



Wexford County Council Accessibility Guidelines

Edition 1

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1 Uncontrolled Pedestrian Crossings - Design Features

Figure 1 Dropped kerbs and raised carriageways (example shown to be used at a side road when not in line with the desired direction of travel).



Figure 4 Correctly located crossing points (1200mmx1200mm in-line uncontrolled crossing example shown)



1.1 Technical Guidance Document M 2010 - checklist

Ref No.	Key Criteria	Yes	No	N/A
Where a	pedestrian crossing is provided:			
1.	Tactile paving and dropped kerbs are provided at controlled and uncontrolled			
	pedestrian crossings in accordance with 'Good Practice Guidelines on			
	Accessibility of Streetscapes'.			
2.	Dropped kerbs and crossing points should be set back correctly beyond the			
2	Tadius of the kerb.			
з.	footpath is 6mm maximum (refer to Figure 1 & Figure 2 over).			
4.	Controlled crossings: (e.g. Zebras, Pelicans and other signalised crossings),			
	Red coloured blistered tactile paving should be installed at controlled crossing			
	points. Note: At controlled crossings the pedestrian is able to establish priority			
	over vehicular traffic.			
5.	Uncontrolled crossings: Buff (or yellow) coloured blistered tactile paving should			
	be installed at uncontrolled crossing points. At uncontrolled crossings the			
	decision on whether it is safe to cross			
6	Lavout at uncontrolled crossings: The blister tactile paving must be laid along			
0.	the full width of the dished kerb only and never laid on the dropper kerb			
	Depth of paving will depend on the type of crossing point:			
	 In-line uncontrolled crossing: The blister tactile paving should be 			
	installed to a depth of 1,200mm.			
	Uncontrolled crossing at angled junction: Blister tactile paving should be			
	installed to a depth of 800mm.			
	 Uncontrolled crossing at a side road: Blister tactile paving should be 			
	installed to a depth of 800mm.			
7.	Pedestrian crossings with Island of refuge:			
	wider then Zm			
	Blister tactile paying should be installed to the appropriate depth (ref			
	point 6) at each side of the carriageway.			
	• Tactile paving on the refuge Island is used to alert a visually impaired			
	pedestrian that they have reached a place of refuge and enable them			
	to continue to cross a carriageway in two (or more) parts.			
	 If the island is 2m wide or less then the tactile paving should continue 			
	all the way across it.			
	 If the island is greater than 2m wide, then a gap should be left between 			
	adjacent strips of tactile paving installed at a depth of 800mm on the			
	 Blister tactile to be installed so as to run in the direction of travel 			
8	Avoit at controlled crossings: Ensure an "L" pattern tactile surface			
0.	arrangement is used at controlled crossings (e.g. Zebras, Pelicans and other			
	signalised crossings). For further information see 'Good Practice Guidelines on			
	Accessibility of Streetscapes'.			

1.2 **References**

- DECLG (2010) Building Regulation, Technical Guidance Document M 2010. Access and Use. Department of Environment, Community and Local Government, Dublin.
- BS 8300: 2009, Design of buildings and their approaches to meet the needs of disabled people, Code of practice, British Standards Institution, UK.
- NDA (2012), Building for Everyone. The National Disability Authority, Dublin.
- LGMSB (2009) Good Practice Guidelines on Accessibility of Streetscapes. http://www.lgmsb.ie/sites/default/files/2009_good_practice_guidelines_on_accessibility_of_streetscapes.pdf



2 Car Parking – Design Features



Figure 5 Parallel on-street parking bay



Figure 6 Typical designated car parking bays





Figure 7 Typical designated bay signage



2.1 Technical Guidance Document M 2010 – On-site car parking checklist

Ref No.	Key Criteria	Yes	No	N/A
1.1.5 (a)	The designated parking provided outside or within the building curtilage is easily located. Signage is provided at the entrance to the car parking location and at each change in direction to direct motorists to designated spaces.			
1.1.5 (b)	Ticketing machines, access routes to buildings or other services such as lifts, etc; are easily located. Clear signage is provided to direct people.			
1.1.5 (c)	It is possible for all motorists to activate car park control barriers. Barrier control systems conform to BS 6571- 4:1989.			
1.1.5 (d)	The minimum dimensions of the designated parking bays are in accordance with Figure 5 &/or Figure 6.			
1.1.5 (e)	A 1200 mm wide access zone is provided on both sides and at the rear of each designated parking bay. The access zone at the rear of the parking bay is clear of vehicular circulation routes. The access zone contrasts visually with the adjoining surfaces to ensure it is kept clear.			
1.1.5 (f)	A minimum clear vertical clearance of 2600 mm (on level ground) is provided to allow the passage of high top conversion vehicles. This is maintained along the route to and from the designated car parking bays from the site boundary. Alternatively, drivers are warned about the height restrictions and directed to alternative parking spaces or a setting down area suitable to accommodate high top conversion vehicles.			
1.1.5 (g)	All designated parking bays are clearly marked on the ground with the symbol of access and further signage is provided as necessary.			
1.1.5 (h)	The designated parking bay(s) are on firm, level ground and is (are) the parking bay(s) located closest to the accessible entrance(s) with which the provision of parking spaces is associated.			
1.1.5 (i)	The surface of the access zone is firm, level, durable, reasonably smooth and slip resistant. Materials such as loose pebbles are not be used.			
1.1.5 (j)	Dropped kerbs are provided to facilitate easy transfer from the designated parking bay(s) to the access routes without undue effort or barrier.			
1.1.5 (k)	Ticket machines are not situated adjacent to the designated parking bays and at least one machine has controls between 750 mm and 1200 mm above ground. The supporting plinth does not project in front of the face of the machine in a way that prevents its convenient use. There is a clear space of 1850 mm deep x 2100 mm long in front of the machine to allow adequate space for a wheelchair user to approach, manoeuvre side on to the machine, turn and return to the vehicle.			

2.2 Further References

- DECLG (2010) Building Regulation, Technical Guidance Document M 2010. Access and Use. Department of Environment, Community and Local Government, Dublin.
- BS 8300: 2009, Design of buildings and their approaches to meet the needs of disabled people, Code of practice, British Standards Institution, UK.
- NDA (2012), Building for Everyone. The National Disability Authority, Dublin.

3 Hazards - Design Features



Figure 8 Positioning of street furniture







Figure 9 Avoiding hazards on access routes







Figure 11 Bollards



3.1 Technical Guidance Document M 2010 - checklist

Ref No.	Key Criteria	Yes	No	N/A
Where a	n access route is provided:			
1.1.3.1	Projecting features, which may present hazards, should be avoided to reduce			
(a)	the risks to people with vision impairment. However, if they are unavoidable			
	hazard protection should be provided if objects project more than 100 mm into			
	an access route and their lower front edge is more than 300 mm above the			
	ground. A window or door in general use should not open out onto access			
	routes, within a height of 2100 mm above floor or ground level. Where such			
	hazards are unavoidable, the area should be protected by guarding, planting or			
	other suitable barrier incorporating low level cane detection (refer to Figure 8 &			
	Figure 9).			
1.1.3.1	The minimum headroom provided should be 2100 mm. The underside of stairs,			
(b)	ramps or similar features that restrict headroom below this level should be			
	enclosed			
1.1.3.1	Tapping rails or low level kerbs should be avoided beneath freestanding stairs			
(C)	as they can be a tripping hazard.			
1.1.3.1	Street furniture, such as lighting columns, signposts, litter bins, seats, etc,			
(d)	should be located at or beyond the boundaries of the access route.			
1.1.3.1	Low level posts e.g. bollards should not be located within an access route.			
(e)	Wherever bollards are provided they should contrast visually with their			
	background and should be at least 1000 mm high. Bollards should not be			
	linked with chains. Rationale: These can be hazardous to people with vision			
	impairment.			
1.1.3.1	The danger of inadvertently walking into a vehicular route should be minimised			
(f)	by providing a separate pedestrian route.			
1.1.3.1	The access route should be clearly identifiable and well lit. Where this is			
(g) provided by artificial light it should achieve a minimum luminance of 20 lux on				
level and gently sloped access routes, with a minimum luminance of				
	100 lux on ramps or steps, measured at ramp, tread and landing level. Signage			
	should be provided where necessary (refer to section 1.6.3 of TGD M 2010).			
1.1.3.1	Drainage gratings should be positioned beyond the boundaries of the access			
(h)	route. Where this is not feasible they should be flush with the surrounding			
	surface. Rationale: It is important to minimise the risk of trapping canes or			
	wheelchair wheels (refer to Figure 10).			
1.1.3.1	Disned channels should not be incorporated within an access route			
(1)	Rationale: They increase the risk of tripping.			
1.1.3.1	I ne surrace should be firm, reasonably smooth and durable. Materials such as			
())	The surface should he aligned to access routes.			
1.1.3.1	The surface should be slip resistant, especially when wet. Guidance on			
(K)	Silp resistance is given in BS 8300:2009 Annex E.			
1.1.3.1	The inclional characteristics of the surface materials used along the access			
(1)	route should be similar to prevent tripping and failing at interfaces between			

3.2 **References**

- DECLG (2010) Building Regulation, Technical Guidance Document M 2010. Access and Use. Department of Environment, Community and Local Government, Dublin.
- BS 8300: 2009, Design of buildings and their approaches to meet the needs of disabled people, Code of practice, British Standards Institution, UK.
- NDA (2012), Building for Everyone. The National Disability Authority, Dublin.

4 External Ramps – Design Features - For short rise ramps.



Figure 12 Typical view of external short rise ramp

Key design elements 1. A level landing of at least 1800 mm long x 1800 mm wide and clear of any door swings or other obstructions should be provided at the top and bottom of the ramp. 2. Edge protection in the form of a 100 mm high (minimum) upstand should be provided on the open side of the ramp or landing. It should contrast visually with the surface of the ramp and landing. 3. The minimum clear width (between walls, upstands or kerbs) should be 1500 mm. 4. The minimum unobstructed width between handrails should be not less than 1200 mm and handrails should be provided on both sides. 5. For details on the design of handrails including the requirement to extend the handrails 300mm beyond the top and bottom of a ramp refer to Figure 14 &15 and handrails checklist 6.1. 6. Tactile paving is not required at the top and bottom of ramps.





Ref No.	Key Criteria	Yes	No	N/A
1.1.3.4(a)	The minimum clear width (between walls, upstands or kerbs) is 1500 mm. Where this is not practicable for existing or retrofit it should be no less			
	than 1000mm.			
1.1.3.4 (b)	Level landings are provided between ramp flights or wherever a change			
	in direction occurs. For details on the maximum rise between flights refer			
	to table in Figure 12.			
1.1.3.4 (c)	A level landing of at least 1800 mm long x 1800 mm wide and clear of any			
	door swings or other obstructions is provided at the top and bottom of the			
	ramp. Where this is not possible for existing or retrofit, it should be no			
1134 (d)	Intermediate landings are at least 1500 mm long and clear of any door			
(u)	swings or other obstructions. Intermediate landings are at least 1800 mm			
	wide and 1800 mm long to act as passing places when it is not possible			
	for a wheelchair user to see from one end of the ramp to the other or the			
	ramp has three flights or more. Where this is not practicable for existing			
	retrofit, intermediate landings should be as long as possible but no less			
	than 1000 mm and at least 1300 mm clear of any door or gate swing.			
1.1.3.4 (e)	The minimum unobstructed width between handrails is not less than			
	1200mm and handrails are provided on both sides.			
1.1.3.4 (f)	Edge protection in the form of a 100 mm high (minimum) upstand is			
	provided on the open side of the ramp or landing. It contrasts visually with			
the surface of the ramp and landing. Where this is not possible for				
	existing or retrofit, the upstand should be at least 75mm high.			
1.1.3.4 (g)	If the ramped access route forms part of a wider ramped area the			
	intended ramped access route is clearly identified and signposted.			
	Additional handrails are used to divide the ramped access route into			
	channels of unobstructed width not less than 1200 mm and not greater			
	than 2500 mm.	-		
1.1.3.4 (n)	A stepped access route is provided in addition to a ramped access route			
	where the fise of the ramp is greater than 300 mm.			
1.1.3.4 (1)	An alternative means of access for wheelchair users is provided e.g. a			
	ramp is greater than 2000 mm. The platform lift conforms to PS			
	0440.1333.	1		

4.1 Technical Guidance Document M 2010 – Ramps checklist

4.2 References

- DECLG (2010) Building Regulation, Technical Guidance Document M 2010. Access and Use. Department of Environment, Community and Local Government, Dublin.
- BS 8300: 2009, Design of buildings and their approaches to meet the needs of disabled people, Code of practice, British Standards Institution, UK.
- NDA (2012), Building for Everyone. The National Disability Authority, Dublin

5 External Ramps – Design Features - For ramps with 300mm or more rise, alternative stepped access is required.



Figure 13 Typical view of external ramp (For ramps with 300mm or more rise, alternative stepped access is required)





Ref No.	Key Criteria	Yes	No	N/A
1.1.3.4(a)	The minimum clear width (between walls, upstands or kerbs) is 1500 mm. Where this is not practicable for existing or retrofit it should be no less than 1000mm.			
1.1.3.4 (b)	Level landings are provided between ramp flights or wherever a change in direction occurs. For details on the maximum rise between flights refer to table in Figure 13.			
1.1.3.4 (c)	A level landing of at least 1800 mm long x 1800 mm wide and clear of any door swings or other obstructions is provided at the top and bottom of the ramp. Where this is not possible for existing or retrofit, it should be no less than 1500mm x 1500mm.			
1.1.3.4 (d)	Intermediate landings are at least 1500 mm long and clear of any door swings or other obstructions. Intermediate landings are at least 1800 mm wide and 1800 mm long to act as passing places when it is not possible for a wheelchair user to see from one end of the ramp to the other or the ramp has three flights or more. Where this is not practicable for existing retrofit, the intermediate landing should be as long as possible but no less than 1000mm and 1300mm clear of any door or gate swing.			
1.1.3.4 (e)	The minimum unobstructed width between handrails is not less than 1200mm and handrails are provided on both sides.			
1.1.3.4 (f)	Edge protection in the form of a 100 mm high (minimum) upstand is provided on the open side of the ramp or landing. It contrasts visually with the surface of the ramp and landing. Where this is not possible for existing or retrofit, the upstand should be at least 75mm high.			
1.1.3.4 (g)	If the ramped access route forms part of a wider ramped area the intended ramped access route is clearly identified and signposted. Additional handrails are used to divide the ramped access route into channels of unobstructed width not less than 1200 mm and not greater than 2500 mm.			
1.1.3.4 (h)	A stepped access route is provided in addition to a ramped access route where the rise of the ramp is greater than 300 mm.			
1.1.3.4 (i)	An alternative means of access for wheelchair users is provided e.g. a platform lift, where the ramp is 1:20 or greater and the total rise of the ramp is greater than 2000 mm. The platform lift conforms to BS 6440:1999.			

5.1 Technical Guidance Document M 2010 – Ramps checklist



5.2	5.2 Technical Guidance Document M 2010 – Steps checklist				
Ref No.	Key Criteria	Yes	No	N/A	
1.1.3.5(a)	The minimum clear width (between enclosed walls, strings or upstands) is				

	_	_		_	
5.2	Technical	Guidance	Document M	2010 – Ste	ps checklist

1.1.3.5(a)	The minimum clear width (between enclosed walls, strings or upstands) is		
	1200 mm where this is not practicable for existing or retrofit it should be		
	no less than 1000 mm.		
1.1.3.5 (b)	Level landings should be provided at the top and bottom of each flight.		
1.1.3.5 (c)	A level landing should have and unobstructed length of at least 1200 mm.		
	Where this is not practicable for existing or retrofit it should be no less		
	than 1000 mm long and clear of any door or gate swing.	<u> </u>	
1.1.3.5 (d)	Tactile hazard warning surfaces should be incorporated at both the top		
	and bottom landings. A Corduroy (ribbed) tactile warning surface NOT		
	Figure 15 Key dimensions		
1.1.3.5 (e)	Intermediate landings with side access should have a cordurov tactile		
	hazard warning surface 400mm deep on the landing from both upper and		
	lower flights.		
1.1.3.5 (f)	There should be no single steps.		
1.1.3.5 (g)	The rise of a single flight should not exceed 1500mm. However a single		
	flight containing 18 risers or less is acceptable if the going is 350mm or		
	greater.		
1.1.3.5 (n)	All step hosings should incorporate a permanently contrasting continuous		
	visually with the remainder of the tread		
1.1.3.5 (i)	Projecting or overhanging step nosings should be avoided.		
1.1.3.5 (j)	The rise and going of each step should be consistent throughout a flight.		
1.1.3.5 (k)	The rise of each step should be between 150 mm and 180 mm refer to		
	Figure 15.		
1.1.3.5 (I)	The going of each step should be between 300 mm and 450 mm refer to		
	Figure 15.		
1.1.3.5 (m)	Tapered treads and open risers should not be used.		
1.1.3.5 (n)	There should be a continuous handrail on each side of flights and		
	landings. The minimum unobstructed width between handrails should be		
	not less than 1000 mm.		
1.1.3.5 (o)	The stepped access route may form part of a wider stepped area. The		
	intended stepped access route(s) should be clearly identified and		
	signposted where necessary. Additional handrails should be used to		
	divide any intended stepped access route into channels of unobstructed		
	width not less than 1000 mm and not greater than 2000 mm.		
1.1.3.5 (p)	The surface of the treads should be slip resistant, especially when wet.		
	Guidance on slip resistance is given in BS 8300:2009 Annex E.		
	For further details on handrail design refer to Figure 14 & 15 and		
	Handrails checklist 6.1.		

5.3 References

- DECLG (2010) Building Regulation, Technical Guidance Document M 2010. Access and Use. Department of Environment, Community and Local Government, Dublin.
- BS 8300: 2009, Design of buildings and their approaches to meet the needs of disabled people, • Code of practice, British Standards Institution, UK.
- NDA (2012), Building for Everyone. The National Disability Authority, Dublin



6 Handrails – Design Features



Figure 14 Handrail Profiles



Figure 15 Key dimensions of handrails at steps.





6.1 Technical Guidance Document M 2010 – Handrails checklist

Ref No.	Key Criteria	Yes	No	N/A
Where hand	rails are provided on a ramped or stepped access routes:			
1.1.3.6 (a)	The vertical height to the top of the upper handrail from the pitch line of the surface of a flight should be between 900 mm and 1000 mm and from the surface of a landing should be between 900 mm and 1100 mm			
	Where a second handrail on stairs is provided for children or those of short stature the vertical height to the top of a second lower handrail from the pitch line of the surface of a flight should be between 600 mm and 700mm.			
1.1.3.6 (b)	Where there are two or more flights separated by a landing or landings, the handrails should be continuous across flights and landings, except where broken by side access routes.			
1.1.3.6 (c)	Where the handrail is not continuous the handrail should extend at least 300 mm beyond the top and bottom of a ramped approach and the top and bottom risers of a stepped approach, and terminate in a closed end which does not project into a route of travel. Handrails should be terminated in such a way that reduces the risk of clothing being caught (refer to Figure 15)			
1.1.3.6 (d)	The background against which the handrails are seen should contrast visually without being highly reflective			
1.1.3.6 (e)	The profile should be either circular with diameter of between 40 mm to 50 mm or oval with a width of 50 mm (refer to Figure 14).			
1.1.3.6 (f)	Handrails should not protrude more than 100 mm into the surface width of the access route where this would impinge on the stair width requirement of TGD B – Methods of measurement.			
1.1.3.6 (g)	There should be a clearance of at least 50 mm to 60 mm between the handrail and any adjacent wall surface (refer to Figure 14).			
1.1.3.6 (h)	There should be a clearance of at least 50 mm between a cranked support and the underside of the handrail (refer to Figure 14). The handrail support should meet the handrail centrally on its underside Rationale: This will minimise the risk of the handrail supports interrupting the smooth running of a person's hand along the rail.			
1.1.3.6 (i)	The handrails inner face should be located no more than 50 mm beyond the surface width of the access route (refer to Figure 14 & 15).			
1.1.3.6 (j)	Handrail fixings should be designed to meet the loading recommendations of I.S. EN 1991-1-1:2002.			

6.2 Further References

- DECLG (2010) Building Regulation, Technical Guidance Document M 2010. Access and Use. Department of Environment, Community and Local Government, Dublin.
- BS 8300: 2009, Design of buildings and their approaches to meet the needs of disabled people, Code of practice, British Standards Institution, UK.
- NDA (2012), Building for Everyone. The National Disability Authority, Dublin