**Friends of the Derwent Valley Line**

**Minutes of Open Meeting, Tuesday 17th January 2017, Brunswick Inn, Derby**

**Present:** John Weaver (Chairman), Chris Darrall (Secretary), Ian Ambrose, Alastair Morley, David Willmott, Robin Lumb, John Morrisey, Patrick Rigby, Roger Jackson

**Apologies:**  Paul Mobbs, Gary Purdy, David Rayner, Ernie Marchant, Harry Bird, Ariadne Tampion (Rail Future), Steve Jones (Rail Future).

**Minutes of last meeting on 25th October 2016**

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|  | These were ACCEPTED.  It was noted that the PA at Cromford is still inaudible. |  |

**Current Train Service**

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|  | Punctuality on the line seems to have declined of late, period 8 had slipped to only 85%. The current service was mainly good, although punctuality seemed to have diminished lately. A Morley said there had been problems with some of the new level crossings on the Newark line, and problems had been exacerbated by a later leaf-fall season. The treatment trains, used to treat the rails during the leaf-fall season, do not reach Newark until after the morning peak. EMT was to be asked to look at the diagramming of the empty stock trains that go to Newark at the beginning of the day.  R Clarke had complained that the Ticket Machine at Matlock had been very unreliable recently, although A Morley hoped that EMT had now resolved this problem. C Darrall commented that both ticket machines at Belper were out of action yesterday morning.  D Rayner had commented that the new style of EMT timetable posters, featuring black printing on grey background, were not easy to read, particularly in poor light. |  |

**Update from Community Rail Partnership**

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|  | At **Cromford** the tree management works have been carried out with funding from the Community Rail Fund, and this had made a great improvement to the area. Part of one tree has been left to be formed into a tree sculpture, and the CRP was seeking ideas as to what this should be. It is intended that further planting work will be carried out in the spring. The parish council has agreed to adopt the station.  The surfacing of the path between the EMT station and Ecclesbourne Valley Railway at **Duffield** is to be carried out in the next few weeks.  Replies to the consultation to resurface the footpath from the station at **Whatstandwell**, and install innovative point to point lighting, have generally been favourable, and the project is being developed. There is a problem with the existing railway lamp column that illuminates the footbridge and the path below the canal, which cannot be maintained. EMT are responsible for maintenance of the lighting on the station, and this column is on the disused platform to which EMT do not have access. Discussions are being held with Network Rail to resolve this issue.  Meetings have been held with Network Rail and the owners of the Cable Cars regarding the footpath crossing at **Matlock** **Bath** station. Because of well publicised misuse, Network Rail wish to close this, and they are currently undertaking a feasibility assessment into the alternatives. Once a clearer understanding of the various options is formed, they will communicate with local stakeholders. |  |

**East Midlands Trains Franchise Renewal**

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|  | It is anticipated that the new franchise will begin in July 2018, although this may slip further. We were advised that public consultation would begin at the end of 2016 or early in 2017. However, no dates have yet been announced. |  |

**Future Meetings**

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|  | The next meeting will be held on Tuesday 18th July, 2017.  It will be held at the Brunswick Inn, Railway Terrace, Derby, commencing at 17.20 |  |