

**Derwent Valley Line Community Rail Partnership (DVLCRP)
Minutes of Partnership Meeting
County Hall, Matlock and Microsoft Teams, 15th May 2023**

Present:

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| Cllr Trevor Ainsworth, DCC (TA) (Chair) | John Weaver, FDVL (JW) |
| Alastair Morley, DVLCRP Partnership Officer (AM) | Cllr Nigel Weaving, Ripley Town Council (NWe) * |
| Alexa Stott, East Midlands Railway (AS) * | Sukie Khaira, Derwent Valley Mills WHS (SK) * |
| David Jones, CrossCountry (DJ) | Barbara Bowman, Cromford Station (BB) |
| Cllr Chris Furness, PDNPA (CF) | Nigel Carabine, Peak Rail (NC) |
| Tim Nicholson, PDNPA (TN) * | Mark Sealey, Peak Rail (MS) |
| Andrew Johnston, AVBC (AJt) * | Cllr Martin Burfoot, Matlock Station (MB) |
| John Snell, Wyvernrail (JS) | Megan Carroll, Marketing and Comms. (MC) * |
| Cllr Richard Walsh, Crich Parish Council (RW) * | Chris Darrall, Minutes Secretary (CD) |

(* Participated via MS Teams)

Apologies:

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| Natasha Wilkinson, Network Rail (NWi) | Cllr Andy Jordan, Wirksworth Town Council (AJd) |
| Chris Balls, Ambergate Station (CB) | Kate Pudney, Belper Station (KP) |
| Adrian Farmer, Derwent Valley Mills WHS (AF) | David Jemmerson, Ambergate Station (DJe) |

| Min No | | Action |
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| 6/23 | <p>Introductions and Apologies</p> <ul style="list-style-type: none"> 6 apologies were received | |
| 7/23 | <p>Public Participation Session</p> <ul style="list-style-type: none"> No questions have been received. | |
| 8/23 | <p>Minutes of last Partnership Meeting (16th January 2023)</p> <ul style="list-style-type: none"> These were ACCEPTED. | |
| 9/23 | <p>Matters Arising</p> <ul style="list-style-type: none"> It was noted that CrossCountry have now been able to contribute to the cost of the information totem at Belper Bus Station. | |
| 10/23 | <p>2023/24 Activity Plan and Partnership Officer's Update (Circulated with the Agenda.) The following comments were made:</p> <p>From 22 May - Trains return to Nottingham throughout the Day Nottingham services - We're delighted to see upcoming timetable changes featuring the return of an hourly service Nottingham from 22 May. Though the timetable change initially coincides with some engineering work in the first few weeks, we're looking forward to this greatly improved service from 19 June, which will especially benefit Spondon and Attenborough.</p> <p>Engineering work from Saturday 27 May to 11 June will see buses replacing trains between Derby and Matlock. Network Rail will be closing Milford Tunnel, between Duffield and Belper to carry out a complete renewal of life-expired components and ballast.</p> <p>The return of services to Nottingham and the bus replacement information is detailed in our Train Service Changes for May and June 2023</p> | |

Marketing and Communications

Megan and AI have been working on plans to promote the reinstatement of the train service to Nottingham from mid-June onwards including:

- Adverts in local community newsletters and magazines along the line. Plan to apply to EMR to help fund these.
- Updated Derwent Valley Line leaflet to be issued mid June distributed by Derby Arts in Derby and Derwent Valley, plus Nottingham and other key stations in the East Midlands.
- New version of the large panel at Derby station is in progress which EMR are designing for the waiting room on platform 4 and 5.
- Review of the Activity Book to expand to include stations to Nottingham for the autumn.

Megan has been working avidly posting travel ideas, station features and news updates on social media at least twice a week and utilising the News section on the Derwent Valley Line website.

Derwent Valley Line Website

Our website and social media has gone from strength to strength, with the addition of Facebook and Instagram to our existing Twitter account and regular updates on our blog

- The 'News' section is now 'Blog and News' <https://derwentvalleyline.org.uk/news/> with news and travel features regularly added and linked to social media. Here are a couple of recent features:
 - Going peat free at Derwent Valley Line stations
<https://derwentvalleyline.org.uk/news/going-peat-free-at-derwent-valley-line-stations/>
 - Celebrate Mothering Sunday in the Derwent Valley
<https://derwentvalleyline.org.uk/news/celebrate-mothering-sunday-in-derwent-valley/>
- The 'Events' section continues to attract users to our site
<https://derwentvalleyline.org.uk/events/>
- In the 'Your Journey' section, 'Explore More By Bus' now includes rail and bus timetable for each station – Duffield to Matlock inclusive. The Belper and Matlock pages provide this information on the digital totems
<https://derwentvalleyline.org.uk/your-journey/explore-more-by-bus/>

Derwent Valley Line Social Media

- Twitter account since May 2019; Facebook and Instagram accounts setup in January 2023
- Website and all social media can be viewed using <https://linktr.ee/derwentvalleycrp>

Passenger Figures for 2022/23 Periods 1 to 13 compared to 2019/20 (pre Covid-19)

Passenger numbers are approximately 75% of pre-COVID levels. Matlock Bath has recovered well with strong leisure travel usage. Drop in commuters continues to impact Duffield and Belper. N.B. Period 13 for March 2022 is compared with March 2019 as baseline, not March 2020 when COVID lockdown started.

| Sum of Journeys (*) | 2022/23 Grand Total | 2021/22 Grand Total | 2019/20 Grand Total | 2022/23 v 2019/20 |
|---------------------|------------------------|------------------------|------------------------|----------------------|
| AMBERGATE | 33,137 | 27,862 | 43,188 | -23.3% |
| BELPER | 169,508 | 145,478 | 244,717 | -30.7% |
| CROMFORD | 35,333 | 29,496 | 46,443 | -23.9% |
| DUFFIELD | 47,551 | 39,969 | 79,589 | -40.3% |
| MATLOCK | 172,788 | 147,860 | 232,046 | -25.5% |
| MATLOCK BATH | 67,540 | 60,434 | 70,801 | -4.6% |
| WHATSTANDWELL | 24,929 | 21,274 | 28,505 | -12.5% |
| Total | 550,786 | 472,374 | 745,289 | -26.1% |

World Cup of Stations shortlist

48 stations shortlisted by railway historian and TV presenter Tim Dunn for this year's World Cup of Stations. This includes Ambergate entered by EMR; a CRP entry for Belper did not make the shortlist. Rail Delivery Group will hold a public vote in Community Rail Week.

Duffield Arch Completed

EMR's contractor returned to complete the works around the arch, fence removal, bollard installation and re-surfacing. The arch was installed in May 2022.

Belper Platform Lighting Improvement

Lights have been installed by EMR on the display board to improve the dark area in the central part of the Derby bound platform. This area has been unit since 2015 when the lamp column was removed as part of other improvements and not replaced.

Derwent Valley Line Posterboards

Stations between Duffield and Matlock have had new posters added which have been printed on durable no tear paper providing better quality information and will be less maintenance. These have been printed by Derbyshire Business Centre, part of Derbyshire County Council. [See twitter post](#)

Accreditation achieved for 2023/24

We're delighted that our Community Rail Partnership (CRP) accreditation has been renewed for 2023-24

- Being accredited as an official CRP means we can more effectively:
- Promote sustainable tourism to the brilliant places and events Derwent Valley has to offer
- Support volunteer Station Friends and Station Adopters to enhance stations
- Apply for funding to support projects along the line which benefit communities

TA said: "It's excellent news that Derwent Valley Line's accreditation has been renewed by the Department for Transport. The Partnership has an excellent track record of contributing to sustainable tourism and thriving communities, for example winning the top prize in the 'Involving Children and Young People' category at the Community Rail Network's 2021 Community Rail Awards. I would like to thank the volunteers for all the work they do at the stations and the others that support them, and I look forward to seeing the CRP continue to contribute to the local economy and community this year."

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| | <p>Cromford Station BB asked about the plans to improve access to the station embankment at Cromford. There is no further information at present</p> <p>Whatstandwell Station RW asked about current plans for access to the water supply at Whatstandwell. AS said she had no further details at present</p> <p>Matlock Station MB asked what was happening regarding the repair of the roof of the building at Matlock Station. MS said that Peak Rail lease the building (which includes an obligation to repair) from Arch Co (the owners of the building). They have had a meeting with Arch Co, and have obtained a quote for repair from a local firm. Peak Rail are keen for the building to be repaired, as they have plans for that part of the station.</p> | |
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| <p>11/23</p> | <p>Partnership Organisations' Updates</p> <p><u>Peak Rail</u></p> <p>The new Chief Executive and the Company directors have responded to the post Pandemic problems particularly reducing operating costs, encouraging and creating opportunities to increase revenue and building a positive team spirit with the volunteers.</p> <p>Peak Rail has plans to return the building at Matlock Station to a source of revenue earning. Currently discussions are taking place with the Arch company (owners of the building), exploring options available to return the building back to an acceptable standard.</p> <p>Peak Rail and Ecclesbourne Valley Heritage railways held a joint diesel loco rally recently. Visitors were able to ride and visit both railways with a joint ticket; vintage buses transported visitors between the two sites. This was the first time a joint venture had been organised, hopefully it will be repeated.</p> <p style="text-align: right;">Nigel Carabine, Peak Rail</p> <p><u>Ecclesbourne Valley Railway</u></p> <p>Following our most successful yet Christmas Train services, the EVR ceased operation until 1 April to permit an extensive programme of track maintenance. Unfortunately, at the end of March following a period of heavy rain we suffered a bank slip in the cutting approaching Duffield Station that prevented operation into Duffield, the causes of which are still under investigation.</p> <p>Since then, train operation has resumed according to the advertised timetable as far as Holloway Road in Duffield using either a DMU or a loco hauled train with a loco at each end. This enabled us to run the well supported "Twin Peaks" diesel gala in conjunction with Peak Rail on 15-16 April when the two railways were linked by a heritage bus service; this innovation was well received.</p> <p>Local contractors moved on site at Duffield on 2 May to start the rectification work using locally sourced concrete barriers to stabilize the toe of the slip and it is anticipated that work will be completed to permit services to resume to Duffield in time for the Whitsun holiday weekend. The concrete barriers look like giant "Lego" bricks and could well become a spotting feature for younger passengers!</p> | |
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With the full length of the line re-opened and the connection with EMR at Duffield restored we shall be able to fully participate in the DVLCRP North Midlands Rail Passport Project.

John Snell, President, WyvernRail plc

Derwent Valley Mills World Heritage Site

The new wayfinding markers and interpretation boards have been installed in Darley Abbey and were unveiled on World Heritage Day (April 18). Work is progressing on the construction of the Milford and Belper schemes which are expected to be in place by the summer. The Belper one includes extra signage to help people find the main shopping street from the station.

Masson Mills' museum is now open for group bookings and the owners hope to be open more widely soon. At Belper, although the museum has now closed, guided walks in the town, and external tours of the mill site have been established – details are on the Belper North Mill website.

Adrian Farmer, Derwent Valley Mills WHS

Derbyshire Bus Service Improvement Plan

Bus Service Improvements are being made across the County, with [More buses for 17 Derbyshire routes - Derbyshire County Council](#) including in the Derwent Valley:

- **From 27 March Service 170 extended to Chesterfield station and to Matlock in the evening**

Service 170, previously Chesterfield to Bakewell has been extended from New Beetwell Street, Chesterfield, to the train station and there are extra evening journeys at 7pm, 9pm and 11pm from Chesterfield (previous last bus 6:15pm) and 8pm, 10pm and midnight in the other direction (previously last bus 6:15pm). These 3 late buses have also been extended from Bakewell to Matlock to fill a gap between these 2 towns Monday to Saturday.

- **From 27 May 2023 X17 - Sheffield to Matlock via Chesterfield**

Enhancing the frequency from a current hourly service to every 30 minutes between Sheffield, Chesterfield and Matlock, with every other journey extended onto Matlock Bath and Wirksworth.

- **From 23 July Sixes 6.1 - Derby, Belper, Wirksworth, Matlock, Bakewell.**

Extending the hours of operation Monday to Saturday. The last Bakewell - Derby service will leave at 9.35pm (currently 4.35pm). The last Bakewell – Matlock service will leave at 10.45pm (currently 6.30pm) and for Derby – Matlock and Bakewell the last service will at 10.15pm (currently 4.50pm).

East Midlands Railway

- **Customer Service
Luton Airport Express**

A new service has been introduced by EMR allowing customers to travel from London St Pancras International Station to London Luton Airport in as little as 32 minutes. The express service runs from the capital to Luton Airport Parkway where customers can now use the new Luton DART shuttle to the airport. Luton Airport Express trains depart every 30 minutes, from early morning to late at night Monday to Saturday, with regular services on Sundays.

Tackling Fare Evasion

The recent introduction of new digital season tickets has made it harder for fare evaders to screenshot and fraudulently share tickets. The new 's-tickets' are stored on customers' mobile phones and updated throughout the day - meaning they are time-limited and cannot be copied or transferred between devices. Customers are also required to upload a profile photograph which displays alongside the barcode within the app and forms part of the ticket inspection. S-tickets are available to adult customers as weekly or monthly options. Everything season ticket customers need is stored on the EMR app and they no longer need to carry a paper ticket and photo card.

Cycling Facilities

EMR is investing more than £370,000 in cycle facilities across its regional network. The works, which will take place at stations within Nottinghamshire, Lincolnshire, Derbyshire, Staffordshire and Cheshire, includes the construction of four new bike shelters and the fitting of cycle hoops. Long Eaton is one of the stations to benefit from the scheme, with an undercover cycle shelter incorporating cycle racking, energy efficient LED lighting. The shelters are all made from sustainable resources, designed to take into account feedback from local customers, and in keeping with station environments. Particular attention was paid to the use of materials that could be reused or recycled and have a low end-of-life impact. In addition, sixteen stations across the regional network will have cycle hoops installed, providing a convenient place to lock bikes.

• Performance - T-3 Industry Measures

EMR's new performance target, set by the Department for Transport, is to run services to the Time to 3 (T-3) measure. This replaces the traditional performance measure of PPM (Public Performance Measurement).

T-3 measures if a train is within two minutes and 59 seconds of its scheduled arrival time at every station. If the service is not within the two minutes and 59 seconds of the scheduled time when it departs from the origin station or arrives at each station on the route, the service will be classed as late under the new measure. The crucial difference to the previous measure is that every station counts equally, not just the final destination station.

EMR's T-3 in the current reporting period is 80.0%.

• Fleet

The Class 180s used on the Intercity services will be removed from service when the May timetable is introduced. This will result in some services which are currently 10-car (two sets) services becoming 5-car (single set) services. Additionally, some lightly used services have also been removed from the May 2023 timetable. The Meridian (Class 222) fleet will continue to operate until the Auroras (Class 810s) start to be introduced in 2024.

The Class 170 fleet cascade continues, with the majority of the Regional services now operated using this rolling stock. The Class 158 units have been retained to operate on the Liverpool-Norwich route. All Class 156s and 153s have now left EMR.

• Funding

Core Funding

The CRP core funding for 2023/24 has been confirmed and POs have been issued.

Community Fund

EMR's Community Fund for the April 2023-March 2024 funding year is now open. It is currently only open to applications from CRPs and formally constituted station adopter

groups. We are awaiting clarification from the Department for Transport on whether funding applications can be accepted from community groups and charities that are based near EMR stations. More information can be found here:

<https://www.eastmidlandsrailway.co.uk/community-fund>

SSCDP (Stations, Social & Commercial Development Plan)

Applications are now open for the 2024/25 SSCDP Fund, which is administered by EMR's Infrastructure & Projects team. The fund is solely for improvements at stations across the EMR network, which will benefit communities and passengers. We are looking for projects to be put forward to be delivered in the next financial year (2024-25) and CRPs are being invited to apply. Applications will be shortlisted and delivered by the EMR Infrastructure & Projects team; no funds are transferred to CRPs or station adopters.

Applications must be submitted to CommunityFund@eastmidlandsrailway.co.uk no later than Wednesday 31st May. These will then be shortlisted in June, before going through a feasibility exercise. The chosen projects will then be submitted to the Department for Transport for final approval and will be delivered from April 2024.

- **Stations**

World Cup of Stations

Four EMR stations have been shortlisted in this year's World Cup of Stations. Sleaford, Ambergate, Kettering, and Market Rasen will be battling it out against other nominated stations around the UK in an online public vote. Belper was also nominated but unfortunately not shortlisted.

The World Cup of Stations is hosted by the Rail Delivery Group and Community Rail Network each year as part of Community Rail Week. This annual tournament celebrates the UK's best stations, whilst showcasing community rail and the benefits the railways bring to residents, the environment, and the local economy. Voting will take place online during Community Rail Week from 22nd to 26th May.

SSCDP 2023/24 Projects

Several projects have been approved, including defibrillators at Ilkeston and Langley Mill.

Whatstandwell

Network Rail is still working on a project to provide access to the disused platform at Whatstandwell. Final scoping is being done and planning permission will then be applied for. It was noted that the proposal is for non-public access from the station footbridge.

- **Timetables/Engineering Work**

Details of the May 2023 timetables have now been confirmed. We are looking forward to the return of full services between Matlock and Nottingham.

Between Saturday 27th May and Sunday 11th June 2023, Network Rail will begin work to renew the track through Clay Cross tunnel and Milford tunnel, between Chesterfield and Derby. Over the 16 days, the 183-year-old Clay Cross tunnel will undergo a series of major improvements, including upgrading drainage and replacing sleepers and ballast, to improve resilience during periods of bad weather. Additionally, Milford tunnel will benefit from a complete track upgrade during this time. These works will help maintain a safe, reliable and smooth service for customers and freight users through the tunnels. The location of these tunnels means that services are unable to run between Derby and Matlock, or between Derby and Chesterfield. Services between Derby and Chesterfield will be diverted via the Erewash Valley, resulting in a reduced, amended service operating between Sheffield and London – with extended

journey times. More information here:

<https://www.eastmidlandsrailway.co.uk/timetables-updates/changes-to-train-times/amended-service-via-derby-from-saturday-27-may-until>. Rail replacement services will operate on the Derwent Valley Line between Derby and Matlock. .

AM has been working closely with EMR's External Comms. team to ensure that the details of these engineering works are communicated as widely as possible to users of the DVL services.

- **Other**

Industrial Action

Further strike action has been announced by the ASLEF and RMT unions. Industrial action will take place on Wednesday 31st May and Saturday 3rd June (ASLEF) and Friday 2nd June (RMT).

We are providing our usual detailed updates to stakeholders confirming the level of service we are able to provide. Information will also be provided on our website:

<https://www.eastmidlandsrailway.co.uk/rail-strike>.

Routes of Remembrance

This will take place on Friday 10th November. CRPs and station adopter groups are once again invited to support the day either at stations along the route or by attending the service at Derby.

There are plans for a poetry project to mark this year's event. Workshops will take place in August and we will be looking for people to take part.

Alexa Stott, East Midlands Railway

CrossCountry Trains

- CrossCountry has produced printed timetable booklets for our May 2023 timetables (first time since December 2019). These are available at staffed stations we directly serve. We've received favourable customer and stakeholder feedback about our decision to offer printed versions again
- Our May timetable changes mean up to 6 additional long-distance trains from Derby linking with York and Newcastle, via Doncaster and with the Thames Valley via Birmingham and Oxford, thus improving connectivity. It is expected that the HST sets will be withdrawn from October.
- Due to essential upgrade work at Birmingham New Street to the station canopy, two platforms are out of use at the station until November. As a result of the reduction in train capacity we have cut-back our Nottingham – Birmingham service to hourly throughout the day for the duration of the work. Our Nottingham-Cardiff service has been strengthened to four or five car trains and some will make additional calls at Willington and Wilnecote to maintain connectivity for local journeys. EMR's through Matlock – Nottingham service restoration will mean that the number of trains per hour between Derby and Nottingham will not be reduced overall.
- Whilst we have paid out Core funding to CRPs for the financial year commencing 01 April, DfT has asked us to 'pause' our project funding for Community Rail as part of an industry-wide cost savings plan in the short-term (which includes also areas such as on train catering, Wifi and station cleaning etc.)
- We are pleased to be working in collaboration with Derbyshire County Council, EMR and Hulleys of Baslow to promote the extended all year round 170 bus link from Chesterfield rail station – Bakewell (via Chatsworth). There will be improved wayfinding signage to the bus stop at Chesterfield station and special branding on the buses. We are also promoting the onwards summer 'Breezer' connecting open

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| | <p>top bus from Baslow Nether End to Castleton for Mam Tor to encourage sustainable transport access to Peak District National Park.</p> <p style="text-align: right;">David Jones, CrossCountry Trains</p> | |
| <p>12/23</p> | <p>Stations, Social and Commercial Development Plan (SSCDP)</p> <p>Proposed list of submissions (circulated with agenda):</p> <ul style="list-style-type: none"> • Matlock CCTV • Whatstandwell CCTV • Cromford - Replacement lighting (2 columns) on station approach • Whatstandwell zero carbon project • CIS for Cromford, Whatstandwell, Ambergate, Duffield and Spondon – have asked if these may be being funded through a different EMR fund. • Defibrillators for Cromford and Matlock • Other Derbyshire station proposals: New shelters with seating for Willington; CCTV, CIS and platform seating for Langley Mill. | |
| <p>13/23</p> | <p>Network Rail Study (circulated with agenda). How can local railway stations and rail services in the Derby area be made more appealing to users?</p> <p>Strategic Context: Derby is Britain’s 20th largest town with a population of over ¼ million people. The main station at Derby has regular direct rail connections with London and principal towns in the Midlands such as Nottingham, Leicester, Sheffield, Stoke and Birmingham. However, the suburbs and villages surrounding Derby are less well served. Some stations do not have a regular service.</p> <p>The study will review passenger service options for, and facilities at, Peartree, Willington, Tutbury and Hatton, Spondon, Duffield and Belper stations. These stations lie on four different rail routes around Derby. The scope of this work is aligned with the Government’s five strategic objectives for rail:</p> <ol style="list-style-type: none"> 1. Meeting customers’ needs 2. Delivering financial sustainability 3. Contributing to long-term economic growth 4. Levelling up and connectivity 5. Delivering environmental sustainability <p>In particular, the study will focus on increasing revenue without major additional cost, and is aimed at generating options and recommendations for low cost improvements which enhance existing markets and grow revenue. The study could act as a blueprint for similar studies across the Eastern Region.</p> <p>The study will consider service improvement options for the above stations. This will include capacity analysis and performance implications to be undertaken by the Network Rail Advanced Timetable Team, in consultation with the appropriate Train and Freight Operating Companies.</p> <p>Where possible, the financial benefits and disbenefits for potential service improvements will be considered. e.g., for additional station stops, the potential additional revenue will be compared with a possible corresponding loss of revenue arising from longer-distant passengers being deterred by extended journey times. The option of bus, rather train, service provision may be considered in some cases.</p> <p>Station facilities will be assessed. Outline station improvements may be designed and costed by Network Rail, if appropriate.</p> | |

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| | <p>AM has commented on the first draft of the report contributed local knowledge, station information, train service information, travel opportunities and realistic aspirations e.g. Sunday service to be hourly and call at Spondon. AM has also visited Belper, Duffield, Spondon and Willington stations with Andrew Hudson, Network Rail Strategic Planner who is leading the work.</p> <p>The study is not considering new rail services but more making better use of existing provision and expectations need to be realistic in terms of what will be recommended and can be achieved. If anyone wishes to contribute any suggestions than please contact AM.</p> <p>JW suggested the study should look at connections from these stations at Derby. Some of these are in excess of 1 hour, and this detracts from the usefulness of the local services.</p> | |
| 14/23 | <p>Any Other Business</p> <ul style="list-style-type: none"> • North Midland Heritage rail promotional project was moving very slowly. This is a project with North Staffs. CRP, EMR, CrossCountry Trains and Community Rail Network which is aiming to promote rail access to 9 heritage rail attractions. Once information is gathered from the various attractions, and funding is confirmed, a promotional leaflet will be produced. • At the last meeting, Garry Purdy said that as he would be stepping down from DDDC, he would no longer be part of the CRP. AM said he has been part of the group since 2008, and had produced a photographic montage, which was shown at the meeting, to commemorate this. | |
| 15/23 | <p>Dates of Future Meetings</p> <ul style="list-style-type: none"> • Monday 18th September 2023 (AGM) at 14.15. WhistleStop Education Centre (Matlock Bath Station) • Monday 15th January 2024 at 14.00 Microsoft Teams meeting | |