

**Friends of Dore & Totley Station (FODATS) Open and Annual General Meeting Tuesday
17th April 2018 7.30** Totley Library, Baslow Road, Sheffield

Committee: Chris Morgan (Chairman), Ken Wheat (Deputy Chairman), John Bartolome (Treasurer), Nick Barnes (Secretary), Dawn Biram, Andrew Dyson, Joe Otten, Jeremy Dench, Derek Gillibrand.

Present: David Wrottesley, Brian Stayt, Chris Goldie, John Sharpe, Pauline Bell, David Jane, Peter Calderly, Martin Randle, David Owens, Brian Cromwell, S Chandler, Graham Meiklejohn, Richard Isaacs.
24 people attending in total.

Apologies: Michael Noons, Glynn Waite, Mike Peart, David Crosby, Alex Forrest.

1. Informal welcome, tea and biscuits - display of pictures.

2. Chris Morgan; Chairman's formal welcome, introductions and Annual Report

Welcome to FODATS 3rd Annual General Meeting. That's quite an achievement and bears testimony to the foundations laid by Dawn Biram and a few others a few years earlier, some of whom may be here today.

The chair identified committee members present, Ken, Dawn, Nick, John, Derek, Andrew, Jeremy, Joe.

Dore & Totley station opened in 1872 on the Midland Railway's line built to more directly connect Sheffield to the south. Part of today's problem is that the east and west coast mainlines had been competing with each other for decades before that and have always provided faster services to the capital.

By 1893 the Dore & Chinley Railway's Hope Valley line had been built but was primarily designed to carry coal from the east to industry in the north-west. Passenger services didn't start until June 1894 and all the stations were economically built of wood. The only part of those stations to survive between here and New Mills is Grindleford Station Cafe. For that reason alone we must look after our little brick building and treat it with care. There were originally only 2 platforms and tracks into Sheffield.

By 1904 the station and routes were busy enough to justify 4 tracks into Sheffield and for about 40 years we had a service on 2 lines and 4 platforms, with at least 11 trains to Sheffield in each direction in 1947. There was a W H Smith bookstall selling postcards and delivering papers locally, but very few passengers commuted any further than Sheffield, Attercliffe, Rotherham or Chesterfield. They walked to the station, by pony and trap, or horse bus from the Cross Scythes at Totley, quite a contrast with today.

By the late 1950s railways were in a terminal spiral as the Beeching era approached. In the 20 short years between 1965 and 1985 Dore & Totley was de-manned, the stopping service on the mainline withdrawn, the two slow tracks into Sheffield lifted, all the buildings on all 4 platforms closed up, the rose beds went uncared for and finally we were reduced to a single-

track bottlenecking platform with a small brick shelter.

The final straw might have been the withdrawal of through services to Manchester. By 1976 we had to change at New Mills. But Dore & Totley is fighting back, a notable early campaigner being the late Peter Fox. Gradually we've been adding through services until, I hope, Richard and Graham are going to tell you of the best service we've ever had from our station from May – still not good enough, of course!!

In the last 7 years we've doubled our number of passengers, tripled the number in the last 12 years and quadrupled the number in the last 20 years. Give us more trains and we'll attract more passengers!

As a Friends of station group, we want to be friends with passengers, our local community residents and those who care for the environment. Those groups overlap and their priorities will differ. All of you will know that is one very big challenge! How can we be friends of all?

Over the year the easiest part was possibly to have arranged the traditional planters and plants on the platform – one that doesn't provide a lot of immediate scope when we consider the station improvements potentially coming. Our bulbs around the car park have followed railway industry practice by appearing late, and a few seem to have gone on strike altogether.

We've tried to engage constructively with all three train operating companies and the presence of Richard and Graham tonight shows that has been worthwhile. Northern have 478 stations to look after, Trans Pennine only 19? Duncan Cale from East Midlands has sent his apologies but both Andrew and I hope to attend their stakeholder conference in early May.

We're also engaging wherever possible with Transport for the North, SYPT, Network Rail, Sheffield City Council, Sheffield City Region, British Transport Police, the Rail Cycling Forum and we even contributed to South-East Manchester's recent rail consultation. If there's an opening we try to press the case for Dore & Totley.

We also keep in close touch with the Friends groups at Dronfield and Grindleford, participate with other stations in the Hope Valley Rail Users Group, are active members of the High Peak and Hope Valley Community Rail Partnership and are members of the Association of Community Rail Partnerships. We owe Andrew Walker a particular vote of thanks for helping to champion our cause in places we can't ourselves reach.

Part of the challenge at Dore & Totley is left by our history. We are in the Eastern Region of the old British Railways and are in Northern's eastern division. Signalling and tracks for Network Rail are controlled from York – but only as far as Totley Tunnel when it's controlled from Manchester. Northern operate our stopping trains from their Manchester depot. Stations west from Edale are technically in their Central division, although the bit from Hope is supposed to be in their Eastern division. If you're confused I think Richard and his opposite number Vicky in Manchester sometimes can be as well, but we're in good contact with them both.

On a social level together with Friends of Grindleford Station we held a successful over and under walk in September, walking up the hard slog to Topley Moss and the tunnel air shaft and back down through Padley Gorge to catch the train back. On a Saturday morning it has to be done that way. The train outwards towards the Hope Valley was packed for the walkers who came from as far as Gainsborough to join us. Several of us had to stand on the train back through the tunnel. We intend to repeat this later in the year,

Ken Wheat will be telling you more later about the Hope Valley Capacity Scheme to restore our second platform. It won't be ready for December 2018 as we were led to expect back in 2013! 2021, 2022, 2023, place your bets.

All who use the station know that on wet days we need to arrive late and bring umbrellas. With up to 100 waiting for Trans Pennine's 6 coach 7.14 for Manchester, or for the often leap frogging 8.03 and 8.10 trains in opposite directions, the space for 20 in the shelter is soon used up, as is space under the large conifer and in the cycle shelter. No wonder so many stay in their cars. We must thank Northern for their concept drawing of a canopy that might shelter about 40, but drawings don't keep off any rain. We've been told it could cost £50,000 and there's nothing like that much in the kitty. We've asked a member who knows about these things and his company has come back with a costing under £20,000, although another £10-15,000 might need to be added for working on an active rail platform.

We're a small station (do we get to medium when all the fares are being collected and we trigger 200,000 passengers a year?) so don't seem to count for much. We could contend, and probably will, that with year on year growth averaging 5% or more the extra revenue from just 8,000 more passengers might cover the £50k in a year, two at the most.

Within the Dore & Topley area there are 3 well-read free quarterly local magazines going to all houses. Over the last 3 years almost every edition has had a full page illustrated article bringing news of FODATS and the rail services. We'd contend that those articles, and other positive media activity, have encouraged the growth in passenger numbers – all at no financial cost or any effort to the rail industry. While we're getting refurbished and newer trains, comfort on the platforms is very important for rail users as well. Quite often we're waiting longer there than we are on the trains!

Word about Dore & Topley is spreading, possibly too far for those who live nearby. We have a major challenge with car parking. We're victims of our own success. We've been assured owners SYPT and Northern as operators that there are no plans for charging. We've seen outline plans for two options but neither would find favour with a significant number of local people. Nothing will happen in the immediate future and planning will probably be delayed until we know what's happening with the second track and platform. Like the canopy, there's currently no money for whatever might be planned at present - but we keep pushing anyone and everyone to take the need more seriously.

Within the car park we're sometimes amazed at where some try to abandon their cars, yet the disabled spaces are respected. We're trying to see if we can squeeze in another 5 or 6 marked spaces, but it needs DfT approval and 6 months of statistics compiled twice a day – which is why you may see my car or Jeremy on patrol quite often. Thanks go to British Transport Police who now have our station on their radar and recently assisted a user whose

car had run across the park into another car due to a handbrake failure.

Last year I said talk today may bring results later. Sometimes we wonder, but slowly we think we're getting somewhere.

Derek has produced a new station poster and maintains our comprehensive website which helps to get us noticed outside of Sheffield as well as locally. Our Facebook page now has 177 members and it's good to see that most posts placed on there are viewed by over 100 of them within 48 hours – but only if they have pictures. Factual stuff doesn't seem to attract as much attention.

Late last year we were given the opportunity to comment on Northern's draft timetables from May. A small group spent some time on them together with Hope Valley Rail Users Group and pointed out some snags, like one train that was due to get to Sheffield half an hour before it had left Grindleford. When the hoped-for timetable was first on public view member Alex Dhawan did a very detailed analysis so we can spot very quickly the remaining gaps. Richard will soon be telling us why that timetable had to be hidden away before it can be officially revealed about the 6th May. However, we've already fed back that two trains might be better timed not to take 17 minutes dawdling between Grindleford and Dore & Totley.

3. Presentation by Richard Isaac, Northern Regional Community and Sustainability Manager

Richard tells the meeting that he is actually responsible for only 174 stations and that a lot is happening that affects what Northern does. Northern is proud to have over 1500 volunteers. There has been a reduction in anti-social behaviour. 'Satisfaction' ratings in customer surveys are going up which is appreciated and there is a lot of intelligence coming in from volunteers. The community agenda is going up. Morecambe to Leeds has just completed a dementia project which includes a film for staff. Another role has been encouraging young people in both as passengers and for employment. The National Citizens Service (NCS) provides opportunities for young people to work with the rail industry and Northern. Paul Barnfield (Eastern Area Manager) is always happy to meet volunteers. The timetable commencing May 2018 has been a challenge. Northern feels frustrated that there have been delays on the planned new units.

Canopy Plans and costings have been completed and Alison Bell supports this project. Northern is now seeking funding and this is as a direct result of FODATS involvement. A replacement ticket vending machine should be in place by June. This will be more modern and faster. The shelter is scheduled for refurbishment in August and seating is proposed.

Action: CM to email Northern to request wooden bench is left in place. There has been a notable reduction in anti-social behaviour where community groups are in place. A grant of £800 should be approved for Dore and Totley station by Northern soon. Do submit further bids asap.

4. Questions to Richard Isaacs, and answers

Q: How does Northern agree how much to spend on the station / can other operators contribute?

A: As D&T is a Northern station, Northern is responsible for spend.

Q: Want D&T station character to be retained, therefore needs appropriate design including the shelter.

A: Within the Northern area they do try to repair and maintain, but Network Rail land does not have the same commitments and bridges and lineside structures are a NR responsibility.

Q: Train delays mean that toilet facilities are very important.

A: RI agrees on the need for more toilets but may be problematic to provide.

Q: Regarding the new Penalty Fare station at Rotherham; will D&T follow the same approach with the Promise to Pay ticket as it will put extra pressure on the ticket machine? RI did not feel that D&T would become a PF station in the near future and noted that fare evasion (deliberate or otherwise) was a general problem

5. Graham Meiklejohn, TransPennine Express, Regional Development Manager

TPE commends the work of FODATS and the Chair's focus, pressing the need for progress. It is very effectively done and helps the operators understand the needs of the local community. TPE's operation is limited providing a service mainly to Manchester in the morning and back in the evening. There has been a £32m investment in train refurbishment to provide high quality service with free wi-fi and power to allow people to work on the train. TPE is going for growth. With new trains coming onto the network, they will form standard six carriage trains between Sheffield and Manchester by the end of 2018. Platform length is therefore being actively considered. The Hope Valley Capacity Scheme improvement is important in this regard.

Regarding the car park, this is seen as important to get more people on to trains. Work to get it improved through the new Sheffield City Region Mayor. The issue needs to be tackled by the industry, SYPTTE and the Sheffield City Region. Pressure on facilities will only get worse. However, Graham hopes that jointly the station canopy shelter can be achieved.

Regarding the government decision on the East Midlands franchise; it had deferred its decision on the Liverpool-Nottingham-Norwich service. But TPE feels that it could improve the offer if it took it over from Liverpool to Nottingham. There is a growing customer base and we all need to work together.

Q: Does Transport for the North do much for us?

A: TFTN is a high-level decision-making body only. It creates the overarching vision, thus enabling action by SCC, SYPTTE and the Sheffield City Region. Pressure should be kept up on all these organisations.

DB: The Dore Village Society is willing to contribute funds.

On 12th June at 6:45, Graham Meiklejohn will give a presentation to Friends of Dronfield Station – FODATS members are welcome to attend.

6a. Minutes of AGM 23rd May 2017 and matters arising – Agreed that the minutes be accepted. (proposed CM, seconded KW).

Friends of Dore & Totley Station

For the year ending 31st December 2017

Income & Expenditure account for 2017

Expenditure			Income	
			Balance as at 1.1.17	£250-00
Poster for station notice board	£34-50		Station Improvement grant from Northern Rail	£500-00
ACoRP membership dues	£30-00			
Planters & summer plants	£456-95			
Total expenditure	£521-45		Total income	£750-00
			Balance as at 31.12.17	£228-55

Balance sheet as at 31.12.17

Liabilities			Assets	
Balance as at 1.1.17	£250.00		Bank balance as at 31.12.17	£228.55
Deficit for year	£21.45			
	£228.55			£228.55

John de Bartolome Treasurer Signed : John de Bartolome, B.Sc Date: 21.3.18

I have examined the accounts of the Friends of Dore and Totley Station and I am satisfied they represent a true and fair view of the Group's activities.

Paul Walker Signed: Paul Walker, BA, ACMA Date: 21.3.18

Friends of Dore and Totley Station is a member of the Association of Community Rail Partnerships (ACoRP) and the High Peak and Hope Valley Community Rail Partnership.

6b. Approval of accounts to 31.12.2017 – approval of independent auditor – Proposed by CM, seconded by KW that the accounts and the re-appointment of the current independent auditor Paul Walker be agreed.

6c. Election of Chairman, Deputy Chairman, Secretary, Treasurer and 6 committee members.

Chairman: Chris Morgan, proposed by Ken Wheat seconded by Derek Gillibrand - unopposed.

Vice Chairman: Ken Wheat, proposed by Chris Morgan seconded by Nick Barnes - unopposed.

Secretary: Nick Barnes proposed by Chris Morgan seconded by Ken Wheat - unopposed.

Treasurer: John de Bartolome proposed by Chris Morgan seconded by Derek Gillibrand - unopposed.

Other Committee Member proposals:

Andrew Dyson proposed by Chris Morgan seconded by Ken Wheat

Derek Gillibrand proposed by Chris Morgan seconded by Ken Wheat

Joe Otten proposed by Chris Morgan seconded by Ken Wheat

Dawn Biram proposed by Chris Morgan seconded by Ken Wheat

Jeremy Dench proposed by Chris Morgan seconded by Ken Wheat

There remains an unfilled position on the Committee. Members to be invited to attend future committee meetings and maybe one might be interested in joining.

7. Report on Hope Valley inquiry May 2016 - Ken Wheat

Secretary of State has confirmed the Transport and Works Act Order thus giving NR the powers to complete the works, but no funding is in place to carry it out so far. It has been instructed that the bridge wing walls are to be built in brick and not a cage as had previously been proposed. Work cannot start until details of the bridge and landscaping have been agreed with Sheffield City Council planning authority. The works at D&TS include the doubling of the track and the new longer platforms, the bridge and lifts, but as yet no indication of when this might start. Daniel Coles of Network Rail has been asked by CM email for clarification of timescales etc. There have been delays and, as yet, no clear timetables and programmes of works have been issued. Graham Meiklejohn will maintain pressure for delivery to reasonable timescales.

8. Report on East Midlands Consultation – Chris Morgan

FODATS has responded to the East Midlands consultation. The group's main focus is on the Liverpool Nottingham section.

9. Reports on consultations for Sheffield City Region, Sheffield City Council, Transport for the North, Community Rail, Accessibility – Ken Wheat

KW reported on FoDaTS responses to consultations on DfT Accessibility and Community Rail Strategies and on TfN, SCR and SCC Transport Plans. The full responses are to be posted on the FoDaTS website

10. Looking forward, new timetables, services and the station precincts. Request for volunteers

CM – the new timetable runs from 20th May. There is a significant gap between 20:21 and 22:54 which is larger than previously. Northern are being asked to reconsider this as a train will stop at all other stations and could fill the gap. More volunteers are needed. ISS has taken over from Carillion.

11. Any other business - none.

12. Dates of future committee meetings

Date of forthcoming Committee Meetings at Totley Library 7:30pm.

8th May,

10th July,

11th September,

13th November.

The meeting closed at 9:05