

Derwent Valley Line Community Rail Partnership (DVLCRP)
Minutes of Partnership Meeting
Virtual Meeting, held 24th May 2021

Present:

Cllr Trevor Ainsworth, DCC (TA) (Chair)
 Cllr Garry Purdy, DDDC (GP) (Vice Chair)
 Alastair Morley, DVLCRP Partnership Officer (AM)
 Donna Adams, East Midlands Railway (DA)
 David Jones, CrossCountry Trains (DJ)
 Cllr Chris Furness, PDNPA (CF)
 Chris Hegarty, DCC (CH)
 Andrew Johnston, Amber Valley BC (AJo)
 Helen Wright, High Peak & Hope Valley CRP
 Paul Webster, Community Rail Network (PW)

Adrian Farmer, Derwent Valley Mills WHS (AF)
 Nigel Carabine, Peak Rail (NC)
 John Snell, Wyvernrail (JS)
 Cllr Richard Walsh, Crich Parish Council (RW)
 John Weaver, FDVL (JW)
 Robin Lumb, FDVL (RL)
 Cllr John Porter, Belper TC (JP)
 Chris Balls, Ambergate Station Adopter (CB)
 Peter White, Derwent Valley Trust (PWWh)
 Chris Darrall, Minutes Secretary (CD)

Apologies:

Tim Nicholson, PDNPA (TN)
 Alexa Stott, East Midlands Railway (AS)
 Sukie Khaira, Derwent Valley Mills WHS (SK)
 David Barnes, Belper TC (DB)

Cllr Andy Jordan, Wirksworth Town Council (AJ)
 Cllr Russ Boyack, Cromford PC (RB)
 Cllr Mark Spilsbury, Duffield PC (MS)

Min No		Action
13/21	<p>Introduction and Apologies</p> <ul style="list-style-type: none"> 7 Apologies were received. 	
14/21	<p>Public Participation Session</p> <ul style="list-style-type: none"> No questions have been received. 	
15/21	<p>Minutes of last Partnership meeting (26th January 2021)</p> <ul style="list-style-type: none"> These were ACCEPTED 	
16/21	<p>Matters Arising</p> <ul style="list-style-type: none"> 7/21 RW asked regarding water collection from the shelter at Whatstandwell. DA clarified that this has been considered but would invalidate the shelter warranty. 7/21 PWh asked regarding use of 153 trains with 156 sets to enable more bike carriage. DA explained that the only 153s in use were on the Barton Line and that they were not allowed to be used elsewhere under the terms of the franchise, agreed with DfT. There was further discussion that the newer 170 trains which will replace the 15X fleet have more overall space. 	
17/21	<p>2021/22 Activity Plan and Partnership Officer's Update (both circulated with agenda – numbers refer to Activity Plan)</p> <p>The following projects were noted:</p> <ul style="list-style-type: none"> Bee Friendly Trust Planters The new planters at Cromford and Whatstandwell were fully completed and planted up on 31st March at both stations by Station Adopters, EMR and Bee-Friendly Trust. This followed completion on 30th March of a large project at Chesterfield comprising 1 large and 18 smaller planters. As part of the overall project, two planters were installed at Tutbury and Hatton, and on 14 May at Ilkeston, two planters and two garden areas completed. 	

	<ul style="list-style-type: none"> <p>2. Development of CRP Website. Website design started on 17 March. Overall layout and design have been agreed, and sample pages have been created to illustrate this. The web company are currently coding the website to make it operative in the agreed structure, which takes 3 weeks. The website will have a tourism and leisure focus to encourage people to return to train travel, featuring over 75 leisure and tourism listings, over 30 walks and information about towns and cities along the route.</p> <p>Each station will have its own web page, including the work of Station Adopters along the route. Most of the pages have been written and many photos sourced but a number of pages still need writing so that can be loaded once coding completed in early June. It is planned to have the website working for late June.</p> <p>AM showed mock-ups of the various pages, which received favourable comments. GP asked if the font sizes could be amended and timetable link. DA asked if the line diagram could be swapped around so that it was geographically correct. This was agreed. TA asked if a limited demonstration version (with restricted access) could be made available before it became available to the general public.</p> <p>4. DVL Marketing Campaign See Derwent Valley Mills World Heritage Site update in 'Partnership Organisation Updates'</p> <p>9. Community Rail Ram at Derby Station as part of Derby Ram Trail The Ram will be installed for start of Derby Ram Trail which runs from 27th May to 22nd August 2021. Derby Museums with Wild in Art are bringing a flock of 30 colourful and unique 5ft rams on a trail around Derby https://derbyramtrail.org/. Posters and banners are being designed to promote the Trail and will be displayed at stations once the Government allows rail travel to be promoted again (from 21st June (tbc).</p> <p>10. Project with Engineered Training CIC, training young people in welding and fabricating. The project started on 8th March following the return to schools and colleges. As part of the young people's induction to the project they were taken on a train trip along the line and a visit to Duffield to look at the location for the arch. EMR also provided the young people with a day learning about applying for jobs, CV writing and careers and apprenticeships in the railway. This included a tour of the Etches Park Depot and the Aurora cab simulator.</p> <p>The young people put their ideas together and these were shared with a group of consultees including CRP chair, Duffield Parish Council, EVR, EMR, Network Rail and Community Rail Network. Comments led to the key elements that will form the arch. The arch is being cut and then permission to install including wind loading calculations will be taken forward via EMR and Network Rail. This may take several months before the arch is finally installed. The fencing and path area next to the arch are going to be improved as part of the project.</p> <p>11. Introduction to Train Travel with Alderwasley Hall students Alderwasley School would like to do this project in the next academic year – from September. This was a project planned for Spring 2020 to be delivered by Derbyshire Environmental Studies.</p> <p>12. Ambergate projects with Adopters and White Peak Distillery The Station Adopters are planning to create a narrow raised planting area in front of the platform fence for herbs, install extra fence basket planters and replace</p> 	<p style="text-align: center;">AM</p>
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fencing behind terraced garden. Materials have been ordered. It is still hoped to create a feature with old barrels in partnership with White Peak Distillery.

- 16. Matlock Town Map.**
 All 5 panels are at final draft stage, two of these will be near the station and three in and around Hall Leys Park. Matlock Town Council is awaiting permission from DDDC to install them.
- 22 Digital transport and tourism displays Belper and Matlock**
JP asked about the plans for digital totem display for Belper and **PW** asked if installation and maintenance was included in the cost. **AM** confirmed DCC staff had met with the contractor in Belper and Matlock on 21st May. Dave Barnes from Belper Town Council was present at the Belper meeting. Installation, maintenance contract and technical support was included in the cost. This excluded vandalism damage.
- 38/39/40. Train Service Development**
 The May 2021 timetable change has helped to achieve several of these aspirations with more Sunday services introduced, last train now direct from Nottingham at 2154 and 20 minutes later from Derby at 2233 and extra morning service from stations between Matlock and Whatstandwell.
- 48 CIS Duffield; Ambergate; Cromford; Whatstandwell**
RW asked about the delivery of these projects. **AM** also noted the need to upgrade the CIS screen at Matlock due to its small size and is difficult to read. **DA** to ask about the CIS projects.
- Travellers at Matlock Station.**
 A small group of travellers who are legally homeless have been living for several months at the far end of the station car park. In recent weeks they have been joined by an increasing number of other travellers and there are now 23 caravans around the whole perimeter of the car park. DDDC have taken legal action to move on these additional travellers and are at court on 24th May to apply for the order. Assuming the order is granted, the Travellers will be required to leave, if they do not, a formal eviction involving bailiffs will be actioned. The original homeless travellers will remain.
 (Subsequent to the meeting, **GP** advised the eviction order had been granted by the court.)
- Passenger Figures for 2020/21 and 2021/2022 Period 1 compared to 2019/20 (pre Covid-19)**

	2020/21	2019/20		2021/22	2019/20	
	Periods 1 - 13		% of 2019/20	Period 1		% of 2019/20
AMBERGATE	8,897	39,770	20.7	1,270	3,158	40.2
BELPER	49,388	225,772	20.4	6,475	16,512	39.2
CROMFORD	8,652	42,892	19.2	1,228	3,697	33.2
DUFFIELD	12,789	74,273	16.1	1,748	5,562	31.4
MATLOCK	44,543	215,277	19.7	6,335	19,960	31.7
MATLOCK BATH	17,418	66,413	25.6	2,730	8,031	34.0
WHATSTANDWELL	6,268	26,069	22.1	897	1,839	48.8
Total	147,955	690,466	20.2	20,682	58,759	35.2

- 18/21 Partnership Organisations' Updates** (circulated with agenda)
- Cromford Station Volunteers**
 The group has continued to meet on Tuesdays and Fridays albeit with reduced numbers. (a maximum of 6 at each meeting working from 10.00 to 12.00 on each occasion). The work principally has consisted of tidying up the station and its

environments along with weeding of the banks and station planters, Watering of plants has been a high priority during April.

Three Bee-friendly planters have been supplied and planted up on the station platform. Many thanks to the Bee Friendly Trust and East Midlands Railway for all their help and support and providing the planters and plants. They are a real enhancement to a no longer neglected part of the platform.

The group are looking forward to the lifting of the restrictions so that we can all meet and get our sleeper edging placed.

- **Derbyshire County Council**

Derbyshire County Council is funding some additional summer Peak District leisure bus services from 30th May, to try to reduce traffic problems by improving the frequency and quality of the bus services and encourage visitors from further afield to catch a train and then transfer onto a bus.

Services include X70/170 from Chesterfield to Bakewell with the X70 every hour, seven days a week from the rail station at 0015 past the hour. [X70/170 timetable](#)

The 217 from Matlock to Chatsworth House that currently only runs Monday to Saturday will also operate on a Sunday from the rail interchange. [217 timetable](#)

Both of these services will run through until the October half term holiday.

- **Derwent Valley Mills World Heritage Site**

Most of our current work is based around delivery of the projects in the Great Place Scheme, which I think the Partnership members are up to speed on - so there's not much that is new, although we are very busy as there's so much to deliver. All the money must be allocated and vast majority spent by the end of June.

Agreed exceptions to this include the Wayfinding Scheme, which will see the interpretation and wayfinding panels erected in Belper (including at the station and the channel through from the station to King Street), Milford and Darley Abbey to provide better orientation and understanding for visitors to these three key WHS communities. These will be installed by the end of the financial year. We're currently establishing who owns the sites involved, and gaining permissions, with mapping and format being developed in June/July, and writing of content in August/September, ready for production over the winter and installations mainly in February/March 2022.

Also the Marketing Campaign which was scheduled for the beginning of this year and we felt would not be in any way beneficial in a lockdown, has been pushed back to late spring, with some elements pushed back further to early 2022 – this will hopefully benefit the DVL.

- **Derwent Valley Trust**

The Derwent Valley Heritage Way - a long-established walking route which many walkers access by travelling from all parts of the country and abroad to all rail stations on the Derwent Valley Line

The Derwent Valley Cycleway - a developing cycle route along the Derwent Valley World Heritage Site.

- At present, the developed sections of the Derwent Valley Cycleway are safely accessed by a limited number of stations on the Derwent Valley Line, particularly Matlock

- Rail access is also important for cyclists at present to avoid dangerous road conditions along the A6
- In future, more Derwent Valley Line rail stations will become access points for the Derwent Valley Cycleway as further sections of are developed

It is therefore vital that trains on the Derwent Valley Line provide generous accommodation for cycles, both now and in the future. This is in both the environmental and commercial interests of the Derwent Valley as a whole and its rail line.

- **Ecclesbourne Valley Railway**

The EVR resumed public point-to-point train services on 15 April. Trains are following the “Bounce Back” format with compartment stock where a compartment is sold to a single-family group or bubble and trains are loco hauled. Steam services were used on the first weekend when the 10th anniversary of the opening of the full length of the line from Wirksworth to Duffield was celebrated, using our two main line steam locomotives. Midweek Tuesday and subsequent weekend trains up to the end of May are diesel hauled, then steam returns for the Spring holiday weekend trains.

If the government’s road-map continues to schedule we anticipate re-introducing pre-booked catering services towards the end of June and on 1 July resuming the full range of normal ticketing arrangements with walk-up fares without prior reservation to all stations. At this time we would also be able to participate in previously agreed through-ticketing arrangements from EMR and should also be able to bring the popular DMU observation trains back into service when the end of social distancing is confirmed.

Our timetables have been restructured to reflect changes on EMR so that good connections at Duffield are maintained: trains are arriving in Duffield between 29 and 34 minutes past the hour and departing at 10 minutes to the hour.

We 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 as soon as possible.

- **East Midlands Railway**
Covid-19

Our timetable and use of our train fleet remain under constant review to provide enough capacity for everyone to travel while maintaining social distancing. However, we have a limited number of trains, staff and track access and therefore it's not possible to guarantee that all passengers who wish to travel can socially distance on board, especially as more people return to the railway. We are continuously analysing customer travel patterns and how busy our trains are, and use this information to keep our Seat Finder Tool updated. Passengers can use the tool to quickly check how busy their train is likely to be based on recent averages. The Seat Finder Tool can be found here:
<https://www.eastmidlandsrailway.co.uk/travel-information/seat-finder>

We are also keeping passengers updated on the day; if a train or station is reported as reaching optimum social distancing capacity, passengers are being informed in real time via our Rainbow Boards, as well as the Plan & Buy journey planner on the EMR app. If a passenger feels that their train is too busy to board they may consider using an alternative service and we will ensure that their original ticket will still be accepted.

Our stations and on board staff are not responsible for the enforcement of social distancing, or the enforcement of the wearing of face coverings and we

are asking passengers to be mindful of their fellow passengers and take sensible steps to keep a safe distance. You can find our latest Coronavirus Travel Information here: <https://www.eastmidlandsrailway.co.uk/covid-19>

Up to and including Sunday 9th May our moving averages were fairly stable on the previous few weeks. Our London services are at 21%, our Liverpool – Norwich services sit at 19% and our Local services are at 15%.

Timetables

The new May timetable launched on Sunday 15th May; it will provide more seats, quicker journeys, and a simpler and more resilient timetable. This includes a completely new timetable for our services to and from London St Pancras International, the introduction of EMR Connect electric services between London and Corby, welcoming the Barton-on-Humber route to the EMR family and improvements to EMR Regional services too, with new journey opportunities and more seats.

As part of our work on this major timetable change, we have created a webpage that displays a high level overview of changes to the timetables. By visiting the website and choosing your local station, you are able to see a list of benefits. It also provides an easy link to download a copy of the new timetables. The webpage can be found here: <https://www.eastmidlandsrailway.co.uk/may21>.

Performance

The latest performance figures show PPM across our routes at 93.5% against a target of 94.3%

Grant Funds (available to EMR funded CRPs)

The Community Development Fund (CDF) and CRP Station Improvement Fund (CRP SIF) are now available for applications until 31st March 2022. Application documents and details of the application process have been provided to all the EMR CRPs including DVL.

In a return to the pre-pandemic process, the EMR Community Rail Panel has been given the authority to review and approve or decline any applications. Our aim is to provide a response within 28 days; however we will endeavour to review all applications as quickly as possible.

We are delighted that these funding streams are available as we believe that this provides our CRPs with the opportunity to make a real difference within our communities

Stations – Local Station Repainting

Our Station Service Technicians, Mark Powell and Dave Reynolds, have started the process of repainting stations in EMR's corporate colour scheme, so you will start to see some purple touches across the network. Funding to support the programme has been secured from EMR's Customer Board Fund with Mark and Dave being brought into the business to focus solely on improving customers' perceptions of cleanliness across our network of outstations. The hope is to have around 50 of our stations repainted (weather permitting) by the end of the summer.

Other – RMT Strike Action

Senior Conductors in the RMT union are taking strike action on three consecutive Sundays in May; the first of these was on Sunday 16th May, which coincided with the introduction of EMR's new timetable. Although we are extremely disappointed in this decision, we can confirm that as a result of our

	<p>contingency measures we still expect to operate 95% of our planned timetable to enable those who are travelling to continue to do so.</p> <p>This strike action affects Senior Conductors who work on our EMR Regional services. Some train services will be cancelled on the three consecutive Sundays of 16th, 23rd and 30th May and some rail replacement will be in operation. It is not currently anticipated that any Derwent Valley line services will be cancelled due to strike action.</p> <p>All other routes and services remain unaffected.</p> <ul style="list-style-type: none"> • Peak District National Park Authority <ol style="list-style-type: none"> 1. Local Plan Review <p>The Peak District National Park Authority is reviewing its Local Plan (Peak District National Park Core Strategy 2011 and Peak District National Park Development Management Policies (2019) with the intention to bring both strategic and detailed policies together in one document.</p> <p>The first stage of the process was the undertaking of two informal surveys during the Winter and early spring of 2021/22 and the publication of topic papers. The results of the surveys and the topic papers are published on the Authority's website Local Plan Review: Peak District National Park</p> 2. Hope Valley Explorer <p>The Hope Valley Explorer will be operating again in 2021 from 24th July to 30th October, weekends and bank holidays only (30 days in total). The service will run from Chesterfield via Chesterfield Railway Station, calling variously at Baslow and Dronfield en route. The service will then operate as a shuttle from Bamford via the Upper Derwent Valley, Hope, Castleton and Winnatts Pass. Due to social distancing requirements larger buses will be required, meaning that the Edale leg will not form part of the route in 2021.</p> <p>The Authority is receiving ongoing support from the High Peak & Hope Valley Community Rail Partnership, so this update is for information for the Derwent Valley Community Rail Partnership</p> • CrossCountry Trains <p>DJ said that CrossCountry were still running 1 train per hour on their NE route, which enabled longer trains to be run, aiding social distancing. Passenger journeys on the regional services were up to 30/35% of normal patronage. DJ confirmed train operators still not allowed to promote services at the current time.</p> 	
19/21	<p>16th May 2021 Timetable Change (circulated with agenda)</p> <p>All the new EMR timetables from 16 May can be found here: Train timetables EMR East Midlands Railway</p> <p>The main changes to the Derwent Valley Line timetable from 16 May to 11 December 2021 are:</p> <ol style="list-style-type: none"> 1. Monday to Saturday changes to departure times each hour. 2. All trains operate to/from Matlock with more direct services to/from Nottingham. Trains will no longer continue to Newark Castle. 3. There is an extra morning train from stations between Matlock and Whatstandwell to Derby and Nottingham. 	

	<p>4. An improved Monday to Saturday evening service with a consistent hourly service with all trains to/from Nottingham and the last train running 20 minutes later:</p> <p>5. Spondon benefits from an hourly service Monday to Friday with all trains to/from Matlock now calling and extra trains on Saturday.</p> <p>6. More Sunday trains with an hourly service from early afternoon to early evening. Sunday trains remain at the previous departure times each hour.</p> <p>There was considerable criticism regarding the new timetable, including:</p> <ul style="list-style-type: none"> • Journeys from Derby to stations south of Bedford could require up to 3 changes • Journeys from the Derwent Valley line to places such as Crewe and York often had a connection time of an hour or more at Derby • The last train from Crewe to the Derwent Valley used to leave Crewe at 20.45. This train now runs 35 mins. later, so the last connection is 35 minutes earlier (20.09 from Crewe). • The connections from the xx.02 train from London in some cases give a 6 or 7 minute connection to the Derwent Valley train. Because of the variation in arrival/departure times trains at Derby this connection is often not possible and would be passengers need to leave London 30 mins. earlier to make the connection. • There remains a lack of northbound mainline trains from Belper. <p>DA said suggestions for future changes should be emailed to her.</p> <p>There were concerns raised regarding the effectiveness of consultation process, but it was recognised that not all changes could be accommodated. The following additional suggestions were made:</p> <ul style="list-style-type: none"> • Timings to be more standardised each hour as there is variation of up to 10 minutes, and to understand the waiting time requirements at Derby, returning from Nottingham, currently between 2 and 15 minutes. • Standardise the connection each hour at Derby from London services • Re-instate the Chesterfield call on the morning service from Belper to Sheffield. • Sunday service to be hourly throughout the day. • Propose Sunday services operate at same times as rest of the week for consistency for passengers. 	
20/21	<p>Any Other Business</p> <p>None</p>	
21/21	<p>Dates of Future Meetings</p> <ul style="list-style-type: none"> • Monday 20th September 2021 14.00 (Annual General Meeting) • Monday 17th January 2022 14.00 	