

Derwent Valley Line Community Rail Partnership (DVLGRP)
Minutes of Partnership Meeting
Virtual Meeting, held 26th January 2021

Present:

Cllr Trevor Ainsworth, DCC (TA) (Chair)	Cllr Richard Walsh, Crich Parish Council (RW)
Cllr Garry Purdy, DDDC (GP) (Vice Chair)	Cllr Christine Worth, Ripley Town Council (CW)
Alastair Morley, DVLGRP Partnership Officer (AM)	John Weaver, FDVL (JW)
Donna Adams, East Midlands Railway (DA)	Robin Lumb, FDVL (RL)
Alexa Stott, East Midlands Railway (AS)	Cllr John Porter, Belper TC (JP)
David Jones, CrossCountry Trains (DJ)	David Barnes, Belper TC (DB)
Cllr Chris Furness, PDNPA (CF)	Chris Balls, Ambergate Station Adopter (CB)
Chris Hegarty, DCC (CH)	Cllr Mark Spilsbury, Duffield PC (MS)
Rachel Coates, AVBC (RC)	Jane Terry, Duffield PC (JT)
Paul Webster, Community Rail Network (PW)	Peter White, Derwent Valley Trust (PWWh)
John Snell, Wyvernrail (JS)	Cllr Russ Boyack, Cromford PC (RB)
Sukie Khaira, Derwent Valley Mills WHS (SK)	Cheveon Badi, Department for Transport (CBd)
Nigel Carabine, Peak Rail (NC)	Chris Darrall, Minutes Secretary (CD)

Apologies:

Tim Nicholson, PDNPA (TN)	Cllr Andy Jordan, Wirksworth Town Council (AJ)
David Marsden, PDNPA (DM)	Wilf Carey, Derby Transport Action (WC)
Kevin Towle, Network Rail (KT)	

Min No		Action
1/21	Introduction and Apologies <ul style="list-style-type: none"> 5 Apologies were received. 	
2/21	Public Participation Session <ul style="list-style-type: none"> No questions have been received. 	
3/21	Minutes of last Partnership meeting (7th October 2020) <ul style="list-style-type: none"> These were ACCEPTED, proposed TA, seconded JW. 	
4/21	Matters Arising <ul style="list-style-type: none"> There were no matters arising. 	
5/21	2020/21 Activity Plan and Partnership Officer's Update (paragraph numbers relate to activity plan circulated with agenda) <ul style="list-style-type: none"> 4. Development of CRP Website. The website specification has been issued to web design companies inviting responses with quotation by 20 January. Up to £3000 funding has been confirmed from Community Rail Network (up to max of 50% of cost). DVLGRP match funding to be confirmed by Management Group. 14. Project with Engineered Training CIC, training young people in welding and fabricating. The project plan had been agreed and was planned to start w/c 11 Jan. 2021, but was unable to do so, due to the national lockdown. Additional planning work is continuing for when the project can commence. 21. Matlock footbridge artwork and planters. Application for permission from DCC Highways has been advertised on the DCC website with a closing date of 11 January for objections/representations. Assuming application is granted, Matlock Civic Association are planning to deliver the project by the spring, (COVID restrictions permitting). The draft text has been produced for the interpretation panel. 	

- **22. Matlock Town Map.**
 £3,000 funding from Community Rail Network has been agreed, along with £1,750 from Matlock Civic Association; £1,000 from Matlock Town Council; and £1000 from DVLCRP (to be confirmed by the Management Group). The project is being led by Matlock Town Council who plan to deliver it during spring 2021.
- **24. Belper: improve access to town centre**
 It is proposed that as part of a wayfinding project a digital transport and tourism display is installed on King Street at the alley way leading to the station. This will improve the welcome to visitors and provide enhanced public transport information. It is proposed that this is installed adjacent to existing local signage at this location which is expected to be replaced as part of the project. The digital display and a similar display for Matlock are being put forward for 50% DCC Local Transport Plan funding, but match funding needs to be sourced. The proposed location at Matlock is area near end of footbridge by the exit/approach to the station and bus interchange.
- **25. Whistlestop Phase 2 access enhancements.**
 This proposal will increase accessibility from the station platform into the building by installing an electric glass door set inside the wooden doors. This will facilitate disabled access and will enable the outer wooden doors to be opened onto the platform so that rail passengers can easily see that the Whistlestop is open. Planning permission has been obtained from Derbyshire Dales District Council. Derbyshire Wildlife Trust is awaiting Network Rail to confirm change of use of the door onto the platform from emergency use to full access to the building. The local Network Rail team in Derby are supportive of the proposal and the clearance is awaited from Network Rail's legal team.

£5250 funding from Community Rail Network agreed, £2750 from Derbyshire Wildlife Trust and £2750 DVLCRP to be confirmed by Management Group.
- **38. Support to Station Adoption Groups.**
 Various support to Station Adoption Groups provided over the autumn including winter replanting projects, woodchip for Whatstandwell station garden and Ambergate Primary School Pumpkin Carving Competition at Ambergate Station.

The Station Adopters organised a Pumpkin Carving Competition to enable local schoolchildren to enjoy Halloween, and it has been a pleasure over the last couple of weeks for us to support this community project. We are grateful to Cromford Mill, Ecclesbourne Valley Railway and Heights of Abraham for providing wonderful prizes to support this event.

The pumpkin competition was featured by the Belper News, Ripley and Heanor News and Derbyshire Times websites. The web links is below (it is the same article across the three papers):
<https://www.derbyshiretimes.co.uk/news/people/impressive-pumpkin-display-raises-spirits-ambergate-residents-halloween-3023429> There was also a feature in the Peak Advertiser.
- **39. Wildlife Trust/Bee Friendly projects**
 This project is being planned for delivery with the Bee Friendly Trust late February and early March for Chesterfield, Cromford and Whatstandwell.
- **41. Renew CRP Accreditation.**
 An accreditation review has been held with Community Rail Network on 16 December. PW has recommended to DfT that the CRP's Accreditation be renewed for 2020/21.

	<ul style="list-style-type: none"> • 55. EMR ticket office at Belper and 56. EMR ticket office at Matlock. Both stations have remained on the scheme list following DfT request to de-scope the overall staffed station project from nine to four stations for 2021/22, subject to EMR business case approval. Belper Field Lane location is subject to agreement with Amber Valley BC and EMR are having discussions with ARCH Co regarding Matlock. 	
6/21	<p>Partnership Organisation Updates</p> <ul style="list-style-type: none"> • Friends of the Derwent Valley Line - JW With the lock-downs and consequential impact on the railway, the future, in terms of train service returning to normal is difficult to determine. We would wish the timetable that was in place last March to be on offer to provide services that will attract ridership from all those who once again have the option to travel. • Peak Rail - NC Peak Rail has not operated trains or opened the Matlock Station shop since March. We had organised to run Santa Special trains and had progressed to taking bookings but the decision to move the area into a higher Covid tier in December forced us to rethink. We are now hoping to operate a service at Easter but as things stand with Covid at the moment that might be questionable. • Peak District National Park Authority - DM <ol style="list-style-type: none"> 1. Major changes to the PDNPA officer structure took place in the New Year, due to budgetary restraints. Two posts connected to the PDNPA's representation on the DVCRP are being disestablished. Brian Taylor is now the Head of Planning. His previous role of Head of Policy and Communities has been disestablished. David Marsden's post of Transport Policy Officer is being disestablished from April 2021. Therefore until further notice, future PDNPA officer representation will be restricted to Tim Nicholson, Transport Policy Planner. 2. Covid has resulted in some unused capacity within carriages which could accommodate more cycles on board. From recent discussions we know of at least one operator that is looking into trialling a single route promotion to leisure cyclists. Although the question has probably been raised before, is this something that DVCRP and EMT trains might want to investigate for the DV line, if there is capacity? 3. A PDNPA Local Plan Review is underway and there is the opportunity to 'have your say' in our survey that runs until 7th February at https://www.peakdistrict.gov.uk/planning/policies-and-guides/the-local-plan • Ecclesbourne Valley Railway - JS <ol style="list-style-type: none"> 1. The EVR is currently closed for all but internal maintenance and Network Rail related testing. It is hoped to re-open for public services at Easter if national conditions permit. 2. The Railway had a successful Christmas season with its public service and associated Train through Christmas Countryside seasonal event. 3. If circumstances permit this summer we would wish to revive the joint through ticketing initiative with EMR and the Wirksworth Heritage Centre that had to be suspended with the onset of the first lock-down. • Derwent Valley World Heritage Site – SK The World Heritage Site needs to share its waymark plans with AM 	

- **East Midlands Railway – AS**

1. **COVID-19**

EMR is introducing a new temporary timetable in line with national guidance to “stay at home”. The timetable will support the movement of key workers and essential journeys whilst helping EMR manage the impact of staff absences due to Covid-19. From 18th January **Intercity** services will operate with reduced capacity with minor changes to the timetable. From 25th January a new timetable will be introduced on **Regional** services with some off peak and less popular services temporarily removed from the timetable. The changes have been delayed until the end of January due to the current engineering work on the ECML. When Government restrictions are relaxed, EMR expects to be able to reintroduce the removed services quickly.

Enhanced cleaning and safety measures across depots, staff areas, trains and stations continue. The latest investment includes employing more cleaners, sourcing powerful disinfectant products and purchasing new specialist cleaning equipment: a micro-scrubber, which generates micro droplets for enhanced cleaning of touchpoints, and a specialist fog machine. The fogger uses an antiviral disinfectant to sanitise large areas, making it perfect for use in carriages. The mist kills viruses on hard surfaces as well as in the air.

Train revenue and catering services have been temporarily suspended during the current lockdown. On-train staff will continue to undertake safety critical duties and carry out cleaning protocols. Revenue protection officers will not travel on trains but will continue to undertake their duties at stations, directing customers to purchase tickets at the station ticket office. They will also monitor station car parks and taxi ranks.

2. **FLEET**

A unique seat design, specifically created for EMR’s new Aurora bi-mode fleet, has been unveiled. The existing ‘FISA lean’ seat used on LNER and GWR has been refined to offer enhanced comfort and support by increasing the size of cushions, headrests and armrests and ensuring that high quality durable materials are used, including a wool-rich moquette and leather.

The fleet changeover continues with Class 360s and Class 180s being introduced on the Midland Main Line and Class 170s into the regional fleet following a substantial driver training exercise in the second half of 2020. The majority of EMR’s HST fleet has now been retired with just a couple of sets still in operation to ensure timetable resilience. As previously advised several of the Class 153s, which were removed from service due to their lack of PRM compliance, have been retained to strengthen the Class 156 fleet for social distancing purposes.

Following queries at the last meeting, it has been confirmed that the Class170s have two dedicated cycle spaces per unit, as per the 15x fleet. To increase this further would mean probably losing another 4 seats which would reduce the seating availability outside peak cycle times or on other routes where cycling is less of an issue, which would have a detrimental impact on passenger capacity. EMR will share its refurbishment layout plans with stakeholders in due course. EMR is looking at the potential for more “flexible” space on the Class170s, recognising that its regional services do serve many different markets; however this is not a guarantee that there will be more spaces.

3. **PERFORMANCE**

The latest performance figures show PPM across our routes at 94.6% against a target of 93.5%. Four of the top five PPM losses in the most recent weekly report were due to flooding, the other being a trespass incident. On the Derby-Matlock route, Right Time at Destination was 75%, PPM 87.5% and cancellations 3.1%.

	<p>4. GRANT FUNDS (available to EMR funded CRPs) Applications can be submitted for either the CDF or CRP SIF and will be forwarded to DfT for approval. Applications for the SSCDP will close on 31st January 2021.</p> <p>Projects due to be funded by the CRP Marketing Fund, which was put on hold in March 2020, will be included in the 2021/22 plan subject to DfT approval (decision expected by end of March 2021). The projects include: the Derby Ram Trail promotion, DVL brand development, signage at Heights of Abraham, Derwent Valley World Heritage Site campaign and Ecclesbourne Heritage Railway Passport.</p> <p>5. STATIONS</p> <p>Derby Station Lift Renewal: The first stage of the lift renewal project, the replacement of the main entrance lifts, was completed at the end of November 2020. The upgrade of the lifts at the Pride Park entrance started in January 2021 and is due to be completed in April 2021.</p> <p>Manned Stations: The new Belper location has been agreed by EMR but is subject to the town council receiving approval for the car park extension.</p> <p>Smart Kiosks: EMR is the first TOC to introduce these ticketing machines, which will issue both advance and walk up tickets as a printed bar code or direct to a smart card. The new kiosks have much clearer and easier to use screens and are more intuitive and user-friendly. They are card payment only, which removes the need for cash handling and associated faults. Phase 1 will see kiosks at Derby (already installed) and Uttoxeter (installation w/c 19.01.2021), with further locations coming in phase 2, mainly on the North Staffs route and Lincolnshire, but Willington, Langley Mill and Spondon are also due to have kiosks installed this summer.</p> <p>Carbon Neutral Stations: The business case is due to be submitted to the DfT shortly. If approved, works are likely to start around June 2021. Photo voltaic panels will be installed to offset each station's energy consumption, with the excess sent back to the grid. Stations will NOT be taken off the grid. Six stations are involved in this project (2 large, 2 medium and 2 small). Whatstandwell is one of the 2 small stations where there will be a lighting upgrade with photo voltaic solar lighting and battery storage.</p> <p>6. OTHER</p> <p>Innovation Competitions: The first competition will be "Wellbeing of Passengers" and will launch on 1st February with a closing date of 14th February. The second competition will be "Stations Environment – Greener Stations" and will launch on 8th March with a closing date of 22nd March. An EMR working group will short list the top five ideas in each category and present them to the DfT who will select the winners. Each competition has a £5k prize fund. CRPs and station adopters are to be encouraged to enter and further information will be shared when it is published.</p> <ul style="list-style-type: none"> • CrossCountry Trains – DJ DJ said that CrossCountry now had franchise commitments to work with heritage railways. <p>TA thanked all organisations who had sent in updates in advance</p>	
7/21	<p>Proposed Capital Projects for 2021/22</p> <ul style="list-style-type: none"> • The partnership is to consider various options for capital projects in 2021/22 including potential funding options that can be presented to the Management Group. • The EMR Stations, Social & Commercial Development Plan (SSCDP) is an 	

opportunity for the delivery of station improvements in 2021/22. Total Scheme Budget is £325,000 for 2021/22. At the current time there is only one year of funding in 2021/22. Applications close in 5 days' time (31/1/21).

CRP Priorities for Derwent Valley Line

The table below lists the schemes that were going to be delivered in 2020/21. Through the SSCDP. The majority of these were for Derwent Valley and other Derbyshire Stations (not listed below) as submitted by CRP following consultation with Adopters and CRP group in autumn 2019. Other parts of East Midlands would have benefitted in future years. Now there is only one year's funding, there is a need to prioritise our requests for the funding as the funding has been opened for proposals throughout the EMR franchise area.

<i>Station</i>	<i>Scheme</i>	<i>Cost Est.</i>	<i>CRP Priority 1(low) - 5(high)</i>
1 Belper	Dropped kerbs & lighting on station approach	£7,000	5
2 Belper	New CCTV system	£25,000	5
3 Belper	Replacement signage with wayfinding for onward connections	£10,000	4
4 Cromford	Replacement lighting & extended footpath on station approach	£50,000	5
5 Cromford	Realignment and resurfacing of car park	£25,000	2
6 Matlock Bath	Station CCTV system	£17,000	4
7 Whatstandwell	New shelter with sustainable water storage for volunteer use	£30,000	1
8 Whatstandwell	Station CCTV system	£17,000	4
9 DVL All stations	Running-in-boards promoting the line	£8,000	2
10 Ambergate	New Totem and local signage	£6,000	3

It is proposed that item 7 be removed from the list as the existing shelter is satisfactory and is to have solar roof panels as part of zero carbon station project. Derwent Valley projects total £165,000. It is proposed to request that all projects scoring 3 or more are funded through the SSCDP with some DVLCRP match funding. Projects with a priority score of 3 or above are projects 1, 2, 3,4,6,8 and 10 totalling £132,000.

The CRP Priority ranking is based upon consideration of the following:

1. Passenger benefit
2. Requirements of each station and passenger footfall
3. Possible match funding and potential to enhance/extend project scope

Project 3 Belper Wayfinding and Digital Transport and Tourism Display

- This is part of a larger project with DVMWHS. It is proposed to fund digital transport and tourism display as part of this project costing £35,000 with a bid to Derbyshire County Council LTP for £17,500, Belper Town Council and Community Rail Network interested in supporting overall project. Other funding may also be possible e.g. from CrossCountry.
- A similar project is proposed for Matlock, with a request for 50% funding from DCC LTP. Match funding needs to be sourced.

Project 5 Realignment and resurfacing of car park at Cromford

- EMR should be requested to undertake this improvement if funding is available.

	<p>Project 7 New shelter with sustainable water storage for volunteer use at Whatstandwell</p> <ul style="list-style-type: none"> Request from Station Adopters was for a water standpipe. Ask if this can be installed. <p>Project 9 Running in Boards Promoting the line</p> <ul style="list-style-type: none"> As this is a project primarily to benefit the CRP rather than of direct passenger benefit, propose that CRP funds this project, part funded by possible Community Rail Network grant. However, EMR will be asked to deliver this on behalf of the CRP. Other match funding opportunities should also be pursued for this and other projects. <p>Potential Match Funding of SSCDP projects</p> <ul style="list-style-type: none"> Initial discussion with PW at Community Rail Network suggests they would provide funding towards: (Project 3) Replacement signage with wayfinding for onward connections, and (Project 9) Running-in Boards promoting the line. This has potential to be much bigger project (c. £50k including delivery of digital public transport and tourism display). Request made to Derbyshire County Council Local Transport Plan for 50% of digital display costs - £17,500. There is also potential £5k from Belper Town Council and limited amount from WHS. This is a project in WHS Great Place Scheme. Other funding may also be possible e.g. from CrossCountry. AM proposed that the CRP provides match-funds from its reserves for projects with a priority score of 3 or above, (projects 1, 2, 3,4,6,8 and 10). These total £132,000. £15,000 match from CRP would be 11% of total. <p>Proposed Recommendations to Management Group for Funding from CRP reserves in 2021/22</p> <ol style="list-style-type: none"> Propose £15,000 of CRP reserves are provided as match funding to the SSCDP projects 1,2,3,4,6,8 and 10 as listed above. Propose £4,000 of CRP reserves of towards Project 9 Running in Boards Promoting the Line, to be match funded by grants. Propose £5,000 of CRP reserves are provided towards digital transport and tourism display for Matlock Station Approach, to be match funded by DCC and other grants. 	
8/21	<p>Project Planning for 2021/22</p> <ul style="list-style-type: none"> PW said that the Community Rail Network was still active, and grants were available for suitable projects AM said it was difficult to undertake marketing projects at the current time. RW asked if funding was dependent on DfT. DJ said CrossCountry were likely to have money available. CB made a plea for toilets at Ambergate station, to look at ways in which this may be possible to be delivered and facilities maintained. 	
9/21	<p>Derwent Valley Line Branding Review (circulated with agenda)</p> <ul style="list-style-type: none"> EMR has offered the services of its marketing team to look at the branding of the CRP. They have reviewed the existing branding and produced 3 sample designs as a basis for discussion. The meeting was enthusiastic and agreed that work on this should continue. Opinion leaned towards Design 3, although it was thought the cable cars should stand out more. 	

10/21	<p>Derwent Valley Mills WHS Technical Group and Actions for CRP to consider (circulated with agenda)</p> <ul style="list-style-type: none"> • The WHS Technical Group has been set up to deliver the actions of the DVMWHS Management Plan. AM represents the CRP on this group. • The actions on the sheet have been identified by the Group as those where the CRP should be involved, those highlighted in Yellow as those where the CRP should contribute, and those highlighted in Green as those where the CRP should be the 'lead' organisation. Partnership members were asked to agree that the CRP should be involved, and take the lead on the actions highlighted in Green. • JS noted that WHS action 5.6.4 (promote the use of Ecclesbourne Valley Railway appears to have been missed off the list; AM will get it added back. • RW noted that Willersley Castle had closed. SK agreed but said that this was since production of Management Plan. • Some points were made regarding encouraging bus usage and integration: RB wished for liaison with bus companies to help encourage non-car use and address parking issues in Cromford. JP is working on initial ideas with Derbyshire Community Transport for a bus to meet trains in Belper. 	AM
11/21	<p>Any Other Business</p> <ul style="list-style-type: none"> • GP reported that a proposal by Manchester & East Midlands Rail Action Partnership (MEMRAP) for restoration of the railway between Matlock and Buxton was not opposed by PDPNA, although they did think it somewhat premature. 	
12/21	<p>Dates of Future Meetings</p> <ul style="list-style-type: none"> • Monday 24th May 2021 at 14.00. • Monday 20th September 2021 at 14.00. • Monday 17th January 2022 at 14.00. 	