



Access & Awareness Project 2005-2008
A&A Information Sheet 3
EXTERNAL RAMPS

COMMUNITY COUNCIL OF DEVON

helping communities help themselves

Ramps are used when level access is not achievable, so that wheelchairs and other wheeled vehicles can overcome level changes.

- Ramps should be accompanied by steps for ambulant disabled where the ramp rise is greater than 300mm.
- An alternative means of access (e.g. lift) is required where the total rise is greater than 2m.
- Ramps should be clearly signed.
- The permissible ramp gradient depends on the length between level landings ('going of the flight'). A route with a gradient of 1:20 over a significant distance can be a potential barrier.
- Ramps should be as shallow as possible; the maximum gradient is 1:12 (Figures 12, 13 & 14). An occasional exception can be made for short, steeper ramps to existing buildings.
- The total 'going of the flight' should not exceed 10m and the total rise should not exceed 500mm.
- The ramp width should be at least 1500mm wide.
- In existing buildings where an extreme level change would require a long and circuitous ramp, or where space is limited, a short rise lift may be more appropriate (see Platform Lifts) – either as an alternative or in addition to the ramp. N.B. If it is not going to be in very frequent use, caution re maintenance fee – greater emphasis on management solution rather than a lift.
- Large and unobstructed level landings at the bottom and top of the ramp and at intermediate levels should be designed in accordance with Figures 13 & 14.
- Intermediate landings at least 1800mm wide and 1800mm long should be provided as passing places when it is not possible to see from one end of the ramp to the other or if the ramp has three flights or more.
- Level landings should have a maximum gradient of 1:60 along their length and a maximum cross fall gradient of 1:40.
- Handrails, continuous to ramps and landings, should be provided to each side of the ramp and set at an appropriate height, extending beyond the top and bottom of the flight (Figures 13 & 14).



- A kerb of at least 100mm high should be provided on the open sides of any ramp or landing (in addition to any guarding required under Part K). The kerb should contrast visually with the ramp and landings.
- Patterning which simulates steps (e.g. applied or inserted slip resistant strips) should be avoided.
- All surface material should be slip resistant when wet, firmly fixed and easy to maintain and clean. The colour of the ramp surface should contrast visually with the landing surface. The frictional character of the landing and ramp surface should be similar.
- Corduroy tactile warnings to indicate ramps or lifts are not recommended as these are used to indicate the start of a flight of steps or stairs.
- Adequate lighting is essential.

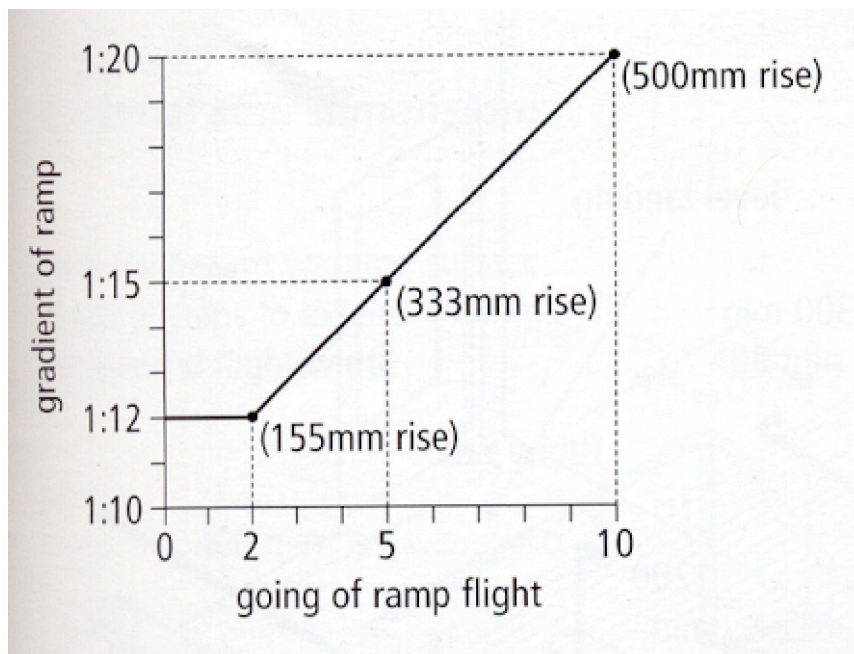


Figure 12
Ramp gradients

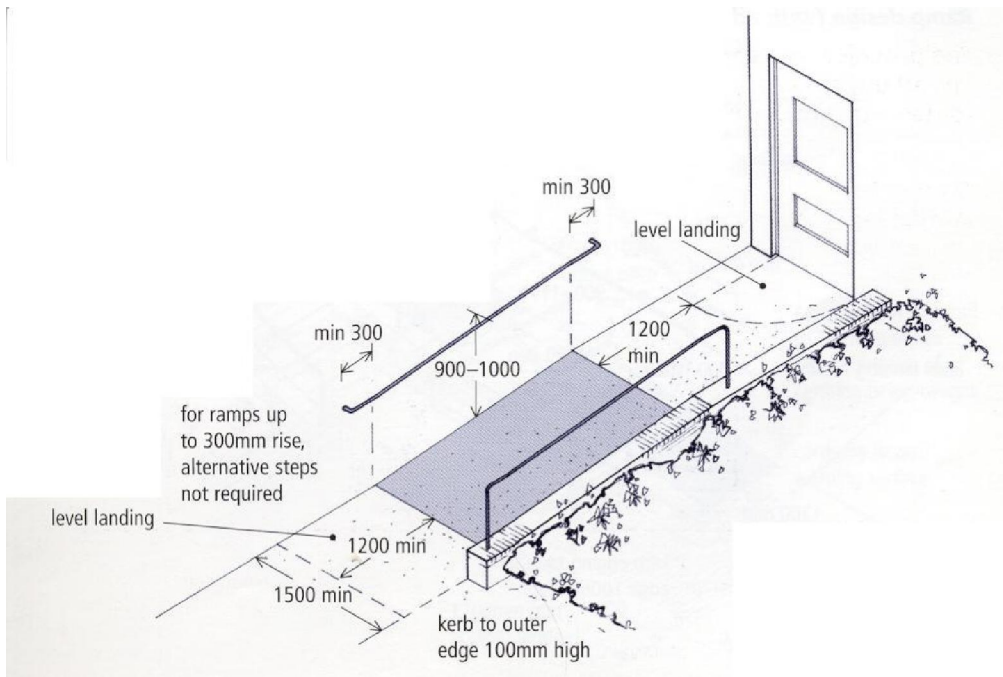


Figure 13
Short-rise ramp

