks to Friends of Derwent Valley Line (FDVL) for their support and allowing posting of MEMRAP meeting minutes to the FDVL website
- Actions per the main agenda, except for the following, re name, aims and administration
- RG proposed and the meeting agreed the revised wording for the project name and mission of the group:

Title: MEMRAP's project name is to be: **The Derbyshire Dales Rail Link**

Aim: **This group advocates the re-opening of the railway between Rowsley and Buxton/Chinley for freight and passenger services**

- **Administrative matters:** the meeting resolved that SC should:
  - Incorporate MEMRAP, resolving the open constitution issue from the minutes
  - Investigate whether Ltd by Guarantee or a Community Investment Company offered a better route forward and proceed
  - MEMRAP now has a UTR from HMRC – needed as the entry criteria to allow Derby University emissions study to commence shortly (see below)
  - Seek to open a bank account. A preference was expressed for a local connection
    - SC reported a lack of interest from local Building Societies
    - The meeting suggested that credit unions might be a local way forward, either Manchester or Derbyshire, ahead of the high street bank options

### 2. Progress concerning initial MEMRAP Stakeholder Meetings

- **Tarmac:** MEMRAP's 24<sup>th</sup> January presentation to Peter Butterworth, Limes General Manager at the Tunstead site was well received. The MEMRAP emphasis on environment was positive, including the proposed Derby University work.
- **Introductory meeting requested:** Past and present FDVL chairs: Rupert Brennan Brown and John Weaver. Also, Rail Forum Midlands, Elaine Clark (General Manager). Monday 25<sup>th</sup> February, 10am Seven Restaurant, Pride Park, Wheelwright Way, Derby DE24 8SQ
- **Peak National Park Authority:** Tuesday 26<sup>th</sup> February at 2pm, at PNPA offices, Bakewell. John Scott, Planning Director and a Transport Team representative. Output from this meeting will feed into the leisure / environmental aspects of the TfN presentation

- **Transport for the North (TfN):** Friday 22<sup>nd</sup> March 11.30am – presentation to Tim Wood at TfN, Manchester. Team: RG, SC and freight specialist, Peter Wakefield – Railfuture, National Head of Freight. MEMRAP recent emergence is grateful for the opportunity to bolster its presence on this occasion by senior freight sector campaigning expertise. Since the Peak Rail proposals offer limited scope for a public service, the options to present are:
  - **Freight plus community rail.** There is little or no public passenger capacity from this option.
  - **Public re-instatement, of some sort.** MEMRAP recognises that the prime driver is the need for a freight service and that any sort of public service will have similar issues to current Hope Valley constraints due to mixed freight and passenger usage, but without gradients issue at Edale.

### 3. Other Reports and Related Issues

- **Boundaries:** The meeting noted that this route falls into Midlands Connect territory, but is more conveniently managed by TfN, as it resolves key TfN issues for South Yorkshire.
- **TfN Strategy:** Published last week, it refers to this route only in passing, commenting on the need for re-opening. However, MEMRAP understands that a TfN feasibility is planned
- **Campaign for Better Transport:** Their recent report also refers to the need for re-opening and a new station at Bakewell, one of about 30 projects around the country it highlights
- **Sustrans in Nottingham:** has expressed initial opposition but would be willing to receive explanation and assurance. Meeting noted that the initial “deal” for the Monsal Trail was that the route was only being “lent” to walkers and cyclists. Sustrans are unlikely to know this.
- **Derbyshire County Council:** RG reported that DCC have agreed to make their copy of the Scott Wilson report from 2004 available next week. Of special interest is the appendix related to the re-routing of the Monsal Trail, though this predates the tunnel re-opening in 2011. DB, MH, JH submitted that in any event, with some engineering costs, an alternative Cheedale / Wye Valley route might be feasible and a more attractive option than using the existing tunnels. Feasibility and costs unknown at this time.

### 4. Derby University Emissions Study (wording from University of Derby, per the Tarmac slides)

- **“Carbon and emissions minimisation:** MEMRAP seek an introductory piece of research from the University of Derby’s European Funded Low Carbon Project. The project offers fully funded support to SMEs in the D2N2 area”. Desk research segments are as follows:
  - Freight – based on Buxton quarries usage
  - Commuting, business travel (Leicester, Derby, Nottingham to/from Manchester)
  - Local community and tourism / leisure, park management plus Matlock area
  - Travel, Manchester Airport to/from East Midlands
- **Status:** The work statement should be agreed and signed off by MEMRAP within 2 weeks, so that work can commence (15 – 20 hours max for this Phase 1 desk study)
- **Additional Comment:** It was noted that the study ought also to include reference to the savings in the Hope Valley, by reason of freight removal and extra passenger paths.

### 5. Media Coverage and Publicity

- Coverage of this topic at various points and contexts during the meeting. Meeting noted that individual “channels” are very narrow, need to select many, diverse options. Topics:
  - Limited MEMRAP mention already being seen
  - Rail and other publications may carry coverage of progress

- Matlock Mercury as a useful outlet
- Facebook page to be developed and local links put in place over time
- Website quotes and funding to come, assuming no pro-bono available
- Leaflets to be used in a targeted way, in advance of events
- Distribution on trains / to train users.
- Stakeholders (Sustrans, Chambers of Commerce, Councils etc to be lobbied)

## 6. Public Meeting proposals

- **Buxton:** DB offered a key contact for beginning a similar Buxton based group. SC to take up DB proposal, contact Janet Miller and arrange introductions for RG and the rest of the group
- **April 10<sup>th</sup> proposal deferred:** Given the need to get Buxton prepared for a public meeting at the same time, the initial meeting is now deferred for between one and 2 months.

## 7. Funding Options and Approaches – RG following up and his report

- **Derbyshire County Council:** May have a fund for up to £500, based on merit
- **Matlock Town Council:** May have something similar
- The District council will have funds only in the new financial year from April 2019
- DB said that similar opportunities may exist in High Peak

## 8. Public Walk Proposal

- RG expressed a wish to get to know the route better and walk between Matlock and Buxton. This might potentially be a public walk for those who are interested. However, this was deferred for a while, possibly to be planned in after initial public meetings.

## 9. Volunteers

- At present, it was recognised that MEMRAP's work will be limited by a general lack of resource. MH felt that a supportive local accountant would be valuable at this time. However, other than the new link into the Buxton community, few firm offers were received prior to or during the meeting.

## 10. AOB / Date of Next Meeting

- MH offered to try to research potential differences in tunnel gauge between the two separate phases of 19<sup>th</sup> century route construction either side of Rowsley. Implications for future re-instatement proposals, gauge and capacity, clarify current uncertainties.
- DB noted that Buxton is developing a sustainable travel plan for the community. This project might usefully form a part of the initiative.
- It was also noted that besides the above High Peak/Buxton plan, there are potentially other initiatives by Derbyshire County Council and Derby University regarding sustainable and low carbon travel that might be aligned and provide further momentum for MEMRAP's work.
- Scheduled next meeting to take feedback from the 22 March TfN presentation
- Wednesday 27<sup>th</sup> March at a similar time (6.40pm) was proposed
- Venue: Buxton, TBA