From: Dave Bennett
To: David Roberts
Cc: Nicola de Bruin

**Subject:** Re: Inclusive Mobility - Department for Transport Publication

**Date:** 18 June 2024 20:22:36

Attachments: <u>image002.pnq</u>

### Dinting Vale Development.

Thank you David. I would expect that the proposals for the footpath access from the A57 on to the development would comply with para 4.3 of the document, Inclusive Mobility, a guide to Best practice as provided by you.

Dave Bennett Chair High Peak Access

### Sent from Outlook for Android

From: David Roberts <david.roberts@scptransport.co.uk>

Sent: Tuesday, June 18, 2024 2:44:07 PM

To: davembennett@live.co.uk <davembennett@live.co.uk>

Subject: Inclusive Mobility - Department for Transport Publication

Document as discussed.

#### **David Roberts**

Managing Director - Transport Planning



an **RSK** company

Colwyn Chambers • 19 York Street • Manchester • M2 3BA

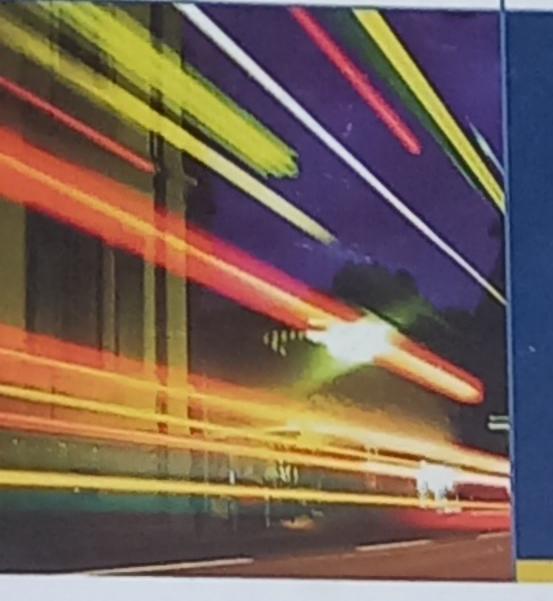
Telephone: 0161 832 4400 · Direct dial:0161 819 7406 · email: david.roberts@scptransport.co.uk

### www.scptransport.co.uk

SCP is the trading name for Singleton Clamp & Partners Ltd which is an ISO 9001:2015 accredited consultancy and part of RSK Group Limited registered in England at Spring Lodge, 172 Chester Road, Helsby, Cheshire, WA6 0AR, UK Registered number: 03761340

This message contains confidential information and is intended only for the individual named. If you are not the named addressee, you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. E-mail transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender therefore does not accept liability for any errors or omissions in the contents of this message, which arise as a result of e-mail transmission. If verification is required, please request a hard-copy version.

Before printing think about your responsibility and commitment to the ENVIRONMENT!



# BSI British Standards

Design of buildings and their approaches to meet the needs of disabled people – Code of practice

NO COPYING WITHOUT BSI PERMISSION EXCEPT AS PERMITTED BY COPYRIGHT LAW



## 5.8.2 Gradient of a ramp

A ramp should have the lowest practical gradient within the range 1:20 to 1:12.

The gradient of a ramp flight in relation to its going should be no steeper than that shown in Table 1.

NOTE Different design solutions might be needed in transport infrastructure (see [10]).

Table 1 Limits for ramp gradients

Going of a flight	Maximum gradient	Maximum rise
10 m	1:20	500 mm
9 m	1:19	473 mm
8 m	1:18	444 mm
7 m	1:17	411 mm
6m	1:16	375 mm
5 m	1:15	333 mm
4m	1:14	285 mm
3 m	1:13	230 mm
Not exceeding 2 m	1:12	166 mm

No individual flight of a ramp should have a going of more than 10 m or a rise of more than 500 mm.

If a series of ramp flights rises more than 2 m, an alternative means of step-free access, such as an enclosed lift, protected from the weather, should be provided.

The cross-fall gradient of a ramp should be not more than 1:50.

### 5.8.3 Ramp widths

The surface width of a ramp, between walls, upstands or kerbs, should be not less than 1 500 mm (see 5.2).

Where the width between the handrails of a ramp exceeds 2.5 m, the ramp should be divided into two or more channels, with a distance between handrails of not less than 1 m and not more than 2 m, to ensure that all users have access to a handrail. Where a ramp is divided into channels, at least one channel should have a surface width not less than 1 500 mm.

NOTE 1 A surface width of 1 800 mm is the minimum that permits two wheelchair users to pass each other.

NOTE 2 Sports facilities have their own requirements for ramp widths (see Accessible sports facilities [11]).

## 5.8.4 Landings

Landings should be provided at the foot and head of a ramp. They should be at least the width of the ramp and not less than 1 500 mm long, clear of any door swing or other obstruction.

Any intermediate landings along a series of ramps in a straight line should be at least 1 500 mm long, clear of any door swing or other obstruction. If an intermediate landing is a quarter-turn or half-turn