

CHINLEY & BUXWORTH TRANSPORT GROUP
Including FRIENDS OF CHINLEY STATION

**Derbyshire County Council Invitation for Capital Schemes to improve Accessibility to Services
for 2010/11**

We would like to request a complete refurbishment of Chinley Station and the surrounding area. We believe that the works detailed below would greatly enable access to the station and train services. We have provided quotations for items we are presently investigating with a view to installing. However we assume that most of the work we are suggesting would need to be organised by Railtrack, Northern Rail and/or Derbyshire County Council and quotations for the work obtained by them. The station is in the parish of Chinley, Buxworth & Brownside.

1. Provision of a disabled access from part of the Railtrack Depot at the end of Cracken Close onto the end of the station platform. At present there is no disabled access to the platform and we believe that Chinley Station is possibly the only station on the Hope Valley line without this facility. Many people who would like to access train services, not only elderly and disabled people but also mothers with young children in pushchairs, are unable to do so because of the lack of this facility. If it is not possible to provide disabled access from the depot, then this could possibly be provided in conjunction with the present footbridge, but with greater difficulty.
2. Drainage/levelling of the platform to prevent flooding and winter ice formation is necessary. This is a great problem in the winter months. Also raising of the level of the platform to facilitate access to trains would be helpful. At present the gap between some trains and the platform is quite large.
3. Waiting shelter to be replaced and made weather proof. The present shelter is neither wind nor rain proof. Both come under and over the sides of the shelter and through the doors. The floor of the shelter floods in wet weather resulting in half the shelter being unusable .
4. The present footbridge and steps should be made safe. The main structure of the footbridge appears to be very rusty. The surface of the steps is very badly degraded and uneven. Some repairs were undertaken several months ago by patching the gaps in the surface but these patches themselves are now disintegrating. The steps become very icy and dangerous in winter. A better anti-slip surface is needed.
5. Cycle lockers are required for commuters. A recent survey by the Friends of Chinley Station has shown that a minimum of four are required, preferably lockable ones rather than open racks. We have been quoted a price of £595.00 per locker plus a one-off price of £250.00 for delivery and installation by Jason Hamlyn, of Plympton, Devon. There is ample room on the platform for the lockers but, as there is no disabled access to the platform, it has been suggested that these could be installed on a narrow pavement in the car park on Station Road. It is very difficult for cycles to be carried over the present footbridge onto the platform. We are about to investigate possible funding for these items when permission has been received to site them in

the carpark.

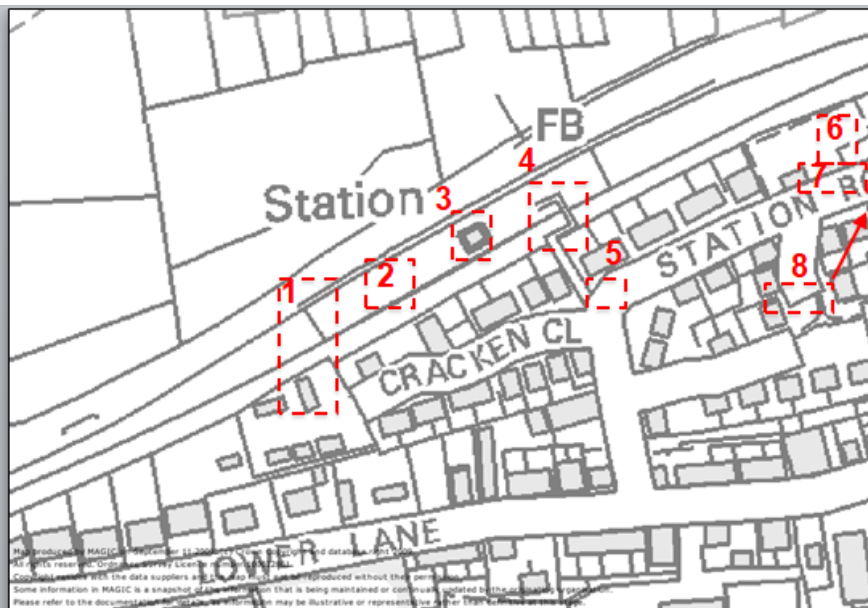
6. Re-siting of the recycling bins in the car park would release several parking spaces there. These could be placed on land at the edge of the car park next to the single storey milk store building. Indeed if the bins were moved then it should be possible to reorganise the parking spaces to create even more spaces than at present.
7. An extension of the pavement is needed across the boundary of the car park on Station Road. At present the pavements stop at either end of the car park boundary and it is necessary for pedestrians to walk in the road for several feet to get to the rest of the pavement on that side. This is very dangerous particularly for wheelchair users or mothers with pushchairs. Throughout the day cars unable to use the carpark are parked on the other side of the road from the carpark. Station Road effectively becomes a one lane road making it dangerous for pedestrians to walk alongside the boundary of the carpark.
8. Capital investment is needed for a complete re-timing of the 189/190 bus service from Buxton via Chapel-en-le-Frith, Chinley and Buxworth to Whaley Bridge. At present there is no integration between the bus and train timetables and it is not possible for bus users to connect with trains at Chinley Station. Many people drive to Chinley Station instead of using the bus. A new timetable would encourage more bus usage, provide much greater access to train services for those without cars and also, hopefully, reduce the parking problems at Chinley Station. Also if the buses finished later in the evening commuters from outside Chinley could catch them home. At present this is not possible.

Chinley Transport Group Contact:

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[REDACTED] dated 17th September 2009



1 Proposed disabled access to station platform via entrance to Network rail depot.

2 Drainage/leveling of platform to prevent flooding and winter ice formation.

3 Waiting-shelter to be replaced and made weatherproof - currently floods in heavy rain.

4 Footbridge and steps to be made safe – requires better anti-slip surfacing.

5 Cycle lockers required for commuters

6 Parking obstructions (recycling bins) to be moved to outer edge of car park

7 Pavement needed at this location for safe pedestrian access from Green Lane

8 Capital investment to change bus timetables to link with trains.