



Burnham-On-Crouch Town Council

SPECIFICATION – PROVIDENCE ROAD CARPARK WORKS

INTRODUCTION

Burnham Town Council are seeking competitive quotations for works at the Providence Road Carpark, Burnham-on-Crouch. The works include perimeter repairs, provision for EV Charging units, the supply and laying of a hard surface to the current car park, remarking, and signage installation.

Please see within this document location overview pictures, estimated measurements etc.

All contractors are advised to visit site for a full understanding of requirements and to conduct their own measurements and assessments.

KEY HEADLINE FACTORS FOR CONTRACTOR CONSIDERATION:

The Providence Road Carpark has good on-site access and is operational 7 days a week for the works to take place.

Deliveries can be made directly to site, but it will be the responsibility of the contractor to allow for a secure site containment for materials. Drop locations can be arranged with BTC office if required.

Plant, materials, and equipment can be stored on site while the job is live but for no longer than 14 days in duration. Storage compounds can be installed via Heras fencing by the contractor if required.

All construction road traffic items such as signing, lighting, are to be provided by the contractor.

Full waste / disposal costs need to be factored into this quote and works.

The site will need to be left in a safe, secure, and tidy condition daily and at job end.

It will be the contractor's responsibility to provide all plant, equipment, onsite H&S, and labour.

RAMS (risk assessment and method statement) will need to be produced by the contractor for the job.

The successful quotation will be based on price and value for money.

IMPROVEMENT WORKS

Burnham on Crouch Town Council wish to appoint a suitably experienced and competent contractor through a competitive quotation exercise, to carry out refurbishment to Providence Car Park, Providence Road, Burnham on Crouch, Essex.

The works are to include the following:

- Removal of 1 x Hedged area to the frontage of the car park from Ship Road.
- Replacement of rotten wooden fence line as necessary surrounding the perimeter of the car park. Wood replacement fence line as per requirements for conservation area.
- Installation of post protectors to fence posts to protect from rainwater run-off.
- Paint fence line with weather protection paint in Black
- Installation of reflective strips to the external facing fence line.
- To dig up and prepare area to lay ducting for EV charging units at future date.
- To plane off surface area and prepare for new tarmac surface.
- Remarking of parking bays, including 3 x disabled bays, motorcycle area and pedestrian areas, new road markings and wording where applicable.
- Installation of all signage and street furniture. (free issue)

The contractor is to fully compliant with current Health & Safety legislation and all relevant insurances.

Any questions pertaining to the pricing of these works should be requested no later than 1st December 2023.

Site visits were carried out on the 31st October between 10am – 2pm

Quotations showing a full breakdown of the works should be received no later than 10th December 2023 and should be addressed to the following:

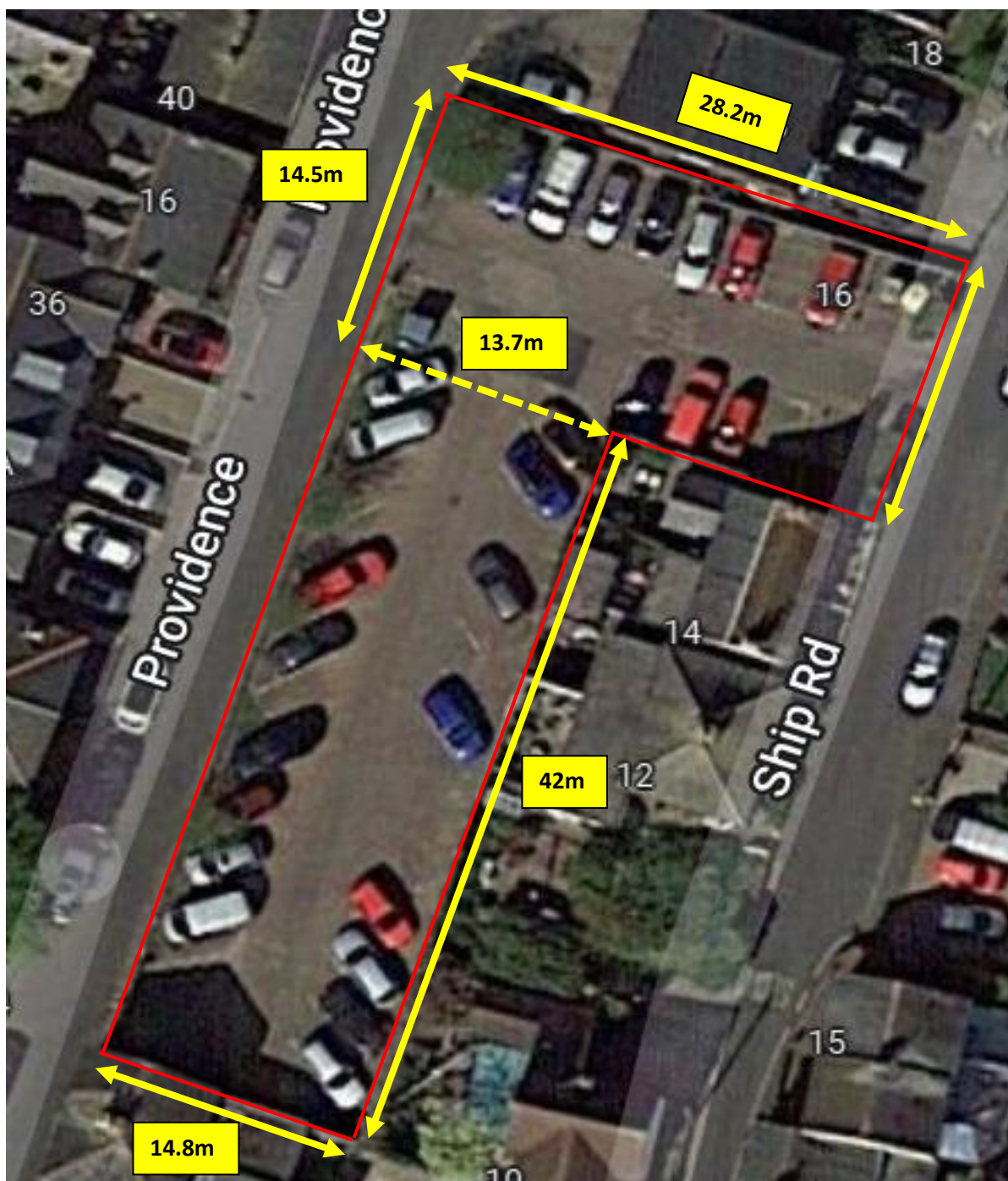
Chief Officer
Burnham on Crouch Town Council
Chapel Road
Burnham On Crouch
Essex
CM0 8JA

Email townclerk@burnhamoncrouchtowncouncil.gov.uk

OVERVIEW OF WORKS REQUIRED TO PROVIDENCE CAR PARK, BURNHAM ON CROUCH, CM0 8JU



PROVIDENCE CAR PARK DIMENSIONS

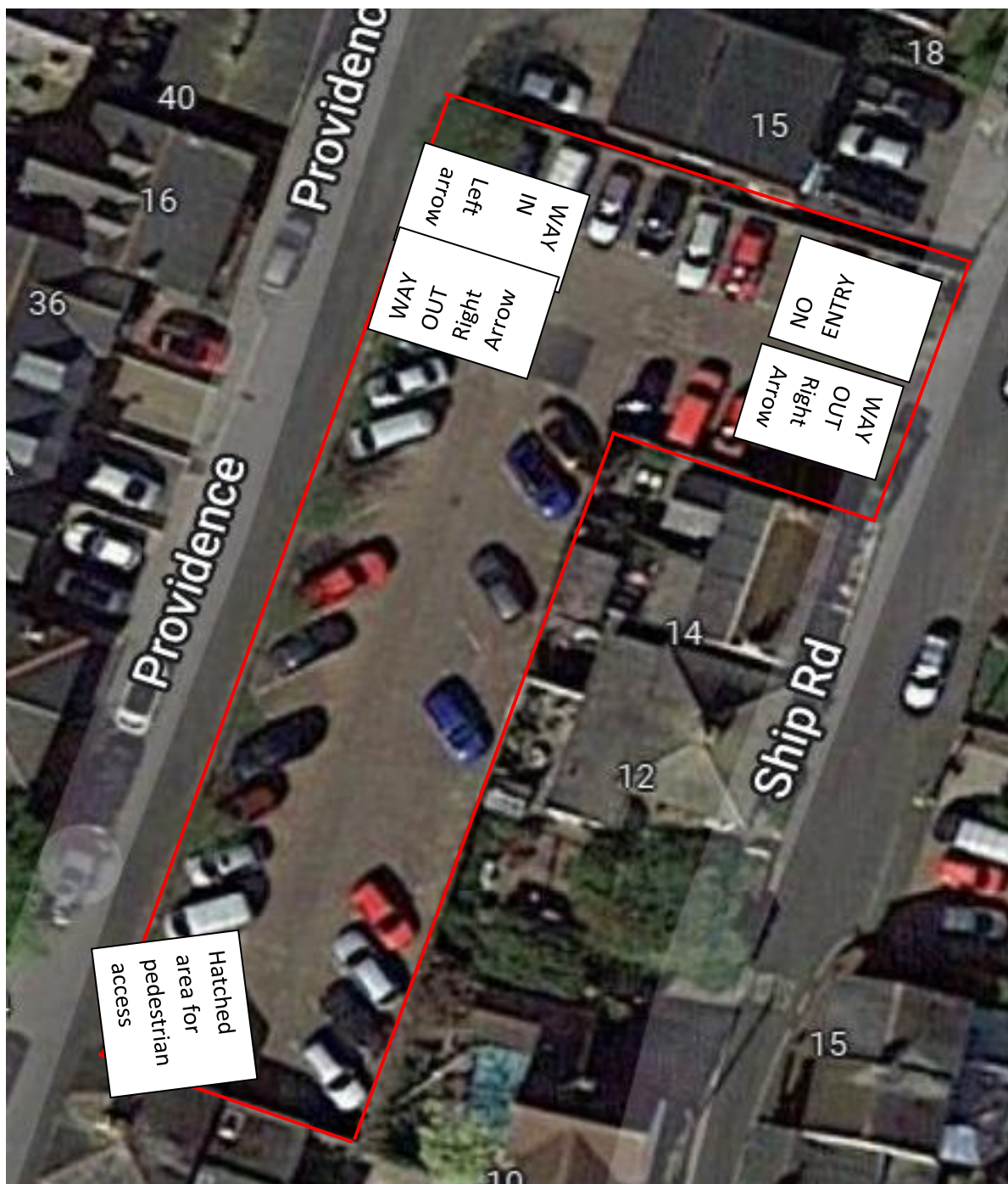


Width of entrance from Providence - 6.3m

Width of exit into Ship Road - 5.7m

All Measurements to be confirmed by contractor.

INDICATION OF ROAD MARKINGS / DIRECTIONAL SIGNS



REMOVAL OF ROTTEN WOODEN FENCING IN AREAS INDICATED AS NECESSARY IDENTIFIED FROM SITE VISIT (Red)
REMOVAL OF 1 X HEDGE ROW. (yellow)




Area proposed for EV Charging bays (yellow). Further information to be provided.
Area proposed for disabled bays (red)
Area proposed for motorcycles (blue)
Preparation area for UKPN specification (green)



Re-siting of resident's wheelie bins to designated area, (Red)
Installation of posts for signage Green



 Indicates potential location for new car park signage.



Resurfacing of entire parking area with tarmac approximately 1,030.5m². Reinstate parking bays with new white lining and yellow hatched areas, and provision of disabled and motorcycle bays.



Repair and repainting of wooden fencing to perimeter of car park. To include easy visibility at night.



Off-street bays

When assessing the area needed for staff and customer parking, it should be noted that the current UK norm for parking spaces is 2.4 metres wide by 4.8 metres long. The space for manoeuvring (roadways) between bays is six metres. These dimensions are neither minimum nor written in tablets of stone, and may be revised to suit your needs, but remember that good access and wider bays aids efficient use of the parking area. Some car parks are now designed with a thick coloured outline around the bays, an area to enable better access. On-street bays The Traffic Signs Regulations and General Directions (TSRGD) 2002 prescribed a series of white bay markings to delineate areas of carriageway reserved for specified classes of vehicle or specified uses. In TSRGD 2016 the dimensions for bay markings have been relaxed, apart from those for disabled badge holders. Whilst a minimum width of 1.8 m is specified, there is no longer a maximum width, nor a minimum or maximum length. The intention is to allow traffic authorities flexibility in determining the bay or parking space size appropriate both for the intended vehicle type and the surrounding street environment. Bay markings and parking spaces should be of sufficient length and width to fully accommodate the vehicles for which they are intended. In cases where larger vehicles, for example 4x4 type vehicles, cannot fit fully within the marking, it is recommended that traffic authorities use discretion over enforcement. In addition to relaxing the permitted dimensions, traffic authorities now have the freedom to use alternative methods to create bays and spaces on the carriageway. This may include either colour contrasting surfacing, or paving in a different pattern or appearance, to distinguish parking areas from the surrounding carriageway. No legend is included in these markings. The markings may be used in conjunction with upright signs.

Bay sizes for motorists with disabilities

Government guidelines (Inclusive Mobility published by DfT) recommend that 6% of parking should be allocated to disabled people, unless otherwise covered by local planning regulations. The guidance also recommends how to identify these spaces, with special markings and signage. It is recommended that parking spaces for disabled people are 3.6 metres in width, where the difference (1.2 metres) is yellow hatched to enable sufficient access for wheelchair users. As described above the prescribed minimum dimensions for on-street bays as suggested by The Disabled Persons Transport Advisory Committee are 6.6m long and 2.7/3m wide. Spaces for disabled motorists should be identified either by the wheelchair logo on the surface of the bay or with or without the words "DISABLED ONLY". They must display the appropriate sign at a driver's eye level. Advice on how to ensure that you cater for the needs of people with disabilities can be obtained from organisations such as Disabled Motoring UK and RADAR, with whom the BPA works closely. The Equality Act 2010 is the primary legislation that encourages everyone to have due regard and make reasonable adjustments to meet the needs of motorists and passengers with a disability, including any changes to their car parks to ensure that there is no disadvantage to disabled people when using these services and facilities. It must be noted that the Disability Discrimination Act or "DDA" is a piece of legislation that no longer exists; it was superseded by the Equality Act. The Equality Act covers the widest spectrum, including those with auditory and visual impairments, as well as those with specific mobility difficulties. Remember, not everyone who is disabled is a wheelchair user – employers should positively give consideration and take action to meet the varying needs of disabled people wherever change may be necessary, through consultation, education, and constant review at every level. The BPA, DMUK and BCSC undertook major research in partnership with DfT in 2009,

which indicated that the 6% one size fits all approach leads to oversupply in some situations and undersupply in others. It is expected that Inclusive Mobility will be superseded in 2012 with more flexibility in the guidance. The BPA recommends the following allocation:

Bay sizes for motorcycles

Motorcycles have been a feature of our roads for well over a hundred years, parking is essential for them too and so parking spaces should be provided for them in car parks. Motorcycles range in length from around 1900 mm for a moped to 2500 mm for a large cruiser. Most machines range from 700-1000mm wide (including handlebars, mirrors, and fixed luggage) although in practice most machines are parked with handlebars turned to the locked Disclaimer As a membership services association the BPA is keen to ensure that members follow best practice and comply with the law; in support of this we share knowledge and provide a range of meetings and information services for members. In doing so we use our best endeavours to keep members informed of the law. Whilst the BPA and the author have made every effort to check facts and statements in this note, no liability can be accepted for negligence or otherwise in relation to the contents of the note. Legislation and guidance are subject to change and specific application, and readers should seek specific advice relating to their circumstances. position which reduces both width and length. With a nominal 600mm spaced needed to mount/dismount. Spaces for motorcycles should be identified by the words "MOTORCYCLES ONLY" on the surface of the bay. The Institute of Highway Engineers (IHE) Guidelines for motorcycling suggest the follow bay dimensions based on the size of the machines: On-street motorcycle parking bays will often follow a similar lay-out to car parking bays, ranging in depth from 1800 to 2700 mm (length varying according to circumstances) but with the motorcycles parked at right angles to the kerb rather than parallel. Generally, motorcycle parking bays are not marked out for individual machines, allowing flexible and efficient use of limited space. In practice, the manner of parking means that even the largest machines should be capable of parking across a 2100 mm bay length without encroaching onto the carriageway, with an average effective width of around 1400mm per machine required, allowing for space needed to mount/dismount. Motorcycle parking capacity is determined by the size of bay and of machines that use it. These figures serve as a guide to the total area needed to meet motorcycle parking demand or as an indicator of capacity for existing or proposed facilities. The Institute of Highway Engineers (IHE) Guidelines for motorcycling say effective motorcycle parking is "near, clear, secure and safe to use". The leading rider's rights organisation in the UK, the Motorcycle Action Group (MAG) provides useful examples of on street and off-street parking for motorcycles in their guidance. They believe that the most successful and safest designs are often the simplest. These are often based on simple steel rails or loops of various sizes especially in outdoor locations. For on-street parking places they suggest anchor points are set into the carriageway near to the kerb-edge or into the wall or floor of off-road parking places. These can be easy and cheap to install and allow riders to secure their bikes when parked. With a set height of about 60cm will accommodate a wide range of wheel sizes but hinder thieves using the floor or carriageway as leverage for bolt-cutters and jacks

PRICING SCHEDULE 1 – FULL RESURFACE PLANE OFF AND LAY NEW TARMAC

REQUIREMENT

The requirement to which this pricing schedule refers is the refurbishment of providence road car park located in Burnham on Crouch. Brief details of the works are as follows:

- Removal of 1 x Hedged area to the frontage of the car park from Ship Road.
- Replacement of rotten wooden fence line as necessary surrounding the perimeter of the car park. Replacement needs to be timber to keep in line with the conservation area requirements.
- Installation of post protectors to fence posts where necessary to protect from rainwater run-off.
- Paint fence line with weather protection paint in Black
- Installation of reflective strips to the external facing fence line.
- To dig up and prepare area to lay ducting for EV charging unit installation.
- To prepare area in line with requirements from UKPN for power supply
- To plane off surface area and prepare for new tarmac surface.
- Remarking of parking bays, including 3 x disabled bays, motorcycle area and pedestrian areas, new road markings and wording where applicable.
- Installation of all signage and street furniture. (free issue)

SECTION		TOTAL
SITE SETUP		
PREPARATION WORKS/GROUND WORKS (Including UKPN specification requirements)		
RESURFACING		
WHITE LINING/BAY MARKING		
SIGNAGE INSTALLATION		
SITE CLEARANCE		
CONTINGENCY 10%		
TOTAL		

PRICING SCHEDULE 2 – OVERLAY EXISTING SURFACE WITH NEW TARMAC

REQUIREMENT

The requirement to which this pricing schedule refers is the refurbishment of providence road car park located in Burnham on Crouch. Brief details of the works are as follows:

- Removal of 1 x Hedged area to the frontage of the car park from Ship Road.
- Replacement of rotten wooden fence line as necessary surrounding the perimeter of the car park. Replacement needs to be timber to keep in line with the conservation area requirements.
- Installation of post protectors to fence posts where necessary to protect from rainwater run-off.
- Paint fence line with weather protection paint in Black
- Installation of reflective strips to the external facing fence line.
- To dig up and prepare area to lay ducting for EV charging unit installation.
- To prepare area in line with requirements from UKPN for power supply
- To prepare surface area and prepare for tarmac overlay.
- Remarking of parking bays, including 3 x disabled bays, motorcycle area and pedestrian areas, new road markings and wording where applicable.
- Installation of all signage and street furniture. (free issue)

SECTION		TOTAL
SITE SETUP		
PREPARATION WORKS/GROUND WORKS (Including UKPN specification requirements)		
RESURFACING		
WHITE LINING/BAY MARKING		
SIGNAGE INSTALLATION		
SITE CLEARANCE		
CONTINGENCY 10%		
TOTAL		