

**Derwent Valley Line Community Rail Partnership (DVLGRP)
Minutes of Partnership Annual General Meeting
Held at County Offices, Matlock 20th September 2021**

Present:

Cllr Trevor Ainsworth, DCC (TA) (Chair)	John Snell, Wyvernrail (JS)
Alastair Morley, DVLGRP Partnership Officer (AM)	Cllr Richard Walsh, Crich Parish Council (RW)
Chris Hegarty, DCC (CH)	John Weaver, FDVL (JW)
Alexa Stott, East Midlands Railway (AS)	Cllr Russ Boyack, Cromford PC (RB)
Cllr Chris Furness, PDNPA (CF)	David Jemmerson, Ambergate Station (DJe)
Dave Jones, CrossCountry (DJ)	Chris Balls, Ambergate Station (CB)
Nigel Carabine, Peak Rail (NC)	Chris Darrall, Minutes Secretary (CD)
Cllr John Porter, Belper Town Council (JP)	

Apologies:

Cllr Garry Purdy, DDDC (GP) (Vice Chair)	Adrian Farmer, Derwent Valley Mills WHS (AF)
Donna Adams, East Midlands Railway (DA)	Sukie Khaira, Derwent Valley Mills WHS (SK)
Laura Etheridge, East Midlands Railway (LE)	Lyn Petch, Matlock Station Group (LP)
Tim Nicholson, PDNPA (TN)	Paddy Petch, Matlock Station Group (PP)
Paul Webster, Community Rail Network (PW)	Colin Hoskins, Whatstandwell Station (CHo)
Kate Pudney, Belper Station (KP)	Cllr Andy Jordan, Wirksworth Town Council (AJ)
Wilf Carey, Derbyshire Transport Action (WC)	Peter White, Derwent Valley Trust (PWWh)
Mark Spilsbury, Duffield Parish Council (MS)	Dave Barnes, Belper Town Council (DB)

Min No		Action
Annual General Meeting (AM in the chair)		
1	Introduction and Apologies 16 Apologies were received.	
2	Partnership Appointments Chair: Cllr Trevor Ainsworth , proposed RW , seconded CF . Vice Chair: Cllr Garry Purdy , proposed TA , seconded RB . John Weaver (FDVL) was suggested as the non-funding organisations' representative and Chris Darrall as Minutes Secretary. These were ACCEPTED . TA resumed the chair, and thanked the meeting for their support.	
3	Annual Report 2019/20 (Draft report circulated with agenda) The report was attached for comment by Partners. The agreed version will be printed in colour, with photographs included. The draft report was ACCEPTED .	
4	Review of Terms of Reference (Circulated with agenda) AM said that the Terms of Reference had been adopted on 16/9/19, and that they were to be reviewed annually. AM has updated the organisation names for Community Rail Network, and Derbyshire Transport Action. It was thought that at present no other changes were required. This was ACCEPTED .	

<u>Partnership Meeting</u>											
22/21	<p>Introduction and Apologies</p> <p>16 Apologies were received.</p>										
23/21	<p>Public Participation Session</p> <ul style="list-style-type: none"> No questions have been received. 										
24/21	<p>Minutes of last Partnership Meeting (24th May 2021)</p> <ul style="list-style-type: none"> These were ACCEPTED. 										
25/21	<p>Matters Arising</p> <ul style="list-style-type: none"> Min. 16/21 RW asked about progress on a provision of a water supply at Whatstandwell. AS said that EMR are still looking at this, and she will check on progress. Regarding the unused platform, AS said NR will be having an ‘action day’ soon to allow work to be done here and will take the opportunity to discuss a longer term access solution. 										
26/21	<p>2020/21 Activity Plan and Partnership Officer’s Update (Numbers refer to Activity plan) – Activity Plan and Officer’s Update circulated with Agenda)</p> <ul style="list-style-type: none"> DVL Website. (www.derwentvalleyline.org.uk). This has been completed and was launched on 21st July. It is currently averaging 15 users a day. AM referred to sample analytics, and was hoping to refine which were used. The average dwell time on a page is 1.4 minutes, which is considered very good. <p>Users have come to the website in different ways:</p> <table> <tbody> <tr> <td>Directly typing in URL</td> <td>40%</td> </tr> <tr> <td>Search Engines</td> <td>20%</td> </tr> <tr> <td>Facebook</td> <td>10%</td> </tr> <tr> <td>Twitter</td> <td>6%</td> </tr> <tr> <td>Other (incl. referrals from other sites)</td> <td>24%</td> </tr> </tbody> </table> <p>The website has featured in local press and twitter has been used to promote places and activities on the website. It is planned to add a ‘School Trips by Train’ section in September, and to add in food and drink section and general accommodation information.</p> <p>AM asked for suggestions for additions. JP said there should be something on eco-qualities such as the Class 170 Eminox trial</p> <ul style="list-style-type: none"> Matlock Town Map All 5 panels are installed, two near the station and three in and around Hall Leys Park. The project featured on front page of Matlock Mercury 1st July 2021. Views from the Train Window The leaflet was completed by Derwent Valley Mills WHS and launched on-line in August. Printed copies to follow. A dedicated page has been created on the DVL website as part of the ‘Your Journey’ section. Community Rail Ram at Derby Station as part of Derby Ram Trail Ram installed from 27 May to 25 August 2021 https://derbyramtrail.org/ Posters were installed at Derwent Valley Line stations in late July following change in COVID rules allowing promotion of the railway. <p>At the end of the Ram Trail, rams were auctioned on behalf of Derby Museums. EMR tried to buy the ram but were outbid.</p>	Directly typing in URL	40%	Search Engines	20%	Facebook	10%	Twitter	6%	Other (incl. referrals from other sites)	24%
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	<ul style="list-style-type: none"> • Matlock Bath Illuminations The Illuminations are taking place between Saturday 11 September and Sunday 31 October. EMR have been asked to provide additional rolling stock to cater for the demand especially the firework nights on Saturday evenings from 9 October and Sunday 31 October. • New Ambergate Station projects Adopters installed with help from Kev Knight, (EMR) a narrow raised planting area in front of platform fence and planted a row of sunflowers which reached 2.5m. They are planning to replace old planting barrels with self watering versions for the autumn. • Passenger Figures Leisure traffic on the line has recovered very well over the summer; it will be interesting to see how many regular users return from home working. • Community Rail Week 18-24 October - Go Green By Train This will be Community Rail Network's first annual Community Rail Week, sponsored by Rail Delivery Group. They are encouraging members and partners to consider how to can get involved and make use of this great awareness-raising opportunity. With the run up to COP 26 focusing attentions on climate and decarbonisation, aim is to focus on stimulating sustainable travel, under the banner Go Green by Train. • Marketing Projects Most of these remain on hold for various reasons including temporary changes to train service (1,2) and loss of funding (4,5,6). AM proposed to come up with an updated list for 2022/23 for the next meeting. AM is getting Partnership branding templates and guidelines developed for marketing and information literature. This is being done by Tessellate who developed the website. • SSCDP funded projects (13,14,15,16,17 and 19) These are being led by EMR Property Team, who are seeking quotations for these and many other projects across the East Midlands area. Once it is clear that they are all going ahead, then the CRP can confirm funding contribution to these projects. • Cromford Sleeper edging (11) RB now sourced sleepers and project day set for 5 October to install. • Digital displays Community Rail Network funding confirmed, awaiting decision on EMR and CrossCountry bids. • Ticket offices at Belper and Matlock (41,42) Projects postponed for 2021/22 as part of EMR Annual Business Plan agreed with DfT. JP said that Belper Town Council was prepared to underwrite some of this work. He had recently had a meeting the local MP about this. • Whistlestop Education Centre Enhancement (53) Awaiting decision from EMR on funding bid. 	
27/21	<p>Partnership Organisation Updates</p> <ul style="list-style-type: none"> • Whatstandwell Station Adopters (Report sent by CHo) Three planters from the Bee Friendly Trust were installed in March and planted up by the end of the month. Most of the plants and shrubs have taken very well, and the bees seem happy. Adopters realised that for maximum effectiveness, the "neat and tidy" approach taken for the more conventional planters was not really appropriate for the bee planters, which have to be allowed to a certain extent to run wild, the plants and shrubs running into each 	

other, flopping over the sides etc. We might consider signage which explains this to passengers if we get feedback about that end of the platform being “scruffy”.

The other, more usual, planters were planted up in mid-June, much later than usual, due to the late arrival of the bedding plants. The very cold Spring seemed to be responsible. Everything caught up of course and by late July we had a riot of bright, blowsy colour. In these planters adopters opt for as much colour as possible, ignoring any colour-clashes, and aim for brightness over subtlety. This seems to work best.

As ever the disused platform (what passengers see as they stand waiting for a train) looks scruffy and uncared-for through most of the year, along with the weeds and saplings growing along the track bed. Adopters understand the constraints which cause this and are grateful the platform is tackled usually at least once a year by Network Rail staff putting in a hard day’s work away from the office. This year’s workday will be at the end of October and we understand it will be an awayday for members of the NR Executive.

Although the footpath leading from Main Road to the station is nominally the responsibility of the County Council, adopters spend time cutting back the ivy, sweeping the leaves and picking up litter. The path is hugely improved by the hard surface and lights which were installed a year or two ago.

To date the expected solar panels for the roof of the shelter have not been installed.

Finally, to coincide with the arrival of the new DV Line website, Whatstandwell adopters are now on Twitter, @WAdopters.

- **Cromford Station Volunteers** (Report submitted by **RB**)

Activities at the station have been severely affected by restrictions on number of volunteers who could attend any session. We were restricted to six volunteers at any session. When organising the sessions attempts were made to offer the opportunity on a rolling basis, so everyone had a chance to participate. To a large degree this was successful. Unfortunately, we lost two volunteers who were not happy with the restrictions.

Work during the restrictions was limited to trying to keep the weeds under control with limited success as full volunteer numbers are needed as Cromford has a long access road and banking. Since the restrictions have been lifted great progress has been made in gaining control of the weeds. The Bees society has installed, with volunteer assistance, three bee friendly planters. These have complimented an unused a part of the station platform. The planters on the platform have been refreshed in Spring and Autumn with appropriate plants and this will continue.

Plans to construct a sleeper edging to the access road to the station were put on hold due to lockdown but now volunteer numbers are unrestricted it is hoped to have a day where Network Rail and East Midlands Railway staff can join the volunteers in constructing the edging. Cromford Station volunteers have managed to secure a £ 500 grant from the Better Derbyshire fund. This will be spent on the purchase of shrubs and native annual plants.

The volunteers thank Alastair for his unfailing enthusiasm and encouragement for organising us throughout these difficult times. Also thanks to all at East Midlands Railways for their timely bulletins and directions of working patterns. Also for their encouragement.

- **Derbyshire Transport Action** (Report submitted by **WC**)

Since the previous DVLCRP AGM, we have been mostly concerned with responding to various consultations. These have included local authority land

use plans for housing where the availability or future provision of public transport is frequently an issue. There are also bus and rail related consultations. We are represented on the Derby Strategic Bus Partnership and the East Midlands Airport Transport Forum.

Having responded to their past consultation we are now very concerned to see the greatly reduced local rail services which East Midlands Railway has introduced as an emergency measure. The number of passengers travelling through between the Derwent Valley and stations between Derby and Nottingham was small compared to the flow to and from Derby, but it was slowly growing. Family groups were beginning to appear particularly at weekends. With the return of leisure traffic in particular, it is sad to see the Derwent Valley denied to them. Changing at Derby is a most unattractive option as the table below shows. The table is based on Monday to Friday, but I doubt if the weekend is any better.

WAITING TIME AT DERBY (minutes)

	To DVL	From DVL
SPONDON	Generally no service	Generally no service
LONG EATON	26	46
ATTENBOROUGH	Generally no service	Generally no service
BEESTON	56 or 51	54 or 36
NOTTINGHAM	33	13

- **Ecclesbourne Valley Railway (Report submitted by JS)**

The EVR services are now getting back to normal with trains operating on Tuesdays and Thursdays-Sundays in September and Saturday-Sunday thereafter up to Christmas. In addition, steam-hauled trains will be running during the October half-term week with Halloween specials over the weekend and steam will also be operating the November weekend services. For the Christmas season we shall be running our Christmas pantomime-themed Santa trains that proved so successful last year for 11 days in December (weekends plus the week up to Christmas Eve), using steam traction.

We have been making provision for customers to sit in areas where face masks are requested as well as the option of booking a compartment for a self-contained group where face masks are not required. Overall public confidence is increasing and we are finding a particularly high demand for our on-train catering services. Because uncertainties remain special events are being organised on a rolling basis that unfortunately limits the scope for long term pre-publicity. Nevertheless since services resumed we have run successful classic bus and steam gala weekends, the latter running with 2-train operation from 9 in the morning until 8 in the evening.

We have hosted a film company this month, thanks to a reference from EMR, who were filming a Bollywood spectacular and needed a road overbridge for one of their scenes. 150 Indian extras descended on Wirksworth station together with make-up tents, catering facilities, etc. and the star of the production had to be taken to the filming site on Cromford Road by railcar, together with his four bodyguards!

Relaxation of the Covid regulations has brought in a welcome number of new volunteers as people seek a more interesting post-lockdown lifestyle. All forward planning still has to be undertaken with caution as past experience has shown that circumstances can change very quickly but we are looking forward to establishing the Heritage Passport initiative during 2022 to further link our services to EMR and attractions in the Ecclesbourne Valley Railway.

- **Peak District National Park Authority**

- **1. Local Plan Review**

- 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.

- Over the early summer, the National Park Authority hosted a series of theme based stakeholder workshops, including one on Recreation, Tourism and Transport. All materials from the workshop and a summary of the discussions are available via the following link:

- <https://www.peakdistrict.gov.uk/planning/policies-and-guides/the-local-plan>

- Further workshop sessions for residents and targeted groups are planned for the Autumn of this year.

- **2. Hope Valley Explorer – For Information**

- The Hope Valley Explorer began its second season of operation on 24th July 2021. The service is running on weekends and bank holidays through to the 30th October 2021. Passenger numbers have been good over the first half of the season and we are hopeful for similar levels of use over the remaining weekends of operation.

- The Peak District National Park Authority is grateful for the assistance received from Officers of the High Peak & Hope Valley Community Rail Partnership. We would also like to thank Northern Trains and East Midlands Railway for their support in promoting the service at stations along the Hope Valley Line and at both Chesterfield and Sheffield Railway Stations.

- **East Midlands Railway (Report presented by AS)**

- **Customer Service**

- **Zipabout**

- A new alert service for customers. Launched on 8th September, Zipabout is an 'Alert' service which provides customers with real-time, personalised information. It allows customers to be kept informed via Facebook Messenger (soon to include WhatsApp and SMS) of the running of their train service, along with additional features to help journeys run smoothly.

- **First Class Food**

- A new, improved First Class menu has been introduced, including hot items in the morning. Customers travelling First Class during the morning will now be able to choose a hot complimentary bacon or sausage ciabatta, or a vegan breakfast burrito. There will also be cold options, such as chocolate croissants, yogurts, or breakfast bars. In the afternoon, customers will be offered chilled sandwiches or wraps, including ham hock and chunky egg, New York deli, and chicken and chorizo, as well as vegan options, such as peri peri mezze, avocado and cheese and onion. The full range of snacks EMR currently has available will also form part of its complimentary offer – these include items such as a variety of crisps, cakes, biscuits, juices and chocolate bars.

- The availability of certain items will be rotated weekly or three weekly to provide choice to First Class customers, whilst preventing excess food waste.

- EMR's food and drink service for standard customers is still being trialled and more details regarding the menu will be announced nearer its time of launch.

- **Timetables**

- On 19th June EMR introduced a reduced timetable on most Regional routes. This followed a period of poor performance following the introduction of our full timetable and was introduced to provide a more reliable service.

Alongside this, EMR started the Operational Delivery Improvement Plan (ODIP), which aimed to fix the underlying issues which had prevented the full timetable from operating robustly in order to allow services to be safely and reliably reintroduced.

As a result of the ODIP progress to date as well as the expected completion of further work this year, EMR will reinstate a number of Regional services from Sunday 12 December 2021. This will increase the level of services on Regional routes from approximately 75% of the full May timetable to 81%; which equates to just under 90% of the full timetable overall.

Summary of planned changes:

From Sunday 12 December, we will reinstate a total of 22 services in the EMR Regional timetable. This equates to a total of 486 trains per day which is 87 more than operated in the timetable which was in place immediately before 16 May 2021.

This includes the full reintroduction of our Liverpool-Norwich service group, the plugging of a number of peak time gaps as well as other targeted reintroductions. We have aimed to prioritise those services which have been the most frequent requests from customers and stakeholders whilst also being mindful of what we can robustly deliver. DVL services will continue to run between Matlock and Derby only and not onward to Nottingham.

- **Fleet**

The 13 remaining Class 222s sets are to be re-liveried – one set a week between now and December; the work is being carried at Etches Park.

- **Eminox Trial**

A Class 170 trial looking at lower emissions – a jointly funded project with DFT and Eminox. The unit has been operating on the DVL.

- **Performance**

The latest performance figures show PPM across our routes at 84.9% against a target of 93.2%. On the DVL PPM was 90.95.

- **Grant Funds** (available to EMR funded CRPs)

The Community Development Fund (CDF) and CRP Station Improvement Fund (CRP SIF) remain 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.

- **Projects**

- **Zero Carbon**

This project has been suspended for funding reasons at the DFT's request. This project may resume in due course but we have been given no dates. However, a new Vehicle Electric Charging Point scheme has been given the go ahead for a feasibility study at Wellingborough, with the intention – if all proceeds according to plan – to continue the programme at other stations. Further updates will follow in due course.

- **Manned Stations**

Also paused due at the DFT's request and again could be resumed in due course but with no guarantees over timing.

- **Stations**

- **Weedkilling**

Permission has now been given for the SSTs to start a weed killing programme at our stations. Areas will need to be kept clear for a couple of weeks after

	<p>application. <i>Note after DVL meeting: this programme has now been suspended and weed killing will not re-start until 2022.</i></p> <ul style="list-style-type: none"> Routes of Remembrance DVL: Cromford, Duffield, Long Eaton, Spondon and Belper have confirmed their involvement in this project which EMR are doing with the Veterans Charity. North Staffs and Poacher Line CRPs are also involved. Trains will travel along these routes on 11th November carrying wreaths to Derby and Nottingham where services will then take place. In addition, we are working with the Ecclesbourne Valley Railway to do a special relay from the Steeple Grange Railway down to Duffield. RMT Strike Action Senior Conductors in the RMT union have voted to continue industrial action on our Regional route and have announced plans to strike on Sundays into October and November. The mandate allows them to continue to call strikes until February 2022. EMR contingency managers will continue to provide cover for the affected services and more managers are receiving safety critical training to ensure that this can continue. Industrial action is also taking place on our Intercity routes and again contingency managers are covering this. 	
28/21	<p>EMR December 2021 Timetable Change (Letter from EMR circulated with agenda)</p> <ul style="list-style-type: none"> EMR have reported that some of the Regional train services that were withdrawn in June 2021 will be reinstated in the December 2021 timetable. Unfortunately, this does NOT include the DVL services to Nottingham, which will continue to terminate at Derby. Concern was expressed about this and EMR were pressed to look at restoring these. 	
29/21	<p>STEAMing along the Derwent Valley Line (circulated with agenda)</p> <ul style="list-style-type: none"> Details were given of a proposed 3 year project whose aim is to help young people to develop the skills and confidence to use the train. This was supported. 	
30/21	<p>Any Other Business</p> <ul style="list-style-type: none"> JP had met Pauline Latham MP to gain her support for the proposed Belper staffed station project. NC warned of the risk to the World Heritage Status of the Derwent Valley with the continued new building in the City of Derby. RW asked that facilities for electric bikes could be provided at stations. 	
31/21	<p>Dates of Future Meetings</p> <p>Monday 17th January, 14.00.</p>	