

HITHER GREEN STATION



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Revision Log

REV.	COMMENTS	REVISED BY	DATE	CHECKED

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1.0 EXECUTIVE SUMMARY

1.1 General Objective

To provide level access to platforms 2 to 6. Platform 1 has no stopping services

1.2 Proposal

To construct a lift shaft behind platform 6 with a footpath at ground level connecting to the subway entrance in Fernbrook Road.

To construct a walkway at high level over the tracks from the new lift position connecting to the end of the existing footbridge above platform 4.

To install a lift from the new walkway down to platform 5. This will also serve platform 4.

To install a lift from the existing footbridge down to platform 2/3.

1.3 Scheme Difficulties

The lift shaft behind platform 6 serves three levels, street level, platform 6 and upper walkway levels.

1.4 Estimated Cost

Construction Costs	4,604,250
Design Costs	690,600
Risk	1,323,700
Total	6,618,550

2.0 ASSESSMENT

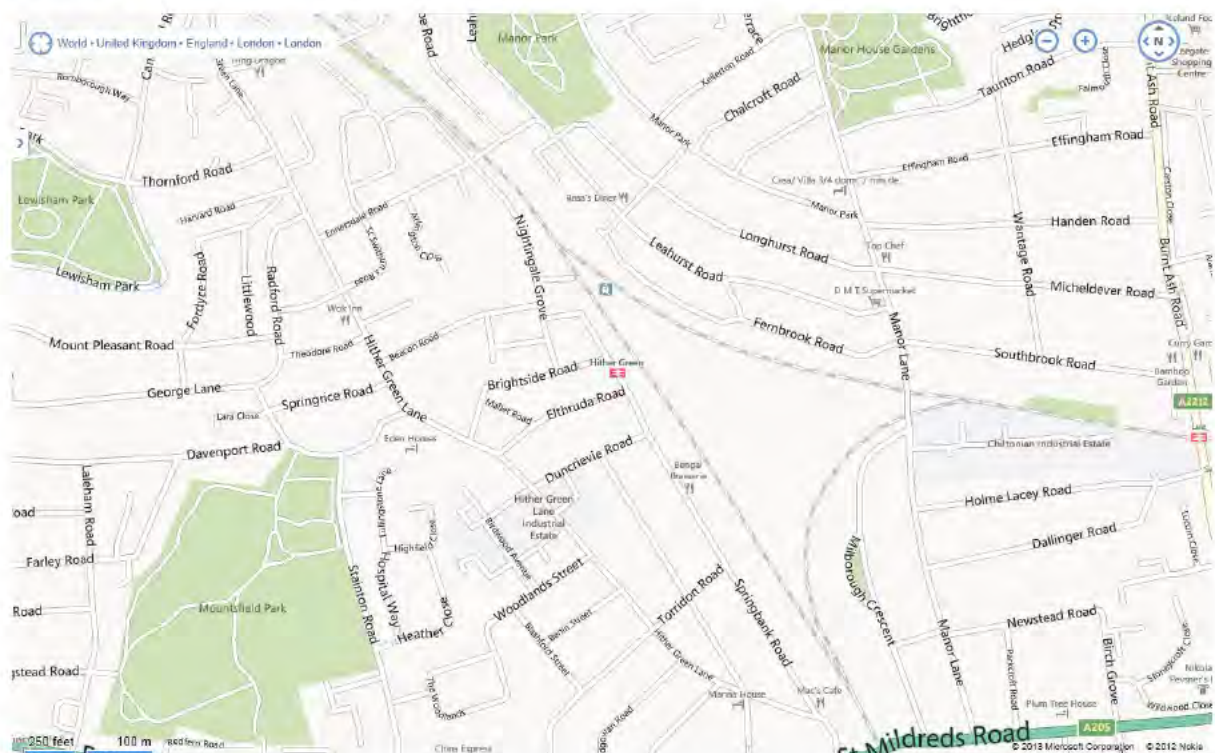
2.1 Purpose

This pre-feasibility report has been produced by The Trevor Patrick Partnership (TTP) and was commissioned by Transport for London (TfL) to facilitate the preparation of future Access for All funding applications to the Department for Transport.

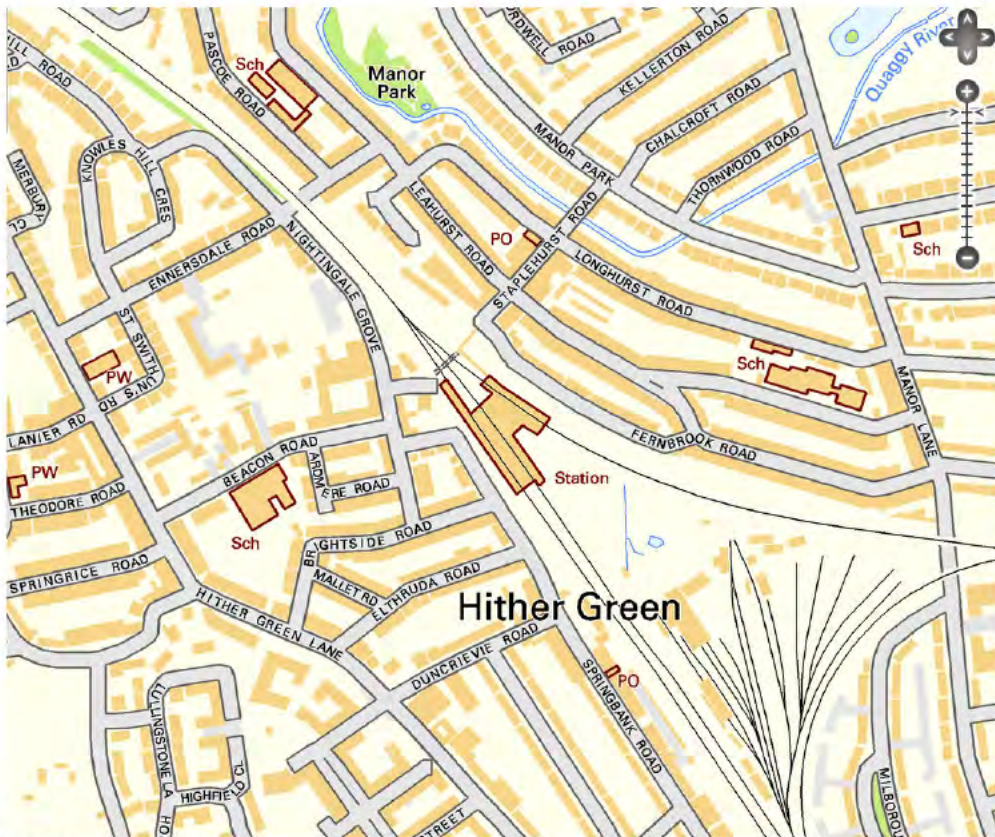
The proposal at Hither Green station is to install lifts on platform from the existing footbridge to platforms 1, 2 and 3/4 including consideration of the need for associated improvements to the station accessibility arrangements.

2.2 Station Environment and Existing Arrangements

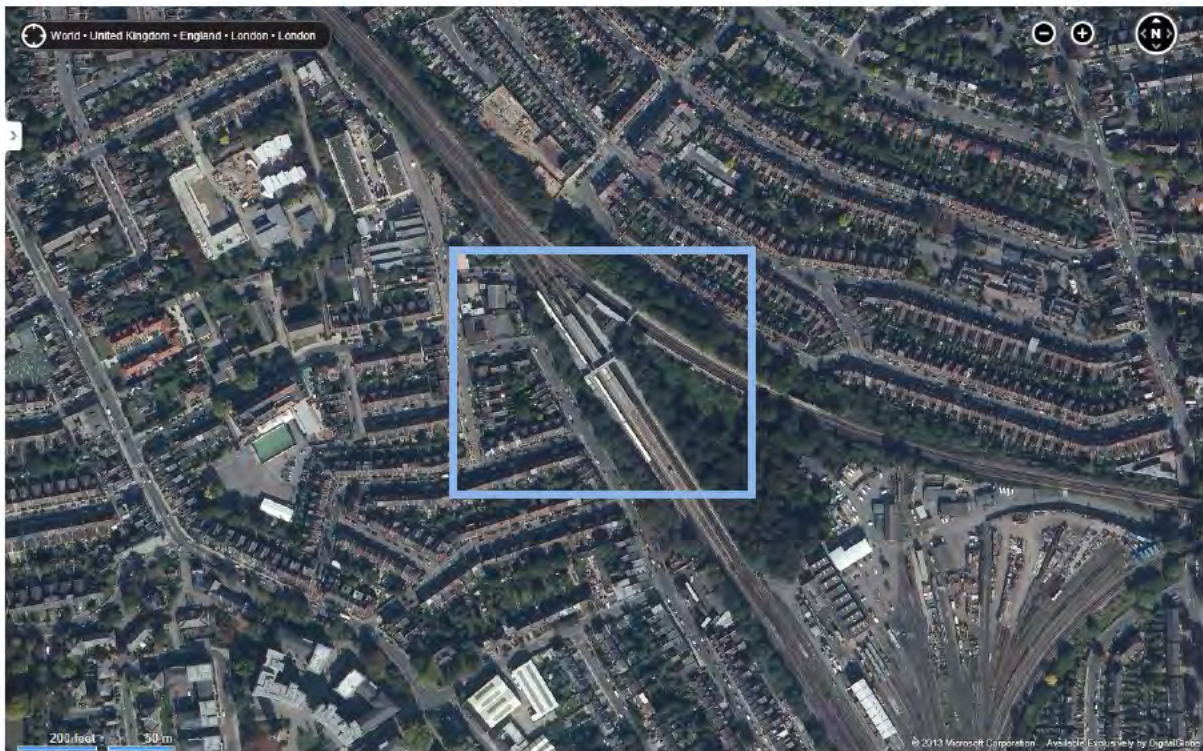
Area Map



Ordnance Survey Plan



Aerial Photo



Birdseye View (East)



2.2.1 Station Approach and Car Parking

A subway runs between Fernbrook Road and Nightingale Grove. The station access is from this subway. The subway has level access each end and a dropped kerb to street. The station is served by three bus routes with services to Lewisham, Petts Wood, Grove Park and Canada Water stations.(Image 1)



Image 1

There is an alternative access with 35 steps from Nightingale Grove up to the country end of platform 1 (Image 2)



Image 2

2.2.2 Entrances and Ticket Hall

The ticket office is on platform 4/5. Access to the ticket hall is up a long ramp from the subway (Image 3).



Image 3



2.2.3 Platform Access

Access to platforms is from platform 4/5 ticket hall across footbridges with staircases having 34 steps. One footbridge links platforms 1 to 4 and a separate footbridge links 5 and 6

2.2.4 Platforms

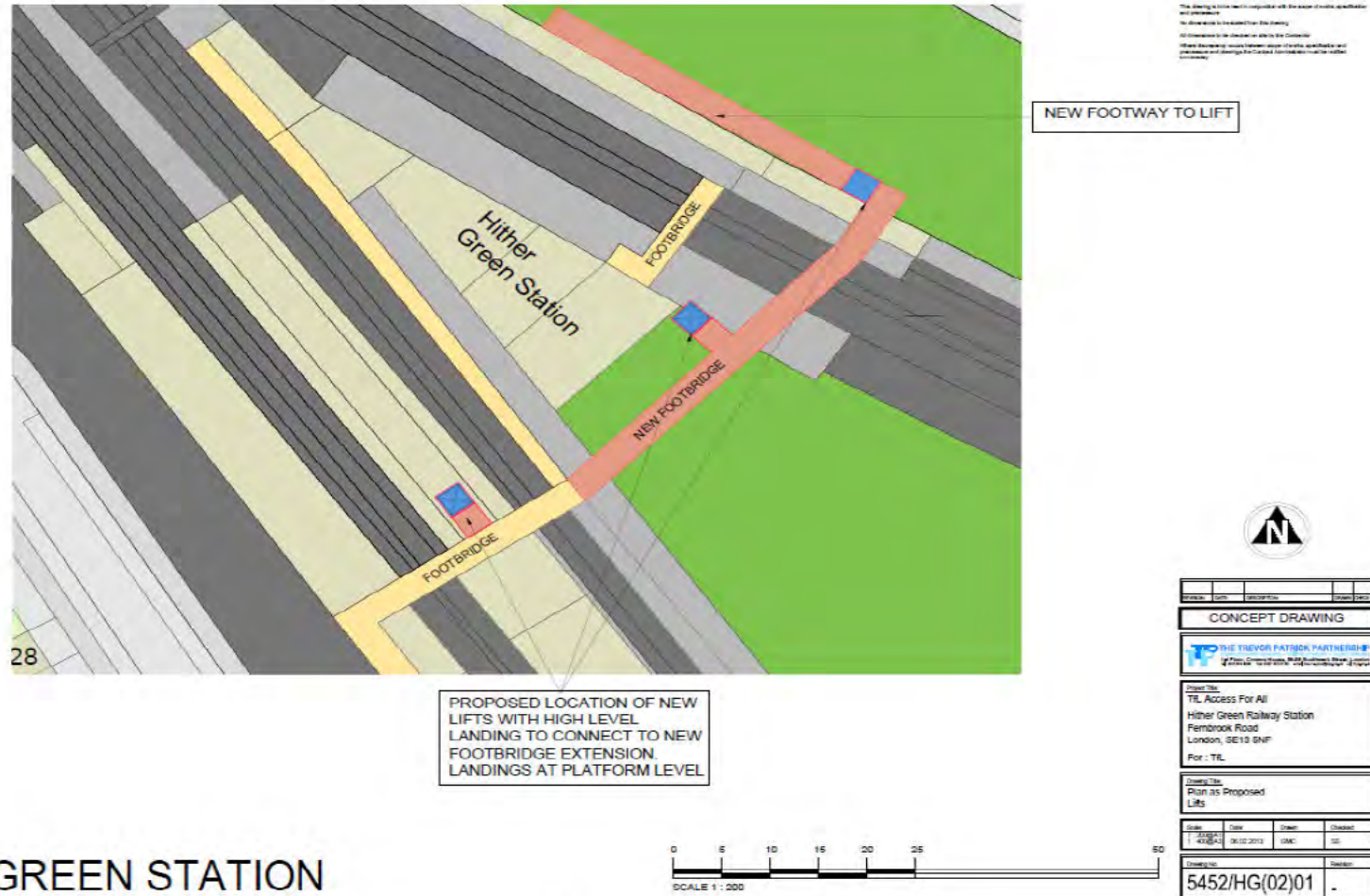
There are six platforms. Platforms 1 and 6 are single platforms, 2/3, 4/5 are island platforms.

2.3 Proposal

2.3.1 The Scheme.

See Concept Drawing Figure 1 and edited images Figures 2 and 3

Concept Drawing



HITHER GREEN STATION

Figure 1

Edited Image of Proposed Lift Locations



Figure 2

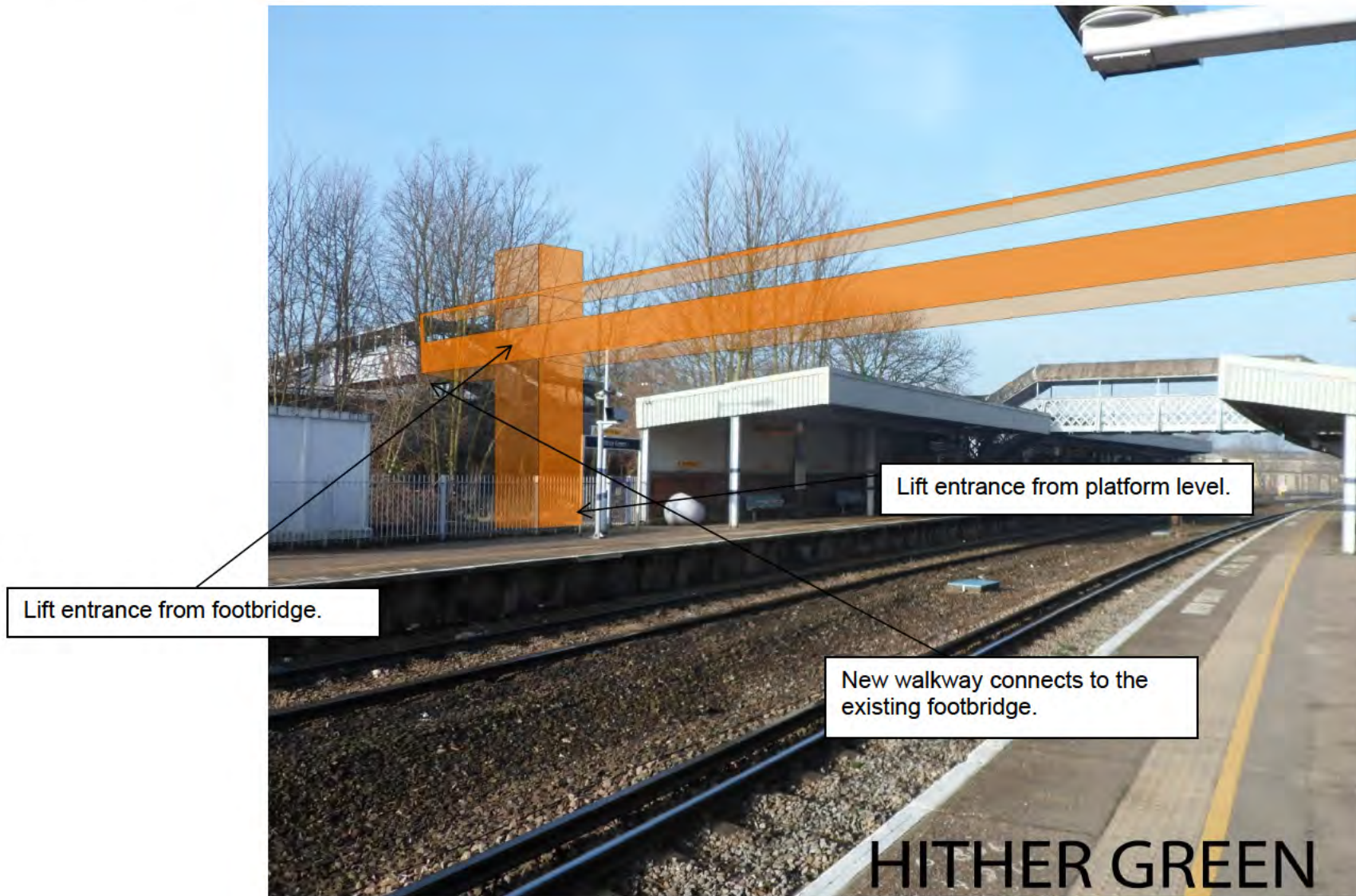


Figure 3

The proposal is to link platforms 5 and 6 with lift towers and a bridge across the tracks. The bridge will link with the existing footbridge from platform 4. A lift tower will be installed in the area of vegetation between platform 6 and Fernbrook Road at approximately mid way along the length of the platform.(Image 4)



A footpath will link the Fernbrook Road subway entrance through the area of vegetation to the lift tower. The lift will serve platform 6 level and rise further to the level of the new bridge across the tracks.

A lift tower will be constructed on platform 5 from the new bridge link. This will also serve platform 4. (Image 5)



Alongside the existing footbridge a lift tower will be constructed down to platform 2/3 with adaptations to the platform canopy. (Image 6)



Platform 1 will not be made accessible by lift as this platform has no stopping services.

Risk	Level of Risk	Mitigation
Necessity for track closures	High	Track closures will be necessary for the installation of the new footbridge across the tracks. Allowance for possession staff is included in the construction cost.
Electricity supply at station insufficient for lifts.	High	The electric power supply to the station will be required to be updated for the lifts. Allowance included in construction cost.
No ground surveys have been carried out to confirm the suitability of the proposed locations for lift likewise it has been assumed that where the scheme interfaces with existing structures the existing structure is adequate. .	Medium	No obvious problems were found from a visual inspection. An allowance has been added to the estimated cost for unforeseen risk. (contingency)
Excavating into platforms	Medium	Allowance included in estimated cost for track monitoring and Network Rail asset protection costs.
Network Rail approval.	Low	Consideration has been given to signal sighting and the like but an independent assessment should be carried out.

The proposal will have an impact on rail operations for the installation of the link bridge.

<u>Builders Work</u>				£
Lifts	3	Nr	£165,000	495,000
Excavation and formation of lift pit	3	Nr	£50,000	150,000
Lift shafts	2	Nr	£400,000	800,000
Platform 6 to 3 levels.	1	Nr	£600,000	600,000
Walkway over tracks from platform 6 to 5 and connecting to existing footbridge above platform 4	1	nr	£1,200,000	1,200,000
Footpath from subway entrance in Fernbrook Road connecting to lift	150	m	£2,000	300,000
Modifications to existing footbridge		item		30,000
Modifications to existing canopy platform 2/3		item		50,000
Works to platform level, platform 2/3		item		25,000
Works to platform level, platform 5		item		15,000
Works to platform level, platform 6 and link walkway to lift				50,000
Possessions and line closures		item		100,000
				<u>3,815,000</u>
Preliminaries		15%		572,250
				<u>4,387,250</u>
Specialists				
CCTV cameras	14	Nr	£3,000	42,000
CCTV integration with station system				15,000
CIS				30,000
PA				15,000
Telephones				10,000
Signage				5,000
				<u>117,000</u>
Electric supply upgrade for lifts				
400A 3 phase				<u>100,000</u>
				<u>4,604,250</u>
Fees/Project management		15%		690,600
				<u>5,294,850</u>
Contingency		25%		1,323,700
				<u>6,618,550</u>