

2.2 PEDESTRIAN ROUTES

THIS SECTION DEALS WITH THE DESIGN, PROVISION AND LOCATION OF PEDESTRIAN ROUTES TO AND AROUND BUILDINGS.

PERFORMANCE OBJECTIVE

Accessible routes shall be provided across the development to ensure accessible connectivity. There shall be no gaps in the accessible routes through the development. Accessible pedestrian routes shall be provided to principal and alternative building entrances and emergency exit points. Accessible pedestrian routes shall be provided from designated parking areas and transport interchanges to the principal and alternative building entrances / exits. Accessible pedestrian routes shall be provided within the public realm for both amenity and access. Accessible routes shall be shaded and designed to avoid the use of ramps and steps.

2.2.1 MANDATORY PROVISIONS

The design, provision and location of pedestrian routes will satisfy the performance objectives if:

GENERAL

- 1. Accessible pedestrian routes (see figure 7) are provided in the following locations:
  - a) From public transport interchanges, drop off points and designated parking spaces to the accessible entrance of the building.
  - b) To and from facilities and from facilities provided for the benefit of building users and to emergency egress assembly points.
  - c) Between buildings
  - d) Around the building perimeter where circulation is provided between entrances.
- 2. Routes do not contain features that could form a barrier, e.g. benches, litter bins, cycle racks, lighting columns etc., to vulnerable users unless an appropriate means of bypassing the barrier is provided nearby and is always available for use.
- 3. Shading is provided in accordance with Section 3.5.
- 4. Pedestrian priority is maintained at building driveways and car park entrances through the provision of a minimum of 1.8m pedestrian through route that maintains the same material and level as the adjacent footpath, has no drop-kerbs and meets the provisions set out below for gradients.

LAYOUTS AND GRADIENTS

- 1. Routes are generally level along their length with gradients no greater than 1:60.
- 2. Gently sloping routes of gradients greater than 1:60 but less than 1:20 and with a level landing for each 500mm rise of the access route and / or change in direction are provided to accommodate minor level changes dictated by the topography.
- 3. Level changes do not exceed 1:20.
- 4. Principal routes are a minimum of 1800mm wide (see Figure 7).
- 5. Secondary routes are a minimum of 1500mm wide subject to the provision of 1800mm wide by 2000mm long passing places at intervals of no more than 25m (less if one passing place is not visible from another). Passing places are provided at all junctions / changes in direction (see Figure 8).
- 6. A clear height of no less than 2100mm is maintained to the full width of all pedestrian routes and 2400mm to shared use routes.
- 7. Resting places with seating are provided at intervals of no greater than 50m. Seating areas are set back from the route boundary and designed in accordance with Section 3.1 - street furniture.
- 8. Routes have a cross-fall gradient no greater than 1:50 (except at dropped kerbs).
- 9. Routes are clearly signed and are designed to assist natural wayfinding.

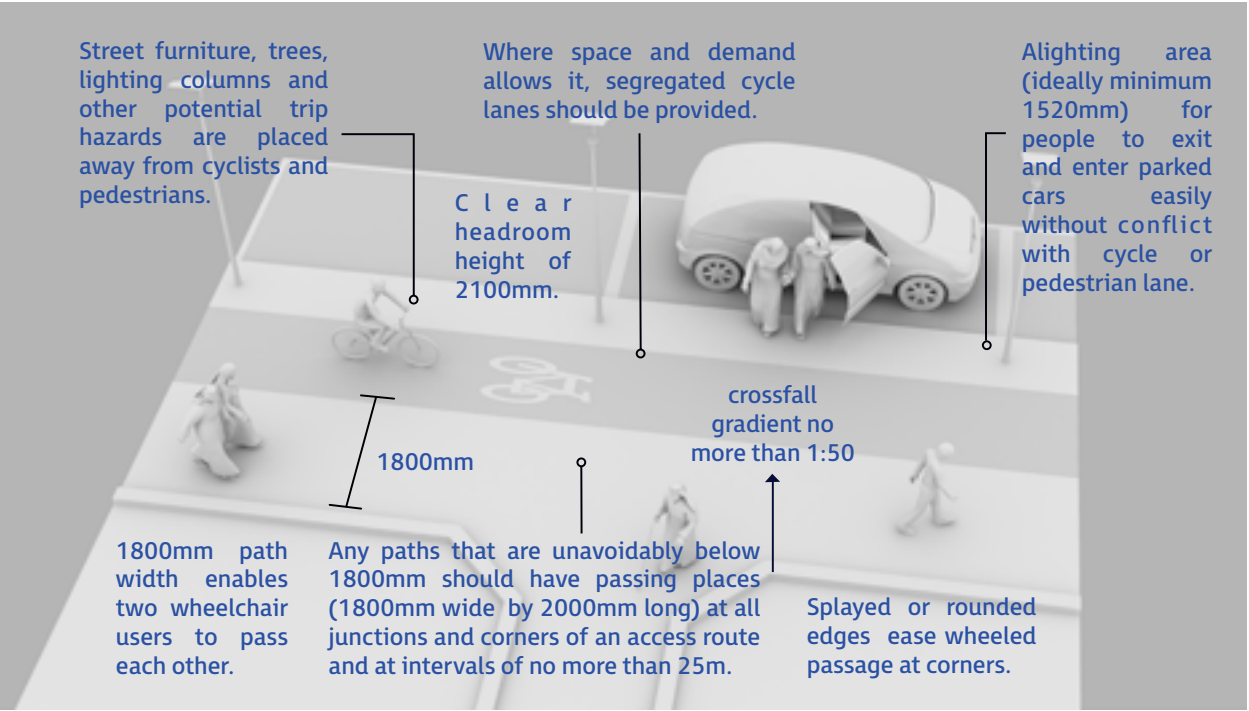


Figure 7 / Path Dimensions

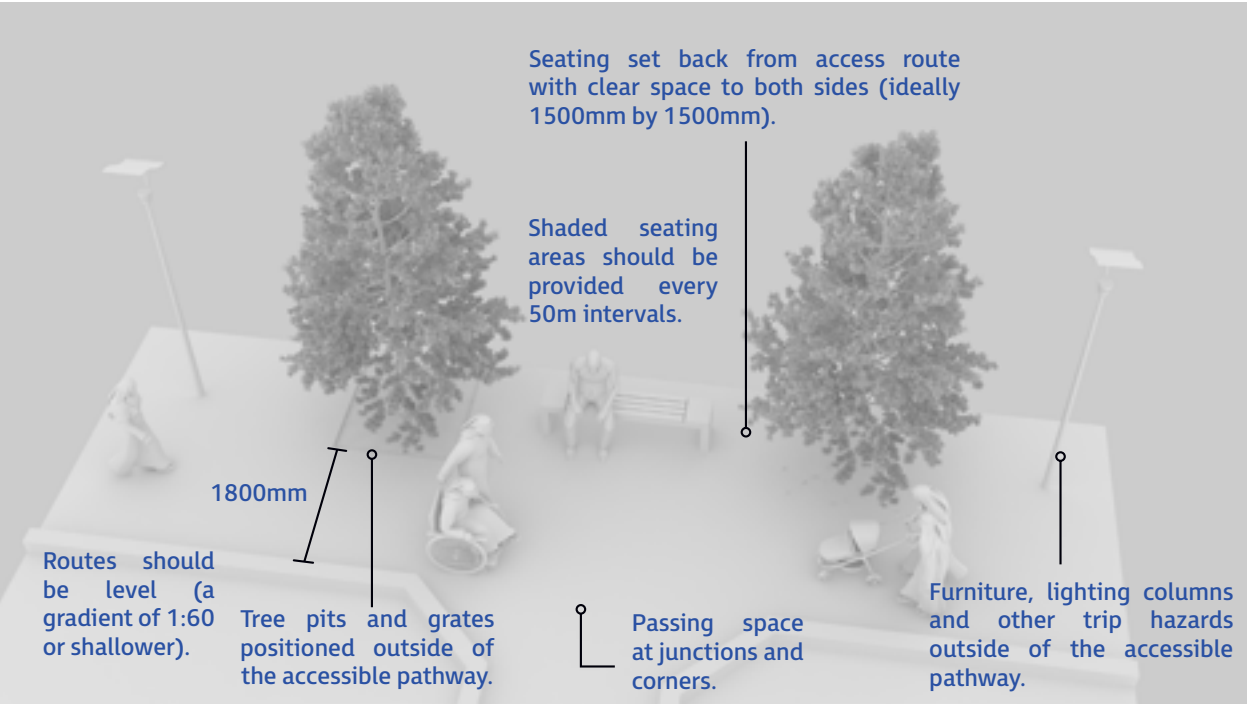


Figure 8 / Passing bays & seating on access routes