

## 6 Access

### 6.2 Circulation

#### Circulation

Unlike the much of the existing building, new circulation areas have been designed to ensure unobstructed access. Clear lines of sight maximise accessibility throughout the building. This reduces confusion, and dependence on signage.

The design considerations that have been taken into account are:

- all corridors to accommodate a minimum width of 1500mm, with no obstructions such as furniture or fire extinguishers projecting into the clear corridor width which would present a hazard to children, wheelchair users or blind and partially-sighted people.
- circulation routes should provide splayed or radius corners wherever possible.
- main corridors to have a minimum width of 1800mm to allow two wheelchairs to pass one another.

Internal doors will maximise accessibility without compromising privacy, safety or security. Each door will provide at least the minimum effective clear door opening appropriate to the width and direction of approach. We propose that all doors will:

- not project into an access route
- include manifestations if glazed
- have at least 300mm alongside the leading edge of all doors to enable wheelchair users to open the door.
- have a minimum width of 900mm when fully open.
- be fitted with vision panels to enable people to see and be seen
- will be fitted with lever type handles or 'D' pull handles at a height appropriate for a wheelchair user (1000mm from floor level)
- be light enough to be used by disabled people with limited mobility or strength

Lobbies to be designed to accommodate all users and to permit one door to close before the other is opened.

#### Stairs

To comply with Chapter 4.3.2 of UCL Inclusive Design Standard, stairs will:

- be well-lit
- have a tactile surface to indicate the beginning and end of the flight
- for safety, be designed to be of consistent width
- have unobstructed landings at the head, foot and between flights with a depth at least equal to the width of the channel of the flight
- have no more than 12 risers and uniform risers and treads in consecutive flights
- have riser heights of between 160 and 170mm, with slip resistant treads of 300mm
- have visually contrasting nosings across the full width of the step

Areas under stairs should either have guarding or be closed off to avoid anyone colliding with the underside

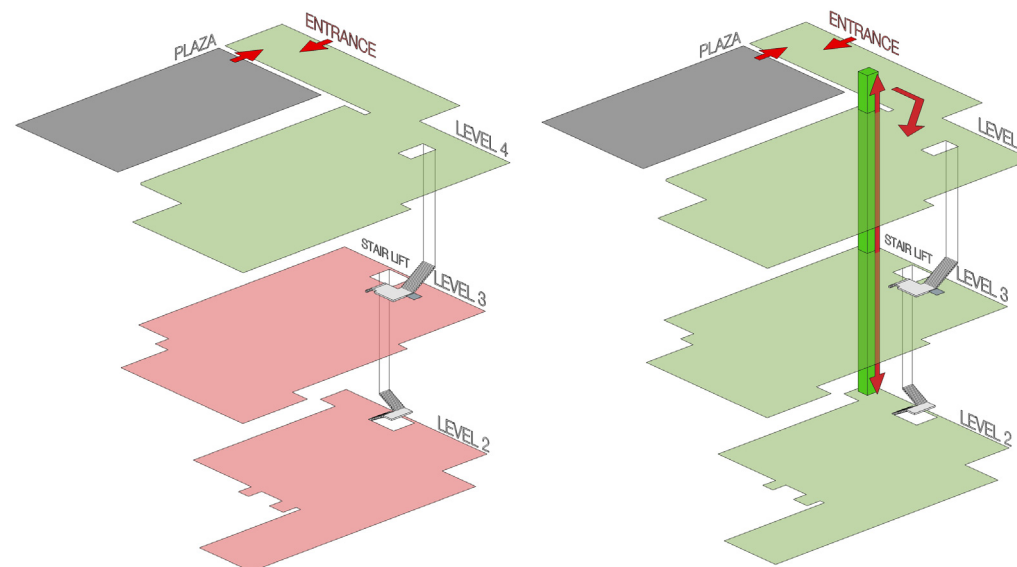
Escape stairs will be designed to the same standard as general access stairs, in order that they are suitable for use by ambulant disabled people and blind / partially-sighted people in an evacuation

Handrails for stairs will be at a height of at least 900mm (1000mm at landings) on both sides running the entire length to enable those with a weakness on one side to use them.

#### Lifts

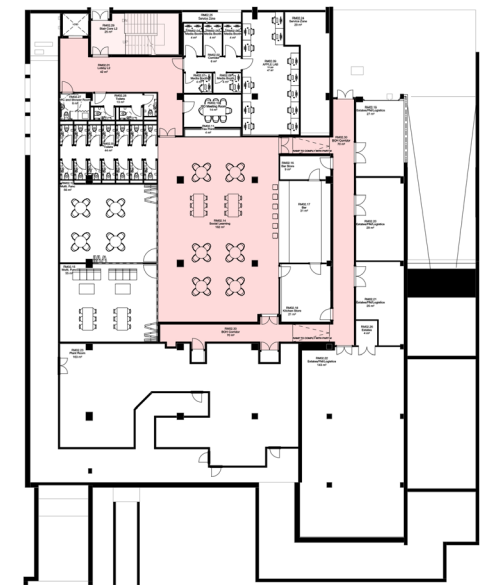
The proposals include a new passenger lift in Wing A, linking together levels 2-4 which will accommodate the increased occupancy of the new phase 1 areas. These will:

- be located adjacent to other means of vertical circulation
- accommodate the expected people flow
- have a clear level landing directly in front of the lift of at least 1500mm by 1500mm for manoeuvring and waiting
- conform to the requirements contained within the BS EN 81 Series

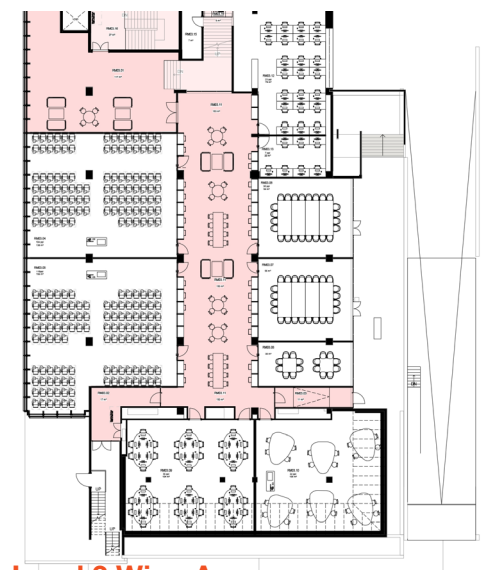


Existing accessible area within the scheme

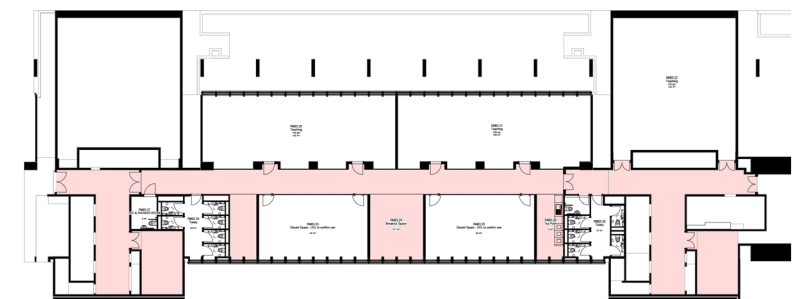
Proposed accessible area within the scheme



Level 2 Wing A



Level 3 Wing A



Core B-C