

# **Manchester and East Midlands Rail Action Partnership (MEMRAP)**

**East Wing, Old S, Matlock - 29th July, 7.30pm,**

**Meeting No.7**

**Attendees:** Robin Greenwood, Stephen Chaytow, John Harpur, Janet Miller, Will Woolley, Jane Taylor, Tina Heathcote.

**Apologies:** Dave Shaw, Mike Rose, Barney Temple, Jean Todd, Derek Bodey, Peter Stanton, Kirk Martin

## **1) Minutes from Meeting No.6 on 3<sup>rd</sup> July 2019**

Agreed and confirmed as a fair record.

## **2) Actions Arising – covered as part of the main agenda**

## **3) Reports from Recent Meetings**

### **a) Derwent Valley Trust presentation by SC – 10<sup>th</sup> July at Derby Canoe Club**

- Sought input from heavily committed Park members and users of the project implications
- They are used limited communications about change and were grateful for chance to listen
- They rate prospects of a replacement trail as “impossible” and rail should go elsewhere
- However, they are keen to be engaged and would like to see what MEMRAP proposes
- It is important for MEMRAP to expect this sort of reaction and mitigate where possible
- They recommend we present to 2 Local access forums: a) Peak, b) Derby and Derbyshire

### **b) Nigel Mills MP (Amber Valley): SC met at his Ripley offices**

- Midlands Connect had been there earlier that day and he asked about MEMRAP
- Their Derby – Manchester proposal was via Stoke and Crewe after 2032, via HS2
- SC updated progress and requested that he helps to understand the parliamentary process with respect to the TWA order and consortium progress
- Emphasised the MEMRAP concern that the consortium may simply go ahead without engaging on the issue of a public service

### **c) FDVL – Quarterly Meeting – 16<sup>th</sup> July at Brunswick Inn, Derby – attended by JH and SC**

- MEMRAP update is now part of their agenda
- SC asked for input to strategy day
- Ian Ambrose (Network rail) keen to point out the many issues involved, including;
  - o NR standards are now different, with extra demands and could cause extra cost in double tracking/reconstruction of the Matlock branch line
  - o When looking at services, MEMRAP should be aware of the different grades / speed levels of stock: 75 / 90 and 125mph
  - o 90mph is a suitable target for a regional route, but as speed rises, so do project costs

- Only JW was available to attend the strategy day, despite a wider invitation to the group

### **d) MR had proposed to get MEMRAP onto the quarterly Hope Valley and High Peak CRP meeting agenda (18<sup>th</sup> July). However, that group is still disrupted by a DCC staff member long term illness. Alastair Morley is covering that role, so no room for MEMRAP at this time.**

### **e) Colin Boocock – 18th July 2019 – attended by MR and SC (Midland Hotel, Derby)**

- CB is author of a significant, more recent report than Scott Wilson on possible instatement.
- 2<sup>nd</sup> edition sent to key stakeholders, including Secretary of State in 2016 (previously circulated within MEMRAP). Headline demand: 5 million in “conurbation pair”, agglomeration potential.
- Major change in 2nd edition of CB’s report was to reject tunnel sharing with Monsal Trail and call for a replacement route to be identified.
- CB was unable to attend strategy day but pleased to support MEMRAP and gave permission for details from his report to be used by us.

## **4) Incorporation Proposals**

- **JM and RG:** it is clear that CIC route is not available for operation by consensus, discussion yet to be concluded regarded resolution mechanism should consensus be difficult to attain

- The meeting recognised that this prevents opening of a bank account for now
- Action: JM / RG to conclude discussions, undertake incorporation

## 5) Strategy Day Agenda (22<sup>nd</sup> July – Brunswick Inn, Derby)

### a) General

- The day went well and was regarded as a success, with positive feedback from many attendees
- MEMRAP are grateful for time from all the stakeholders and advisors who gave up a day for the event, especially the Peak District National Park and Derbyshire County Council
- MEMRAP members were tasked to read the 13 pages of notes and comment (2 page exec summary needed)
- Nick Gallop's offer to try and include line in the Strategic Freight Network map was welcomed
- Continuation of discussions about type of rail / light rail options
- Recognition of a need for project phasing if addition of passenger element adds complexity
- Chair asked each member of the group to comment and raise main issues for discussion

### b) Agenda items from the discussion, listed for further work during the meeting:

- o How do we open up collaboration with Peak Rail and the quarries? What do we ask of the MPs in connection with this?
- o What is the nature of the feasibility study we imagine will be needed, who does it, what are its parameters, make sure to include light rail options, and all power options.
- o Funding. Comments made about public versus private, S106 funding, TOCs having monies, but the project being funded by pension funds.
- o What is MEMRAP's attitude to the link between Millers Dale and Buxton and through trains which bypass Buxton?

### c) Discussion and Actions arising

The meeting changed its focus to reflect on Ian Brown's ideas of the group assembling its own consortium, in the style of another East-West Rail project. The challenge is then to bring together:

- A MEMRAP grouping to run the project and
- Align with the existing consortium to ensure that there is effectively a single project only.
- The Buxton members are keen to ensure that the right solution is found for a location that has always been problematic since the first Victorian rail schemes:
  - o Regeneration of the classic elements of the town would be complemented by heritage
  - o However, they want to be able to get south by rail (as Matlock does to the north!)
  - o Millers Dale-Buxton is part of the solution, even if direct services run via Chinley
- A unified approach is sought with a recognition of the value that heritage brings
- Private line, but open access approach likely, not ignoring what TOCs can bring to the project.
- This unlocks MP support and leadership by them, as already offered

### Actions from Strategy Day:

RG to write to Ian Brown to assess next steps in forming a new promoter organisation, TH reported that Ian had said he could see how to do this, with people he knew about

JM to create 2 page exec summary

MEMRAP to continue to prepare for the feasibility study & seek engagement with Peak Rail

SC to write to Chris Swan at Tarmac and discuss next steps (also with Elaine Clark in September)

SC to seek contact with Abellio stakeholder manager, Laura Etheridge for a meeting

SC to make preliminary contacts concerning private funding options

## 6) AOB

- o Thursday 1/8/19 at Millers Dale to continue the search for Monsal Trail alternative routes
- o Copy Park Route maps to attendees, for comment and use on trail
- o The progress of Ivanhoe re-instatement was noted, MEMRAP resolved to make contact
- o SC to circulate emails for future MEMRAP group draft considerations
- o Draft press release shelved for the time being

## 7) Date of Next Meeting: Monday 2<sup>nd</sup> September, Cheshire Cheese, Buxton 7.15pm – 9pm