

The Tramway Museum Society

Minutes of the 89th meeting of the Development Committee, held at the National Tramway Museum, Crich, Matlock, Derbyshire, on Monday 12<sup>th</sup> November 2007 at 10.00am.

Issue: 1

Present: Messrs R.T.Pennyfather (Chairman), A.W Bond, I.M. Dougill (Secretary), A. Smith, A. K. Thorpe, G.C.G. Wilton and M.C. Wright,

89.1 Minutes of Meeting 88 (23.07.07)

Subject to minor typographical amendments, the minutes were agreed as a true record.

89.2 Red Lion Ramp:

A permanent solution to the ramp cannot be progressed until the long term future of the Tea Rooms had been agreed as one could compromise the other. Mr Bond suggested a 10 year interim solution as it was likely to take at least that period to replace the Tea Rooms. The two key issues with the existing ramp were its width and visual appearance, both on the ramp and from the street. Cladding could be applied to disguise the ramp from the street.

Mr Bond enquired whether the various inspections had identified the ramp as an issue. It was felt that it had not been raised as an issue, although the use of The Red Lion had changed during the year. Mr Smith felt that an anti slip surface could be applied.

It was agreed that a plan should be put together in the next 6 months that could be implemented after October 2008.

A further key issue was to remove the rubbish which piled up between the Tea Rooms and the Red Lion. Mr Smith asked if the Museum had a recycling policy. Mr Wilton stated that the Museum had not implemented such a strategy. Mr Pennyfather felt that this should be investigated further, as should provision of a compactor.

**ACTION: Mr Smith to prepare a note on the main issues, including safety and the dimensions and gradient of a ramp.**

89.3 Entrance Ramp:

Mr Pennyfather indicated that as all other schemes which had been investigated had proved too expensive, Mr Wright's proposal remained the best way forward.

The main concern was the possibility of buggies or wheelchairs running away down the ramp. Mr Wright said that there were no recorded incidents of this nature on the ramp, Mr Smith adding that additional safety precautions could be put in place.

Mr Wilton suggested lowering the site on which the Entrance Building was located. However, this would require the installation of a retaining wall. It was noted that one of the biggest costs associated with a solution was a retaining wall adjacent to the ramp. There were longer term plans to move the Entrance Building, to change levels, and to make the main entrance via the roadway.

Mr Smith said that we could not put together any proposals until a survey had been undertaken. Mr Dougill wondered whether a survey of this area could be combined with a survey of Wakebridge. Mr Thorne had quoted £2,500 to survey the entrance and a further £2,500 to survey Wakebridge. The work would be undertaken by Atkins. Given the reputation of the company and that seeking further quotes would be unlikely to shave much off the cost it was felt that a brief should be prepared and budget allocated towards the cost. It was noted that costs could change following finalisation of the area that needed to be surveyed.

It was felt that the brief should include the area north of the Bridge, the tram track to the northbound tram stop, the entrance hut and slope.

**ACTION: Mr Smith to prepare a brief**

89.4 Toilet Facilities at Town End:

Mr Wright said that we had not finalised a plan for the Assembly Room toilets. Mr Smith had prepared sketches which he presented to the meeting. These showed a single unisex disabled toilet incorporated into the space that was currently used by the gent's

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toilet. An additional door would be installed to allow access to the gent's toilets from the front of the premises, it being noted that the revised scheme proposed that they would wrap around, behind the disabled toilets.

It was noted that we need to bring our toilets up to modern standards, including new furniture, lower ceiling, improved lighting and ventilation. This would cost an estimated £25,000. It was noted that this seemed a reasonable cost.

**ACTION: Mr Pennyfather to seek approval from the Board**

### 89.5 First Aid Room:

Mr Pennyfather noted that the first aid room had reached the end of its life and a replacement was required this winter. The Library receiving room or a replacement mobile unit had been suggested as options.

It was agreed that the receiving room should not be used, and the current location of the first aid room was ideal. Mr Wright felt that a replacement portacabin fitted out to specification should be sought. This could be established to include a disabled toilet which would avoid the need for major works to the Assembly Room toilets. However, it was felt that access constraints would prevent the two from being combined. It was estimated that costs would be £20,000 to £30,000,

It was agreed that given the location of the building, the aesthetics were an essential part of the project. We had material from Derby Station that could be used to make an arch which would match the appearance of the Assembly Rooms. Building Regulations, foundations and a tender for building works would however require this to be dealt with as a separate project. Jim Soper might be able to provide advice. The costs of building the arch would be additional to the previously quoted estimate, but it felt to be essential.

**ACTION: Mr Pennyfather to take proposal and funding bid to the Board. Mr Smith to firm up the building costs**

### 89.6 Track Relaying at Wakebridge:

This work was being progressed by a sub-committee. Mr Wright indicated that there was nothing to report. He was still awaiting a quote which had been promised two weeks previously.

Mr Wright said that the strategy was to reduce the sharpness of the curves and to replace essential track components. There were no proposals to relocate buildings or street furniture.

**ACTION: Mr Wilton to prepare a discussion paper regarding the interpretation of the displays at Wakebridge**

### 89.7 Options For Glory Mine

Mr Pennyfather said that no progress was likely in the short term because Wakebridge is currently the priority project. Mr Wright said that previous proposals had led to the conclusion that major works to the track layout would be required. The Board were still very supportive of allowing visitors to alight at Glory Mine.

Mr Pennyfather said that as we would need to relay the track, we could take the opportunity to establish a more tramcar friendly layout, in particular avoiding the need for trams — to go around the loop when a three car service was in operation.

Mr Wilton said that it was important that there was a range of activities for people when they alighted at Glory Mine, including walks, toilets, tram shelter, camera obscura etc. This was agreed. Mr Wright estimated that costs would be in the region of £150,000-£200,000.

**ACTION: Mr Wright to liaise with Mr Pennyfather regarding availability of drawings**

### 89.8 Rights and responsibilities re the Quarry

Mr Dougill indicated that we believed that the quarry were likely to submit a planning application shortly for consent to mine under their current stockyard which was adjacent to our track at Cabin. We might need to appoint consultants to respond to the planning application as it could have major implications on our business. — Mr Thorpe said

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that it would be essential that any consultants that we appoint have —experience of minerals planning matters.

At their current rate of extraction it was thought that if the quarry operators did not get planning permission then there was only about 3-5 years extraction left although Mr Dougill indicated that they could reduce the rate of extraction by only supplying stone to other group companies.

Mr Wright asked for confirmation that we had right of road access to Wakebridge and Glory Mine.

**ACTION: Mr Dougill to source suitable consultants and to consult our title deeds**

### 89.9 The Stone Workshop

Mr Wilton reported that the grant application was being put together for submission at the end of November 2007. We would be likely to know if the bid were successful soon after submission. If approved, works could be completed within a year, preferably over a winter period.

Mr Wilton noted that the Borough Council website stated that the Council would not refuse planning permission for applications from visitor attractions if they could not be seen from the public highway.

**ACTION: Mr Wilton**

### 89.10 Original RTA 1930 road sign

Mr Wright had received the sign and would take it to a contractor in order to obtain a quote for its replication.

A red disc was required, which we did not have in stock. He would contact other Museums, such as the Oxford Bus Museum, to ascertain if they could assist by loaning an item from their collection..

**ACTION: Mr Wright**

### 89.11 Storage Facility

Mr Smith had provided Mr Wilton with details of several storage buildings. The cost could be approximately £10,000. Neil Daft had cleared up the side of the Exhibition Hall and a building was required to be either located there or on the storage site.

Mr Wilton was likely to be able to progress this in the next 6 months.

**ACTION: Mr Wilton**

### 89.12 Telephone Kiosk

Mr Pennyfather had received a suggestion that the Museum should try to obtain a K6 telephone kiosk and sought the Committee's views. There was general consensus that we should obtain one while they were reasonably readily available.

Mr Wright said that there is a proposal to place a telephone kiosk north of the bridge in the recess on the left, and that a K6 would be of the correct period for this section of the line.

**ACTION: Mr Pennyfather**

### 89.13 A 'Tick-Over' Project

It was agreed that this should be the area north of the bridge.

### 89.14 Buildings to develop the Street Scene

There is a long term proposal to establish a 1930s period theme north of the bridge to the northbound bandstand tram stop. Thoughts included the telephone box, traffic lights, railings around bandstand etc. It was agreed that this area should form the Committee's priority in terms of improving the street scene.

**ACTION: Mr Dougill to ask Jim Soper whether he had drawings for this area**

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### 89.15 Memorial benches

Benches were currently provided as memorials to long-standing members, and others. Concern had been raised that the poor condition of some benches meant that they were not a suitable memorial. The Committee had been asked to look at the Museum's strategy for memorial plaques. The Committee would need to establish what sorts of benches were suitable, where they should be placed, and how many would be useful. We would also need to decide how to respond to offers if no more benches were wanted.

The Committee agreed that it was right to have some form of memorial to honour members, but that this needed to be of a suitable form, and kept in good condition.

Mr Wright had noted that consideration had been given to erecting a memorial obelisk. Mr Pennyfather referred to the small memorial park at Blists Hill Museum, and suggested that a small memorial park might be a suitable location for such an obelisk. Mr Wilton suggested that such a park would fit with his ideas for improving the park adjacent to the Bandstand, and this might be a suitable place for plaques. This would however have implications for events around the Bandstand. The Membership Committee were also looking at similar issues.

**ACTION: Mr Pennyfather to liaise with the Membership Committee and discuss at next meeting**

### 89.16 Allotment project

Mr Wilton reported that we needed to get Nottingham 92 out of Clay Cross in order that this scheme could be progressed. The location of vehicles currently made it very difficult to extract the car.

### 89.17 Items deferred to next following meeting:

Period street scene and disabled visitors

Longer term projects

Catering and Retail facilities

Depot accommodation

Improved storage conditions in tram depots

Double track and other track or overhead projects

An energy strategy - paper by David Senior

The Development Report

### **Date of Next Meeting:**

Monday 7<sup>th</sup> January 2008, 10am