

Friends of the Derwent Valley Line

Minutes of Open Meeting held 16th April 2019 at Brunswick Inn, Derby

Present: John Weaver (chairman), Chris Darrall, Ian Ambrose, Steve Jones, Ernie Marchant, Robin Lumb, Harry Bird, Ian Clark, John Morrissey, Patrick Rigby, Roger Jackson, Stephen Chaytow.

Apologies: David Rayner, Laura Etheridge (EMT), Alastair Morley, Allan Dare, Robin Greenwood

Minutes of previous meeting (with agenda)

The minutes of the previous meeting (15th January 2019), had been circulated with the agenda, and were accepted.

Current Train Service

With the completion of the Derby re-signalling, there has been a noticeable improvement to many aspects of the service, with trains entering and leaving Derby station much faster than previously. However, one unexpected consequence has come to light. Previously, if the northbound CrossCountry train to Newcastle/Scotland was running a few minutes late, the departing Matlock train would be held at Derby until the CrossCountry train had left, and would then follow it to Ambergate. This meant that any passengers for the Matlock line would still be able to make the connection. With the revised track layout the Matlock train is now despatched on time, and will then wait at St. Mary's or Breadsall to be overtaken by the late-running CrossCountry train. Representations have been made to EMT about this.

Matlock Bath Station

The fence shortening the platform is to be moved slightly, in order to accommodate 3 car trains

Future Franchises

It has been announced that Abellio have won the new East Midlands franchise, and will take over on 18th August. Stagecoach were disqualified for submitting a 'non-compliant' bid, with the problem centring on pension scheme payments. It is also understood that Arriva were also disqualified for the same reason, so it would appear Abellio was the only surviving bid. Other benefits include:

- new or modern refurbished trains by the end of 2022
- a reduction in the notice period for booking Passenger Assistance at stations
- smart ticketing extended and new smart ticket vending machine kiosks at 52 stations
- compensation for delays of more than 15 minutes
- 6 existing stations converted to become zero carbon
- trialling of hydrogen fuel cell trains

All trains will feature:

- more reliable service
- improved comfort
- passenger information systems
- free on-board wi-fi
- at-seat power sockets
- USB points
- Air conditioning
- Tables at all seats
- Increased luggage space

“Main Line” trains will be brand-new 125mph trains from April 2022, and will also feature on-board cycle storage

Update from CRP

From the CRP meeting 4th February:

Matlock: It is intended to add an additional glazed screen at the north end of the canopy to improve the waiting facilities. Work was expected to start in mid-March.

Matlock Bath, Whistlestop Centre. The refurbished building opened in February, and it was hoped to have a formal opening at Easter.

Family Activity Booklet. A booklet to help families explore the line is being designed by DerwentWISE and the Derbyshire Wildlife Trust. It was hoped to complete it for a launch in the spring.

Manchester & East Midlands Rail Action Partnership (MEMRAP)

Stephen Chaytow outlined current progress and circulated the latest newsletter.

The next meeting would be on 18th April in Buxton. Details of previous meetings etc. are on the FDVL website (<http://www.friendsdvl.btck.co.uk/News2017-19/NewsItem113>)

Future Meetings:

It was reported that ticket vending machines were not as reliable as they should be, and comments were made that the car park m/c at Matlock, and also at Whatstandwell, were frequently out of order.

John Morrissey said that the 175 anniversary of the Midland Railway was to be celebrated by an exhibition at the Midland Hotel, although he was not aware of the dates.

Future Meetings:

Tuesday 16th July 2019

Meetings will be held at the Brunswick Inn, Railway Terrace, Derby, at 17.20