

Manchester and East Midlands Rail Action Partnership (MEMRAP)

27th March, 6.30pm, at the Cheshire Cheese, Buxton

Meeting No.3

Attendees: Robin Greenwood, Stephen Chaytow, Mike Hancocks, John Harpur, Steve Caddy, Janet Miller, Jean Todd, Jim Lowe

Apologies: Suzanne Pearson, Dick Silson, Dave Shaw, Ian Clark, Tina Heathcote, John Gabbs, D. Ferguson, Robin Lumb, Tony Barclay, Derek Bodey

1. Minutes and Actions Arising from Meeting No.2 - 21 February 2019

- SC apologised for getting the chair's name wrong
- The meeting went over the problem of tunnel gauges that MH had agreed to research – all confirmed it would be useful to know more and SC would also follow a new lead here
- SC brought the issue of incorporation back to the group for further consideration. Based on JM and general Buxton positive experience of Community Interest Companies (CIC), it was resolved that:
 - MEMRAP should be incorporated as a CIC (SC to action). Benefits include:
 - Social enterprise status accessed quicker than charitable, via the Charities Commissioner. However, income fully taxable by HMRC, expenses not offset, even with charitable aims.
 - Asset lock, so residual monies go to another not for profit on winding up
 - A social enterprise has easier access to funding than as Ltd by guarantee.
 - Extra reporting requirement regarded as modest compared to benefits
 - JM to make available examples of constitutions previously used for SC.
 - After this, a bank account can be opened for MEMRAP (Action SC)
- From an earlier meeting, it had been resolved to find an accountant to run the modest MEMRAP accounting requirement. This remains outstanding.
- Friends of the Derwent Valley Line (FDVL) have now streamlined the process for filing MEMRAP meetings minutes on their website at: www.fdvl.org.uk. MEMRAP would like to again place on record their gratitude for this continuing support.
- Web presence: RG has applied to Derbyshire CC for £500 for MEMRAP's site and SC is exploring a page to be set up via Railfuture (RF) resource.

2. Progress concerning ongoing MEMRAP Stakeholder Meetings

- **Transport for the North (TfN), 22 March:** Since Meeting 2, MEMRAP energy had been focused on preparing for this key meeting. SC and RG would like to place on record their thanks for everyone involved with MEMRAP in preparing this work, including technical input from the virtual team (Steve Jones, Ian Clark, Dave Shaw) and also the branch and national RF network (www.railfuture.org.uk).
 - Wide and positive feedback has been received on MEMRAP's TfN presentation. Possibly the only gap was on outline costings, but SC believes it was too early.
 - Thanks are due to Peter Wakefield (RF East Anglia) for joining RG and SC at the meeting with his extensive knowledge of campaigns and UK's rail freight industry.
 - TfN referred to the "Achilles Heel" of the Hope Valley rail route, but reminded MEMRAP that the Matlock – Buxton line remains closed and is therefore not an integral part of their published strategy, at this time.

3. TfN Strategic Plan

- The meeting decided there was no need to discuss the document further than to note that the line rated only a passing reference deeply buried towards the end
- However, its overall aims of ensuring sustainable transport as a means of developing the economy of the North were also at the heart of the MEMRAP presentation and its idea for investing in better transport links between the North West and the East Midlands.
- <https://www.transport-network.co.uk/TfN-unveils-70bn-strategy-The-vision-and-validate-plan/15619> the link to the pdf of the full Strategy can be found roughly at the bottom of the 2nd screen down this page.

4. Derby University Study – Environment and Emissions Desk Study

- This supportive 19-page report is being circulated with the minutes and the main findings were included in the TfN presentation – a valuable independent endorsement.
- It shows quite clearly the benefits available from large freight and passenger transfers to using this route. The reduction in car usage could have a significant impact on the quality of the local environment.
- MEMRAP would like to thank Derby University for the efficient and speedy delivery of the survey, also for the increase in the initial resource estimate required.

5. Documents

- Key documents will be circulated with minutes (Derby University and TfN presentation), but the meeting resolved to file them for access at either Dropbox or on a Google drive. RG and JM to agree the way forward.

6. Public Events – Meetings and Walks

- It was agreed that meetings and walks for the general public would be deferred as MEMRAP is not yet sufficiently prepared
- JM and RG to agree and advise the date for the MEMRAP river walk to seek out other route options for the Monsal Trail

7. AOB – Publicity

- It was agreed that MEMRAP needs a press release soon, to help shape local opinion. Mostly the community remains unaware of the group at present and the risk of getting the wrong message embedded is high
- It was noted that Sustrans had switched its position concerning protection of the trail and might need to be managed carefully.
- One of the virtual RF group (Dave Shaw) also commented these sensitivities extend to the draft timetables being developed. MEMRAP has seen how easy it has been to upset key stakeholders in the past.
- JM offered to draft an initial form of words for review, after SC scans and sends round the article in the current edition of Railfuture's magazine about the campaign.

8. Date of Next Meeting – Thursday 18th April, 6.30pm Cheshire Cheese, Buxton