

**THE DEVELOPMENT COMMITTEE (MEETING 91 – 13.03.2008)****ACTION**

Held at the National Tramway Museum, Crich, Matlock, Derbyshire, on Monday 13<sup>th</sup> March 2008.  
at 10.30am.

Issue: 1

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

Apologies for absence: A.W Bond, and A. K. Thorpe.

91.1 Minutes of Meeting 90 (dateXXXX)

The minutes were agreed as a true record

91.2 Toilet facilities at Town End

A discussion took place regarding proposals to refurbish the 'gents' toilets and to amend the layout to enable a unisex disabled facility to be provided. Mr Smith agreed to provide drawings for agreed layout, and to contact Mick Hough to discuss prices.

AS

91.3 First Aid Cabin

It was noted that this matter was being progressed by the Health & Safety Committee.

91.4 Assembly Rooms - Stone Arch

A stone arch was proposed in the style of the Assembly Rooms to disguise the first aid cabin, and thus make a great improvement on the current street scene. Mr Dougill agreed to speak to Jim Soper and request him to identify suitable stone from existing stock from Derby railway station, and possibly prepare a drawing.

IMD

91.5 Stone Workshop

It was reported that the HLF bid was nearly complete, and would be submitted that week. We expected to hear the result in early September. Mr Wilton was optimistic.

91.6 Red Lion ramp

Mr Smith had acquired some rolls of antiskid surface which could be laid on the current ramp. An improved ramp was likely to be a concrete structure, incorporating a cool store for the Red Lion, but time cannot be given to this project until the track work at Wakebridge is secured. Mr Wright would pursue.

MCW

91.7 North of Bowes-Lyon Bridge

The Development Report designated the area north of the bridge as 1930s. It was considered that a series of separate thoughts could be brought together to form a strategy for the whole line. This could include ideas for depots and an alternative tram route, and the grand union junction. This would give a strategy for the whole route, north of the bridge.

91.8 Bandstand area

Because of the need to complete grant applications, Mr Wilton had not yet had time to write the Journal article, or to research plans for his Bandstand proposal.

Visitors who entered the Museum through the main entrance were currently greeted with a bleak view. Developing the Bandstand area would give quick and immediately visible results, and could be done as a 'tick-over' project in small stages without affecting the tram service. It would be a continuation of works at Ashton Shelter, already funded by Subscriber Plus Fund. Mr Redmond had asked Subscriber Plus members for their views on funding this project and they had indicated general support.

Railings would be erected around the Bandstand Park. The expanse of tarmac would be reduced and defined with kerb lines and a small traffic island, traffic lights, traditional street sign and lining, and a K6 telephone kiosk. Mr Wright agreed to locate Mr Soper's drawings for turning circle. The telephone kiosk would preferably have Button A/B equipment, with some services including electricity. Mr Wright would seek advice from Telephone Dept. on whether the telephone should be in working order.

MCW

If a suitable shelter could be found, this would be useful for the Bandstand area. The cabman's shelter might possibly be moved from Wakebridge.

91.9 Memorials

Mr Pennyfather had spoken to Chairman of the Membership Committee regarding this proposal. Their main concern was the practicality of keeping the memorial in good condition. They would support either benches with plaques or an obelisk.

Mr Wilton had seen memorial benches at the Cromford Canal, fixed in the ground in a way which would be ideal for the Woodland Walk. He would provide photographs. GCGW

We could have conventional park benches around the bandstand, especially around the bandstand railings

The committee still favoured an obelisk in the Bandstand area, ideally a Victorian design, preferably an old one.

91.10 Street Furniture

This was deferred due to Mr Thorpe's absence.

91.11 Road signs

Mr Wright agreed to pursue the location of suitable period road signs. MCW

91.12 Provision of a Storage Facility

It was felt unlikely that Mr Wilton's proposals for a new storage building would receive budget approval, so it was thought important to make better use of our current storage containers and Clay Cross store. Messrs Wilton, Dougill and Senior would look for a possible grant for a storage building.

The need to dispose of large volumes of equipment currently taking up space, but which we had no use for, was highlighted.

91.13 The Woodland Walk

Mr Sturgess was preparing thoughts on the Woodland Walk to better inform future BTCV work. This would feed in to a plan for Wakebridge.

The plan will include the proposed allotment with the body of Nottingham tramcar 92 and an Anderson shelter, and would include thoughts on the relative benefits of Ash trees or Sycamore trees.

The initial intent for the Woodland Walk was for vehicle access to Wakebridge, but this can probably be discarded because we have a right of way through the Quarry.

91.14 Wakebridge

Responsibility for the track relaying had been passed to a specially formed sub-committee of the Board, so it was now largely out of hands of this committee; but this committee needed to confirm requirements for the track layout and take an overall view of the area. Holding works were planned, in readiness for major works over the winter.

The current track layout was a hangover from the original terminal Y. The proposed layout would have a more prototypical layout for a passing loop, removing the sharp kink at the siding points, would lengthen the loop slightly, and allow for future double-tracking of the line south to Cliffeside.

Wakebridge was a busy point but was currently a hotchpotch, which needed to be improved in general appearance. A period scene and better visitor facility could make the area busier and could improve the sales potential at the Octagon.

The main options appeared to be either a reserved track tramway stop or a visitor attraction, although the two are not necessarily mutually exclusive. Mr Bond had suggested Laxey Station as a model and Mr Wright would check Beddgelert.

It might be worthwhile to have a bigger and better passenger shelter at Wakebridge and move the cabman's shelter elsewhere, possibly to Bandstand.

Mr Wilton's plans would make more of a feature of the mining display. Mr Dougill had a drawing from PDMHS regarding their displays.

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Access to the Woodland Walk, the power station and the previous viewing platform need to be brought better into the overall theme, and made more obvious. It may be beneficial to thin trees out to allow better views, especially around the viewing platform. It may be better to site the camera obscura, otherwise intended for Glory Mine, on the previous viewing platform, where the building would be less at risk from intruders. Mr Wright would check the site.

MCW

Mr Sturgess might be invited to expand his work on the Woodland Walk to include Wakebridge.

91.15 Options for Glory Mine

Previous thoughts had been to develop the Glory Mine area to permit the public to alight from the tram and provide an attraction such as a camera obscura and a photographer's terrace, but to prevent the public wandering down the track by planting and 'cattle grids'.

Before any visitor facility could be used, we would need a revised track layout which will allow passengers to board and alight from trams. This is unlikely to be affordable in the short term and cannot happen until work at Wakebridge is complete. An early improvement would be to re-open access to the full terminal stub, which would allow the siding to be removed, making better use of the space and saving the need for a set of points. Mr Wright agreed to identify what track we had and what we would need. It was accepted that we would probably have to run 'wrong road' around the loop in order to permit passengers to alight from the tram on to an island platform.

Two other key factors limiting the scope for developments at Glory Mine are that earthworks would be prohibitively expensive, and that it would be difficult to keep any property secure at this location at times when the Museum was closed.

Facilities previously suggested for Glory Mine included picnic benches (at track level and on the photographers' terrace), access to (but not entry to) some of the mine shafts, and the camera obscura. The camera obscura would need a purpose-built (timber) building, and would need to be kept secure. This could be easier at Wakebridge.

This led to a discussion on how much we should seek to develop Glory Mine and to what extent should we channel development to improve and develop Wakebridge. We needed to take this discussion further. Should we have two roughly equal destinations, or make Wakebridge very much the main point away from Town End? Mr Pennyfather's view was that we should have some facility at Glory Mine, but a lesser facility than some previous ideas, with some facilities proposed for Glory Mine at Wakebridge instead.

91.16 Surveys

We needed land surveys at Wakebridge and Glory Mine. Board approval had been granted for the survey at entrance and, if this was successful, the Board were likely to approve further surveys. Mr Smith agreed to send the brief to Mr Pennyfather.

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91.17 Date of Next Meeting

The chairman would propose suitable dates outside the meeting.

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