

**Derwent Valley Line Community Rail Partnership (DVLGRP)
Minutes of Partnership Meeting
Microsoft Teams Meeting, 17th January 2022**

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 John Porter, Belper Town Council (JP)
David Jones, CrossCountry (DJ)	Nigel Carabine, Peak Rail (NC)
Paul Webster, Community Rail Network (PW)	Sukie Khaira, Derwent Valley Mills WHS (SK)
Cllr Garry Purdy, DDDC (GP) (Vice Chair)	Peter White, Derwent Valley Trust (PWh)
Cllr Chris Furness, PDNPA (CF)	Mark Spilsbury, Duffield Parish Council (MS)
Tim Nicholson, PDNPA (TN)	Andrew Johnston, Amber Valley BC (AJ)
David Jemmerson, Ambergate Station (DJe)	Christopher Vivian, Matlock Bath PC (CV)
Chris Balls, Ambergate Station (CB)	Chris Darrall, Minutes Secretary (CD)

Apologies:

Donna Adams, East Midlands Railway (DA)	Cllr Andy Jordan, Wirksworth Town Council (AJdn)
Cllr Russ Boyack, Cromford PC (RB)	

Min No		Action
1/22	Introduction and Apologies 3 Apologies were received.	
2/22	Public Participation Session <ul style="list-style-type: none"> • No questions have been received. 	
3/22	Minutes of last Partnership Meeting (24th May 2021) <ul style="list-style-type: none"> • These were ACCEPTED. 	
4/22	Matters Arising <ul style="list-style-type: none"> • Min. 25/21 RW asked about progress on provision of a water supply at Whatstandwell. AM said that Network Rail were looking at tapping into the main that ran along the A6. The question was raised as to who will pick up the cost for this. RW asked about access to the redundant platform. AS said Network Rail understood the problem and were continuing to look for a solution. 	
5/22	2020/21 Activity Plan and Partnership Officer's Update (circulated with Agenda. Numbers refer to Activity plan) <ul style="list-style-type: none"> • Routes of Remembrance – 11 November The CRP, Station Adopters, Steeple Grange Light Railway and Ecclesbourne Valley Railway joined with EMR to take part in the Routes of Remembrance campaign organised by The Veterans Charity. This followed the first Routes of Remembrance event taking Poppies to Paddington by train in 2020. As part of the event a special Routes of Remembrance relay began at 8am at Steeple Grange Light Railway who have a special affiliation with remembrance - as the railway brought stone from the local quarry to be transported all around the world for the Commonwealth War Graves. After a short service of commemoration at Steeple Grange, vintage Army jeeps carried a wreath down to the EVR station at Wirksworth. The EVR's rail car 'Iris' then made a special journey with the wreath to Duffield. At Duffield, the groups from Wirksworth joined the train from Matlock including Station Adopters from Cromford, Ambergate, Belper and Duffield. At Derby, a service led by The Railway Chaplain, included EMR MD Will Rogers and Network Rail Route Director Gary Walsh along with many others from Derby and surrounding stations, over 100 in total. 	

- **7. Duffield Arch**
This was to be installed in February 2022
- **9. Station Adoption Projects**
 - **Ambergate Projects**
For the second year Ambergate adopters had a Halloween display on their terraced garden area. They also displayed Remembrance banner and poppies on the lamp columns on the entrance road

The CRP purchased 4 Amberol 'self-watering' barrels for Ambergate Station Adopters; these were installed in November
 - **Whatstandwell**
In October 2021 a Network Rail Executive Team carried out clearance of the overgrown disused platform.
 - **Cromford**
26 sleepers were installed on Community Day by Station Adopters and EMR Derby Station & Commercial teams
- **19. Whistlestop Café access enhancements**
There are still ongoing legal discussions with Derbyshire Wildlife Trust, Derbyshire Dales District Council, and Network Rail.
- **DVL website**
Some updates/changes have been made to the website
- **23. Promotion of School Trips by train**
There is now a School Trip section on the website
- **21. Update CRP's Station and Community Information**
 - **New CRP Station Notice boards**
Following on from our new logo and website, we have now completed new Derwent Valley Line CRP branding for marketing and information. This is in a similar style to the website and includes a selection of templates that can enable easy production of various posters to promote the line, events, and station groups.

As part of this work, new laminated backing sheets have been produced for our station notice boards to promote the line, events, website and the work of each station group. The first few of these were installed in early December. As part of this there will be a Station Adoption poster.
- **40. EMR Ticket Office at Belper**
JP said that Belper Town Council had earmarked money for provision of services to the station building, but agreement was needed with AVBC and DCC on this project

AS said EMR had no further information on this: plans are on hold with DfT
- **MML Electrification**
RW asked if there was any progress on this. **SK** asked if there would be discussions with DVM World Heritage Site. **CH** said this had already been raised with Network Rail
- **Passenger Figures for 2021/22 (Periods 1-9)**
The passenger figures for the first 9 periods of 2021/22 were compared with the same periods in 2019/20 (pre Covid-19) and showed an overall decline of nearly 36% in total. A summary is given below (updated to Period 10):

Decline in passenger numbers for periods 1 – 10 (1/4/2021 – 8/1/2022) compared with the same periods in 2019/2020 (pre Covid-19)

AMBERGATE	-35.5%
BELPER	-41.4%
CROMFORD	-39.2%
DUFFIELD	-50.1%
MATLOCK	-37.8%
MATLOCK BATH	-15.3%
WHATSTANDWELL	-26.7%
Total	-37.5%

This decline is probably accentuated by the continuing absence of through trains to Nottingham.

6/22

Partnership Organisation Updates

- **Cromford Station - Annual report 2021**

2021 has been a strange but profitable year for Cromford Station Volunteers. The year started with restricted volunteer numbers due the ongoing Covid crisis. In spite of this, the group met regularly and mainly carried out the ongoing task of controlling the weeds. The group volunteered to restrict the numbers by taking turns to stand down from sessions. This worked very well and we managed to keep the maximum numbers allowed for most sessions.

The Bee Friendly society selected Cromford Station as a site for 3 planters. These were erected with the help of the volunteers and on another occasion the volunteers helped to fill them with compost and plant them up. Much help in the construction of the planters was given by East Midlands Railway station maintenance staff and again they helped with the filling of the planters. The planters have prospered and should produce a fine show in coming years as well as promoting a resurgence of insects as well as bees. They also enhance the station when viewed from the train windows. These planters complement the planting carried out each year by the volunteers in the tubs and baskets along the platform. This planting is changed in the Autumn and Spring to reflect the seasons.

The highlight of the year was the construction of the sleeper edging to the Station approach. The project was put on hold due to Covid. A full turn out of the volunteers aided by East Midlands Railway staff allowed the edging to be laid in a single day. Many thanks to all who attended. It was a magnificent effort. Also many thanks to East Midlands Railways for the lunch they provided to all. It was very welcome. The purchase of the sleepers was funded by a donation from East Midlands Railways.

During the year a funding bid was made to better Derbyshire Dales for plants and shrubs to be used at the Station. The bid was successful and the volunteers were awarded the sum of £500.

It would be wrong to close by not to mention the help and advice from Alastair who is an inspiration to us all. Mention must be also be made of the station maintenance team – Kev – who is always willing to help – when we catch him. Almost last but not least thanks to Donna and Alexa and their team who keep us safe and provide help and support to the Volunteers. Defiantly last of all, a BIG thanks to ALL the volunteers without whose' sterling efforts month on month Cromford station would be much poorer place.

Russ Boyack (Chair, Cromford Station Volunteers)

- **Ecclesbourne Valley Railway**

The EVR had a good autumn season within the capacity constraints of working to Covid recommendations and a busy and successful Christmas period with our pantomime-themed Santa trains.

The route to Duffield will be closed for pre-planned track maintenance until the Easter holiday but driver experience and other trains will be run on the Ravenstor branch at Wirksworth in the interim.

The Railway is one of only 5 English heritage railways that have qualified for funding in the third round of the Culture Recovery Fund for Heritage administered by the National Lottery Heritage Fund, announced in late December. The award of £81,900 has been given to offset additional costs incurred in operating services in a Covid-compliant manner.

Once again forward planning has to be undertaken with caution but we are aiming to establish a service in 2022 that gives connection opportunities with EMR Derwent Valley Line trains and hopefully the reinstatement of through ticketing.

John Snell (Chairman, WyvernRail plc)

- **Derwent Valley Mills World Heritage**

We are working on finalising the content for the new interpretation panels and information points that will be placed in locations across Darley Abbey, Milford and Belper. This project will improve the information provided to visitors to these areas so that they have a better understanding of its significance and also a trail to follow so they visit key locations. We are working on the Darley Abbey panels first as there is a different process with Derby City Council. We will then begin to install the panels and information points at Milford and finally Belper by March 2023.

Sukie Khaira

- **Peak Rail**

Peak Rail operated in December and ran very successful Santa Specials, fully booked with appropriate Covid restrictions in place.

Nigel Carabine

- **Steeple Grange Light Railway**

We had a rock fall last February and after a lengthy period we managed to secure a grant which has dealt with both the rock fall site and other infrastructure issues. No sooner was the work underway for this, than we had a flood in September. This was caused by a burst valve in Severn Trent's high pressure water main (which runs along Porter Lane between Middleton and the top of Cromford Hill and crosses the SGLR at Porter Lane Bridge). The flood washed out ballast and destabilised a boundary wall and a retaining wall. The temporary waterfall was certainly spectacular. The repairs arising from this incident have yet to be fully completed and can't be until we get a settlement from STW, which is awaited.

We were pleased to be able to take part in the Wreath relay on November 11th despite not being able to operate the full length of our line. We would very much like to be involved in any future event of that nature.

As if rock falls and floods weren't enough, we now find that the level crossing on Sandhills Lane at Middleton needs completely resurfacing, so if any CRP member knows of any firm that could do this sort of work I'd be delighted to hear from you.

Martin Smith

- **EMR - Derwent Valley Line CRP Update January 2022**

CUSTOMER SERVICE

Service Quality Regime (SQR)

SQR is a set of standards designed to improve customers' overall experience when using the railway; from when they arrive at their departure station to the moment they arrive at their destination. It covers three key parts of the business: stations, trains and customer service.

Targets are given to all TOCs by the Department for Transport and measured on a periodic basis. Auditors currently visit 60 stations per period, and 140 train carriages, whilst they conduct 90 customer service interactions overall (a mixture of face-to-face and social media).

At stations the auditors are looking at lighting, seating, shelters, waiting areas, lifts, escalators, ramps, toilets, car parks, cycle parks, green areas, cleanliness, litter, graffiti/etching/stickers, customer information screens, help points, poster frames, public address systems, permanent signage, TVMs, ticket offices, ticket gates, staff presence and information during disruption. Areas that are audited on train include heating, lighting, seating, vehicle interior, accessibility features, toilets, graffiti/etching, litter, customer information screens, public announcements, Wi-Fi, catering, posters, signage and information during disruption. The customer service element of the SQR will look at helpfulness of staff at stations/on trains: this includes being friendly, being presentable, having the correct information to hand, being able to identify additional needs (disabilities, for example) and offering pre-booked passenger assistance (stations only). It will also look at online information: this includes social media queries being answered within 30 minutes, the quality of the information given and information related to planned/unplanned disruption.

Details of how adopters can help with reporting faults at their stations will follow over the coming weeks ahead of the official launch in April 2022.

Brew Monday

The third Monday of January can sometimes be referred to as Blue Monday - the saddest day of the year due to a combination of bad weather, long nights and feeling bloated from overindulging over Christmas. To encourage more people to talk to one another during this tough time, Samaritans renamed the day 'Brew Monday.' We're pleased to confirm that Samaritans will be available at Derby for customers to talk to as follows:

Monday 17th January, 08.00-11.00

Tuesday 18th January, 16.30-19.30

Thursday 20th January, 09.00 -12.00

Delay Repay

EMR has introduced a new account function to its website which helps delayed customers apply for a refund more quickly. EMR's Delay Repay function enables customers to get a refund if their journey is delayed for 15 minutes or more. Customers now have the option to create their own accounts, meaning that personal details will always be prefilled and season ticket holders can save their ticket details and skip having to add a new journey each time they are making a claim. The account function also enables customers to save their preferred compensation method and their Delay Repay claims will now all be saved in one place for easier reference.

Compensation can be paid by BACS, credit or debit card, Amazon vouchers or PayPal. Alternatively, customer can opt to donate their compensation to Samaritans. Customers must send EMR their claim within 28 days of the delay.

TIMETABLES

As a result of the improvements in performance brought about by the Operational Delivery Improvement Plan (ODIP) which was described in my

September report, EMR reinstated a number of Regional services from Sunday 12th December 2021, increasing the level of services on Regional routes from approximately 75% of the full May timetable to 81%; which equated to just under 90% of the full timetable overall.

Unfortunately, in recent weeks, EMR, like other rail operators and other industries, has been experiencing high levels of Covid-related absence among its work force, resulting in short notice cancellations. In addition, Government advice to work from home means passenger demand is also very low. EMR has therefore removed approximately 4% of its services in order to protect those which are important for customers who are still travelling and provide a more reliable service.

These changes will remain under constant review and amendments will be made as needed. Further details can be found here: <https://www.eastmidlandsrailway.co.uk/amended-timetable>. Given the week-by-week nature of the reductions, online journey planners will be updated on a weekly basis.

FLEET

Aurora

EMR and Hitachi Rail are supporting jobs in Burton upon Trent and Ripley after the awarding of contracts linked to manufacturing of the new Aurora train fleet. Mors Smitt, which manufactures Automatic Warning Systems (AWS) / Train Protection & Warning Systems (TPWS) and the Automatic Power Control (APC) systems, at its factory in Burton upon Trent is just one of the many UK firms chosen to supply products for the Aurora project. Another Midlands company, Ripley's Forbo Flooring Systems, was also chosen to supply parts for the Aurora fleet. The flooring product, which was developed purely for the rail sector, has been designed to be easy to clean, hardwearing to cope with the heavy footfall of passenger numbers and simple to maintain.

Up at Newton Aycliffe the manufacturing of the first trains continues with unit 3 now on the welding bay and four vehicles now painted in EMR Aubergine. Over at Etches Park work continues to prepare the depot for the new trains: groundworks have started to enable future upgrades including additional stabling and an extended maintenance facility.

Barton-on-Humber Route

In December EMR introduced Class 156 trains on the Barton-on-Humber route, making its fleet fully accessible across all its routes; all the Class 153s have been removed from service. The removal of the Class 153s from the EMR network, makes EMR fully PRM (Persons with Reduced Mobility) compliant, meaning that passengers with reduced mobility can travel across the East Midlands routes more easily.

Although the Barton-on-Humber route transferred to EMR in May 2021, the line continued to be crewed by traincrew colleagues at TransPennine Express. Following a six-month training programme of Senior Conductors at Lincoln, all services on the route are now being staffed by EMR. Freightliner Drivers will assume temporary responsibility for driving trains on the route whilst EMR undertakes its own Driver training.

PROJECTS

Toilets & Waiting Rooms

Creating welcoming spaces that meet customer needs and are of a consistent standard across the EMR network. The concept designs have been approved by stakeholders and the next phase is to explore the chosen locations.

Station Painting

This has now been completed at Skegness, along the DVL and RHL and on the Poacher Line (except for Sleaford and Boston). The painters are now out on the Nottingham to Lincoln route.

Major Projects

The Access for All (AFA) project at Kidsgrove, installing a new footbridge and lifts, is due to be completed this month, making the station fully accessible for all users.

Brent Cross

Brent Cross West station is due to open in 2022 and will be the first new main line station in London for over a decade. The station will be manned by GTR and EMR trains will run through it but not use it. The construction of the station has resulted in fundamental changes to the railway infrastructure in and around the Cricklewood depot, which is used by EMR.

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.

STATIONS

Routes of Remembrance

A wonderful event on 11th November 2021 culminating in a moving service at Derby station. Several DVL stations were involved: Cromford, Duffield, Long Eaton, Spondon and Belper; along with a special wreath relay involving the Steeple Grange and Ecclesbourne Valley Railways and a vintage army jeep convoy. This event will go ahead again in 2022 and plans will be shared in due course.

Derbyshire Area Manager

Jason Cocker, the Area Manager for Derbyshire, has moved over to manage the Nottinghamshire area. Rachel Biggs will be the new Derbyshire Area Manager and in the spring we will be arranging a DVL line visit so she can see the work that is done by the CRPO and station adopters on this part of our route.

Electric Vehicle Charging Points

Four EV charging points are being installed at Wellingborough station in early 2022. The charging points will enable drivers to easily charge their car between journeys or while waiting to pick someone up. The fast acting system allows customers to charge their batteries by up to 80 per cent after a dwell time of only around 30 minutes. The introduction of the EV charging points at Wellingborough is the first step in EMR's plans to install further units at other stations across its network.

RMT Strike Action Update

RMT members took strike action throughout most of 2021 in relation to three issues: Senior Conductor T&Cs, 170 multiple working and 360 multiple working. EMR worked with the RMT reps to come up with solutions which were put to a vote just before Christmas. The good news is that both the Senior Conductor T&Cs and 170 multiple unit referendums have been accepted by RMT members, resolving a dispute that has rumbled on since 2008. Unfortunately, the options put forward to resolve the 360 12-car issue were not accepted so EMR will be speaking to the RMT to understand the issues and how to move them forward.

AOB

AS reported that performance figures for the latest period were now available for the latest period. The Derwent Valley Line achieved an overall public performance measure of 98%, compared with 96% for EMR as a whole.

She was keen to hear of groups that had plans for the Platinum Jubilee celebrations, or for the Commonwealth Games. EMR still had money available for funding

- **CrossCountry Trains**
DJ reported that the limited service via Derby was likely to continue for some weeks. There was a Rest-day dispute with ASLEF, and also an ongoing dispute with RMT. The Nottingham – Cardiff service was particularly affected.
- **Community Rail Network**
PW reported that the Community Rail Conference this year was being held in Nottingham. There would be a Community Rail Week in May 2022.

7/22

Stations, Social and Commercial Development Plan

Update on 2021/22 projects

- Ambergate entrance Totem and signage – draft design completed. New totem will replace existing post with blue signs and blue direction signs added on new totem pole. Old hidden Ambergate sign to be removed. Totem will be within Network Rail land leased to EMR. Cost is £3,400.
- Belper overbridge lighting scheme – lights to be fixed to the bridge, high specification including anti-climb lights £16,500
- Belper signage – awaiting updated design. Cost is £2,000
- Belper CCTV – installation planned for 21 February including camera on Field Lane path. Cost is £43,300
- Matlock Bath CCTV – installation planned for 14 March. Cost is £14,500
- Derwent Valley Line Running-In Boards Cost is £3,000. Discussions are taking place at EMR to determine what can be included on platform signs in terms of information and logos. AM has suggested the information for each station. These are only indicative at this stage, wording and layout to be agreed.

Summary of SSCDP Projects Costs and DVLCRP Match Funding

SSCDP Project	Estimated Cost in 2020/1	10% DVL CRP Funding	Actual/Est. Cost Jan. 2022	10% DVL CRP Funding
Ambergate signage	£6,000	£600	£3,400	£340
Belper overbridge lighting	£7,000	£700	£16,500	£1,650
Belper Signage	£10,000	£1,000	£2,000	£2,000
Belper CCTV	£25,000	£2,500	£43,300	£4,330
Matlock Bath CCTV	£17,000	£1,700	£14,500	£1,450
Sub Total	£65,000	£6,500	£79,700	£7,970

A **RECOMMENDATION** was made to the Management Group Meeting to authorise £11,000 (£7,970 match funding for the five projects above, + £3,000 to fund the DVL-branded running-in boards).

- **Possible projects for 2022/23**

The Main SSCDP funding conditions are:

- Projects can be undertaken by EMR (I&P Team), CRP or Station Adoption Group.
- Match funding is preferable but not essential
- Total fund pot amount £379k
- Applications to be submitted by 4 Feb 2022
- Application sifting will take place on 9 Feb 2022
- Approved projects to start from 1 April 2022 and to be completed by March 2023
- Projects are to have a benefit to all EMR railway users and not just enhancements, such as planters.

	Station	Project Proposal	Cost estimate	10% Proposed CRP Match Funding	Notes	
1	ALL DVL	Defibrillators	£24,500	£2,500	Note 1	
2	Belper	Replace missing lamp column on platform 2	£20,000	£2,000	Cost unknown	
3	Whatstandwell	CCTV	£20,000	£2,000		
4	Cromford	CCTV	£20,000	£2,000		
5	Cromford	Replacement lighting & extended footpath on station approach - feasibility assessment	£10,000	£1,000	Note 2	
6	Matlock	CCTV	£25,000	£2,500		
7	Matlock	Upgrade CIS Screen	£10,000	£1,000		
8	Various	Signage improvements	£5,000	£500	Note 3	
			£134,500	£13,500		
Franchise Commitments						
	Duffield	CIS	£50,000		Note 4	
	Ambergate	CIS	£50,000		Note 4	
	Whatstandwell	CIS	£50,000		Note 4	
	Whatstandwell	Zero carbon station project - solar panels	£25,000		Note 4	
	Cromford	CIS	£50,000		Note 4	
			£225,000			
<p>Additional Notes:</p> <ol style="list-style-type: none"> 1 based on £3,500 each. Would CRN grant fund? Also for other Derbyshire stations 2 Project submitted in 2021/22., estimated at over £50,000 . Suggest funding a feasibility study in 2022/23 and then apply to deliver in 223/24 3 Duffield, Whatstandwell, Cromford, Matlock local signage and phase 2 branding 4 Cost unknown, asked EMR for approx cost. Customer Information Screens and Zero Carbon Project are franchise commitments and had their own budget, currently paused. This may become available in 2022/23 or future years. 5 Not included: Belper and Matlock staffed station projects due to high cost. 6 JP raised the issue of lighting at Belper on the Field Lane path, and the path to King Street. It was agreed a site meeting would be held to discuss this. 						
8/22	<p>2022/23 Proposed Projects A list of proposed projects and other activities to be undertaken during the year was circulated with the agenda. This was NOTED by the meeting.</p> <p>Marketing & Comms The details of some of the marketing will depend on whether the train service returns to Nottingham</p> <ul style="list-style-type: none"> • A4 folded leaflet to promote the Derwent Valley Line and website. Utilise paid distribution via Derby Arts in Derby and Derwent Valley. Cost estimate £1,200 including distribution • Update, reprint and distribute Family Activity Book – either just Derby to Matlock or expand to Nottingham – base maps have been produced. Cost estimate for Derby to Matlock £2,500, if extended to Nottingham £4,000. • Escape to the Country with Heritage Rail Ticket. (Ecclesbourne Valley Railway led project, aim is for EMR and CrossCountry to fund.) Cost estimate £3000 (externally funded) • Maintain and expand sections of Derwent Valley Line website as appropriate. Cost estimate £1000 					

- Management of information on Belper and Matlock Digital Displays.
- Utilise Community Rail Network campaigns to promote the line e.g. promotional events, twitter campaigns, online information. Minimal cost.
- Develop promotion of rail to Peak District from all railheads/local routes e.g. dedicated website and campaign. Proposed PDNPA/Visit Peak District to lead on project.

Increasing railway use through community engagement

- Complete Introduction to Train Travel with Alderwasley Hall students – April 2022
- STEAMing along the Derwent Valley Line – start 3 year education project to help young people develop skills and confidence to use the train. Led by Derbyshire Environmental Studies (tbc). Requires external community rail funding

Station Adoption and work with Volunteers /Community Groups

- Ambergate: Replace four more barrels with Self-watering type. **Cost is £700**
- Belper: Willow Peregrines sculpture. **Cost estimate of £5,000**, seek external community rail funding
- Matlock: Complete footbridge artwork and planters – additional funding required of **£1,000**

Infrastructure Projects

- SSCDP funded projects - tbc
- Whistlestop café Phase 2 access enhancements
- Environmental improvements to front of Derby Station
- Digital Display for front of Belper Bus station. **Cost estimate is £40,000:** £35,000 DCC, £5,000 match required.

Regular Projects

- Keep Scenic Rail Britain information up to date
- Update CRP's station and community info
- Produce press releases

Increasing railway use through community engagement

- Promotion of School Trips by train. On website and by email.

Station Adoption and work with Volunteers /Community Groups

- Support to Station Adoption Groups
- Routes of Remembrance Event

Funding Sources

- Secure CRP Core Funding
- Funding sources for various projects.

Ongoing Partnership Management

- Monitoring success of partnership.
- Renew CRP Accreditation
- Partnership Meetings
- Community Rail Awards Entries

Partnership Support

- East Midlands CRPO networking – quarterly

CRPO Skills Development (Mandatory Item per staff member)

- Community Rail Network staff support and seminars

Longer Term Projects

- Future Timetable Improvements
- Connections at **Derby**

	<ul style="list-style-type: none"> • Journey Time Improvements (JTI) • Increase journey options from Belper • Install landings on ramps to platforms at Belper • EMR ticket office at Belper • EMR ticket office at Matlock • Matlock: Design and implement welcoming pedestrian friendly forecourt • CIS Duffield; Ambergate; Cromford; Whatstandwell • Extend footway at Cromford • Cromford: Replace lights & improve parking on approach road. • Duffield: Footbridge replacement • Toilet facilities at unstaffed stations <p>Maintenance Projects</p> <ul style="list-style-type: none"> • Cromford: canopy repaint of columns and canopy. <p>AS suggested that “Access to disused platform at Whatstandwell” be added to the list.</p>	
9/22	<p>Timetable Update</p> <ul style="list-style-type: none"> • The through Sunday Matlock – Nottingham service is to be restored in the May 2022 timetable, although staff shortages due to Covid may prevent this. Unfortunately, the weekday service will continue to terminate at Derby. Representatives for Duffield, Belper and Matlock Bath stated they have been receiving a large number of complaints from residents, particular commuters regarding the lack of through services to Nottingham. CV also raised concerns about the impact on visitors to Matlock Bath. JW also raised the concerns about very poor connections at Derby from DVL trains. • AS said that EMR are anxious to reinstate the service, but there is no indication yet as to when this will be possible. Concern was expressed about this and EMR were pressed to say when restoration would be possible. • TA said the CRP would continue to raise the issue of services and connections with EMR 	
10/22	<p>Railway Event at Museum of Making (Saturday 22nd January)</p> <p>AM advised details of a free event next Saturday at the Museum of Making (Derby Silk Mill). The CRP and EMR were among a number of railway organisations with stands there. He appealed for members to support it.</p>	
11/22	<p>Any Other Business</p> <ul style="list-style-type: none"> • CH said that DCC had submitted a Bus Improvement Plan to DfT, and were now awaiting a decision on the funding to be received. Some of the funding applied for is for Bus/Rail Hubs. • TA thanked those individuals who had submitted written reports to assist the flow of the meeting. 	
12/22	<p>Dates of Future Meetings</p> <ul style="list-style-type: none"> • Monday 16th May 2022 at 15.00 on MS Teams. NOTE CHANGE OF TIME. • Monday 19th September 2022 at 14.00. Venue tbc. • Monday 16th January 2023 at 14.00 Venue/virtual meeting tbc. 	