



MEMRAP: The Peaks and Dales Rail Link

	Fast from Nottingham		Heritage rail		Freight only
	Via Sheffield		Passenger or mixed used line		To re-instate
	Slow, via Hope Valley				

Summary: For a newly emerged campaign group, MEMRAP has achieved much in its first three months of existence. Key stakeholders are beginning to know we are around and are mostly supportive of our well-founded research and presentation work. This needs to continue. FDVL support has played an important part, for which MEMRAP is grateful. It is valuable to be able to refer people who are new to MEMRAP to the documents filed on your site. Fewer documents are being emailed to our supporters as a result, a more efficient way of working.

Meetings:

- Tarmac, Peak District National Park, Transport for the North (TfN), Rail Forum Midlands. These have been successful and MEMRAP is now seen as a credible campaign group with continuing access to these bodies.
- MEMRAP itself is meeting monthly, whether in Matlock or Buxton. Minutes on the link via the FDVL home page. FDVL members are most welcome to join us and add to the energy of the (as yet) small group
- The virtual Railfuture group has been an essential discussion forum

Vision: Slides for TfN, filed at www.fdv.org.uk is evolving strategy for the project, aligned with TfN aims for the north, includes social, economic and environmental. This was well received by TfN. Midlands Connect are also interested in our progress, though we have yet to meet them. Their own strategy document is due for a refresh in 2020. MEMRAP would like to see the project adopted and included at that time.

Timetable: MEMRAP continues its detailed work on this, which is being led by Ian Clark.

Emissions: University of Derby completed a valuable study setting out the basis for environmental benefit from the study. This is primarily freight, but allows for a people shift from Road to Rail in the coming decades. Their 19 page document is also filed on the FDVL website MEMRAP link. The environmental case for reinstatement is sound.

Campaign Groups: These small teams were established first in Matlock and more recently in Buxton.

Networking: A number of individuals have been helping MEMRAP, many with relevant knowledge of the rail industry and the route itself. The group is learning more information all the time

Peak Rail: TfN and Railfuture both want to know how MEMRAP will integrate Peak Rail with their proposals. With that in mind, a meeting is provisionally planned at the end of May with Paul Tomlinson and Martin Gadsby to introduce the two projects to ensure that their aims are aligned. There are examples of public and heritage rail working together in other parts of the country, so it is not an impossible task.

Monsal Trail: There has been much discussion of the proposals to share the track and tunnels along the route in future. However, MEMRAP is also beginning the work to identify a completely separate replacement route, that would be a more sustainable alternative for this heavily used and much loved facility.

Community Interest Company: MEMRAP is being incorporated as a CIC over the next few weeks. This will allow us to access funding support more easily.

What next? Meeting on 18th April (6.30pm Buxton) to determine this – but will include:

- TfN asked us to prepare and Outline Strategic Business Case – a very major undertaking for us
- Press releases and publicity to be prepared, prior to public meetings
- Lobbying – especially of MPs and councils,
- Working with Peak Rail and also on developing proposals for an alternative Monsal Trail route.