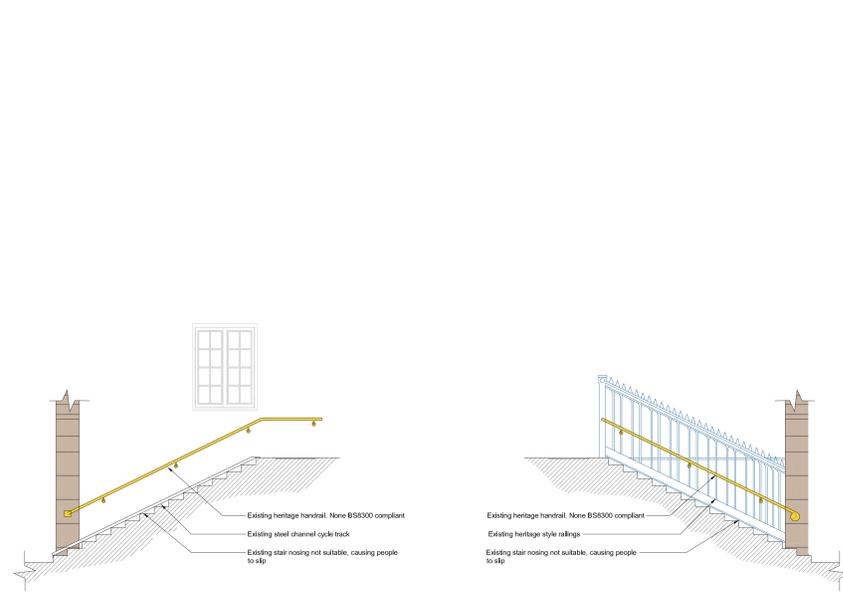
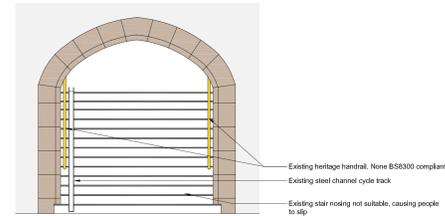


Stairs from Ticket Office - Plan as Existing
Scale 1:50 @ A0

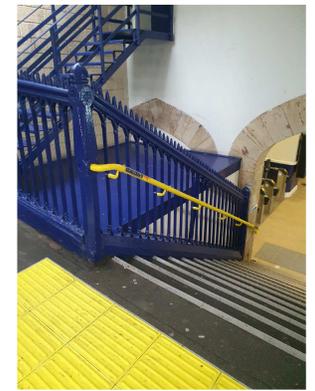


Stairs from Ticket Office - Section 01 as Existing
Scale 1:50 @ A0

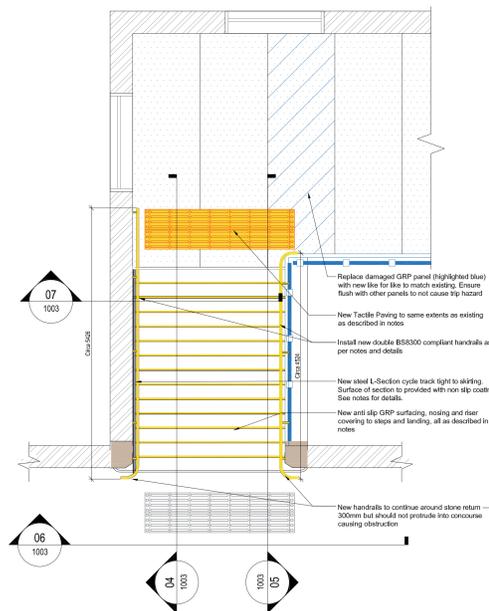
Stairs from Ticket Office - Section 02 as Existing
Scale 1:50 @ A0



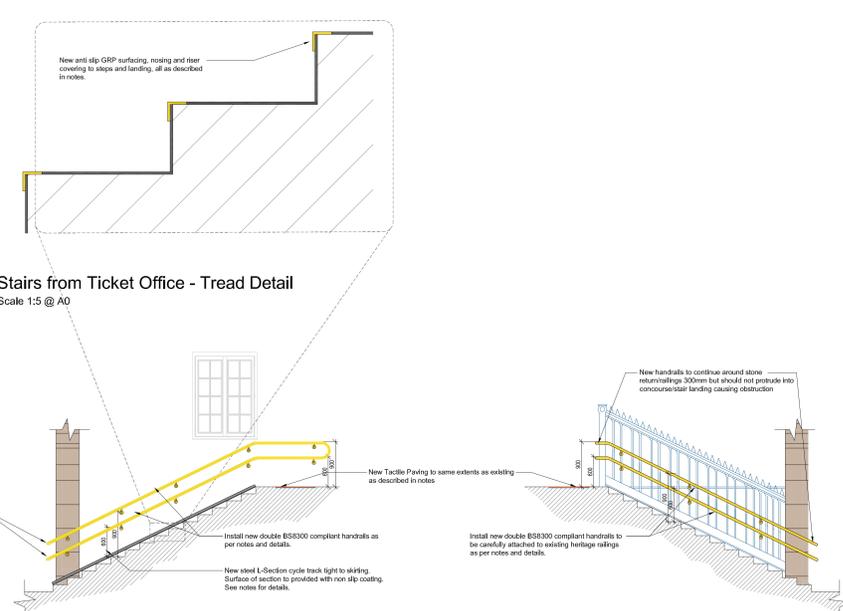
Stairs from Ticket Office - Section 03 as Existing
Scale 1:50 @ A0



Stairs from Ticket Office - Photo of Tactile Paving, Cycle Rail and Handrails as Existing
Not to scale

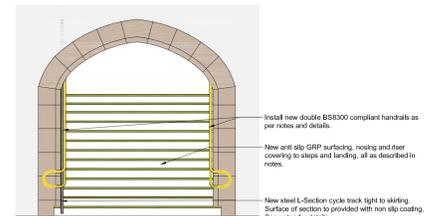


Stairs from Ticket Office - Plan as Proposed
Scale 1:50 @ A0

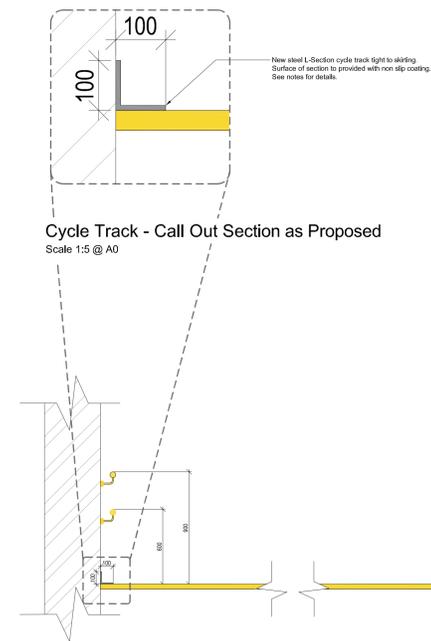


Stairs from Ticket Office - Section 04 as Proposed
Scale 1:50 @ A0

Stairs from Ticket Office - Section 05 as Proposed
Scale 1:50 @ A0



Stairs from Ticket Office - Section 06 as Proposed
Scale 1:50 @ A0



Handrails - Section 07 as Proposed
Scale 1:20 @ A0

HANDRAILS

The handrail proposal outlined are in line with the recommendations of "Design Standards for Accessible Railway Stations": A Joint Code of Practice by the Department for Transport & Transport Scotland, supplemented by the Building Regulations Approved Document M and BS8300:2018.

HANDRAILS SHOULD BE:

- Of circular section
- Between 40mm and 50mm diameter, with 40 - 50mm minimum unobstructed clearance behind.
- Supported below to allow easy hand-travel along their length.
- Nylon coated or 'warm to touch' for touch comfort and colour contrast.
- Extended at least 300mm beyond top and bottom nosings of stairways. Unless stated otherwise on drawings
- Top handrail to be set at 900mm above rake of stairs with bottom rail at 600.

Handrails shall comprise of 50mm Ø nylon coated steel tube. All joints to be flush. Rails shall terminate in a continuous loop as shown on Plan drawing and extend a minimum of 300mm beyond the top and bottom limits of the steps unless shown otherwise.

In addition, the ends must be connected to the next run of handrail (e.g. on the bridge walkway) or otherwise turn down or back or terminate in a closed end which does not project on to a route of travel.

NEW HANDRAIL DIMENSIONS AND SPACING:

There should be a clearance of between 50mm and 70mm between a handrail and any adjacent wall surface, and any handrail support should meet the handrail, centrally, on its underside. The clearance between the bottom of the rail and any cranked support, or continuous balustrade, should be at least 50 mm to minimize the risk

of the handrail supports interrupting the smooth running of a person's hand along the rail.

HANDRAIL FIXINGS:

Handrail fixings should be designed to meet the loading recommendations of BS EN 1991-1-1. Care should be taken to ensure that the strength of fixings, attachments or anchorages that secure the handrail to the substrate are adequate for the required loading, taking into account the material of the substrate, the spacing between fixings. Fixings to match that of existing. If there is any uncertainty as to the strength of any component in the fixing system, the design load should be increased by 50%. Reliance on the pull-out capacity of a single fixing should be avoided (see BS 6180:1999, 6.3).

At the existing railing side, include for purpose made cranked brackets with bolt clamped ends for attaching to existing railings at circa 1000mm centres. Colour to match new handrails. Include for all necessary fixtures and fittings.

HANDRAIL MATERIALS:

In locations subject to extremely cold or hot temperatures, handrails should not become excessively cold or hot to touch, while being of a material that, if necessary, is sufficiently robust to resist vandalism or misuse.

NOTE:

Since handrails are used by some people when using the stairs not only for support, but also to pull themselves up and to reduce the speed of descent when going down, reluctance to use the handrail (or involuntary letting go of the handrail) if it is uncomfortably cold or hot, presents a safety hazard. In extremes of cold, a person's skin can adhere to a very cold handrail and the shock can, in some people, trigger an attack of Raynaud's disease. Handrails whose surface is of a low thermal conductivity, such as timber or nylon-sheathed steel tube, are the most comfortable to touch in extremes of temperature.

Handrails fabricated from metals with a relatively low thermal conductivity, such as stainless steel, are more suitable in locations where resistance to vandalism and/or low maintenance are key factors.

SUPPORTS:

Include for purpose made cranked brackets with threaded bar ends for bolt fixing through predrilled holes. Fixing heads to be recessed and flush. Colour to be white. Include for all necessary fixtures and fittings.

All handrails and balustrades shall be designed to comply with AD Part K, part K, BS6180 and BS6399. The handrail shall be designed and installed to resist a horizontal imposed load of not less than 0,74kNm.

STEP NOSINGS & TREADS

Supply and install GRP anti slip step nosings from Dura Composites such 'Dura Grating-Solid' Top in grey, in the thickness that allows for a flush install with adjacent panels. Install as per manufacturers instructions. Fixings to be as per existing used.

Heavy duty anti slip GRP stair treads. Coarse Grit to be drilled & filled to manufacturers guidelines including colour matching treads.

REPLACEMENT GRP ANTI SLIP FLOORING

Supply and install GRP anti slip step flooring from Dura Composites such 'Dura Grating-Solid' Top in grey, in the thickness that allows for a flush install with adjacent panels. Install as per manufacturers instructions. Fixings to be as per existing used.

Heavy duty anti slip GRP stair treads. Coarse Grit to be drilled & filled to manufacturers guidelines including colour matching treads.

REPLACEMENT CYCLE STAIR TRACK

Replace existing cycle track with one of a 100x100mm steel angle section as per detail. Installed tight upto walls/skirting. Surface to be coated in anti slip coating such as Creative Resins '2K Anti Slip Paint for Meta2K Acrylic Metal Matt Paint - 8018' or similar approved.

Section to be secured using suitable fixings into the stair treads where possible and not the wall, avoiding any fixings into the ornate stone arch in particular.

REPLACEMENT TACTILE PAVING

Replace existing tactile paving as indicated on proposed plan to same extents as existing. This is only to be replaced at the top of the steps to Platform 02, indicated on drawing in orange.

Corduroy Hazard Warning Surface (Hazard Corduroy) Surface mounted tactile to be used, colour Yellow. Fixed as per manufacturers instructions. Ensure edges of paving is flush with surrounding GRP flooring to avoid creating trip hazards.

| Rev | Description | Date | By | App by |
|-----|-------------|----------|----|--------|
| 01 | original | | | |
| 02 | AM | 22.11.23 | | MD |



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client
TRANSPORT EXPRESS

project
Accessibility Improvements Dewsbury Railway Station

drawing
Works to Platform 02 Stair

| | | |
|---|------------------------------|-------------------------------|
| project number 2023.00091.003 | scale As Indicated | sheet @A0 |
| drawing number TPE-AHR-DEW-00-DR-A-1003 | rev - | sheet status TENDER |

This drawing to be used in conjunction with all related drawings. All dimensions must be checked and verified to be before commencing the work or producing any drawings. The signatory should be notified immediately of any discrepancies. This drawing is copyright and remains the property of AHR.