

THE TRAMWAY MUSEUM SOCIETY

Development Committee

Minutes of meeting 73 held on 15 June 2003 at 10.30 a.m. at Crich

Present

A W Bond, D F Russell, I Musgrove, J Miller

Minutes of the previous meeting

Draft minutes of the previous meeting were noted.

Possible Town End HLF application

AWB and DFR had made the best possible presentation to the HLF. HLF had said that it would not be worth applying for assistance with renewal of the permanent way. Restoration of the Stone Workshop would be preferred. New depots and depot environmental improvements would also be considered but this would need a lot of justification work.

The Town End work is now urgent but little seemed could be done. The problem would be considered further by the sub-committee. The permanent way proposal to HLF was based on a £350k scheme. What was needed now would have to last for the forthcoming 25 years. A debenture scheme would take two years to organise and bring results. In engineering terms, the track could be kept going for a few years by applying breakdown maintenance techniques. It needed to be totally replaced within 5 years. Priority was still seen to be the entrance building in order to ensure that visitors came in. However, as there would seem to be no outside funding, the question remained by what means and for how long could the existing facility be maintained safely and at minimum cost.

What was the condition? A preliminary exercise had found concrete sleepers, (whereas wooden ones had been expected); the ground was water-saturated fill of ash and rubble. Loose nuts and fishplates were also found. Replacement point and crossing castings are probably available ex-stock at Cliffside. Porous ballast is required instead of the silted infill – the work could be done partially or completely. The £350k scheme was preferable. The base job is immediate, essential maintenance within two years. What could be achieved within five years?

What could we afford – at £10k/annum – JM said that this could provide new ballast two feet deep with new material. Derailments seem to be caused by cross level faults. The views of Allan Smith (Permanent Way Officer) were to be sought.

Action: D F Russell,

JM would insert a figure into the winter 03 / 04 budget.

Action: J Miller

JM suggested that the contractor working on the Woodland Walk could undertake micro-excavations, and Trackwork / Grant Rail could perform levelling of track south of the Library. JM would discuss with AS and George Milward and report back to Development Committee for onward approval to the Board for budget submission and approval. Time would be available in the forthcoming winter to do this. **Action: J Miller**

Possible HLF application for Stone Workshop and new depot

HLF had suggested preparing a proposal in principle. Did the Board wish to proceed at a possible cost of £300k with TMS contribution of £30k-£40k?

The new depot / depot environmental improvements would be 2-2½ times more expensive than the Stone Workshop refurbishment. Where would the matching funding come from? Environmental control justifications were problematical; q.v. London Transport and Glasgow Transport museums where vehicles suffered despite environmental controls.

Existing contents of the Stone Workshop needed to be removed. Could cheap alternative storage be provided with the scheme, e.g. containers on the Fleamarket? Would HLF funding cover this?

The Woodland Walk including screening and sculptures should be completed first. It would be premature to start further work in this area. Replacing the containers in Dingley Dell with better storage should be considered, either by different containers or new building.

JM considered Clay Cross to be nearly full. Much material still required to be transferred from Crich, and thus fill the building. Recent additions had included the duplicate Berlin tram (Ernie), the Leeds rescue lorry, the Bury steam tram engine kit. The building would be full if the tram from Mode Wheel arrived.

The containers in Dingley Dell could be dumped and replaced with something better, in a competent, nicely produced exercise. (The containers had been obtained originally in order to provide storage for the contents of the Stone Workshop whilst that was being re-built. They had since been commandeered in part by the Telephone Department).

Entrance

Unless Andrew Willis can take this on, this application to East Midlands Development Agency will stop.

Library

Snagging continues.

The lift is the main concern of JM. It had not been properly handed over. He was concerned that a person could be stuck in the lift without rescue being announced or accessible. Library staff would control access via key control and when other staff available. Suitable training been given or made available to appropriate staff.

The Library was a complex building and with communication problems. Subsequent to the meeting a telephone had been provided outside the building with calling facility to RT, GCW and AWB. JM would consider pursuing the defect liability route with the possible provision of alarm (£200-£500)

Action: J Miller

AWB was discussing with IMD the splitting of responsibility between public and secure areas with IMD.

JM to obtain quote for corrections to environmental control for negative and postcard area- John King's fault - £15k remaining of HLF money

Action: J Miller

Depot II wall

There had been three invitations to tender, with two responses. Both had asked for extension of two weeks to the tender period because of difficulty in obtaining suitable bricks. JM was in direct contact with a brick factor. The Time extension not seen as a problem

Woodland Walk

JM had now met the new Aggregates Industry team. He was waiting a letter of confirmation that the access path to Glory Mine was fit for use. Graham King (Aggregates Estates Manager) was being transferred elsewhere

Disability access

P Biggs had written to the Board on 13 June 1999 regarding disabled persons facilities. At the recent AGM, it had been stated that this matter would be reviewed. Other submissions had been made dated 26 July 2000 and 20 April 2003. See attached copies of correspondence. Another list had been sent to Board via R Webster. Board advised to send to J Miller and/or defects book. JM would provide a one line critique on each item on a consolidated list for consideration at next Development Committee meeting. Items of April 03 considered and initial comments appended. JM advised that there were only limited resources available **Action: J Miller**

Any other business

IM suggested that the Euston Gates could be the basis of a gold, dome-topped gazebo on the Fleamarket overlooking the Derwent Valley. This could provide a focal point, shelter, and a *raison d'être* for restoration. However, the County Planning Officer would probably not concur.

Finance

Sherwood Foresters' field

Hoardings

Red Lion

Sett laying

Red Lion

Overhead authenticity

Other paving work

Permanent way

Next meeting

Sunday, 5 October 2003, 10.30 (subsequently deferred to 26 October)

Items for insertion into Budget, winter 03 / 04 for discussion at Board meeting of 1 November 03.

Circulation: Committee, Board, Minutes Secretary, Development Officer

CONSOLIDATED LIST OF ITEMS OF CONCERN TO P BIGGS

April 2003 – items 1-13,

June 1999 - items 14-17, also 8-12

1. Tardis corrosion
2. Emporium toilet vent
3. Tea rooms/Red Lion open/closed signs
4. Tea rooms access slope deformation (see also B Pickup correspondence)
5. Ice cream parlour wooden fence condition
6. Ice cream parlour window cleaning
7. (7A) Woodland Walk, milk float
7. (7B) Depot V tram cleaning equipment cupboard
8. Exhibition Hall entrance - lobby lantern, entrance doors signage, usage and inadequate wheelchair access
Health & Safety Comm. asked JW to investigate. Acorn Joinery asked for quote, JM to urge.
9. Exhibition Hall – Electric Era - lighting, panel damage, inadequate wheelchair access
Door is narrow, too narrow for fire exit. Exhibition Hall
10. Exhibition Hall – Trams at Night – display window security, signage
Noted
11. Exhibition Hall – Main area – rear exit curtain condition, door usage and signage
12. Street, no dropped kerbs between Eagle Press and Red Lion
This would be provided if / when Town End was redeveloped. Assumed to be done if Eagle Press moved. To be discussed with Operations Department regarding pedestrian movements. Take up Biggs' offer do work.
13. Red Lion carvery entrance door
14. Entrance slope, steepness
Include in budget winter 03/04. Would this compromise / be compromised by entrance building? In one year quarry activities might suggest a different course of action but planning blight could ensue. Add white line and signage to encourage use. Controlled access through gates required. Various items had been previously been put forward but had not been pursued because of planning blight. But significant delay now seen and thus the work should continue notwithstanding.
15. Café slope steepness
Business plan had been to close Café on the opening of the Red Lion. This had not transpired and the ramp was still in use. Correction of roots through tarmac required. Extension of slope would place the bottom of the ramp in the Red Lion.
16. Town End, access tram boarding point lack of shelter
No proposals in existing (or new) situation. To be reviewed with D Frodsham before discussion with the Board. Ashton shelter to be northbound at Bandstand, location does not affect restoration. Order had been placed.
17. Toilets, disability access
Arrangement made for access for Disabled toilet even when the Red Lion was closed. No nappy box in Assembly Rooms Gents. Nappy changing was available in the Red Lion Ladies.
18. Emporium shop, Forge shop, access
Overtaken by events.

ACCESS PROBLEMS FOR PEOPLE WITH DISABILITIES

13 June 1999

As a result of recent visits by both 'Motability' magazine and YOUFF (Youths fighting for freedom) it became clear that there are some difficulties for our disabled visitors on the museum site. The following list although extensive is I'm sure not comprehensive.

1. **Entrance Slope** is too steep for safe wheelchair use (occupant and /or carer).
Zig zag slope needed to give a reduction in incline.
2. **Cafe Slope** is too steep for safe wheelchair use (occupant and / or carer).
Possible extension (and reduction of incline) of slope towards Red Lion ?
3. **No Shelter** for wheelchair passengers on the East side of the track at Townend at the Access tram pickup point.
A shelter specifically for wheelchair passengers is urgently needed at Townend. The moral obligations are overwhelming when people waiting to use our advertised access tram are getting soaking wet, through no fault of their own, in the frequent bad weather. .
4. **Gents 'Disabled'** toilet is inaccessible with 'scooter' type electric wheelchair (too many right angle turns) and virtually impossible to exit with the main door opening towards the user. Long hard look needed for access to Gents Disabled toilet. Also no baby changing facilities exist in the Gents Toilet and it is despicable that when we are approaching a new millennium I have to stride across a man in the emporium Gents toilets trying to change a babies nappy on the floor. The geographical layout of the Ladies Disabled toilet is just acceptable but a separate unisex toilet would be an idea solution for all.
5. **Access to Forge Shop and Emporium** at the very best difficult, but mainly impossible.,
-----No access means NO sales !-----
6. **Dropped Kerbs** for easy wheelchair access - From the entrance slope on the East side footpath the first 'dropped' kerb is South of the Eagle Press, and this is an accidental event at a line of sunken kerbs. A dropped kerb is needed at or adjacent to the current wheelchair slope for cafe. It is very very embarrassing when accompanying a wheelchair party coming from the depot area forced to detour via the Eagle Press to gain access to the Tea Rooms.
7. **Second entrance porch** left hand door into the Exhibition Hall has to be pulled into the entrance porch and fouls the entrance space particularly for scooter type wheelchair. Fitment of double acting hinges should satisfy everything including push entrance and (fire) push exit.
8. **Special Access** door from electrical room through to trams at night is too narrow and not labelled for access.
Widen doorway and sign for disable use.
9. **Exit doors** from 'tram at night' not labelled 'push'. Fit signs.
10. **Main exit** doors from exhibition hall are not labelled push and one door is often left bolted. Peg open and label push.

Neither of the above disabled groups complained about specifics, but the difficulties above were seen and experienced by them during their visits.

With an increasing numbers of disabled visitors we cannot afford to disregard any modification that can be carried out to ease the problems listed above and hopefully we can encourage more visitors.

It's the easiest thing in the world to assume that everything is fine, but it's only when you walk around guiding a party of disabled visitors that the embarrassment factor really cranks in.

A particular example of this was the previously mentioned missing dropped kerb and lack of an outline at the edge of the transverser pit which could not be seen by visitors with sight disabilities.

I appreciate that it is not possible to rectify everything overnight, but I'm unaware whether the above difficulties are known nor if any plans exist to rectify even the most basic of the above problems.

Looking at the list above, there are numerous items that are not high cost / high technical fixes (item numbers 6. 7. 8. 9. 10.)

Other items (1. 2. 3. 4. 5.) are obviously long term with planning, but is there a grant available for some of the work ? I am informed that there is information available to help with this on request.

One alternative option to resolve the above is to create correctly planned and managed 'projects' out of the above list to be fulfilled 'in house' with suitable volunteers / paid staff receiving appropriate guidance.

We cannot afford to ignore the above particularly when we have gone to so much trouble and expense with the Access tram and we have now got ourselves a good name on this front..

To avoid further fire fighting, I'm also tempted to ask where exactly does the Red Lion come into all of this. Has the structure been fully assessed using **today's** disability requirements ?

Peter Biggs

1. The **Tardis** which is not only a well known feature but a telephone point for the duty inspector is now in a state of severe corrosion. (**long standing**)
2. The cast iron decorative **toilet vent** outside the Emporium now needs attention. There are bits hanging off and a very long crack in the surface. Is this safe, considering its location ? (**long standing**)
3. **Tea Rooms / Red Lion**
There is no 'open / closed' or 'Tea Rooms' sign available at the foot of the access slope. Yes, there is one at the foot of the steps, but what is the point in allowing people up the slope to find out that the tea rooms are closed particularly if they have struggled up pushing a wheelchair. There should be two signs, one indicating 'Tea Rooms' with space for open / closed and another indicating wheel chair access for both Red Lion and Tea Rooms. **This requires immediate attention.** Failure to resolve this shows a lack of care and attention to detail on a long standing problem. This is not a 'High' finance requirement, all it needs is the initiative from Management.
4. The **access slope** above has now become badly deformed by tree roots underneath the tarmac.
(**long standing**)
5. The **Ice Cream Parlour** wooden fence at the parlour entrance is in a perilous state of repair and a historic 'Lyons' sign is also suffering with the fence damage. (**over a year like this**)
6. **Ice Cream Parlour** rear window (showing historic pictures) needs cleaning.
7. The **Milk Float** adjacent to the woodland walk is an eyesore and should be cut up and scrapped. This general area is now becoming popular with walkers and obviously shows outsiders that one of our common dumping grounds is now on show.
7. **Tram cleaning equipment cupboards** need to be replaced back into Depot 5 (up to the doors). One cupboard has 'stabiliser' feet that stick out and in its current location alongside track 7 is now a trip factor for visitors and others.

Exhibition Hall

8. **Entrance doors** should be 'Push' in **both** directions to permit entrance by motorised wheelchairs. Still not modified despite being raised some years ago at a development committee meeting by myself. This therefore shows a complete lack of any interest in satisfying the needs of our customers. (**long standing**)
Overhead '**Lantern**' inside the hall adjacent to the entrance porch missing.
9. '**Electric Era**' room -
Strobe lighting - Inoperative.
Strobe lighting - Plastic covered panels - some damage.
Strobe lighting - Corrugated yellow / orange plastic wall sheeting damaged.
Centre Piece - all 4 overhead lights inoperative.
'Straight through **door**' from Electric Era to Trams at Night not wide enough for wheelchair.
If the Strobe lighting is working then the optional by-pass door is not wide enough for wheelchair access.
10. '**Trams at Night**'
First illuminated display window '**Royce Groceries**' upper lighting access flap left open

No overhead organ music playing in main area - other sound effects working.

11. **Rear Exit** Blue wall curtain hanging down - looks torn and is very dirty.

12. **Street - East Side** has no dropped kerb between south of print shop and Red Lion yard. This is despite encouragement on the West side for interchange with both shops and the Red Lion / Tea Rooms with fresh tarmac edge ramps outside the forge shop and the new dropped kerb outside the Library extension. Its called good business - if they can get into the shops etc. they may spend more money. (long standing)

13. **Red Lion**

The entrance door at the top of the stairs to the restaurant looks completely disgusting, second rate and does nothing for the ambience of this fine building. No doubt fitted because of its alleged historic value (the rose tinted spectacles syndrome) rather than its commercial need to look inviting and elegant. (like this since it was built)

The above check of less than one hour is not intended to be a definitive look at the whole of the site, but is an illustration of what our customers can see easily for themselves. I feel very frustrated that almost all of the above are long standing and I have no confidence that some of the items, in the short term, will get rectified and I would appreciate guidance on who has responsibility for all of the above because although having worked here for many years it remains a mystery to me. Perhaps there is a good reason for the delay in solving some of the above problems but the defects are still there.

I am seriously concerned about the problems I have listed with reference to disabled access. I understand that we have a deadline to meet by October 2004 when the Disability awareness legislation becomes final. Although there are exceptions for existing buildings I cannot see what we have to gain, apart from offending some of our customers by not modifying the outstanding problems. Perhaps its time we had an audit from a suitable person that can highlight our problems with disabled access throughout the whole site.

As an illustration of my intent I will tackle some of these items myself at the earliest opportunity.

I will of course accept any help, positive suggestions or guidance from anyone on any aspect of the above.

A. Begg 20/4/03
(A. Begg)

Memorandum

To: Winston Bond
From: PETER BIGGS
cc:
Date: Wednesday, July 26, 2000
Subject: Dropped Kerb for Wheelchairs

Further to my presentation to the members of the Development Committee meeting earlier last year and the almost complete lack of any progress in every single aspect, I would like the opportunity to create a 'dropped kerb', as a personal project during the museum (relatively) closed period later this year.

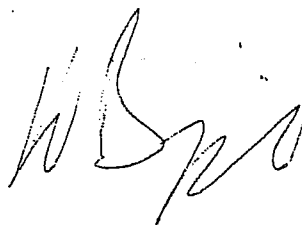
This is to assist our ever increasing numbers of disabled visitors and will enable powered wheelchairs access to the Tea Rooms from the depot area which currently requires a long route round the back of Eagle Press to gain access to the Tea Rooms from the Depot area. It will also greatly assist in the movement of non-powered wheelchairs in the same area.

~~It would be my intention to create this at a kerb in a suitably agreeable place~~ adjacent to the Tea rooms slope entrance. The construction to be carried out by myself and one other volunteer with professional advice from other site staff. The slope will comply with appropriate requirements with a slope of 1 in 15 max. to 1 in 20 min. (preferred). The intrusion from the kerb edge across the pavement area will be approximately a minimum of 48 inches.

I confidently expect this project to be a low budget (museum funded) and short time development, subject only to adverse weather conditions.

I would also like to suggest that we desperately need a suitable signpost at the foot of the Tea Rooms slope indicating that the slope is an entrance to the Tea Rooms. This current lack of a sign at the slope causes strangers with mobility problems a great deal of aggravation when they realise they have to retrace their route back to the slope.

Another factor that will creep up on us is the implications of the Disability Discrimination Act which ultimately takes effect in October 2004. I hope that the importance of this Act on the Museum as a whole has been fully discussed and all the relevance's at the museum taken into account.



The TRAMWAY MUSEUM SOCIETY

To: Peter Biggs

cc: AWB, DFR, JS, JM

From: M.C.Wright, (Dev.C.Secretary)

Date: 30/7/00

Subject: Another Dropped Kerb

Thank you for your note of 26/7/00 to the Development Committee Chairman, proposing another dropped kerb.

By putting off other pressing matters and staying late last Sunday it was possible to obtain a consensus from those members of the Committee on site.

The committee reviews *at every meeting* the conflict between developing an authentic tramway street and a thoroughfare with a plethora of special unprototypical measures to provide facilities for what is an extremely small proportion of visitors. The slope with "a minimum 48 inches" into the pavement where you suggest will be most intrusive and spoil the effect we are trying to create.

On the east side path, the layout of the cul de sac was specifically altered to eliminate a kerb and raise the surface to provide wheeled access, so there is already a ramp close to where you have demanded it.

I suggest the best way forward is to drop the kerb opposite by the wall mounted pillar box, which will look 'reasonable' as it is at the end of a 'run' of kerb. A strip of stone setts could then be replaced with wooden ones right across the street, giving the impression of some special subterranean feature beneath. ~~Wheelchair users then cross from the pillar box to the cul de sac.~~

When the fence by the Red Lion is reinstated, a period 'Tea Rooms' sign will be affixed.

In the remodelling of Town End through the Library Extension scheme, we have found some photographs of Bradford in 1910, where the pavement and kerb has dropped through subsidence and a 'legitimate' example could be included.

The Workshop Extension scheme also deals with the question of kerbs, pavements and the level of the path by the hoarding and a 'legitimate' ramp will be installed aligned to a (Euston-gated) alleyway behind the Extension.

Concerning the visitor demand, the information I have is totally at variance with your contention that we have "ever increasing numbers of wheelchairs". By July 31st 1998, 3006 was out on 98 days, last year it was 79 days, this year it is 69 days so far.

I think there is a bigger issue here regarding use of resources. We all need to do those activities which generate the *biggest* benefit for the *most* visitors so they will tell their friends and return.

Your setting and paving skills are most impressive. Are there other areas where you could use them for *everyone's* benefit?

The next Development Committee meeting is 22nd October when the issue will be reviewed yet again.

MCW
psion

→ JM ✓
AWB
DFR
JS

Memorandum

To: M C Wright (Dev.C. Secretary)
From: PETER BIGGS
cc:
Date: Monday, August 7, 2000
Subject: 'Another' Dropped Kerb

Thank you for your reply to my request for a dropped kerb.

I am rather mystified by the reference in your title to 'Another Dropped Kerb', I only ever recall referring to 'one' dropped kerb.

I find your reference to 'staying late last Sunday' difficult to understand and consider that it is no fault of mine if the Development Committee cannot get their act together and communicate with me as a matter of courtesy, over my original presentation at that committee's meeting 15 months ago. At the very least, any communication would have been better than none at all. I had no expectations that my original list of 'jobs to do' was going to be carried out urgently, some were expensive others not so, but I did not consider that it would be a case of ignore them and they will go away. The items on my original list are still there whether you like them or not and I will continue to remind you of this. I also note that you make no mention of my factual reference to the requirements of the Disability Discrimination Act in 2004.

You obviously have a conflict over an 'authentic street' and the real world where most of us regularly have to try to make the system work with real problems with tangible visitors, some of them in wheel chairs. I have absolutely no intention of destroying our site with 'un-prototypical measures', though it is often very embarrassing when the customer (our bread and butter) cannot be satisfied because this or that committee is so insular from reality that it does not appear to have the slightest inkling of problems at ground level.

You try telling a man or woman pushing their incapacitated spouse (who needs personal assistance) that we don't have a unisex toilet (I'm fed up of hearing the excuse that the Red Lion will have one someday and I don't even offer it as an excuse).

Where does the single lone parent place a baby whilst they use the urinal ?

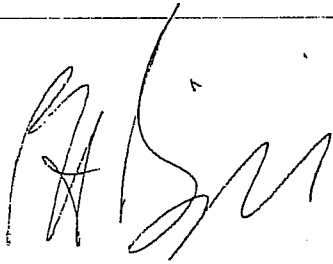
Where does the lone male parent change a babies nappy ?

I get the distinct impression that if a suggestion comes from anywhere other than from the committee (a mini board meeting) then it will be disregarded.

There is a problem with your statistics over the use of 3006 . If you recall, this tram was used indiscriminately during 1998 and now it only emerges when the need arises, so the comparison between 1998 and 1999 does not really have a valid base. Also disabled people, although in a minority, are visitors and are thus very important and need to be encouraged.

I accept your suggestion for the alternative site from adjacent to the wall letter box across the street to the red lion side entrance as a very suitable variation. Perhaps if communications had been in place, never mind working, a discussion (that is in simple terms means talking and listening to someone who may just have a glimmer of an idea) would have resolved all of this.

All the above could have been resolved with simple communication, something that has been sadly lacking at the museum at this and recent times. I would like to see this problem resolved, but I do not have high expectations that it will ever be seen as a necessity.

A handwritten signature in dark ink, appearing to be 'A. B. M.' or similar, written in a cursive style.