

Option Selection Report

For a Passenger Car Park

Kirkham and Wesham Station

**Prepared by:**

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	Job Title:	Architectural CRE
	Date:	21 st May 2020

Sign off:

Agreed by: (Route Sponsor)	Agreed by: (Designated Project Engineer)

Agreed by: (Route Sponsor)	Agreed by: (Designated Project Engineer)

Agreed by: (Train Operating Company)



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Issue Record

Issue	Date	Comments
P01	21/05/2020	Issued for comment
P02	22/05/2020	Delivery costs included
P03	29/05/2020	Issued following final consultation meeting 28/05/2020
P04	02/06/2020	Final Issue

1. Project objective and introduction

Seed Architects has been commissioned by Northern Trains Limited to undertake an Option Selection (Grip Stage 2) Report at Kirkham and Wesham Station on behalf of Fylde Borough Council. The purpose of the project proposal recommended in this report is to introduce within the Network Rail controlled infrastructure a passenger car park for use by rail users and be fully accessible from the station.

Objectives of this report should be to determine the safest and most economical means of providing an agreed number of parking spaces within the confines of the Network Rail ownership and with minimal impact upon the station's neighbours.

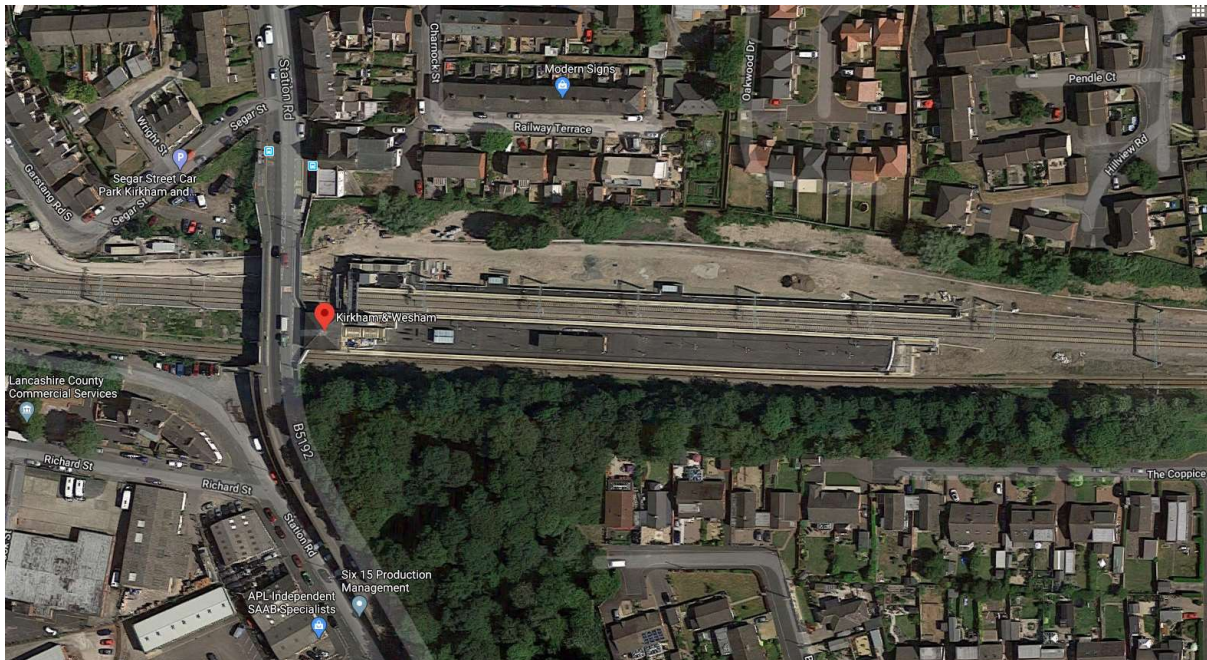
Kirkham and Wesham Station is located within a slight cutting bounded by buildings to the North and South with currently only pedestrian access off Station Road and no parking provision at the station. Station users currently park on the surrounding residential and commercial fronted streets which brings with it complaints from the local residents.

Deliverables

This Grip Stage 2 report is to identify a suitable engineering solution, principally covering:

- Viability of proposal
- Physical feasibility
- Operational feasibility
- Issue to consider that would prevent implementation
- Any drawings required to illustrate the proposed option
- Provide high-level cost estimates for the proposed options including any additional requirements to the existing infrastructure

2. Existing station context



The existing station consists of 3 platforms running East to West with Platform 1 to the South and the recently added Platform 3 to the North. Pedestrian access is via the station building located at the elevated Station Road bridge level which leads down to platforms 1, 2 & 3 by way of stairs and lifts. The lines to platforms 2 & 3 are overhead electrified.

Bounding the station are commercial units to the South West, residential areas to the North West, North and South with a wooded public park immediately to the South. A small privately owned pay-and-display car park is located to the North West of the station between Station Road and Segar Street which has no affiliation to the Network Rail controlled infrastructure.

Lineside access for the purpose of the electrification works was gained off the highway at the junction of Garstang Road and Segar Street, at which point the level difference is minimal. Topographically the site boundary to the North of the station increases in height toward the houses by approximately 2m immediately to the North of the platform 3 stairs – this reduces to approximately 1m running East of this location.

The focus of this study is in providing a car park within the land between platform 3 and the Northern site boundary with vehicular access only available from Segar Street. Pedestrian access from the car park to platform 3 directly.

3. Options considered

3.1 Options taken forward

Following the inception meeting 15th April 2020, site visit and options workshop meeting 7th May 2020 the following options for provision of the car park have been identified:

Option A – 70 parking spaces single row

Option B – 80 parking spaces double row

Option C – 80 parking spaces double row

Option D – 50 parking spaces single row

Option A – 70 parking spaces single row

- 4.8m wide two-way access roadway with a run of lighting columns to one side
- Collision barriers and secure fencing required to prevent trespass onto operational land
- 4m min. radius off Segar Street will limit size of vehicles to generally non-commercial
- 70 space car park including 5% accessible spaces
- Ramp and steps to access Platform 3
- Car park is located 7m away from the Northern site boundary – advantage of no retaining walls and some separation from neighbours
- Disruption to lineside trunking that will require redirecting for circa 250m but could remain open access behind secure fence line or ducted under the car park
- Car park lighting single run of lighting columns
- CCTV to car park & pedestrian routes
- Solid fence to North side of car park to prevent headlight nuisance to residents

Option B – 80 parking spaces double row

- More compact car park & more efficient
- 80 spaces indicated including 5% accessible spaces – this can be increased to say 100 spaces?
- Car park is 2-2.5m away from the Northern site boundary – likely retaining structure required and light / noise pollution needs addressing. 2m high retaining wall for 60m.
- Disruption to lineside trunking that will require redirecting for circa 180m but could remain open access behind secure fence line or ducted under the car park
- Car park lighting two runs of lighting columns to outsides of parking spaces
- CCTV to car park & pedestrian routes
- Solid fence to North side of car park to prevent headlight nuisance to residents

Option C – 80 parking spaces double row

- 80 spaces and layout as Option B
- Locates the spaces Eastwards and closer to the rear of platform 3 so as to increase the distance from the Northern site boundary to 6m and negate the need for a retaining wall

Option D – 50 parking spaces single row

- Single row of parking spaces and as Option A but with just 50 spaces
- Located Eastwards with additional separation to the Northern site boundary
- Considered to use of 3rd party land to improve the junction off Segar Street

3.2 Options rejected

Location of the car park to the South

The area immediately to the South of the station was considered for the car park and rejected for a number of reasons including a protected public park, outside of Network Rail ownership and requiring an additional footbridge link to the station.

Use of private car park off Segar Street

Either the use of the land which is relatively small or access through for the car park entrance rejected as being of little benefit to the scheme and involving the purchase of 3rd party land.

Use of Biscuit factory land

Part of Option D considered the creation of a shared access off Segar Street to improve the junction. This was rejected as providing minimal / no improvement to the entrance and requiring agreement with a 3rd party.

4. Capital cost estimates

The project baseline cost estimate for the options evaluated in the workshop are given below. The procurement route assumed for this project is via the TOC.

Option A	70 parking spaces single row	£ 1,634,448	
Option B	80 parking spaces double row	£ 1,653,395	+20 spaces £ 322,700
Option C	80 parking spaces double row	£ 1,636,797	+20 spaces £ 322,700
Option D	50 parking spaces ingle row	£ 1,700,308	

Summary of Group Element Costs					
RMM Vol 1 Ref	Group Element	Option A	Option B	Option C	Option D
1	Direct Construction Works	£688,954	£696,939	£689,944	£716,713
2	Indirect Construction Works	£228,044	£230,687	£228,372	£237,232
3	Project Management, Design and Other Project Costs	£293,439	£296,840	£293,861	£305,263
4	Risk @ 30%	£363,130	£367,340	£363,650	£377,760
5	Inflation @ 3.9%	£60,880	£61,590	£60,970	£63,340
	ANTICIPATED FINAL COST INCLUDING INFLATION	£1,634,448	£1,653,395	£1,636,797	£1,700,308
	<u>Principle Quantities</u>				
	Surface Area	2850 m2	2350 m2	2505 m2	3055 m2
	No. of Parking Bays	70	80	80	50
	<u>Average Rates</u>				
	Cost / m2	£573 / m2	£704 / m2	£653 / m2	£557 / m2
	Cost per Parking Bay	£23,349 / bay	£20,667 / bay	£20,460 / bay	£34,006 / bay
	RANKING	3	2	1	4

5. Option selection

Option selected for obstacle-free route	Option C
Summary explanation for choice	
Option C represents the best value for money, less risk not requiring a retaining structure and with a buffer zone to the residential units.	

Delivery Route Proposed	Network Rail Train Operating Company Other (Delete as appropriate)	Train Operating Company	
Maintainer of the structure		Train Operating Company	

6. Constructability statement

The proposal to insert a new car park alongside the existing platform 3 with tight access off Segar Street presents challenges of access and constructability, but following the recent electrification and platform 3 construction works are certainly achievable.

The target area is relatively level with little envisaged in the form of cut and fill or temporary / permanent retaining structures. The proposed access road is within close proximity to the running lines with plant and buried lineside services evident and requiring careful consideration both during construction and operation.

Construction of the car park green zone should present few challenges although consideration of the OLE columns to the rear of platform 3 need to be considered during construction and operation. Minor modifications to the platform 3 for new ramp and stepped access from the car park will be required.

Existing CCTV and PA systems should be extended to cover the new areas of car park and pedestrian routes as should the location(s) of any new TVM locations. New lighting to the car park and access road will need to carefully consider light pollution restrictions affecting the residential zone to the North of the station, but additional planting to the buffer zone should assist with this.

7. Considerations for the next stages

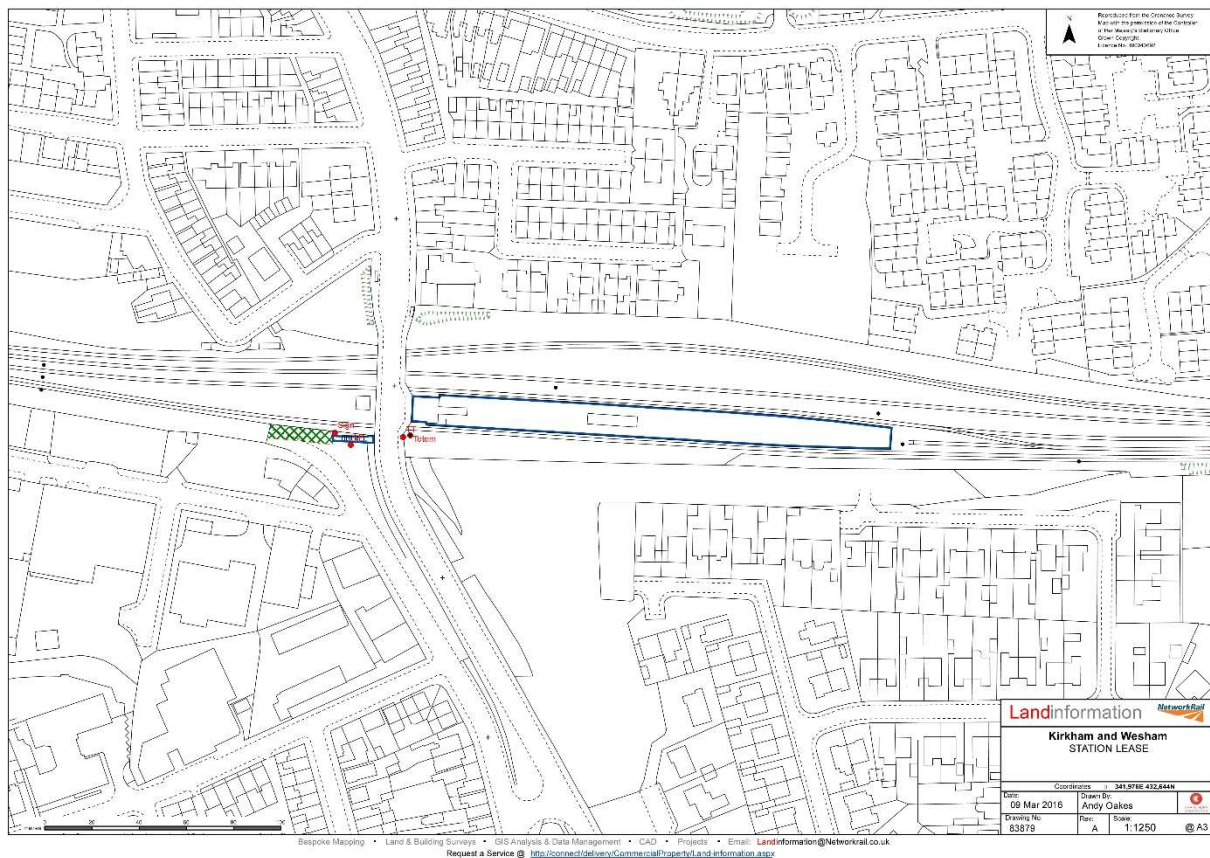
As discussed at the final meeting the following need consideration going forward:

- The introduction of an entry point height restrictor to the highway junction off Segar Street;
- Approvals requirements for the highways connection and Permitted Development rights for the scheme;
- Mining report and statutory searches.

8. Consultation

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

Organisation - Title	Name	Attended consultation workshop
Fylde Borough Council	Mark Evens	Yes
Fylde Borough Council	Andrew Stell	
Northern Trains Limited	Steve Kilby	Yes
Northern Trains Limited	Mick Elliot	Yes
Northern Trains Limited	Euan Hilton	Yes
Northern Trains Limited	Owain Roberts	Yes
Northern Trains Limited	Martin Keating	Yes
Network Rail	Rory Kingdon	Yes
Network Rail	Simon Smith	
Network Rail	Maisie Hogan	
South Fylde Line CRP	Tony Ford	
Lancashire County Council	Andrew Varley	

Appendix A - LEASE plan showing boundaries

Northern Trains Limited lease plan – requires updating following completion of the platform 3 and AfA works.



Network Rail Ownership

Appendix B - Photographs of the station

Existing site photos (April 2020):



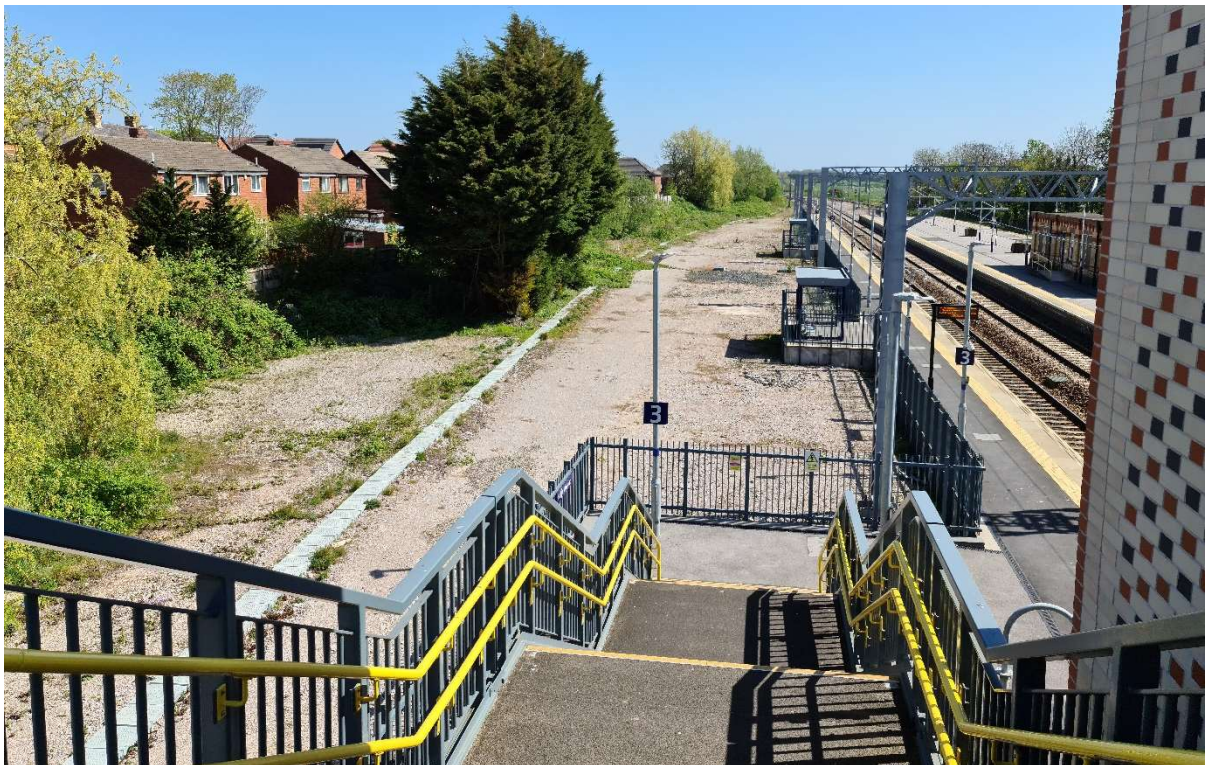
Towards the vehicle entry point



At the vehicle entry point – approximate drop of 400mm down to lineside



Proposed vehicle access road – approximately 6.5-7.0m clear width between structure



Proposed car park area – generally level with height increase to houses say 1m



Proposed car park area – generally level with height increase to houses say 2m

Appendix C - Sketch plans of current station and options

Refer to the following drawings:

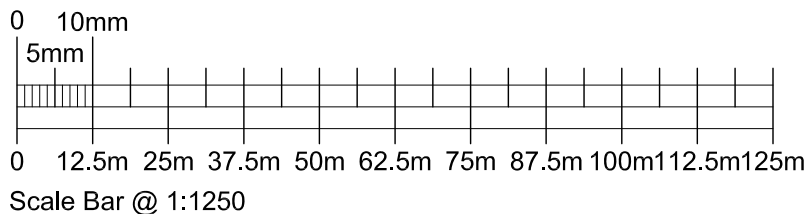
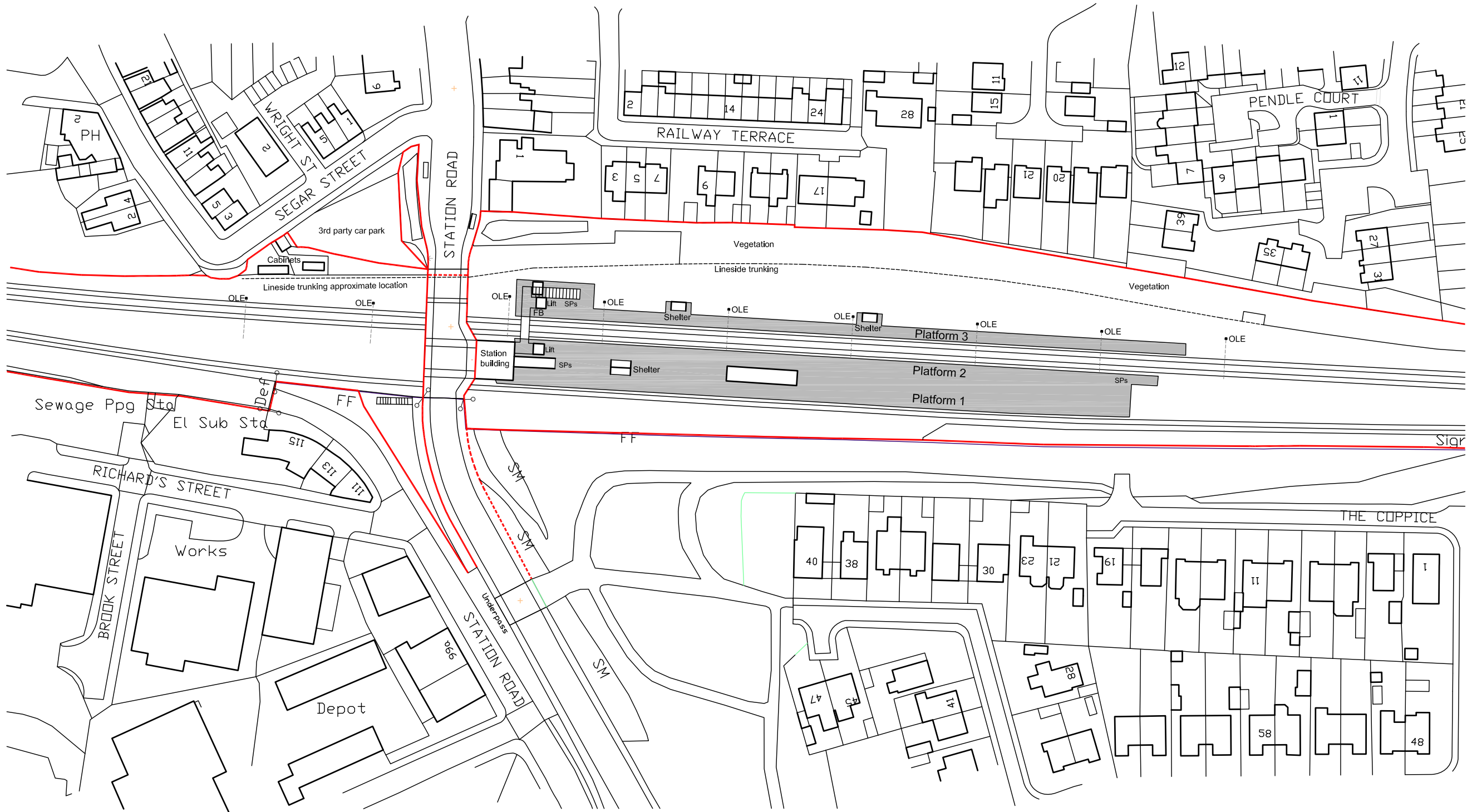
3183-001 P01 Existing Site Plan

3183-010 P01 Option A Site Plan

3183-011 P01 Option B Site Plan

3183-012 P01 Option C Site Plan

3183-013 P01 Option D Site Plan



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STATUS FOR OPTIONS REPORT

NOTES:
OLE and services trough locations are approximate only. Site data taken from Ordnance Survey.
Red line - Network Rail Ownership

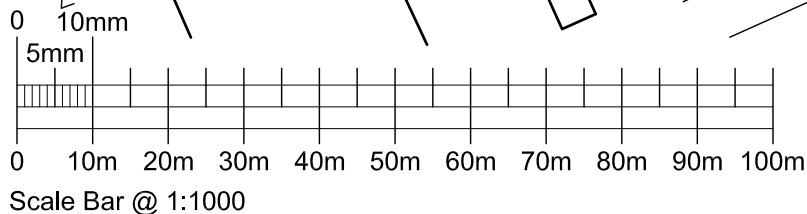
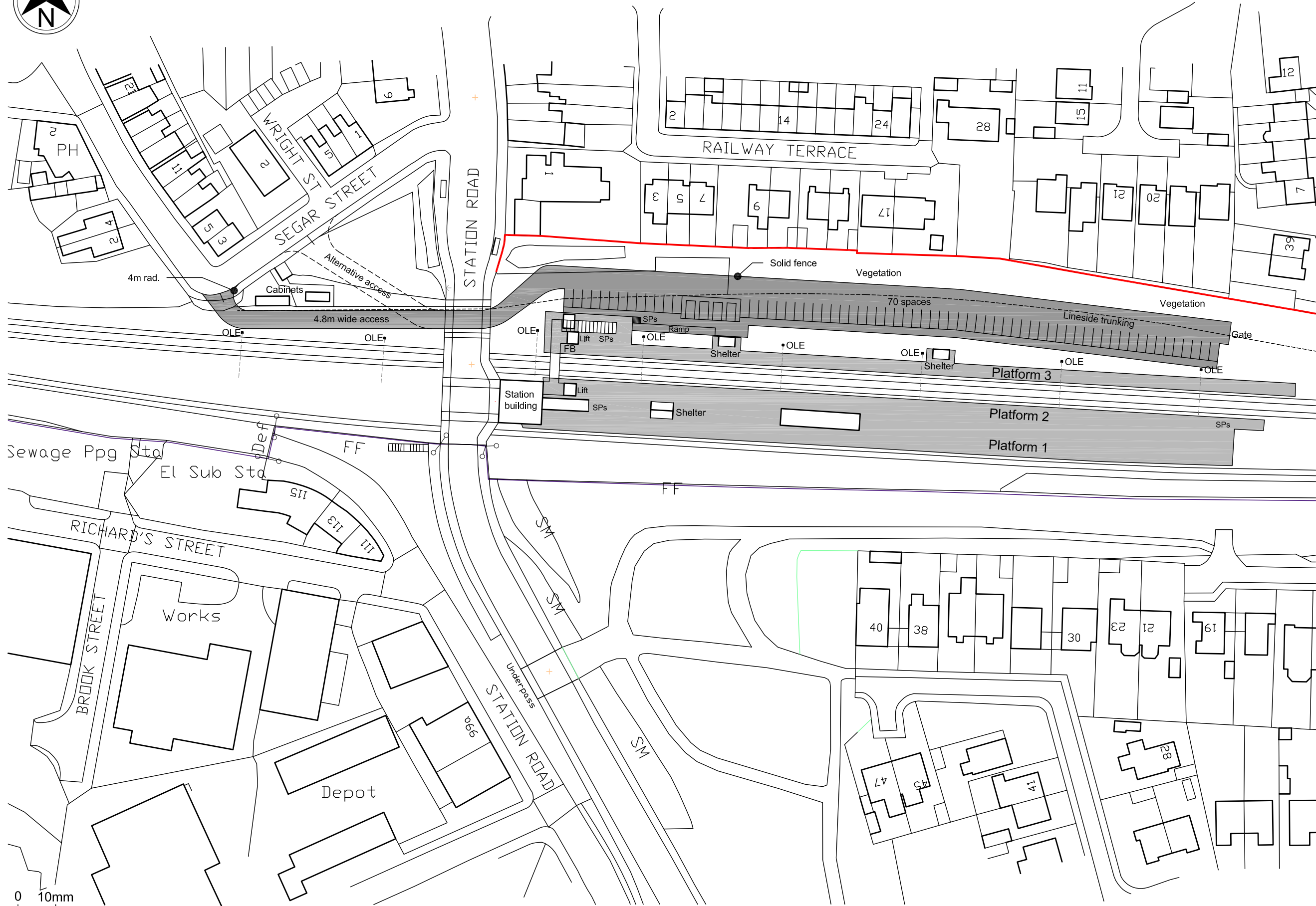
P01	07.05.20	Updated following workshop	GS
no.	date	revision details	by
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Job title
**KIRKHAM & WESHAM
STATION CAR PARK**

drawing title
EXISTING SITE PLAN

scale	drawn by	sheet size	date
1:1250	LP	A3	05/20
Job no.	drawing no.	revision no.	
3183	001	P01	



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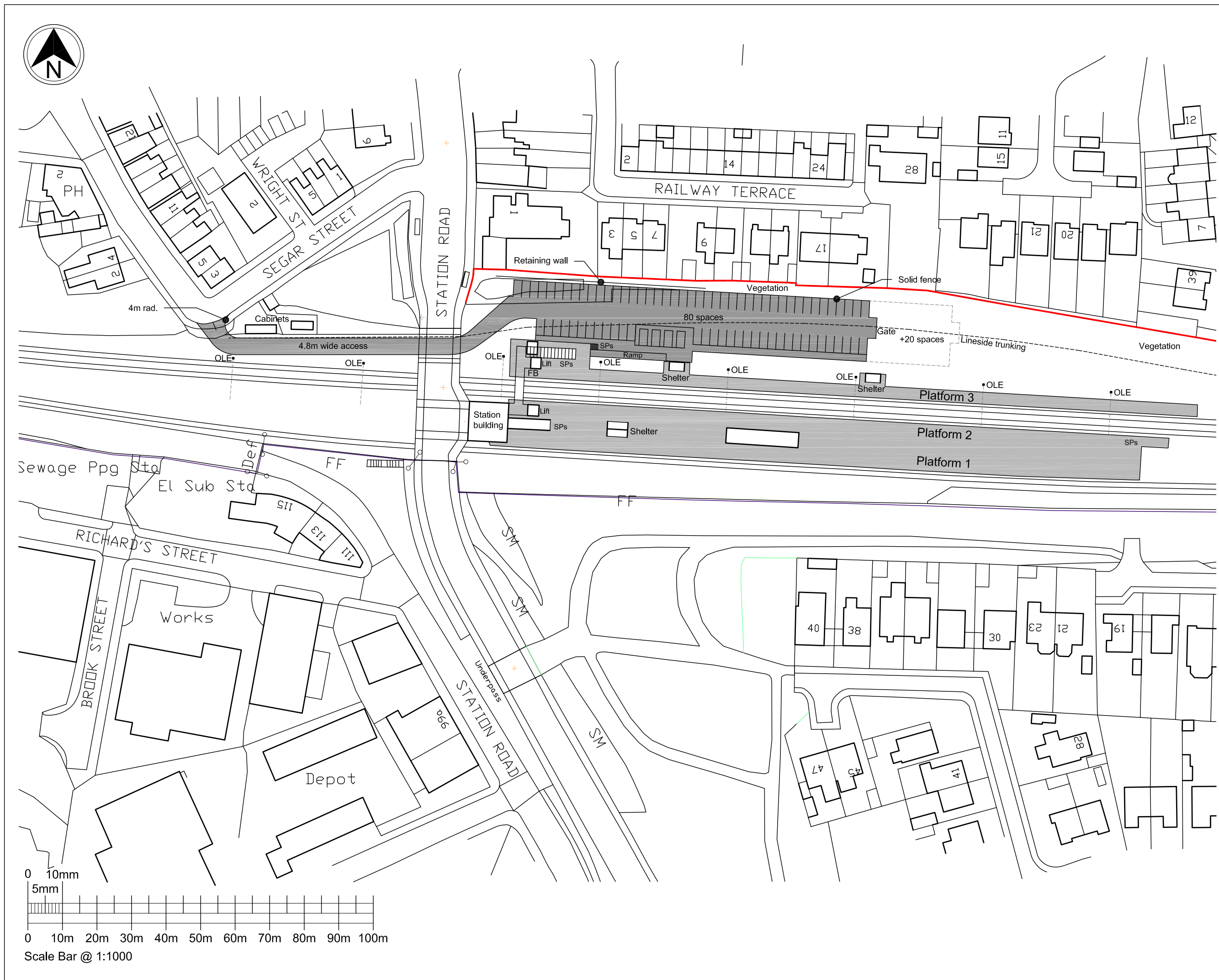
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Job title
**KIRKHAM & WESHAM
STATION CAR PARK**



Drawing title
**PROPOSED LAYOUT
OPTION A**

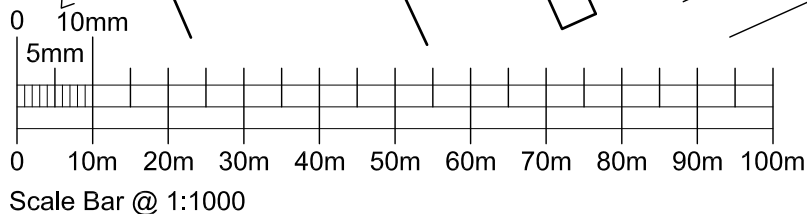
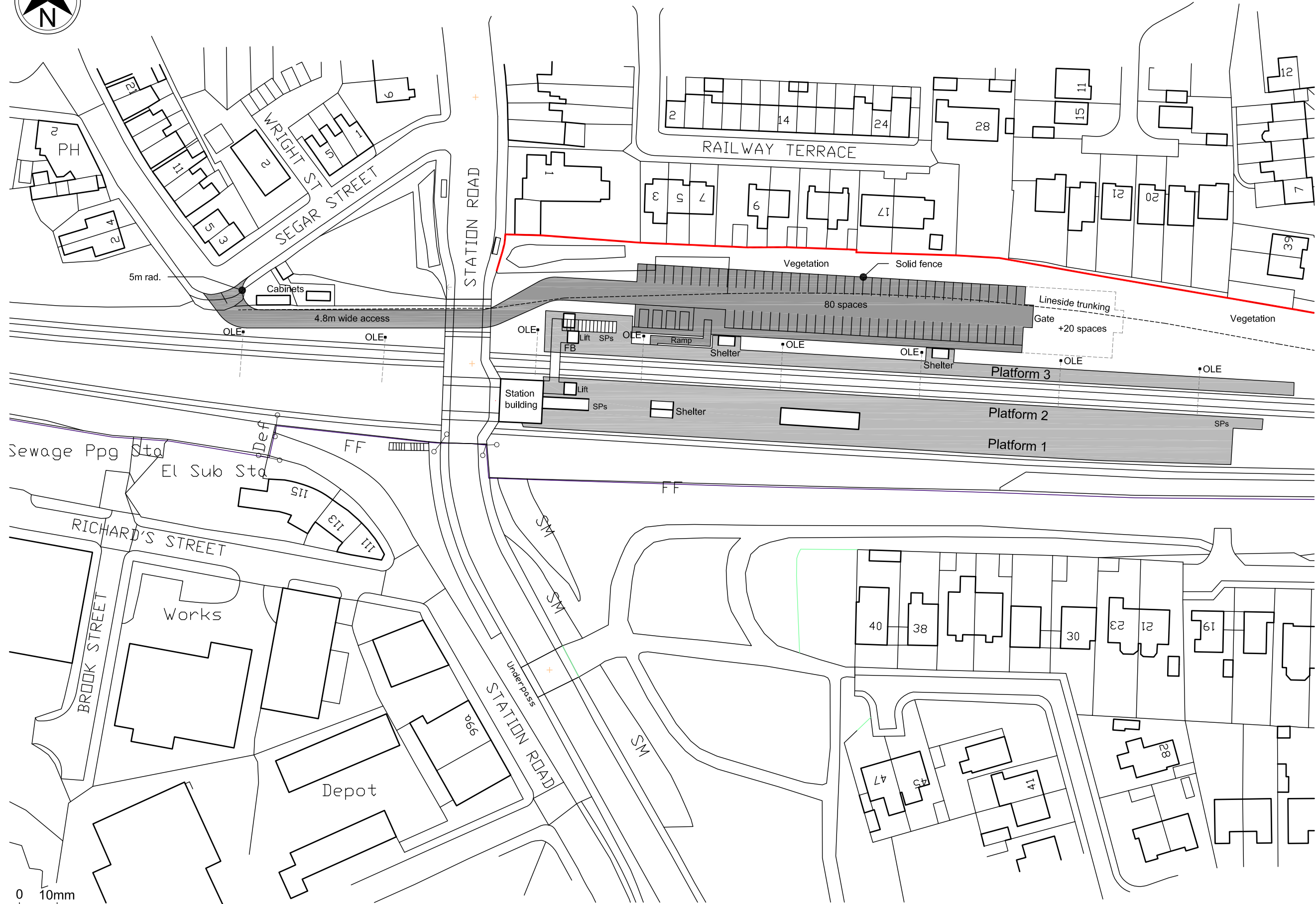
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3183	010	P01	



NOTES:

OLE and services trough locations are approximate only. Site data taken from Ordinance Survey.

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no.	date	revision details		by
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• T: 0161 832 5750 • E: office@seedarchitects.co.uk				
				
job title KIRKHAM & WESHAM STATION CAR PARK				
drawing title PROPOSED LAYOUT OPTION B				
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job no.	drawing no.	revision no.		
3183	011	P01		



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STATUS FOR OPTIONS REPORT

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P01	07.05.20	Updated following workshop	GS
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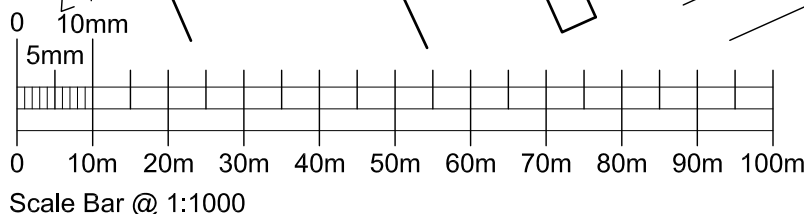
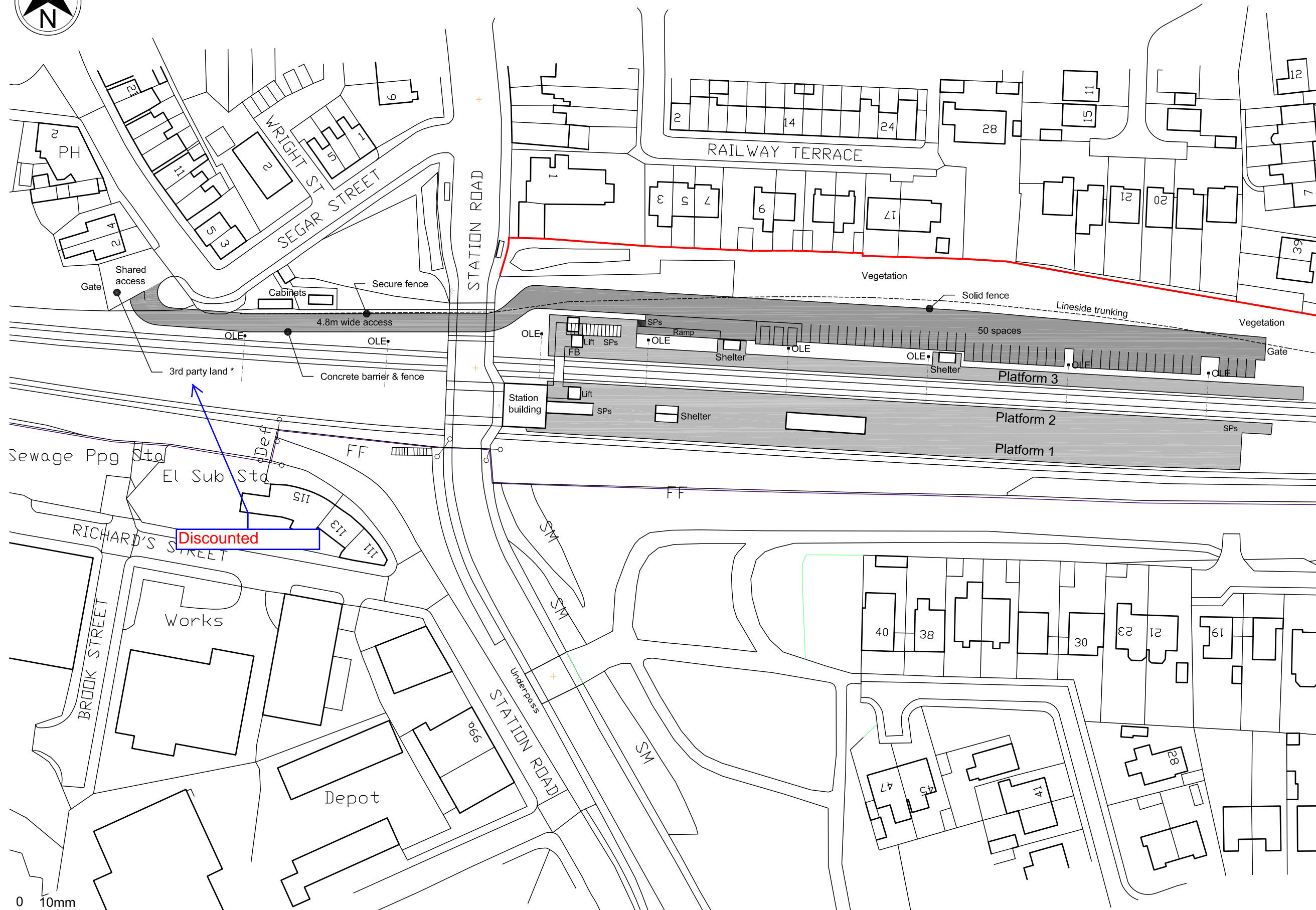
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Job title
**KIRKHAM & WESHAM
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Drawing title
**PROPOSED LAYOUT
OPTION C**

scale	drawn by	sheet size	date
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Job no.	drawing no.	revision no.	
3183	012	P01	



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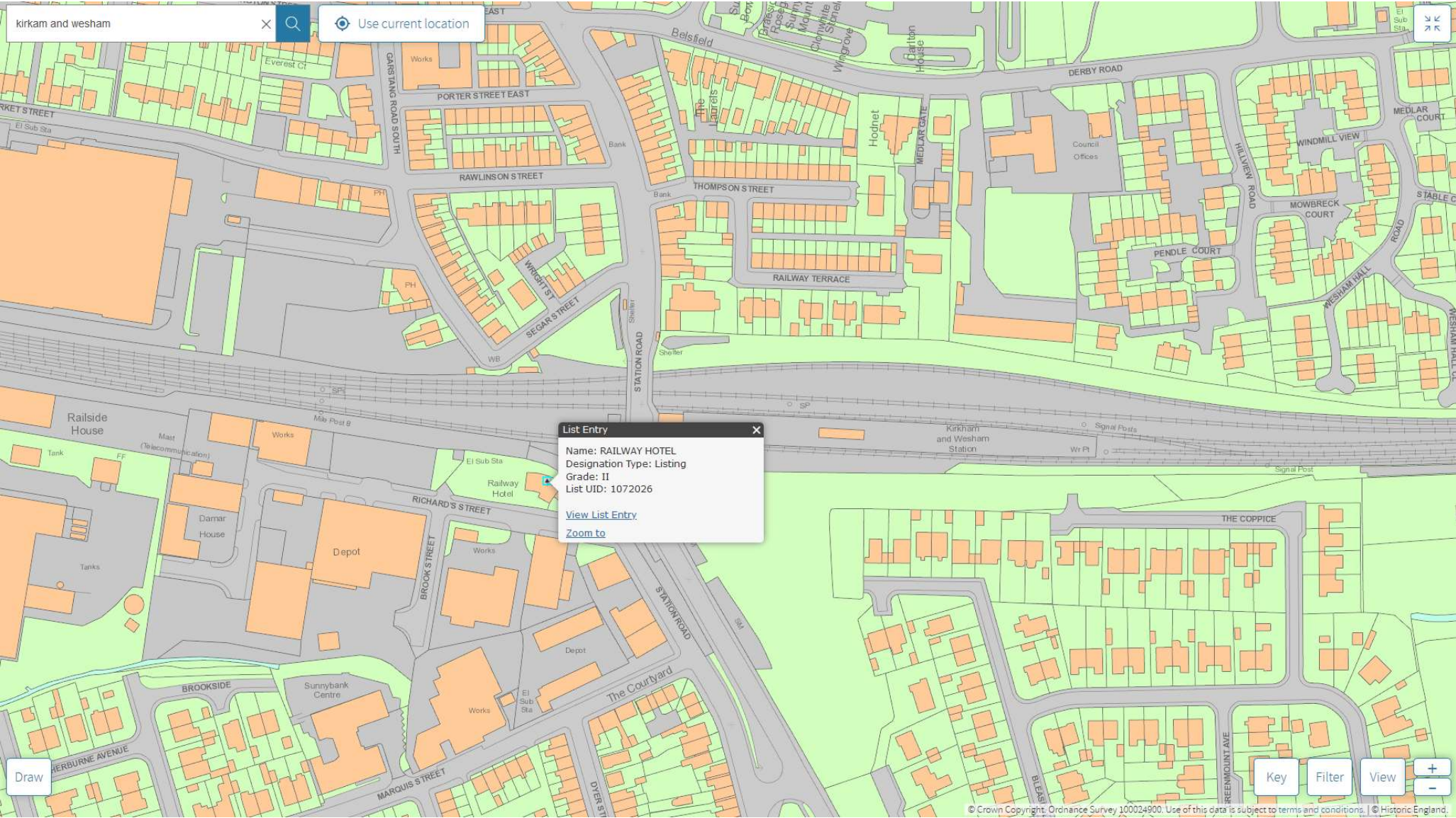
STATUS
FOR OPTIONS REPORT

NOTES:
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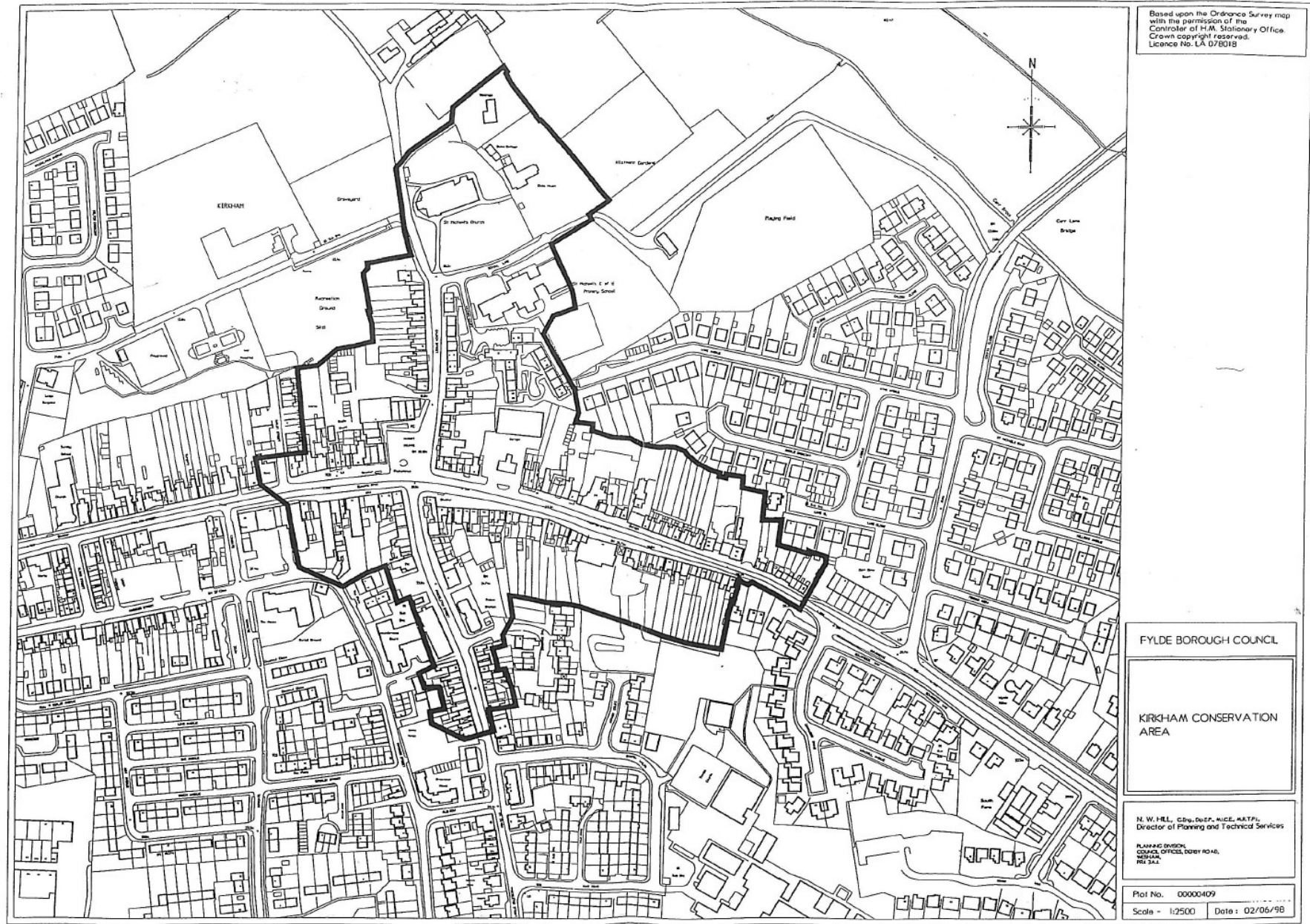
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northern			
Job title			
KIRKHAM & WESHAM STATION CAR PARK			
drawing title			
PROPOSED LAYOUT OPTION D			
scale	drawn by	sheet size	date
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3183	013	P01	

Appendix F - Planning Constraints Data

Listed Buildings

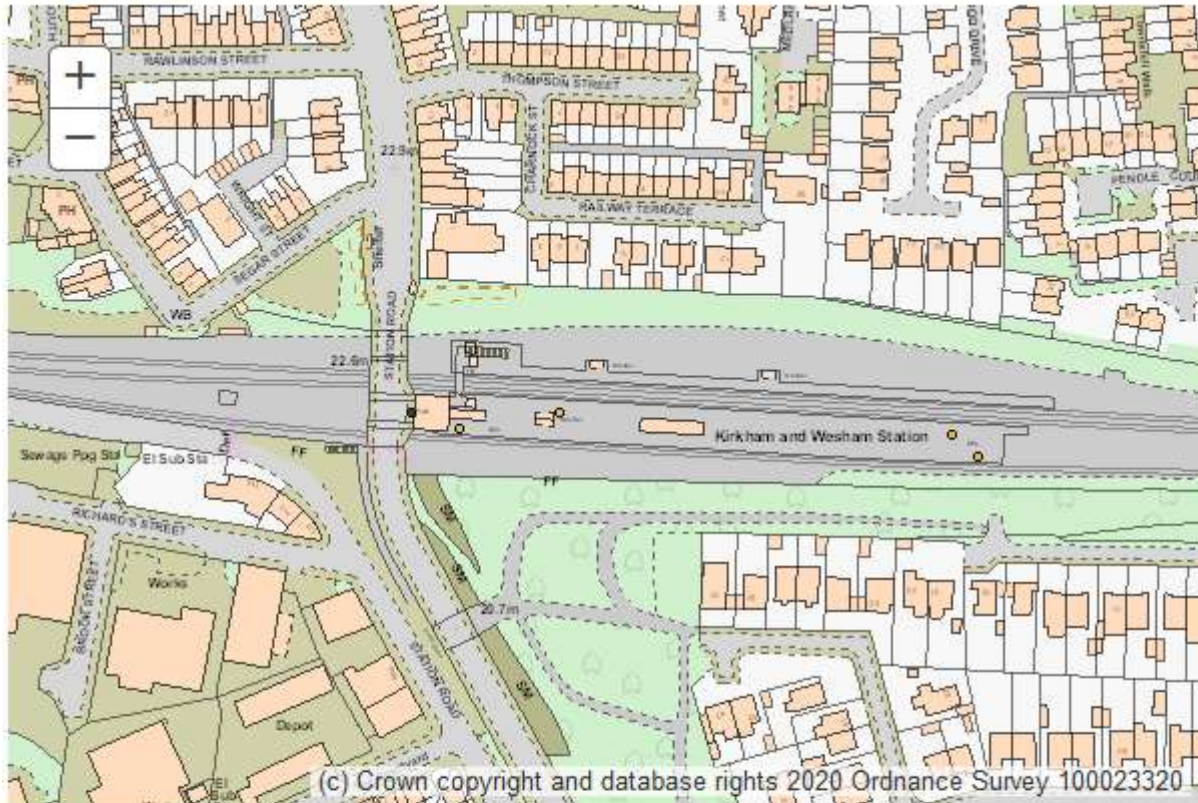


Conservation Area



Closest Conservation Area to the station

Public Rights of Way



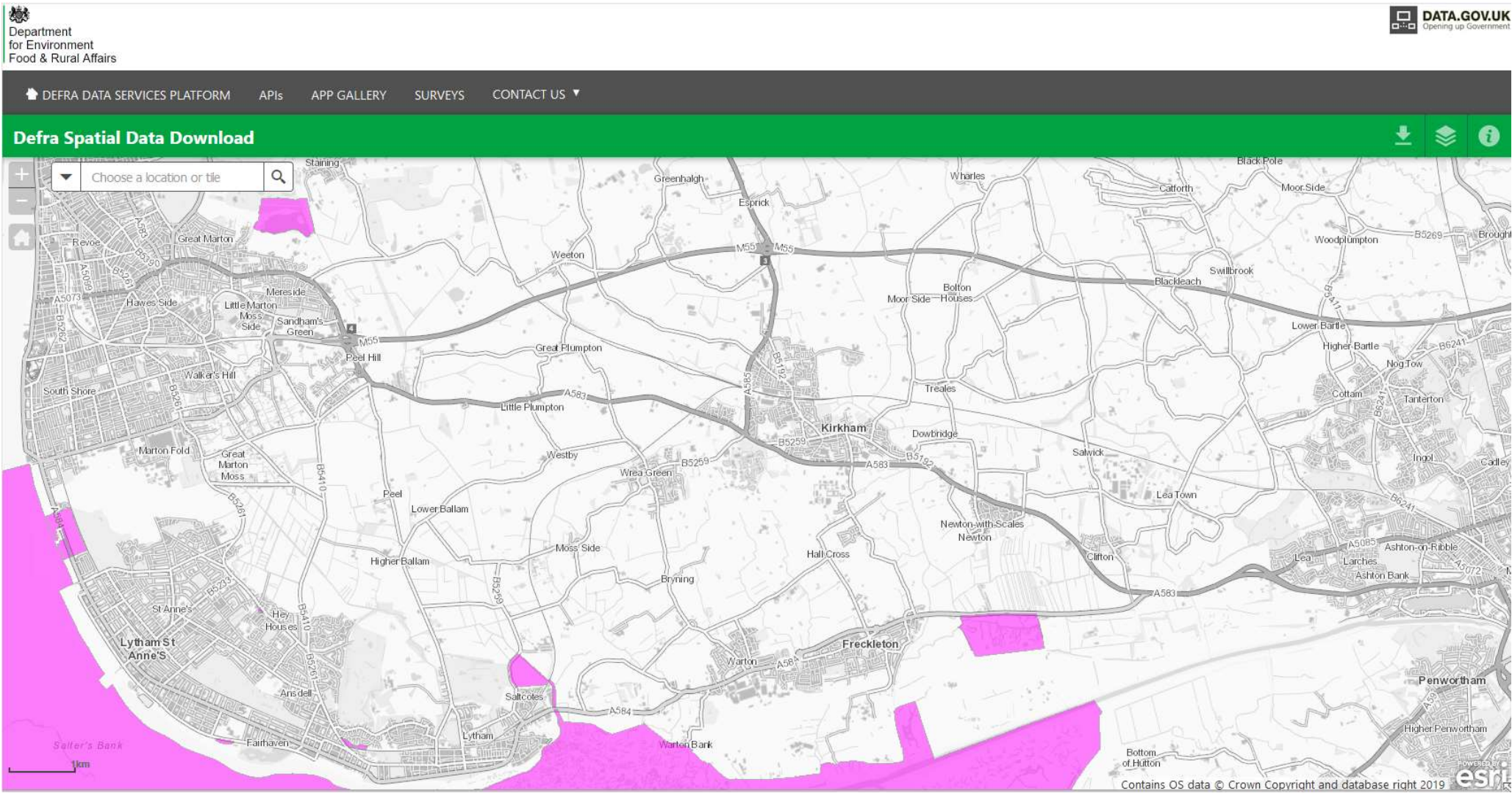
None in the vicinity of the station

Find

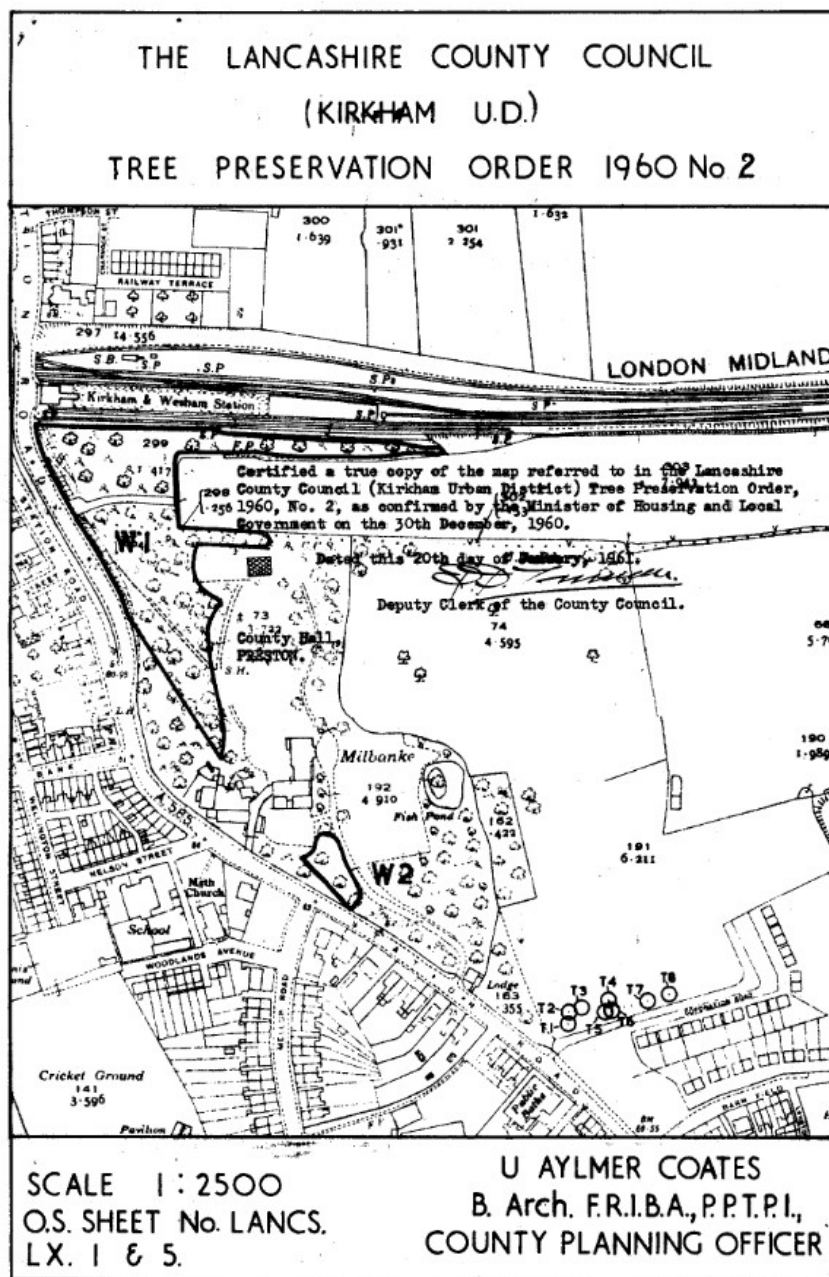
Legend

- Footpath - walkers (runners, joggers etc)
- Bridleway - walkers, horse riders and pedal cyclists
- Restricted byway - as bridleway plus horse-drawn vehicles (all non-motorised users)
- Byway open to all traffic - anyone, although it may not be suitable or passable for some
- Temporary closure
- Current Application for Definitive map modification order
- Closed Application for Definitive map modification order
- Application for Public Path Order

Sites of Scientific Interest



Tree Preservation Orders



FIRST SCHEDULE

Trees Specified Individually (encircled in black on map)

Number on Map	Description of Trees	Situation Plots referred to are Ordnance Survey Plot Nos. on 25" sheets Lancashire LX.1 (Edition of 1932) and LX.5 (Revision of 1938)
In the Kirkham Urban District		
T.1	Elm	Immediately north of Coronation Road
T.2	Elm	Immediately north of Coronation Road
T.3	Elm	Immediately north of Coronation Road
T.4	Lime	Immediately north of Coronation Road
T.5	Lime	Immediately north of Coronation Road
T.6	Lime	Immediately north of Coronation Road
T.7	Lime	Immediately north of Coronation Road
T.8	Lime	Immediately north of Coronation Road

GROUPS OF TREES

Number on Map	Description of Trees	Situation Plots referred to are Ordnance Survey Plot Nos. on 25" sheets Lancashire LX.1 (Edition of 1932) and LX.5 (Revision of 1938)
NONE		

WOODLANDS

(Within a continuous black line on map)

Number on Map	Description of Trees	Situation Plots referred to are Ordnance Survey Plot Nos. on 25" sheets Lancashire LX.1 (Edition of 1932) and LX.5 (Revision of 1938)
W.1	Stand of mixed hardwoods consisting of Beech, Sycamore, Ash, Horse Chestnut, Lime, Birch and Elm.	In plots nos. 73, 192, 298 and 299
W.2	Stand of mixed hardwoods consisting of Oak, Beech, Ash, Sycamore and Horse Chestnut.	In plot no. 192

Extract relating to the wooded area South of the station marked W1 on the Tree Preservation Order