



Bexhill to Hastings Link Road

Chapel Path Access Ramp

**B1297000-PH2/1100.06a/0001
Revision 0
August 2013**

Document Control Sheet

BPP 04 F8
Version 14 July 2012

Project: Bexhill to Hastings Link Road Project No: B1297000
 Client: East Sussex County Council
 Document Title: Chapel Path Access Ramp
 Ref. No:

	Originated by	Checked by	Reviewed by	Approved by
ORIGINAL	NAME P de Feu	NAME R Shelton	NAME S Guruparan	NAME R Davenport
DATE August 2013	INITIALS	INITIALS	INITIALS	INITIALS
Document Status – For Information				

REVISION	NAME	NAME	NAME	NAME
DATE	INITIALS	INITIALS	INITIALS	INITIALS
Document Status				

REVISION	NAME	NAME	NAME	NAME
DATE	INITIALS	INITIALS	INITIALS	INITIALS
Document Status				

REVISION	NAME	NAME	NAME	NAME
DATE	INITIALS	INITIALS	INITIALS	INITIALS
Document Status				

Jacobs U.K. Limited

This document has been prepared by a division, subsidiary or affiliate of Jacobs U.K. Limited ("Jacobs") in its professional capacity as consultants in accordance with the terms and conditions of Jacobs' contract with the commissioning party (the "Client"). Regard should be had to those terms and conditions when considering and/or placing any reliance on this document. No part of this document may be copied or reproduced by any means without prior written permission from Jacobs. If you have received this document in error, please destroy all copies in your possession or control and notify Jacobs.

Any advice, opinions, or recommendations within this document (a) should be read and relied upon only in the context of the document as a whole; (b) do not, in any way, purport to include any manner of legal advice or opinion; (c) are based upon the information made available to Jacobs at the date of this document and on current UK standards, codes, technology and construction practices as at the date of this document. It should be noted and it is expressly stated that no independent verification of any of the documents or information supplied to Jacobs has been made. No liability is accepted by Jacobs for any use of this document, other than for the purposes for which it was originally prepared and provided. Following final delivery of this document to the Client, Jacobs will have no further obligations or duty to advise the Client on any matters, including development affecting the information or advice provided in this document.

This document has been prepared for the exclusive use of the Client and unless otherwise agreed in writing by Jacobs, no other party may use, make use of or rely on the contents of this document. Should the Client wish to release this document to a third party, Jacobs may, at its discretion, agree to such release provided that (a) Jacobs' written agreement is obtained prior to such release; and (b) by release of the document to the third party, that third party does not acquire any rights, contractual or otherwise, whatsoever against Jacobs and Jacobs, accordingly, assume no duties, liabilities or obligations to that third party; and (c) Jacobs accepts no responsibility for any loss or damage incurred by the Client or for any conflict of Jacobs' interests arising out of the Client's release of this document to the third party.

Contents

1.1	Scope	2
1.2	Standards	2
1.3	Requirements	2
1.4	Assessment	2
	Appendix A Sketches	3

1.1 Scope

The new Chapel Path underpass is to be constructed under the proposed Bexhill to Hastings Link Road along the current Chapel Path alignment.

This note has been prepared for Planning Condition No. 6 to describe why it was not possible to provide a direct ramp from the pedestrian crossing on London Rd to the underpass.

1.2 Standards

In order to provide both stepped and ramp access to the underpass, the ramp design was considered with respect to the Department for Transport Inclusive Mobility design guide and DMRB TD 36/93. These highlight a maximum grade for ramps to 5%.

1.3 Requirements

In order to achieve a maximum grade of 5% from the London Rd footpath level, to the Chapel Path Underpass entrance level, it was found that the access ramp would need to be longer than was achievable in a straight line. As a result the ramp was designed to run from the raised London Rd crossing, behind the proposed bus stop, and then down a ramp of acceptable length to approach the underpass at an acceptable grade.

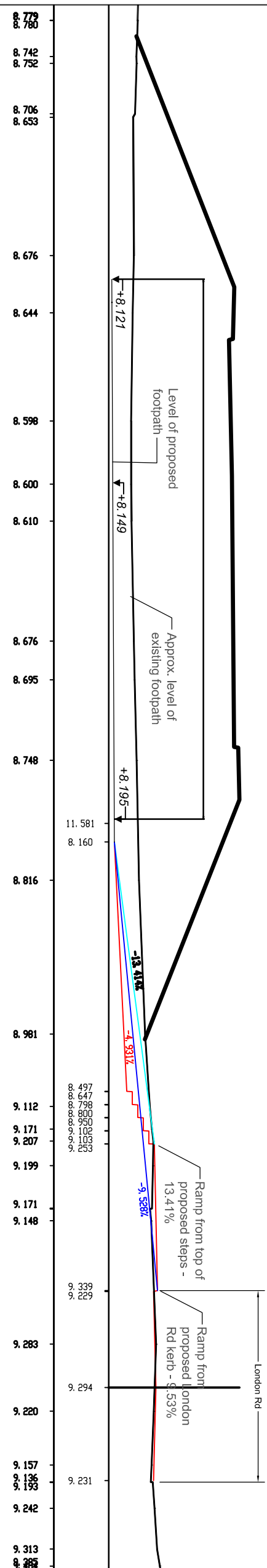
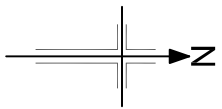
1.4 Assessment

0100.01B/0017 (in Appendix) shows that were the ramp to be provided from either top of step level (9.25m) to the underpass entrance level (8.16m), or even from top of roadside kerb level (9.34m) to the underpass level, this would require grades of 13.41% or 9.53% over the respective distances of 8.3m or 12.26m. The grade from the bottom of the access step level to the underpass entrance level is currently 4.93%. In order to achieve a 5% ramp grade from the underpass entrance to the roadside footpath level, a distance of 22m would be required, which would place the start of the access ramp in the garden of the houses on the eastern side of London Rd.

SK/0013 (in Appendix) shows the proposed access route for the ramp from the pedestrian crossing over London Rd to the underpass, which runs over 30m from the bus stop area to the underpass entrance, providing an average ramp grade of 3.6%. This also shows the widths available along the proposed ramp route. From the DfT Inclusive Mobility design guide a minimum clear width of 2000mm is required to allow two wheelchairs to comfortably pass each other. The narrowest section of this route to the underpass is 2060mm. This design guide also states that there should be a minimum width of 3000mm at bus stops to allow for clear passage past waiting bus users. At the bus stop location we have provided a minimum of 4400mm width from the kerb face to the dwarf wall that defines the ramp.

Appendix A Sketches



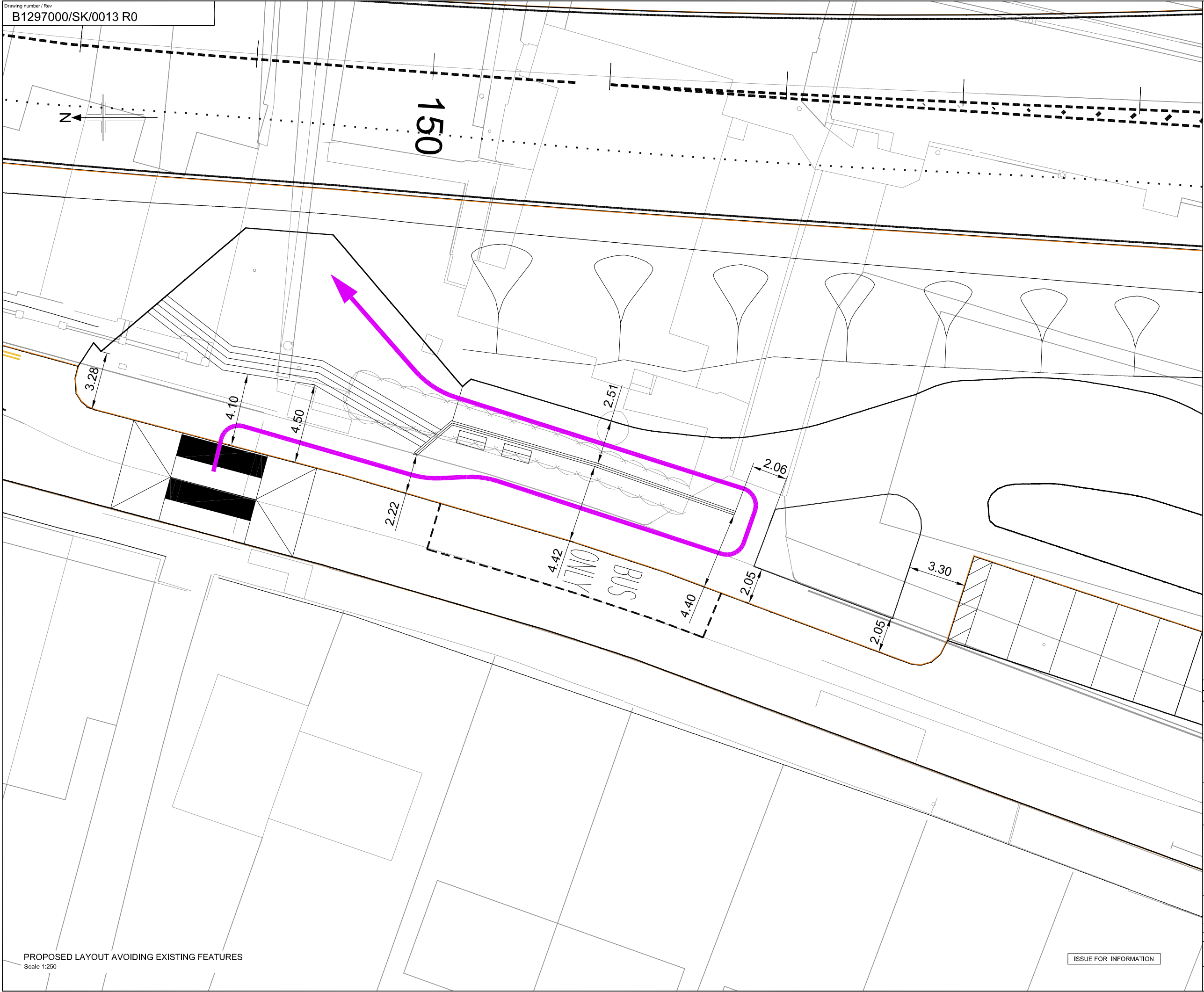


Chainage = 15.000

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
In addition to the responsibilities normally associated with the type of work detailed on this drawing, note the following:			
CONSTRUCTION			
MAINTENANCE / CLEANING			
DECOMMISSIONING / DEMOLITION			
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.			
Reproduction from the Ordnance Survey Map with the permission of the controller of Her Majesty's stationery office Crown copyright reserved Licence No. AL 100017326			
SCALE 1:500 			

RO	00002013	ISSUE FOR INFORMATION	RIS	PRF	SSG
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd / Approved
Client: HOCHTIEF TRUBER Employer: Project: BEXHILL TO HASTINGS LINK ROAD Drawing site: CHAPEL PATH RAMP PROVISION					

Drawing status		ISSUE FOR INFORMATION	
Scale	1:500 @ A1	DO NOT SCALE	
Jacobs No.	B1297000		
Client no.			
Drawing number	B1297000-PH2/0100.01b/0017	Rev	R0
This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.			



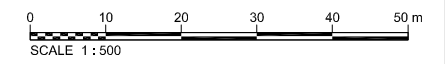
NOTES

KEY

Route of disabled access

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
In addition to the hazards/tasks normally associated with the types of work detailed on this drawing, note the following:	
CONSTRUCTION	
MAINTENANCE / CLEANING	
DECOMMISSIONING / DEMOLITION	
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement	

Reproduction from the Ordnance Survey Map with the permission of the controller of Her Majesty's stationery office Crown copyright reserved Licence No. AL 100017326



Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
R0	25/07/2013	ISSUE FOR INFORMATION	BG	RKS	PDF	SSG

JACOBS
 Simpson House, 6 Cherry Orchard Road, Croydon, Surrey, CR9 6BE
 Tel: +44(0)208 686 8212 Fax: +44(0)208 681 2499
 www.jacobs.com

Client	Employer
HOCHTIEF INFRA CONSTRUCTION	TEYLOR WOODROW Ecol Suisse ecol.suisse@york.ac.uk

Project
BEXHILL TO HASTINGS LINK ROAD

Drawing title
CHAPLE PARK RAMP ACCESS

Drawing status
ISSUE FOR INFORMATION

Scale
 1:100 @ A1
DO NOT SCALE

Jacobs No.
B1297000

Drawing number
B1297000/SK/0013

Rev
R0

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

PROPOSED LAYOUT AVOIDING EXISTING FEATURES
 Scale 1:250

ISSUE FOR INFORMATION