

Nusrat Ghani MP
Under-Secretary of State
Department for Transport
House of Commons,
London, SW1A 0AA

12th April 2019

Dear Ms Ghani

Re: Access for All: 73 stations set to benefit from additional funding

With regard to the written statement made to Parliament on the 4th April 2019 concerning the 73 stations which will benefit from access for all funding, we were naturally disappointed that Chinley station, put forward for consideration by Northern, was not among them.

We have previously submitted many documents to back up our case, e.g. prior to the meeting with you at the offices of the DfT in June 2018, but we would like to reiterate a number of points.

- Chinley has received extremely strong support from the local community, from the train operating company, from elected representatives of all political parties at every level from Parish Council to Member of Parliament, and Chinley's situation is an urgent one for improvement.
- The 'Chinley Station Design Feasibility Study' carried out by WSP on behalf of Network Rail in October 2018 **discounted the option to 'do nothing'** about poor access at Chinley, as "existing access arrangements are not considered inclusive of all users." (para.3.3.1/2)
- The recommended option (installation of lifts) in the above-mentioned study was costed at approximately £450k (paragraph 3.3.20).
- Local housing developments continue to expand in an area of NW Derbyshire where the A6 corridor into SE Manchester continues to suffer serious congestion.
- Chinley's footfall has increased 170 % in the last 20 years (75,000⁺ entries /exits in terms of passenger numbers), a percentage increase only bettered on the Sheffield to Manchester mainline by Dore & Totley.

- S 106 monies from new local housing developments have been earmarked for access improvements to Chinley station and are lodged with the High Peak Borough Council.
- Situated near the centre of Chinley are the Peak School for disabled children and young adults and Alderbrook Day Centre (a centre of excellence for the whole of the High Peak). The students, many of whom are unable to access the station, would also benefit from better access to the railway in the context of the school and centre's 'independent travel' programmes.
- There is no reasonable alternative for rail travellers wishing to use Chinley, for whom its poor access presents an insuperable barrier. New Mills Central to the west has level access only on the Manchester bound side, and Edale, the next station to the east, cannot be considered a suitable replacement for a rail journey from/to Chinley, given Edale's isolation and lack of bus services.
- The steeply-stepped footbridge which provides the only access to platforms has resisted all attempts by Network Rail and Northern to improve its drainage and continues to present a hazard to users.

Accordingly, we would like to ask you to include Chinley in your re-launched Mid-Tier Access for All programme on the grounds that the cost of accessibility improvements at our station would be well within the limits of the programme i.e. between £250,000 and £1 million.

Yours sincerely

(Signed)

The Committee and Members of the Chinley and Buxworth Transport Group

Address Rhuddlan House, Green Lane, Chinley SK23 6BN

Email: chinleybuxworthtransportgroup@gmail.com

Website: <http://www.chinleybuxworthtg.co.uk>