

# MINISTRY OF THE PRESIDENCY

## **ROYAL DECREE 505/2007, of 20 April, which sets forth the basic conditions of accessibility and non-discrimination of people with disabilities for accessing and using developed public spaces and buildings.**

In its Article 9.2, the Spanish Constitution sets forth that it is the responsibility of the public authorities to promote the conditions so that the freedom and equality of individuals are effective. Within this context, Article 49 contains a mandate so that the abovementioned public authorities implement an integration policy for the physically, sensorially and mentally disadvantaged and protect them so that they enjoy the rights recognized in Heading I of our Magna Carta.

In compliance with this constitutional mandate, Law 13/1982, of 7 April, on the Social Integration of the Disabled, was passed, whose Heading IX includes a series of measures which are directed at facilitating the mobility and accessibility of this social group, to which end the competent public administrations had to pass basic development and architectural regulations.

More than 20 years have passed since the enactment of this Law and the existence of different Laws and Regulations with a regional scope but without a unifying element has been translated into countless different criteria which call into question equality and non-discrimination among people with disabilities from different autonomous regions.

Consequently, it was deemed necessary to enact Law 51/2003, of 2 December, on the Equal Opportunities, Non-Discrimination and Universal Accessibility of persons with disabilities (LIONDAU). The aforementioned law, passed by the Spanish Parliament with the unanimous vote of all the political groups and without opposing allegations from any of the autonomous regions, evidences the existing consensus and the need for a new approach to accessibility which, based on the LIONDAU, takes on a new nature. It is no longer considered as a more or less intense aspect of social action or social services, but it is understood as an essential budget for the exercising of fundamental rights which assist citizens with disabilities.

In order to achieve this, in its Final Provision Nine, the Law sets forth that the Government shall pass, within a time period of two years from the coming-into-force of this Law, according to the provisions of its Article 10, some basic accessibility and non-discrimination conditions for accessing and using developed public spaces and buildings. In this regard, the accessibility conditions planned for buildings and constructions in the Royal Decree herein are also applicable to buildings affiliated to the different Public Administrations.

This Royal Decree regulates the aforementioned conditions and guarantees to all persons their independent and safe use in order to make effective equal opportunities and the non-discrimination of persons with disabilities. Furthermore, it provides a response to the need to harmonise and unify terms and parameters and to establish positive action measures which favour, for the abovementioned people, the normal use of the constructed environment and urban spaces.

Furthermore, the opportunity is taken advantage of to offer regulations which are adapted to a vision of accessibility based on design-for-everyone and personal autonomy, and a more open vision of existing needs, assuming plurality within disability. Finally, the aim of regulating these basic accessibility conditions is to improve existing control mechanisms and compliance with regulations.

Moreover, Law 38/1999, of 5 November, on Building Standards, within the framework of the competences of the State, and in order to foment quality in construction, sets forth the basic requirements related to functionality, safety and habitability which must be met by buildings. Given that, via a mandate of the

abovementioned Law, a Technical Building Code has been developed which the law itself defines as the regulatory framework which allows compliance with the abovementioned basic requirements, it has been considered that attainment of the same levels of equal opportunities and universal accessibility to all citizens, in conformance with the provisions of Article 10 of the LIONDAU, makes it necessary to incorporate into the abovementioned Technical Building Code, the provisions laid down by this Royal Decree.

The National Disability Council, by means of reports and enquiries, has participated in the process of drawing up this Royal Decree, thus complying with the provisions of Article 24 of Law 50/1997, of 27 November, of the Government, and of Article 15.3 of the LIONDAU. Furthermore, the project has been submitted to a hearing of the entities which represent the citizens affected by the abovementioned decree and whose aims are related to its purpose.

The autonomous regions have also been consulted through the Multilateral Housing Commission and the Sectorial Conference on Social Affairs.

By their virtue, at the proposal of the Ministry of Housing and of the Ministry of Labour and Social Affairs, in accordance with the State Council and following the deliberations of the Cabinet in its meeting on 20 April 2007,

#### I H E R E B Y D E C R E E :

***Single Article. Approval of the basic conditions of accessibility and non-discrimination for accessing and using developed public spaces and buildings.***

The basic conditions of accessibility and non-discrimination of people with disabilities for accessing and using developed public spaces and buildings are passed, whose text is included below.

***Final Provision One.*** Competence capacity.

The Royal Decree herein is enacted under the aegis of the provisions of Article 149.1.1.<sup>a</sup> of the Constitution, which attributes to the State the exclusive competence to regulate the basic conditions that guarantee the equality of all Spaniards in exercising the rights of and compliance with constitutional obligations.

***Final Provision Two.*** Financing of planned measures.

The costs which, where appropriate, correspond to the General State Administration in relation to public buildings, pursuant to Final Provision Five of the Royal Decree herein, shall be financed, at the time, on account of the budgetary credits allocated for said purpose in the expenditure budgets of the competent Ministerial Departments and Public Bodies.

***Final Provision Three.*** Incorporation of the basic conditions of accessibility and non-discrimination for accessing and using buildings into the Technical Building Code.

At least one year prior to the compulsory deadline which is laid down in Final Provision Five for new buildings, basic conditions of accessibility and non-discrimination for accessing and using buildings which are passed by virtue of the Royal Decree herein, shall be incorporated, with the nature of basic universal accessibility and non-discrimination requirements, to Part I of the Technical Building Code (CTE) passed by Royal Decree 314/2006, of 17 March. At the same

time, a basic document related to compliance with said basic requirements shall be incorporated into Part II of the CTE.

**Final Provision Four.** Technical document of the basic conditions of accessibility and non-discrimination for accessing and using developed public spaces.

At least one year prior to the compulsory deadline which is laid down in Final Provision Five for new developed public spaces, the basic conditions of accessibility and non-discrimination for accessing and using developed public spaces which are passed by virtue of the Royal Decree herein shall be developed in a technical document which shall be passed by order of the Ministry of Housing.

**Final Provision Five.** Compulsory application of the basic conditions of accessibility and non-discrimination for accessing and using developed public spaces and buildings.

The basic conditions of accessibility and non-discrimination for accessing and using developed public spaces and buildings which are passed by virtue of the Royal Decree herein shall be compulsory from the 1 January 2010 onwards for new developed public spaces and for new buildings, as well as for expansion, modification, improvement and renovations works which are undertaken in existing buildings, and from 1 January 2019 onwards for any existing developed public spaces and buildings which can be adapted in a reasonable manner.

These deadlines shall also be applicable to public buildings, except for public citizen service bureaux which shall be governed by specific regulations, in accordance with the provisions of Final Provision Five of Law 51/2003, of 2 December, on Equal Opportunities, Non-Discrimination and Universal Accessibility of people with disabilities.

**Final Provision Six.** Applicable penalty regime.

Any actions or omissions which violate the provisions of the basic conditions of accessibility and non-discrimination for accessing and using developed public spaces and buildings, which are passed by virtue of the Royal Decree herein, shall be penalised in conformance with the provisions of Final Provision Eleven of Law 51/2003, of 2 December, on Equal Opportunities, Non-Discrimination and Universal Accessibility of people with disabilities.

**Final Provision Seven.** Coming-into-force.

The Royal Decree herein shall come into force on the day following that of its publication in the Official State Gazette (BOE).

Issued in Madrid, on 20 April 2007.

JUAN CARLOS R.

The First Vice-President of the Government and the Ministry of the Presidency,  
MARÍA TERESA FERNÁNDEZ DE LA VEGA SANZ

# **BASIC CONDITIONS OF ACCESSIBILITY AND NON-DISCRIMINATION FOR ACCESSING AND USING DEVELOPED PUBLIC SPACES AND BUILDINGS**

## **CHAPTER I**

### **Basic conditions of accessibility and non-discrimination for accessing buildings and their use**

#### ***Article 1. Purpose.***

1. The purpose of the basic conditions which are set forth below is to guarantee for everyone the non-discriminatory, independent and safe use of buildings in order to make effective equal opportunities and universal accessibility.

2. In order to fulfil this purpose, buildings shall be planned, improved, maintained and used in a manner which at least complies with the basic conditions which are laid down below, promoting the advanced application of information technologies and telecommunications in buildings, at the service of persons with some kind of disability.

3. In the implementation of these basic conditions via the corresponding Basic Document of the Technical Building Code, the planned use and the characteristics of the building and of its surrounding area shall be taken into consideration as well as the type of construction work, whether it is a new building or an existing one.

#### ***Article 2. Accesses to buildings.***

1. In all buildings there shall be an easily-located route which communicates at least one accessible main entrance to the public thoroughfare and to accessible parking spaces. When there are several buildings integrated into the same complex, they shall be communicated to each other and to the communal areas via accessible routes.

2. Building car parks shall have accessible parking spaces.

3. The doors of accessible entrances shall have signposting and lighting which guarantees their recognition from the outside and the inside, they shall have no difference in level at the threshold and on both sides of them there shall be a space which affords access to wheelchair users. Transit widths and opening systems shall take into consideration the disabilities of potential users.

4. If there are fixed control systems at entrances and exits, such as detector arches, turnstiles, etc. which represent an obstacle for persons with disabilities, alternative accessible entryways shall be made available.

5. In buildings, the necessary elements shall be made available so that people with disabilities who are users of guide-dogs, assistance dogs and any other type of aid may access and make use of them without the abovementioned elements causing any limitation in their use of the built space.

#### ***Article 3. Accessible buildings.***

Spaces which house the different uses and services of a public building and the communal spaces of housing buildings shall have such specifications which allow them to be used independently by persons with disabilities and shall be communicated by accessible routes.

#### ***Article 4. Spaces situated on the same level.***

1. There shall be at least one accessible route on the same level communicating all the accessible points to each other which are located at the same height, the entrance to and exit from the floor, the areas of shelter which exist on it and accessible vertical communication hubs.

2. Along the entire accessible horizontal route, the following requirements shall be guaranteed:

a) The transit of persons in wheelchairs.

b) The adaptation of pavements to limit the risk of slipping and to make it easier for people with mobility problems to move around.

c) The visual communication of certain spaces, depending on their use, meeting the needs of persons with hearing disabilities.

#### ***Article 5. Spaces situated on different levels.***

1. Among accessible spaces which are located at different heights, there shall be at least one accessible route between different levels which shall have, at least, one accessible means which is an alternative to stairs. Buildings which are used by the public with more than one floor shall always have an accessible lift. Housing buildings with more than two storeys over the access floor, depending on the number of dwellings built over the abovementioned access floor, shall have a ramp or an accessible lift, or shall comply with the conditions which enable it to be installed at a later date.

2. On each floor, in front of the lift door, there shall be a space which allows the access of users in wheelchairs or of persons with disabilities with other technical aids except when this is not permitted by available space in the case of existing buildings.

3. Elements which provide information on the location and use of stairs, ramps and lifts shall be set out.

#### ***Article 6. Accessible use.***

1. The specifications of fixed furniture and information and communication elements shall enable them to be used by persons with different disabilities.

2. The arrangement of furniture shall take into consideration its safe and independent use by people with disabilities, especially by the visually impaired. Furthermore, in front of used elements, there shall be necessary free spaces which enable them to be accessed by wheelchair users.

3. In assembly halls, entertainment venues and premises with fixed seats, convertible seats shall be positioned next to exits, which may be used by persons with mobility or sensorial disabilities.

4. Newly-built public establishments shall be fitted with accessible toilets.

#### ***Article 7. Information and signposting.***

1. Information, signposting and lighting shall be used which are necessary to facilitate the location of the different areas and of accessible routes as well as the use of the building under safety conditions.

2. Safety information shall be situated in a place which is easy to locate and can be understood by all kinds of users.

3. The signposting of spaces and equipment in buildings shall take into consideration lighting and other visual, acoustic and, if pertinent, tactile conditions, which allow them to be perceived by persons with sensorial or cognitive disabilities.

4. Information and signposting shall be continuously updated. Any adaptations, improvements and new accessibility services which are undertaken in the building shall be properly signposted.

### ***Article 8. Fire safety.***

1. Buildings shall be fitted with an emergency lift with accesses from each floor which allow the priority evacuation of persons with motor disabilities in accordance with their use and evacuation height. Construction elements which delimit the lift box and its waiting areas shall be fire resistant.

2. There shall be shelter areas delimited by fire-resistant areas for the rescue and saving of disabled persons on all levels where an accessible emergency exit is not planned.

3. Evacuation routes, both towards the free outside area and towards the shelter areas, shall be signposted in conformance with the provision of the Basic Document on use safety, DB SI 3, of the Technical Building Code, and shall also have proper optical, acoustic and tactile signposting in order to facilitate the orientation of persons with different disabilities.

4. The building shall be fitted with the proper equipment and installations to enable fires to be detected as well as the optical and acoustic transfer of the alarm to the occupiers, so that it can be easily perceived by people with different disabilities.

## **CHAPTER II**

### **Basic conditions of accessibility and non-discrimination for accessing and using developed public spaces**

#### ***Article 9. Purpose.***

1. The aim of the basic conditions which are developed below is to guarantee to everyone the non-discriminatory, independent and safe use of developed public spaces in order to make effective equal opportunities and universal accessibility.

2. In order to fulfil this objective, public spaces shall be planned, built, restored, maintained, used and redeveloped so that they at least comply with the basic conditions which are set forth below, fomenting the advanced application of information technologies and telecommunications in developed public spaces, at the service of persons with some kind of disability. In consolidated developed areas, when compliance with some of the abovementioned conditions is not possible, alternative solutions shall be proposed which guarantee as much accessibility as possible.

#### ***Article 10. Pedestrian routes.***

For the purposes of this provision, pedestrian routes shall be understood to be public spaces which are primarily used for the transit of pedestrians ensuring their non-discriminatory use.

#### ***Article 11. Accessibility on pedestrian routes.***

1. Pedestrian routes shall guarantee, both at ground and at high levels, the transit, crossing and turning or change of direction of persons, regardless of their characteristics or the way in which they move. They shall be continuous, without occasional steps and shall have transversal and longitudinal slopes which allow pedestrian transit in an independent manner, especially for pedestrians who use wheelchairs or users who are accompanied by guide or assistance dogs.

2. In cases in which the implementation of the preceding point is not possible, a solution shall be executed through a single platform where the preferential

pedestrian area is clearly differentiated in the paving, as well as vertical caution signposting for vehicles.

3. At any event, the position of all the developed elements shall be such that under no circumstances does it interfere with the transit area laid down in preceding points. An exception is considered when an element is sporadic and non-repetitive in nature and if it does not guarantee crossing or turning, it must at least guarantee the normal transit of pedestrians.

4. In areas where people spend time, such as squares, parks and gardens, children's play areas, urban beaches, etc., the existence of a route shall be guaranteed featuring the specifications stipulated in the Chapter herein, as well as continuous transit to points of interest or public use.

5. Persons with disabilities who are users of guide or assistance dogs shall fully enjoy the right to use developed public spaces without their freedom of transit or access being limited for this reason.

### ***Article 12. Development elements.***

1. The paving of pedestrian routes shall provide as a result a continuous surface without ledges which allows the easy transit of all persons. The paving shall be slip resistant thus reducing the risk of slipping. Loose or separate elements which may make transit difficult shall be avoided.

2. The combination of colours and textures shall facilitate comprehension of the routes. In pedestrian dropped kerbs, paving shall be used of a different texture and colour which is easy recognisable, and whose use shall be avoided at other points and elements such as corners or vehicle dropped kerbs, which may confuse pedestrians with visual impairments. A difference shall also be made in the paving of the edges of level changes, hazard areas and the beginning of ramps and staircases.

3. The elements used to overcome the abovementioned differences in level shall comply with the size specifications which guarantee their use in an independent manner by all pedestrians. They shall also be fitted with suitable assistance elements such as handrails, plinths, etc., accessible handling devices and proper signposting and lighting which make them easy to locate and detect.

4. Grills, inspection holes and other infrastructure elements existing on the public thoroughfare shall be made level or positioned outside the free transit space of pedestrian routes. Furthermore, in the case of grills and drains, their design shall allow the trouble-free transit of wheelchairs and pushchairs, and prevent walking sticks, crutches and shoe heels from entering them.

5. Vegetation on the public thoroughfare shall be organised in such a manner that it does not invade the free transit space. In the event that tree wells are found inside said space, they must be levelled and properly covered, complying with the specifications described in the preceding point. Local entities shall oversee maintenance and periodic pruning in order to prevent the invasion of the abovementioned transit area and of its visual field.

### ***Article 13. Crossing points and vehicle entrances and exits.***

1. The sizes of pedestrian dropped kerbs which form part of accessible pedestrian routes shall allow pedestrian transit with the same requirements as those described for transit areas on pedestrian routes. Slopes in paving and the point where they meet the roadway shall guarantee the trouble and hazard-free transit of a wheelchair, of a visually-impaired person who uses a stick or of any person with some motor disability; regular transit along the pavement shall not be adversely affected

because of this. They shall have paving whose texture and colour are different which are suited to ensuring the orientation of disabled persons.

2. The width of pedestrian crossings shall correspond to two dropped kerbs and, as long as possible, a route which is perpendicular to the pavement which enables them to be safely crossed by persons with visual disabilities. They shall be signposted on the roadway with non-slip paint and shall have vertical signposting for vehicles. Their location shall be sufficiently visible to allow their safe crossing by all persons. When the width of the street requires the existence of an island in the middle, the latter shall have the same characteristics as pavements in terms of pedestrian crossings or dropped kerbs, kerb heights and paving.

3. The absence of obstacles to getting around shall be especially guaranteed. These include vegetation, signs, urban furniture, anti-parking elements or bollards which hinder or prevent the viewing of pedestrian traffic lights, or the visibility of pedestrians from them towards the roadway, in order to guarantee their localisation by persons with hearing and sight disabilities.

4. Pedestrian traffic lights shall have sound signposting which make them easy to cross. In cases in which it is so advised by the low intensity of pedestrian traffic, traffic lights may be activated at the request of the user via buttons which shall be easy to locate, which are free from obstacles preventing users from drawing close to them and at a suitable height. The transit time shall suffice in order to ensure their complete crossing by people with reduced mobility.

5. At emergency exits in establishments attended by the public, there must be visual and sound signposting indicating danger or caution on the pavement or pedestrian route.

6. When there are traffic lights installed in the area immediately surrounding pedestrian zones which liable to danger from passing emergency vehicles, such as fire and police stations, hospitals, etc., these must be fitted with a device which allows the emission of light and sound emergency signals.

#### ***Article 14. Development of plot boundaries.***

1. In the undertaking of public and private building works which involve the public thoroughfare, free transit along the pedestrian route adjoining it, both on ground and at high levels, shall be guaranteed. Any element which invades the abovementioned transit area shall be avoided.

2. In accesses, attention shall especially be paid to the difference in grade lines between the public thoroughfare and the plot. Height differences inside the plot must be solved and altering the pavement to adapt it to the grade lines of the new building is expressly prohibited. In the event of already existing buildings in which the impossibility of or serious difficulty in solving said difference in grade lines is justified, the option shall be taken to at least ensure the normal transit of a person accompanied, if pertinent, by a guide or assistance dog, and the necessary signposting and protection for pedestrians.

3. At all events, the continuity of routes with adjoining plots shall be guaranteed and steps and ledges shall be avoided.

#### ***Article 15. Urban furniture.***

1. All elements of urban furniture shall be arranged in such a manner so that it does not invade the transit area or the ground or high levels of pedestrian routes. As a general criterion, they shall be positioned in a linear fashion on the outside of the pavement next to the roadway area. On narrow routes where this arrangement makes transit difficult, vertical support systems for signs, traffic lights and lighting posts shall be attached to facades, with projections at a height which does not impede



free transit. All other furniture elements shall be relegated to areas which are sufficiently large enough.

2. Urban furniture shall be installed in such a way that it ensures any users can draw close to and access it. A suitable height and location shall also be guaranteed to ensure its proper use.

3. In the choice of urban furniture and equipment, compliance with accessibility conditions shall be required in the design of the elements. Their easy and safe use shall be heeded as well as their proper detection.

4. Containers, waste bins and urban furniture elements cannot be positioned in the transit area of pedestrian routes.

5. Canopies for waiting under and for shelter on the public thoroughfare shall be accessible and shall be arranged in such a manner so that they do not obstruct the pedestrian traffic of routes. They shall preferably be positioned on additional platforms or on extensions of the abovementioned routes.

### ***Article 16. Parking and control elements and protection from passing traffic.***

1. The reservation of parking places for persons with reduced mobility shall guarantee access to main activity centres in the city, which are separate from those for residences and workplaces. They shall be positioned as close as possible to the entrances to public precincts and always next to an existing pedestrian dropped kerb, or in its absence, one which is exclusive to guaranteeing access from the pavement to the roadway. The sizes of the parking places, either in linear, right-angled or in diagonal parking, shall allow a wheelchair to draw close to the vehicle as well as transfer from the former to the latter, and access to the pavement in safe conditions. They will be suitably signposted.

2. As long as possible, the use of anti-parking physical elements shall be avoided; if they should be necessary, they shall be situated in a manner so that the passing area of pedestrian routes is not obstructed. They shall be easily detected, even by pedestrians who are visually impaired; they shall contrast with the pavement and have the proper height.

3. The stability of fences and elements of boundary and protection shall guarantee the safety of the pedestrian and shall be easily detected. Elements which cannot be easily detected by pedestrians who are visually impaired are prohibited.

### ***Article 17. Works and interventions on the public thoroughfare.***

1. In the event of public or private works, or any other interventions which affect the public thoroughfare, sufficient conditions of pedestrian accessibility and safety shall be guaranteed, especially as regards matters related to the delimitation of the works, which shall be undertaken using stable, rigid, easily-detectable elements, guaranteeing pedestrian safety.

2. On pedestrian routes in work areas, continuous, safe transit shall be guaranteed, without ledges on the ground or protruding elements.

3. Work areas shall have signposting which sufficiently and strictly indicates boundary, caution and danger, which must be perceived by people with any kind of disability. Lighting along the whole stretch of the route in the work area shall be guaranteed.

### ***Article 18. Commercial activities on the public thoroughfare.***

1. All elements related to commercial activities on the public thoroughfare, including newsstands, temporary stalls, bar terraces, display stands, hoardings, cash

points and vending machines, shall be arranged in such a manner that they do not invade pedestrian routes. Transit shall be guaranteed without the existence of high protruding elements, low awnings or display stands or elements which are hard to detect.

2. All disabled persons shall be guaranteed access to cash points and vending machines, as well as to telephone, telematic or electronic services installed in spaces which are public or accessible from them.

### ***Article 19. Accessible signposting and information.***

1. The easy location of primary spaces and equipment in the area shall be guaranteed via directional signposting ensuring it can be read by pedestrians from pedestrian routes, facilitating their orientation within the public space. Attention shall be especially paid to the size, colour of the sign, non-existence of dazzle, position, height and orientation of the same, and the non-existence of obstacles which may make them difficult or impossible to read. In spaces in which it is so determined, the abovementioned signposting shall be rounded off with urban maps and information points which facilitate independent orientation and self-management round the public space.

2. Pedestrian routes shall have full signposting which ensures the location and orientation of pedestrians with any type of disability. Orientation shall especially be facilitated in the public space with the systematic and suitable placement of street name and building number signs which guarantee their legibility.

## **SCHEDULE Terminology**

### **Accessible lift:**

Lifts whose sizes, layout and type of control elements, characteristics of the information and communication systems, allow them to be used by people with any kind of disability.

### **Emergency lift:**

A lift reserved for firemen which can also be used to evacuate persons with movement or sensorial disabilities.

### **Accessible toilets:**

Any which are located on an accessible level which form part of general toilet hubs, whose arrangement of devices, door opening and technical aids are suited to users with different disabilities and which, at all events, have a free inside space which allows a wheelchair user to turn round.

### **Accessible route:**

A route, at the same level or between different levels, which communicates the outdoor space with the accessible entrance to the building and the accessible spaces inside it. The whole route is free from discontinuities and obstacles and is protected from level differences which make falling easy and whose size allows the transit and necessary turnings of people with disabilities and the technical aids they use. The paving is not slippery or so rough that it hinders the transit of persons with movement disabilities or of their aids, such as walking sticks or wheelchairs. The route has suitable lighting and signposting which allows the location of the accesses, exits and spaces it serves.

**Accessible route on the same level:**

A predominantly horizontal route which may include level differences whose height is no greater than a step, which are overcome by ramps whose slopes are set depending on the length of the sections.

**Accessible route between different levels:**

A route between different heights which has stairs and alternative means to the latter, such as ramps, lifts or stair glides, depending on the type of work in question and the use of the buildings.

**Accessible parking spaces:**

Parking spaces located at as short a distance as possible from the accessible access to the building and linked to it via an accessible route. Their sizes include a horizontal free space to enable wheelchair users to draw close to their vehicles and to transfer into them. The spaces are properly signposted with the international accessibility symbol.

**Accessible emergency exit:**

The exit from a floor or a building designed to be used exclusively in the event of an emergency, which is signposted in accordance with its use and which fulfils the necessary conditions so it can be used by persons with disabilities.

**Signposting:**

Signs which indicate forks, crossings and others so that they serve both as a guide and to inform users (notice boards). These may be both visual and sound or tactile or a combination of both.

From a visual point of view, attention shall be paid to the following aspects: size, colour, contrast, non-dazzle, position and height. The existence of obstacles which make it difficult or impossible to read them shall be avoided. Their contents must be comprehensible.

From a tactile point of view, they must have different, contrasting textures, not forgetting the abovementioned visual specifications.

**Planned use:**

The specific use for which a building or an area of the latter is projected or implemented and which must be shown in documentation. Planned use is characterised by the activities which must be undertaken and by the user type.

**Shelter area:**

An area delimited by fire-resistant elements, with sufficient capacity so that persons in wheelchairs can easily access and position themselves in them. Said area can be used to access an exit to the outside, a floor exit or an emergency lift and shall constitute a safe place for the people who shelter in it, while they await risk free help for their evacuation.