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It is important to reduce the risks to people, particularly people with impaired
sight, when approaching and passing around the perimeter of the building under all
lighting conditions.

As far as possible, access should be level from the boundary of the site, and from any car parking designated for disabled people, to the principal entrance and any entrance used exclusively for staff or, if either of these is not accessible, to any alternative accessible entrances.

Where a difference in level between the boundary of the site or car parking designated for disabled people and the building is unavoidable due to site constraints, the approach may have a gentle gradient over a long distance (for all or part/s of the approach) or it may incorporate a number of shorter parts at a steeper gradient, with level landings at intervals as rest points. Generally, gradients within the approach should be as gentle as possible.

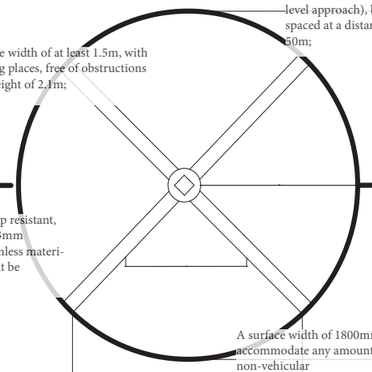
There should be sufficient space for people to approach the building, pass others who are travelling in the opposite direction and carry out all necessary
manoeuvres.

All access routes to principal, or alternative accessible, entrances should be surfaced so that people are able to travel along them easily, without excessive effort
and without the risk of tripping or falling.

Where the gradient of the approach, whether over its whole length or in part, is
1:20 or steeper, that part of the approach should be designed as ramped access.

passing places at least 1.8m wide and at least 2m long are provided within sight
of each other (the width of the passing place may be included in the width of the
level approach), but in any case spaced at a distance no greater than 50m;

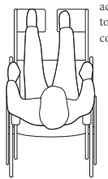
Surface width of at least 1.5m, with passing places, free of obstructions to a height of 2.1m;



its surface is firm, durable and slip resistant, with undulations not exceeding 3mm under a 1m straight edge for formless materials. Inappropriate materials might be loose sand or gravel;

A surface width of 1800mm can accommodate any amount of non-vehicular
traffic without the need for passing places. A surface width of 1200mm may be
acceptable on restricted sites, subject to agreement with the building control body.

the gradient along its length is either no steeper than 1:60 along its whole length, or less steep than 1:20 with level landings (see 1.26(k)) introduced for each 500mm rise of the access (where necessary, between landings), in all cases with a cross-fall gradient no steeper than 1:40;



where there are different materials along the access route, they have similar
frictional characteristics;

The lift shaft is within the enclosure to an escape stair that terminates at ground level

Minimum stair width between enclosing walls, strings or upstands of 1200mm

Minimum width between handrails of 1000mm

General access stair: Rise (150-170mm) Going (250-400mm)

Lifts should be appropriately sites and protected with regards to fire safety

Position top of handrail 900mm to 1000mm from the pitch line or floor

If flight is more than 2m wide, divide it into flights a minimum of 1000mm wide

Lifts should be enclosed with fire resisting construction when in a position that might prejudice the means of escape

A landing should have an unobstructed length of a minimum of 1200mm

Lifts should contain safety features to ensure they remain usable during a fire

A landing should be kept clear of permanent obstructions

Lifts that rise within a large volume such as a mall or atrium and do not have a conventional well, such as wall-climber or feature lifts, may be at risk if they run through a smoke reservoir. Care should be taken to maintain the integrity of the smoke reservoir and protect people in the lift.