



Option Selection Report

DfT 'Access for All' Programme

Chinley Station

Business Unit:	Network Rail Design Delivery (NRDD) Buildings & Civils
CCMS reference:	
Customer:	Department for Transport

Prepared by:

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	Job Title:	Graduate Engineer
	Date:	04/06/2021

Sign off:

Agreed by: (Programme Sponsor)	Agreed by: (Department for Transport)

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Issue Record

Issue	Date	Comments
01		

1. Project objective

The purpose of the project proposal recommended in this report is to introduce within the Network Rail controlled infrastructure an unobstructed “accessible route” from at least one station entrance and all drop-off points associated with that entrance, to each platform and between platforms served by passenger trains.

The Department for Transport (DfT) definition of an accessible route is one that;

- can be negotiated by the user of a manually self-propelled wheelchair;
- ideally, does not exceed 400m, from station entrance (or drop off point if further) to the appropriate point of entry/exit of stationed trains;
- Satisfies all applicable requirements of ‘Design Standards for Accessible Railway Stations’ (Version 04, March 2015) except where prior dispensations have been agreed.

The specific infrastructure required to achieve this should be determined during outline design, GRIP Stage 4.

In addition to meeting the specific objective of providing an accessible route, there are three discretionary elements of project scope that must be considered on a station by station basis. These are the provision of;

- platform edge tactile paving
- obstacle-free access to (but not into) station operator facilities
- obstacle-free access to (but not into) station retail facilities

2. Station information

Station information	
Full station name	Chinley Station
Postal address	Chinley station Station Road Chinley Derbyshire SK23 6AR
Station Facilities Owner (SFO)	Northern Rail
Other TOCs:	N/A
Station Manager Details	

Station's operations				
Period during which the station is manned	Not manned			
Gated or open:	Open			
Earliest and latest train departures	Earliest		Latest	
How are trains dispatched?				
Description of railway				
Electrification	3 rd Rail	N/A	OLE	N/A
Layout and inter-relationship of platforms.	Island platform with a footbridge leading to Station Road. Eastbound on Station Road leads to the station car park. There is no station building although there is a large waiting shelter on the platform.			
General relationship of platforms to topography.	The platforms are at the same level as the general surrounding area. To the South of the station To the north the ground becomes elevated with a sloping hill. The track sits in a cutting in areas.			
How are platforms constructed?				
Are there tactile surfaces on all platform edges?	Yes			
Is there an obstacle free route to all TOC facilities?	No			
Is there an obstacle free route to all station retail facilities?	No			

Name of Local Authority:		High Peak Borough Council
Planning Constraints		
Listed structures	No	https://historicengland.org.uk/listing/ The station is not listed, there are three listings near the station related to Whitehall and its local bridge. All three listings are located 300-400m to the southwest of the station.
Local planning authority listing	No	https://www.highpeak.gov.uk/hp/council-services/planning-and-buildings/interactive-planning-map The station is not listed
Tree Preservation Orders	No	https://www.highpeak.gov.uk/hp/council-services/planning-and-buildings/interactive-planning-map There are no protected trees in the immediate area
Conservation Areas	No	https://www.highpeak.gov.uk/hp/council-services/planning-and-buildings/interactive-planning-map The station and car park are not in conservation areas
Public Rights of Way	No	https://maps.derbyshire.gov.uk/connect/analyst/mobile/#/main?mapcfg=Ordnance_Survey_Maps There are no public rights of way in the immediate are of the station. The nearest Public right of way is the footbridge west of the station
SSSIs	No	The station is not within a Site of Special Scientific Interest
Specific Project Comment		

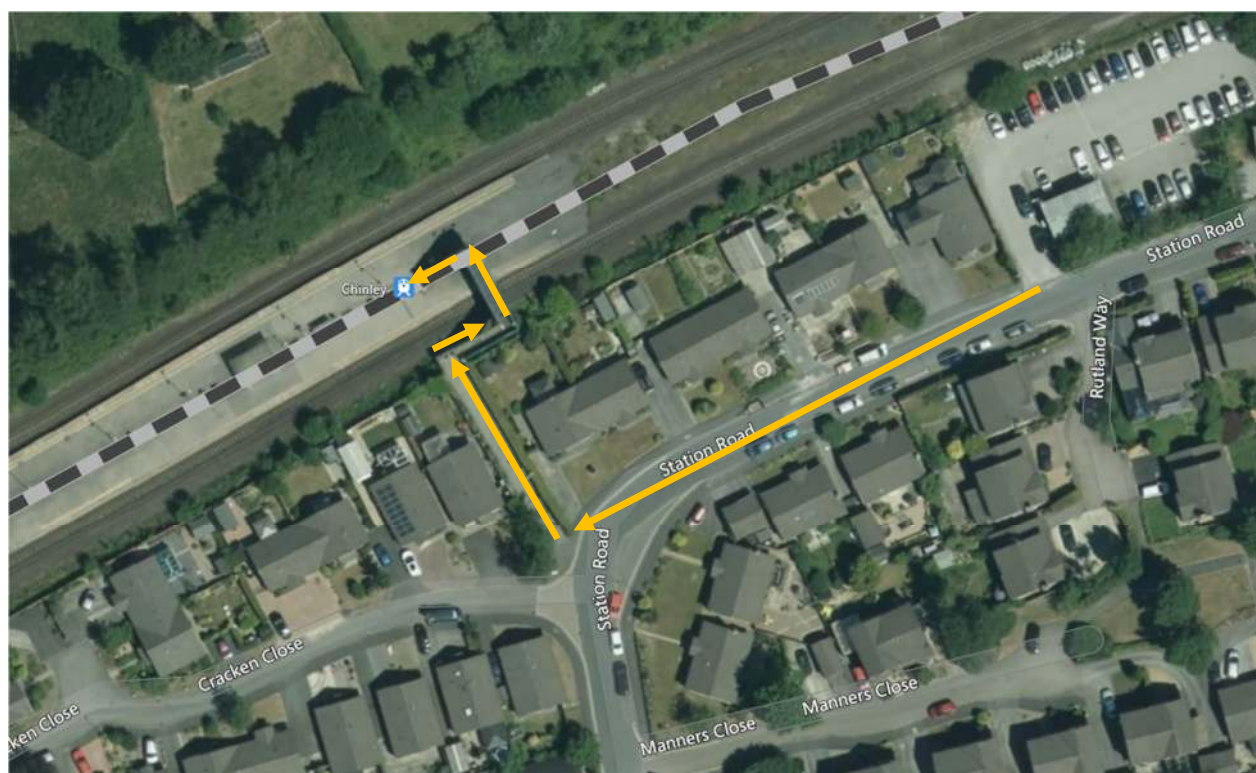
Where is the principal drop-off point?	Station Car Park
Where is the secondary drop-off point (if applicable)?	N/A
Are there any 'regular events' (e.g. sports, markets) held in the locality that affect traffic at the station?	N/A

3. Existing passenger access routes

Route A

Main entrance via car park to Platform 1/2

	Description of route	Access constraints
1	Exit car park onto Station Road	No Constraints, 3 disabled parking spaces
2	Travel Westbound towards the station to the Station Road Entrance to the station	There are pavements and the ground is level
3	Turn right and up 24 (12+12) steps Across the Footbridge and down 25 (13+12) steps Platform 1 is on the left (closest side to Station Road) and Platform 2 is on the right.	No alternative access, not usable by wheelchair users.



4. Descriptions of options for the 'obstacle-free' route

4.1 Options rejected prior to workshop

One-line description	Reason for exclusion from scoring workshop
Underpass or Subway	Extensive works required for cut and cover Costs are considered to be high Potential for service disruption would be significant Drainage could become an issue
At Grade Pedestrian Crossing	High risk for pedestrians Even greater potential for risk for PRM Can be difficult to negotiate with different disabilities
A new car park or access to the station from the land to north.	Would require land purchase. Access road (Stubbins Lane) is narrow and steep and would be an unsuitable road for access to the station. Work would require a lot of cut and fill to make an accessible car park and route to the station. Benefit, would only require one lift.
Access from the footbridge to the west of the station.	The track is narrow construction and maintenance would be difficult. Creates a longer route to the station.
Replacement of existing footbridge	Existing footbridge is in a constrained area with no useable space for a lift without purchasing private land. The footbridge currently overlooks lineside neighbours with views into gardens and the back of houses. Putting a lift will reduce the privacy even further.
Ramped access footbridge from NR depot or existing car park/	Non-complaint, ramps should not elevate more than 2 meters.

4.2 Options considered by workshop

Option 1
East Side Car Park and Footbridge
Description of scope
This option aims to utilise the existing car park to the East of the station. A platform extension to the East side of the station will enable a new footbridge with both lift and stepped access.
Resurfacing works to improve drainage and provide level ground in car park
Walkway with fencing surrounding base of lift/stairs on platform side
Lift access from car park to foot bridge
Provision for bicycle parking spaces and TVMs
Lift access from foot bridge to platform level

Option 2a and 2b**West Side Car Park and "Z" or "C" shaped Footbridge**

Description of scope

This option aims to provide a new car park in the existing Network Rail depot south-west of the station. A smaller platform extension to the west side of the station will enable a new footbridge in "Z" formation with both lift and stepped access. The Depot Will be relocated to the existing Car Park.

Removal of existing Network Rail depot and relocation in existing Car Park or to other area, which may require a land purchase.

Resurfacing works to improve drainage and provide level ground

Provision for car parking spaces (approx. 45) including accessible parking bays (approx. 2)

Through-Lift access from car park to foot bridge

Through-Lift access from foot bridge to platform

Platform Extension to accommodate new bridge structure

Installation of Waiting Shelter on platform

Provision for bicycle parking spaces and TVMs

Option 3**West Side Accessible Car Park and "L" shaped Footbridge**

Description of scope

This option aims to provide a new car park within the existing Network Rail depot south-west of the station. A smaller platform extension to the west side of the station will enable a new footbridge in "Z" formation with both lift and stepped access. The Depot will be reduced in size to accommodate the accessible car park.

Removal of existing Network Rail depot and relocation in existing Car Park

Resurfacing works to improve drainage and provide level ground

Provision for accessible parking bays (approx. 4)

Through-Lift access from car park to foot bridge

Through-Lift access from foot bridge to platform

Platform Extension to accommodate new bridge structure

Provision for bicycle parking spaces and TVMs

Installation of Waiting Shelter on platform

Option 4**New Lift bridge next to existing footbridge.**

Description of scope

This option looks to place a dedicated lift bridge next to and to the west of the existing footbridge.

Through lift to the west of the existing path

Bridge deck across the tracks

Through lift down to platform

5. Option evaluation

5.1 Comparison of options

Option 1
West Side car park and footbridge
Ease of station management (during & after construction)
(+) safe walking route from existing car park directly to station
(+) Existing depot will not be affected
(-) Maintenance of new footbridge structure and lifts will be required
(-) Car park currently has flooding issues. These can be managed with water attenuation and improved drainage.
(-) Increased risk of lineside trespass if the new path is not secure.
Technical compliance
(+) The works do not make any part of the station non-compliant with accessible standards that were previously compliant.
Minimal environment disruption / low neighbourhood impact
(-) New footbridge will overlook some nearby properties
Ease of use (accessible route for everyone)
(+) Provides a step free access route throughout the station.
(-) Lifts are not through-lifts
Ability / 'straightforward-ness' of construction / timescales
(-) Possession of the line may be required when undertaken excavation works due to proximity to rail.
(-) Excavations are required for the lift shafts and foot bridge foundations
(-) possessions may be required for construction of a safe walking route to from the new footbridge to the platform.
(-) New DNO three phase power supply likely to be required.

Option 2a and 2b
West Side Car Park and “Z” or “C” shaped Footbridge
Ease of station management (during & after construction)
(+) safe walking route from new car park directly to station
(-) Maintenance of new footbridge structure, lifts and car park will be required
Station is not manned
Technical compliance
(+) The works do not make any part of the station non-compliant with accessible standards that were previously compliant.
(+) Creates a compliant access route to all station platforms from the car park.
(+) Footbridge would be designed to be compliant with all relevant technical standards on accessible
Minimal environment disruption / low neighbourhood impact
(-) New footbridge will overlook some nearby properties
(-) Existing Car Park to be resurfaced
(-) Change to landscape due to construction of new footbridge.
Ease of use (accessible route for everyone)
(+) Provides a step free access route throughout the station.
(+) Current station access route through station would remain unchanged.
(+) Lifts are through-lifts
Ability / 'straightforward-ness' of construction / timescales
(-) Excavations are required for the lift shafts and footbridge foundations
(-) A number of possessions of the line would be required in order to complete the installation of the footbridge.
(+) All works would take place on Network Rail owned land; therefore, no land purchases are required.
(-) Existing Depot will require relocating to existing Car Park or other location, which may require a land purchase.
(+) Shorter Platform Extension will be required to accommodate 'Z' shaped footbridge

Option 3
West Side Accessible Car Park and “L” shaped Footbridge
Ease of station management (during & after construction)
(+) safe accessible route from new accessible car park directly to station
(-) Maintenance of new footbridge structure, lifts and car park will be required
Station is not manned
Technical compliance
(+) The works do not make any part of the station non-compliant with accessible standards that were previously compliant.
(+) Creates a compliant access route to all station platforms from the accessible car park.
(+) Footbridge would be designed to be compliant with all relevant technical standards on accessible
Minimal environment disruption / low neighbourhood impact
(-) New footbridge will overlook some nearby properties
(-) Existing Car Park to remain unchanged
(-) Change to landscape due to construction of new footbridge.
Ease of use (accessible route for everyone)
(+) Provides a step free access route throughout the station.
(+) Current station access route through station would remain unchanged.
(+) Lifts are through-lifts
Ability / 'straightforward-ness' of construction / timescales
(-) Excavations are required for the lift shafts and footbridge foundations
(-) A number of possessions of the line would be required in order to complete the installation of the footbridge.
(+) All works would take place on Network Rail owned land; therefore, no land purchases are required.
(-) Existing Depot will be reduced in size.
(+) Shorter Platform Extension will be required to accommodate 'L' shaped footbridge
(-) New three phase power supply might be required depending on existing supply capacity at the depot.

Option 4
New lift footbridge next to existing
Ease of station management (during & after construction)
(+) safe accessible route from existing route
(-) Maintenance of new footbridge structure.
Station is not manned
(-) If both lifts break there is no route off of the lift bridge.
Technical compliance
(+) The works do not make any part of the station non-compliant with accessible standards that were previously compliant.
(+) Creates a compliant access route to all station platforms from the accessible car park.
(+) Footbridge would be designed to be compliant with all relevant technical standards on accessible
(-) Does not provide a secondary means of escape for the platform.
Minimal environment disruption / low neighbourhood impact
(-) New footbridge will overlook some nearby properties
(-) Existing Car Park to remain unchanged
(-) Change to landscape due to construction of new footbridge.
Ease of use (accessible route for everyone)
(+) Provides a step free access route throughout the station.
(+) Current station access route through station would remain unchanged.
(+) Lifts are through-lifts
Ability / 'straightforward-ness' of construction / timescales
(-) Excavations are required for the lift shafts and footbridge foundations
(-) A number of possessions of the line would be required in order to complete the installation of the footbridge.
(+) All works would take place on Network Rail owned land; therefore, no land purchases are required.
(-) New three phase DNO supply required.

6. Capital cost estimates

6.1 Obstacle-free route

The project manager's baseline cost estimate for the options evaluated in the workshop are given below. The procurement route assumed for this project is 'design and construct'.

Option 1	East Side Car Park and Footbridge	£
~~Option 2~~	~~West Side Car Park and Footbridge~~	
~~Option 3~~	~~West Side Car Park and "Z" shaped Footbridge~~	
Option 3	West Side Accessible Car Park and "L" shaped Footbridge	£
Option 4	New Lift bridge next to existng	£

6.2 Discretionary scope

Platform edge tactile paving	Both platforms currently have tactile paving for their full length.	Not required
Access to SFO facilities		
No facilities located at the station		Not required
Toilet facilities		
Non currently at the station. Potential for toilet block to be located in the station car park. Including male, female, disabled and baby change facilities. This would add a maintenance and vandalism liability at an unmanaged station.		TBC
T-loop hearing system at new help point		
		Included in Help point
RNIB React system around station		
		Included in Help point
Help points		
Mobile ramps		
		Supplied by TOC
Improved CIS		
Extra CIS screens to improve the passenger information and experience		TBC
Lighting & CCTV		
New accessible shelter		
The shelter can become cramped during summer. Provide a second shelter on the platform		

7. Option selection

Option selected for obstacle-free route	
Summary explanation for choice	

Platform edge tactile paving	Include in project?	Network Rail Client initials	
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Access to SFO facilities	Include in project?	Network Rail Client initials	
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Access to station retail facilities	Include in project?	Network Rail Client initials	
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Removal of redundant assets	Include in project?	Network Rail Client initials	
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Agreed by: Rory Kingdon	(Project Sponsor)	Agreed by: Alasdair Alston	(Designated Engineer)

8. Constructability statement.

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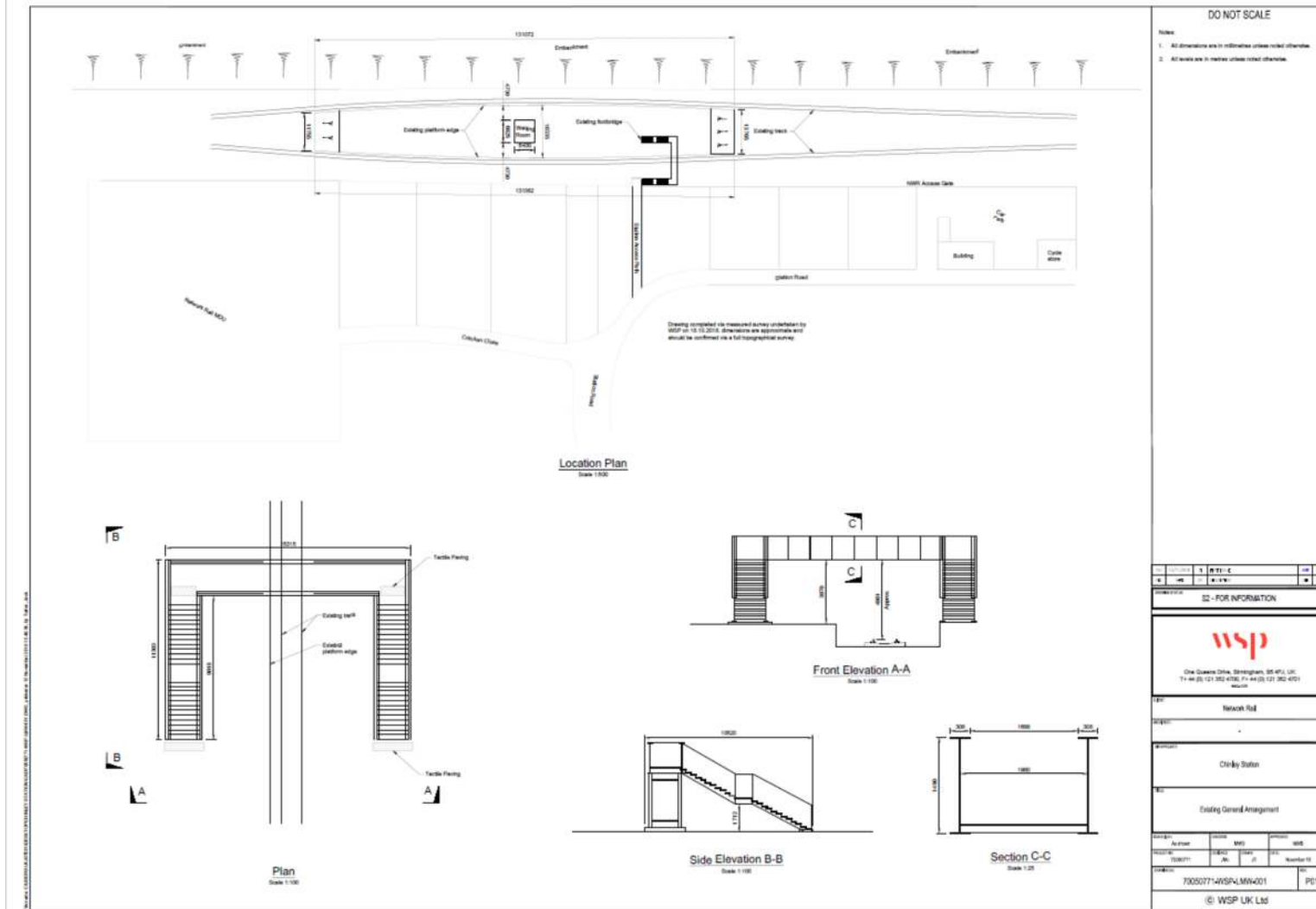
9. Consultation

The following representatives have been consulted during the option selection process:

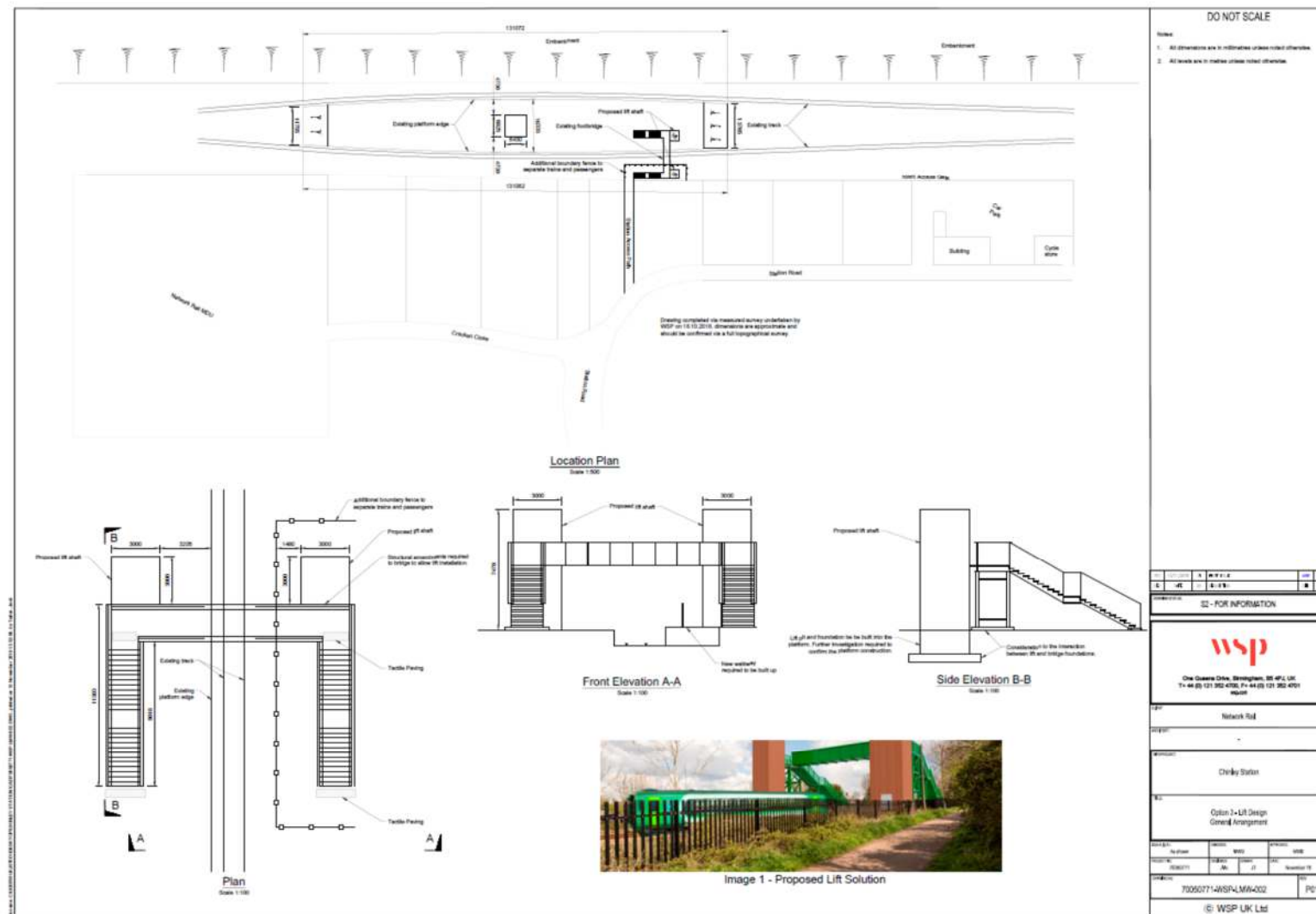
Organisation – Title	Name	Attended workshop

Appendix A – Drawings of current station & previous options for current station.

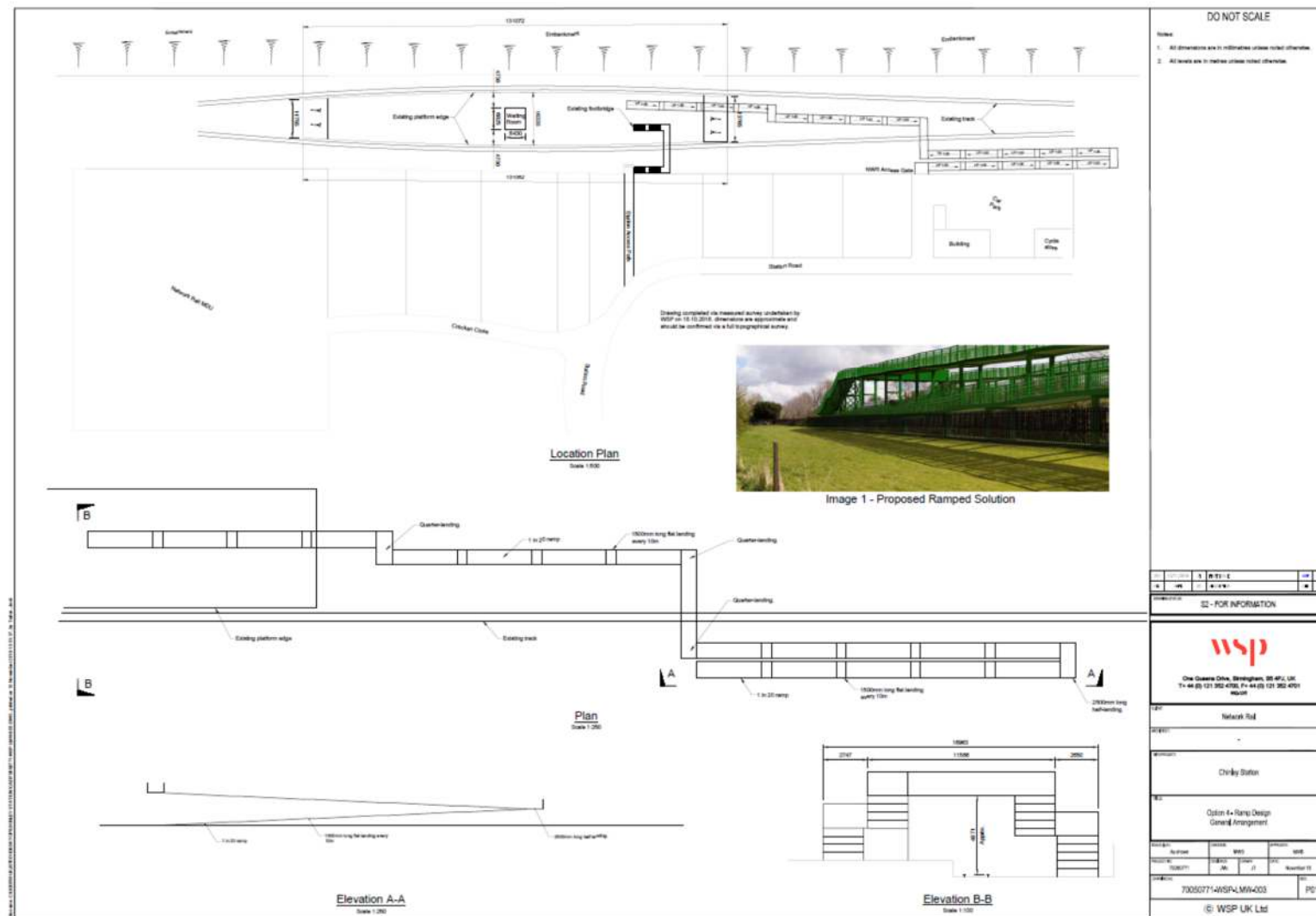
Current Station



Option 3 – Lift Access



Option 4 – Ramped Footbridge



Appendix B – Station



Photograph 1 – Access to Chinley Station Car Park



Photograph 2 – Access to Station Footpath, with parking restrictions and dropped kerbs



Photograph 3 – Station Footpath at Chinley Station



Photograph 4 – Existing Footbridge at Chinley Station



Photograph 5 – Island Platform at Chinley Station, looking west



Photograph 6 – View from footbridge onto island platform



Photograph 7 –Open risers on Chinley Station footbridge

Appendix C – Geo-RiNM plan showing boundaries (Not to scale)

Appendix D – Additional project information

Factors that should be considered as part of GRIP Stage 3 and 4

The existence of the following station features may influence construction methodology.

Multi-modal interchange outside of the station	NO
Taxi parking outside of the station	NO
'Special events' (e.g. sports, markets) held in the vicinity of the station	NO
Retail units (TOC or Spacia)	NO
Posters and billboards	NO
Cycle storage facilities	TBC
Car park	YES
Stand-alone passenger waiting shelters	YES
Operational staff accommodation	NO

High probability that the project scope will need to include discretionary enabling works

• An application for Listed Building Consent.	NO
• An application to divert or close a public right of way.	YES
• A detailed assessment to determine the extent that signal sighting is affected by the project.	YES
• A detailed assessment of the power supply load currently available and required by the project.	YES
• A detailed investigation to identify the purpose and ownership of station cabling.	TBC
• A detailed investigation to identify the availability of CCTV transmission facilities.	YES
• A detailed investigation to identify the source of water ingress.	POTENTIAL
• A detailed investigation to identify the presence of asbestos.	NO

High probability that the project will affect permanently the following infrastructure on or about the station.

Driver Only Operation [DOO] systems (CCTV cameras, cabling, mirrors)	NO
Customer Information Systems [CIS]	NO
Cableways / troughing / conduit runs (beneath the platform)	YES
Cableways / troughing / conduit runs (fastened to existing structures)	YES
Electrical switchboards or switch cupboards	YES
Railway signalling equipment	NO
Any line-side cabling	NO
Overhead Line Equipment (OLE)	NO
Safety / boundary fencing	YES
Car park spaces	YES

High probability that following infrastructure will need to be temporarily modified, moved or protected during the construction phase.

Driver Only Operation [DOO] systems (CCTV cameras, cabling, mirrors)	NO
Customer Information Systems [CIS]	NO
Cableways / troughing / conduit runs (beneath the platform)	YES
Cableways / troughing / conduit runs (fastened to existing structures)	YES
Electrical switchboards or switch cupboards	YES
Railway signalling equipment	NO
Any line-side cabling	NO
Overhead Line Equipment (OLE)	NO
Safety / boundary fencing	YES
Car park spaces	YES

Appendix E – Viability survey

STATION VIABILITY CHECK

Station:	Chinley Station	
Address:	Chinley station Station Road Chinley Derbyshire SK23 6AR	Reviewed by; Akbar Qureshy
		Date of Review;
TOC	Northern	
Station Type and general description: Island platform with access bridge. Unmanned.		

SVC Ref.	Issue	Notes	Comments and Observations
1.1	Is the Station convenient to; - A public highway? - Public transport? - Car parking?	Which is the disabled visitors most appropriate way to commute to the Station	Yes No Yes – Car park available with accessible bays
1.2	Is the approach route free from kerbs?	Is there a kerb free route for wheel chair bound visitors or consider creating drop kerbs	Station side kerb is accessible Opposite side does not have a drop kerb near the station
1.3	Is the entrance easy to find and clearly distinguishable from the façade?		Clearly signed walkway which is located between 2 houses
1.4	Are any of the entrances or openings wide enough? Are there clear openings for wheel chair users?	1000mm for new doors, minimum of 775mm for existing doors. Newly fitted doors should be 800-825mm wide	Walkway leading to station is wide enough The station itself is not accessible
1.5	Is there a level threshold to any of these entrances?	If unavoidable, a temporary ramp may be necessary	

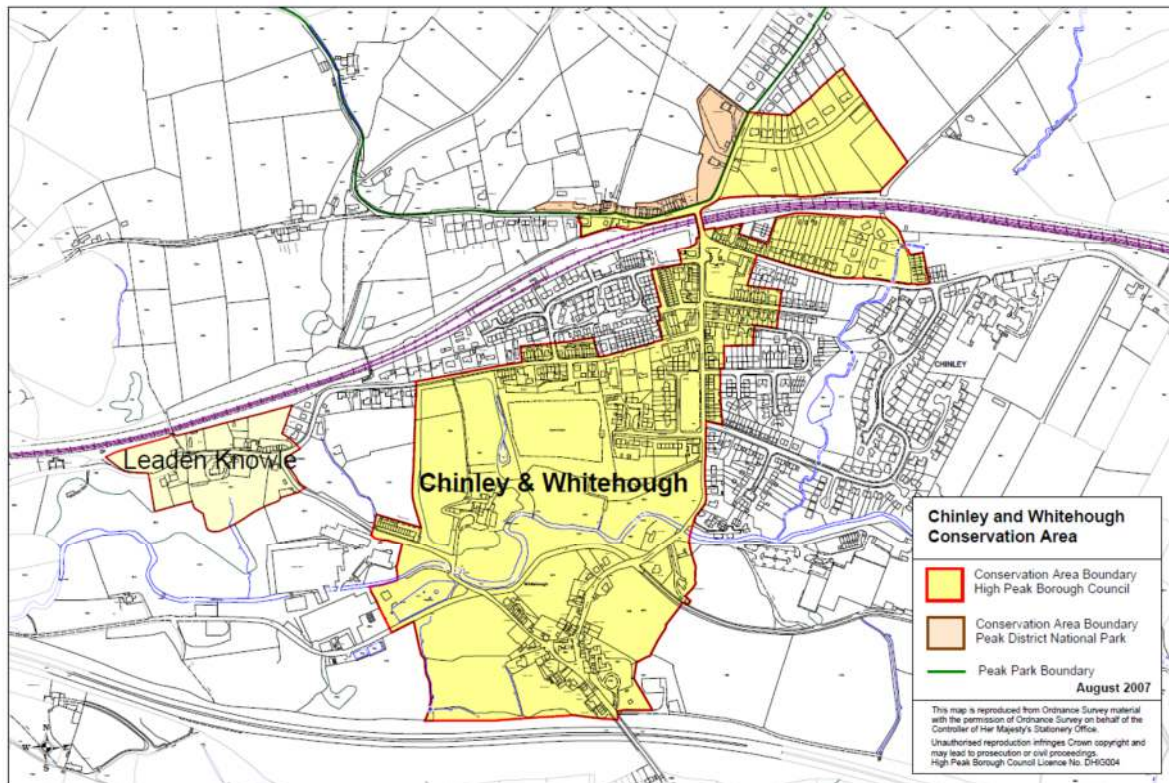
1.6	Describe existing Route to Platforms:	From front door from Booking Area Steps up or down Ramps up or down	Exit car park onto Station Road Travel Westbound towards the station to the Station Road Entrance to the station Turn right and up 24 (12+12) steps Across the Footbridge and down 25 (13+12) steps Platform 1 is on the left (closest side to Station Road) and Platform 2 is on the right.
1.7	Is there a ramp or stairs at every change level?	Is this practical. Can an alternative wheelchair route be planned? Can a temporary access ramp be made available?	Stairs, no alternative route and temporary ramps not suitable
1.8	Is the ramp wide enough and suitably graded?	Ramp width: 1.5m Minimum	
1.9	Are there suitable hand rails on both sides of the steps or ramps?	Hand rails to be 900mm to 1000mm high.	
1.10	Consider tripping hazards.	Are there planters/bins and other low-level objects in the vicinity of stair cases	
1.11	Is the lighting adequate?		
1.12	Is there an existing footbridge?	Describe structure type, is there sufficient space adjacent to fit lifts without affecting other structures	Footbridge with 24 steps up on station side and 25 steps down to platform There is enough space to install lifts either end but footbridge will need extending on platform side
1.13	Is there a subway route towards Platforms?	Describe structure type, is there sufficient space adjacent to fit lifts without affecting other structures	No
1.14	Will engineering be required to provide a step free route to the platform?		
1.15	Are facilities step free?	Ticket Sales Waiting rooms Lavatories Station Trading	No facilities available Waiting room is on platform
1.16	Are the platforms fitted with tactile paving and markings?		Tactile Paving on platform

1.17	General Observations?	OLE/ third rail Fast line speed More than one TOC Nearest Accessible station	No OLE/third rail No TPE and EMT pass through. Northern Trains only stop
1.18	Having reviewed the station, what is the recommendation for a step free solution?	Lifts through subway Lifts from footbridge New footbridge and lifts Use of ramps as alternative to steps	

Appendix F – Electrical Option Report

Appendix G – Examples of lifts to subways

Appendix H – High Peak Borough Council Conservation Area map



Appendix I – Miscellaneous information

Appendix J – Surveys and Future Survey Requirements